



DOCKET ITEM #3
Master Plan Amendment #2015-0003
Rezoning#2015-0003
Development Special Use Permit #2014-0035
Ramsey Homes Redevelopment

Application		General Data	
Project Name: Ramsey Redevelopment	Homes	PC Hearing:	February 4, 2016
		CC Hearing:	February 20, 2016
		If approved, DSUP Expiration:	February 20, 2019
		Plan Acreage:	0.71
Location: 699 North Patrick Street		Existing Zone:	RB
		Proposed Zone:	CRMU-M
		Proposed Use:	Multi-Family Residential
		Dwelling Units:	53
		Gross Floor Area:	78,500 sf
Applicant: Virginia Development, LLC	Housing	Small Area Plan:	Braddock Metro Neighborhood Plan and Braddock East Master Plan
		Historic District:	Parker-Gray
		Green Building:	Compliance with City's Green Building Policy

Purpose of Application
The applicant requests approval of a Master Plan Amendment, Map Amendment (rezoning), Development Special Use Permit with modifications, to construct two multi-family buildings for a total of 53 housing units.
Applications and Modifications Requested:
<ol style="list-style-type: none"> 1. Amendment to the Braddock East Master Plan within Braddock Road Small Area Plan chapter of the Alexandria Master Plan to amend the maximum allowable housing units from 30 to 53, and amend the land use designation from RB to CRMU-M; 2. Map Amendment (rezoning) to the official zoning map to change the zone from RB / Townhouse Zone to CRMU-M / Commercial Residential Mixed Use – Medium; 3. Development Special Use Plan (with site plan) to construct 53 multi-family housing units with: <ol style="list-style-type: none"> a. Special Use Permit for an increase in allowable floor area ratio (FAR) from 0.75 to 2.0; 4. Zoning modifications to the CRMU-M zone to allow: <ol style="list-style-type: none"> a. Provision of less than the minimum of 25 percent tree canopy cover over the site required per Article VII, Section 7-2507; b. Reduction of the 75' sight triangle required for vision clearance per Article VII, Section 7-801 (B), at the corner of North Patrick and Pendleton Streets.

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers:

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Master Plan Amendment #2015-0003
Rezoning #2015-0003
Development Special Use Permit #2014-0035
Transportation Management Plan SUP #2015-0081
699 North Patrick Street



I. SUMMARY

A. Recommendation

Staff recommends approval of the request for a Master Plan Amendment, rezoning, Development Special Use Permit, with associated modifications, to construct 53 multi-family housing units, subject to compliance with staff recommendations. The project offers several public benefits including:

- Fifty-three (53) mixed-income affordable housing units at varying levels of affordability;
- Streetscape improvements, including utility undergrounding, new sidewalks, and street trees; and,
- Below-grade parking.

B. General Project Description & Summary of Issues

The applicant, Virginia Housing Development LLC, as the development entity of the Alexandria Redevelopment and Housing Authority (ARHA), seeks to construct two multi-family buildings to create a total of 53 housing units for mixed-income affordable housing units, on a site currently occupied by the existing Ramsey Homes consisting of four buildings with 15 low-income affordable housing units. To construct the project, the applicant requests approval of the following:

- Master Plan Amendment to the Braddock East Master Plan within Braddock Road Small Area Plan chapter of the Alexandria Master Plan to change the maximum allowable housing units from 30 to 53, and change the land use designation from RB to CRMU-M;
- Rezoning the property to change the zone from RB / Townhouse Zone to CRMU-M / Commercial Residential Mixed Use – Medium;
- Development Special Use Plan to construct 53 multi-family housing units including an associated Special Use Permit for an increase in allowable floor area ratio (FAR) from 0.75 to 2.0;
- Zoning modifications to the CRMU-M zone to allow:
 - Provision of less than the minimum of 25 percent tree canopy cover required;
 - Reduction of the 75-foot sight triangle required for the southern building at the corner of North Patrick and Pendleton Streets;
- Separate approvals will be required by the Parker-Gray Board of Architectural Review for a Certificate of Appropriateness for the proposed multifamily buildings.

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

- Consistency with the City's approved plans and policies, including the Braddock East Master Plan, Braddock Metro Neighborhood Plan, the Housing Master Plan as well as ARHA's 2013 Strategic Plan (which was directed and received by City Council);
- Appropriateness of the rezoning and zoning modification requests;

- Compatibility of density as compared to existing RB zoning and adjacent neighborhood character;
- Provision of open space; and
- Site and building design.

II. BACKGROUND

A. Site Context

The project site is approximately 0.68 acres (29,312 SF) in total and is located in the Braddock / West Old Town neighborhood, and within the Parker-Gray Historic District. It is bordered by residential townhouses to the west and south, with the Church of God across Patrick Street at the northwest corner. Parking garages, the Alexandria Black History Museum, and townhomes are located across an alley on the eastern side of the site. The Charles Houston Recreation Center is located to the north, across Wythe Street.

The site currently consists of four two-story structures with a total of 15 affordable stacked (two-story) corner units. The buildings are constructed of precast concrete, each with an exterior patio area directly adjacent to the unit entry. Each of the buildings are set back from the street within a generous open space area.

The subject site is located within the Braddock Metro Neighborhood Plan, approved in 2008 as an amendment to the Braddock Road Metro Small Area Plan, and the Braddock East Master Plan which was developed to specifically address redevelopment of the public housing sites within the area. Both plans specifically identify the Ramsey Homes site as a potential redevelopment site.

B. Site History / History of Ramsey Homes

The Ramsey Homes project began construction in November 1941 as part of the wartime housing effort.¹ Today the site is comprised of four buildings—three quadruplexes and one triplex—two-stories in height with a low hipped roof. The building walls, second floor and roof are pre-cast concrete panels with one-story covered front porches in a simple, early International style. The project architect was the local firm of Smith, Werner and Billings, who had offices located at 220 King Street. The three architects—Delos H. Smith, Sheldon Werner and J. M. Billings—were selected to work for the housing authority to create plans for hundreds of wartime housing units. Smith had formerly worked for the United States Housing Authority before being selected as the local architect, working for Executive Director of the Alexandria Housing Board, R. S. Marshall, Jr. Smith was one of the inaugural members of the Alexandria Board of Architectural Review, appointed in November of 1946, as well as a charter member of the Historic Alexandria Foundation.² Smith was a noted ecclesiastical

¹ Public Housing in the United States, 1933-1949 National Register Nomination; A Historic Context, Vol. I, Appendix IV – Federal Public Housing Projects 1933-1949.

² “Architect Delos Smith,” *Alexandria Gazette*, Nov. 9, 1946: p. 9. and “Historic Alexandria Foundation” files at Alexandria Library Special Collections.

architect and his local work included two annex buildings at St. Paul's Church as well as the Capitol Building Prayer Room.³

Blueprints described the project as an "Experimental Housing Project for Alexandria, Virginia." The buildings had a decidedly modern architectural character and horizontal emphasis with a flat roof with central monitor. The blueprints included a few study variations with different window arrangements and materials, within the same standard block form.

Subsequent to the publication of the history report provided by the Applicant, it has come to the attention of City Staff that the existing Ramsey Homes may be one of the few remaining examples of the earliest form of residential pre-cast concrete construction on the east coast, and are notable in that the floors, interior and exterior bearing walls are all constructed of a relatively thin, pre-cast plank system.

The Ramsey Homes were constructed under the Lanham Act in the early 1940s. The Lanham Act was broad and encompassing legislation that provided for the construction of various types of housing that included: low-rent or slum clearance housing, temporary war housing and permanent war housing that would be converted after the war emergency ended. The Lanham Act also funded the construction and operation of wartime nursery schools, including the Carver Nursery to provide subsidized childcare for African American children whose parents worked for the defense effort. The Ramsey Homes project was constructed initially as permanent family housing.⁴

The 1958 Sanborn Fire Insurance Map describes the site as a United States Housing Authority project constructed specifically for African Americans. The Sanborn map describes the building construction as pre-cast concrete slabs and walls. After World War II, the Federal Public Housing Authority divested itself of several defense housing projects. It was at that time, in 1953, that the Alexandria Redevelopment and Housing Authority acquired the property. At the time of construction, the Ramsey Homes were located across the street from the first Parker-Gray School (which became the Charles Houston Elementary School after 1950, and was later destroyed by fire and is now home to the Charles Houston Recreation Center) and on the same block as the Robert Robinson Library (now the Alexandria Black History Museum).

It appears that the roof form was changed circa 1960 and staff believes there are two possible explanations for the change. First, the early technology for waterproofing flat roofs notoriously presented ongoing maintenance issues in those times, and in the interest of cost savings for maintenance, converting from a flat to a hip roof was seen as a logical solution. Additionally, being a more modern design at the time of construction, it is quite possible that the addition of multi-paned windows and a more traditional roof form were considered a way for the project to better fit in to the Colonial Revival architectural ethos of Old Town, particularly once under ARHA's ownership. ARHA altered other projects as well, such as the addition of door surrounds at the former James Bland

³ St. Paul's Church to Break Ground for New Buildings," *Alexandria Gazette*, October 27, 1955: p. 1. and <http://research.history.org/library/materials/manuscripts/view/index.cfm?id=SmithDelos>

⁴ "Scheme of NHA Involves 26,206 Units in 6 Groups in Metropolitan Area," *The Washington Post*: Sep 12, 1943: R4.

Homes, to make them more aligned with the Colonial Revival style and compatible with nearby buildings.

C. Project Evolution

Virginia Housing Development LLC (a subsidiary of ARHA) submitted an initial concept plan in the fall of 2014 to redevelop the property with two four-story multi-family buildings with 64 housing units and a height noted as less than 50 feet. This concept plan was revised in early spring of 2015 for two multi-family buildings that were four stories with an approximate height of 44 feet. In these initial concepts, the buildings were shifted to the western side of the site to allow for on-grade parking on to the east side alley. Through conversations with City staff and in response to comments from the Parker-Gray BAR, the applicant revised the concept to the one currently being considered with two three-story multi-family buildings, 53 housing units, and a height of approximately 39 feet.

The BAR denied the request for a Permit to Demolish on April 22, 2015 by a vote of 5-0. The BAR denial was based on the finding that “demolition of Ramsey Homes would be detrimental to the public interest because the buildings were representative of African American wartime housing and contributed to our understanding of that history in the middle of the 20th century”, and that the buildings met four of the six criteria in Chapter 10-205(B) of the Zoning Ordinance governing when/whether demolition is permissible:

- 1) Is the building or structure of such architectural or historic interest that its removal would be to the detriment of the public interest?
- 4) Would retention of the building or structure help preserve and protect an historic place or area of historic interest in the city?
- 5) Would retention of the building or structure promote the general welfare by maintaining and increasing real estate values, generating business, creating new positions, attracting tourists, students, writers, historians, artists and artisans, attracting new residents, encouraging study and interest in American history, stimulating interest and study in architecture and design, educating citizens in American culture and heritage and making the city a more attractive and desirable place to live?
- 6) Would retention of the building or structure help maintain the scale and character of the neighborhood?

The applicant appealed the BAR’s decision to deny the Permit to Demolish to City Council. On September 12, 2015, City Council overturned the BAR’s denial by a vote of 5-2, thereby granting approval of a Permit to Demolish to remove the four buildings.

During the hearing on the Permit to Demolish, City Council requested that ARHA investigate alternative approaches to redeveloping the Ramsey property to address a number of concerns raised by Council and the community prior to bringing forward a request for a Development Special Use Permit. Among these issues, were concerns about the appropriateness of the proposed mass and scale, the overall percentage of open space proposed, and the potential preservation of one or two existing buildings.

Pursuant to Council's request, City staff worked diligently to prepare and assess the feasibility of several alternatives. City staff found the exercise to be valuable and informative to the process. Staff also studied the fiscal impacts of the various options and worked to adjust the design accordingly. Under consideration were two alternative approaches to development of the site (*see attachment 1 – alternative site plans*).

- The first alternative examined the construction of two triplex stacked flat units in the center of the site, preserving both the southern and northern existing buildings. This alternative may have provided an estimated 29 housing units, utilizing a prototypical floor plan based on units recently developed by ARHA and a private development partner for the nearby James Bland housing. Parking for this option could be accommodated entirely on-grade, and also preserved extensive on-grade open space.
- The second alternative explored the preservation of the northern-most existing building with a proposed single multi-family building occupying the remainder of the site. This alternative may have provided an estimated 39 housing units based upon the unit layouts provided in the initial ARHA multifamily concept drawings, with a potential addition of 7 units on an optional, set-back fourth floor, and would also have provided all-underground parking.

Part of the analysis performed by City Staff included a tour of an existing Ramsey Homes unit and subsequent analysis of the potential for renovation and reuse of the buildings. This analysis included discussions with Code Administration regarding the applicability of code compliance. The findings of these discussions and analysis include the following:

- The buildings are precast concrete and appear to be structurally sound, with a structural shell in good condition;
- Renovations to the bathrooms, kitchens, and heating and ventilation are necessary and/or desirable, and such renovations could result in significantly improved kitchen layout;
- Renovations are architecturally feasible, would comply with code, and would not cause additional code compliance issues with any areas not being renovated;
- In consideration of the alternatives discussed above, any newly constructed units could be made handicapped accessible;

There is no code requirement for providing handicapped access to the existing Ramsey Homes buildings if renovated as described above.

Unfortunately, after some productive initial collaboration, ARHA's Board directed its staff not to participate further in exploring and creating the various development options and instead elected to proceed with the three-story, 53-unit proposal previously provided for concept review (*see attachment 2 - letter from ARHA's legal Counsel*). Due to this, the alternatives discussed above were unable to be analyzed for financial and operational feasibility per ARHA's parameters.

While the alternatives were not fully explored by ARHA, some of the changes suggested through the process of considering alternative methods have been included in the current proposal including the exterior architecture of the buildings have been altered and the open space provided has been increased by adding rooftop amenity spaces to each building.

D. Project Description

The applicant proposes to demolish the four existing buildings on the Ramsey Homes site and construct two multi-family buildings for a total of 53 housing units. The buildings consist of three above-ground floors with an average height of 39 feet above grade. The north and south buildings are approximately 29,400 square feet and 28,400 square feet in size, respectively, resulting in an overall site FAR of 1.72.

The buildings are arranged in a “C” shaped layout in plan, with a shallow courtyard. The courtyard of the southern building functions as the access ramp from the alley to the underground garage that will serve residents of both buildings. The underground garage spans approximately three-quarters of the site, located below the entirety of the south building, the middle courtyard, and half of the north building, and provides parking for 29 vehicles. No surface parking spaces are proposed.

The majority of the first-floor units would be served by direct exterior access doors, while the second and third floor units would have access through two stair wells and an elevator. The elevator and stairs would also serve as access routes to the rooftop open space proposed on both buildings.

III. ZONING

The subject site is currently zoned RB/Townhouse zone and the applicant is seeking to rezone the property to CRMU-M/Commercial Residential Mixed Use (Medium) zone. The RB zone is restricted to a maximum floor area ratio (FAR) of 0.75 and does not permit multi-family housing. The CRMU-M zone will permit the multi-family housing land use and allows a FAR up to 1.0 for residential uses. In addition, a FAR above 1.0 but not more than 2.0 in the CRMU-M zone is allowed with Special Use Permit approval pursuant to Section 5-205(C). Details of the CRMU-M zone are as follows:

Zoning Table

Property Address:	699 North Patrick Street	
Total Site Area:	0.71 acres (30,725 sf)	
Proposed Zone:	CRMU-M	
Current Use:	Residential – Multi-family	
Proposed Use:	Residential – Multi-family	
	Permitted/Required SUP	Proposed
FAR	1.0 / 2.0 with SUP	1.72
Height	30-40’ with a maximum 45’ per BEMP	39’
Parking – Affordable Housing Base Rates - Credits		
60% AMI	0.5625 per unit	0.5625 per unit

50% AMI	0.4875 per unit	0.4875 per unit
30% AMI	0.3750 per unit	0.3750 per unit
Total:	28 spaces	29 spaces
Vision Clearance (Corner)	Triangle with 75-foot sides as measured from intersecting street centerlines	
Open Space		
Total:	40% (11,725 sf)	40% (11,729 sf)

IV. STAFF ANALYSIS

A. Affordable Housing

According to ARHA, because of its age and condition Ramsey Homes, has become increasingly obsolescent and no longer meets livability standards for affordable housing. ARHA believes that existing conditions at Ramsey potentially threaten continued operating subsidies provided by the U.S. Department of Housing and Urban Development (HUD) for this public housing property. The 15-unit property currently runs at a deficit, with ARHA spending approximately \$2,000 per month more on maintenance and repairs than it receives from HUD and rents paid by residents.

With regard to the property’s deficiencies, among other things, the existing two story, two-bedroom units are not ADA-accessible; the kitchens lack sufficient space to accommodate modern appliances, including dishwashers; there is only one small bathroom, upstairs, in each unit; and the bedrooms are small and lack storage space, e.g., the closets are small alcoves without doors. While ARHA has considered substantially renovating Ramsey Homes to address some of these issues, it believes that redevelopment of the property into new multifamily housing is a more efficient and sustainable approach. To fully leverage its land asset, ARHA has proposed that the existing 15 public housing units be replaced with 53 units that would be affordable to a range of incomes. ARHA proposed that the project be funded with low income housing tax credits (LIHTC) and a first trust mortgage.

Of the 53 new units, 15 would be affordable to households with incomes at or below 30 % of the Washington DC metropolitan area median income (AMI). These units would fulfill the requirement for replacement of the ARHA-owned units being demolished pursuant to the City Council – ARHA joint Resolution 830 and will provide an affordable housing resource for current Ramsey residents if they choose to return to the redeveloped property. The other 38 units would be affordable to households with a range of incomes up to 60% AMI. The table below illustrates the potential range of incomes to be served if the property is redeveloped as proposed by ARHA.

Household Income	1 person	2 persons	3 persons	4 persons
30% AMI	\$22,932	\$26,208	\$29,484	\$32,760
60% AMI	\$45,864	\$52,416	\$58,968	\$65,520

Creating such a mix of incomes will provide both a workforce level housing element as well as generate rental revenue to help subsidize operating costs that are not supported by the very low rents to be paid by the 30% AMI households. ARHA has submitted an Affordable Housing Plan for the project that will be reviewed by the Alexandria Housing Affordability Advisory Committee (AHAAC) at its February 4 meeting.

ARHA has requested City funding support to pay for some infrastructure costs and other expenses that it does not expect to be able to cover with tax credit equity. Although ARHA has not yet submitted a formal application for City funding, staff estimates that the request could be for up to \$2 million. It is currently planned that the funding request will be reviewed by AHAAC at its February 4 meeting, with City Council considering the request following the DSUP public hearing.

With regard to City support, it is noted that provision of City funds for Ramsey is wholly contingent on ARHA's upcoming repayment of a prior City loan for its Glebe Park development project. At the time that the City loan for Glebe Park was approved in 2008, City Council agreed to earmark its future repayment to become a revolving fund for future ARHA projects. The balance of the 2008 Glebe Park loan is approximately \$5.8 million, including accrued interest. The monies to repay this loan later this year are expected to come from ARHA's proceeds from its land sales to EYA for Old Town Commons. Before the City can be repaid, however, HUD must approve this use of the funds. A decision is not likely until later this spring, if approved by City Council, a City loan to ARHA for Ramsey, depends on this repayment.

Assuming ARHA's request for land use approvals and City funding support are successful, some hurdles remain before the Ramsey Homes redevelopment project can proceed. These include winning an award of competitive 9% low income housing tax credits (ARHA plans to apply in March 2016); resolution of the pending lawsuit challenging City Council's approval of the Permit to Demolish; completion of a Section 106 historical review that is part of a mandatory federal environmental review process to be administered by the City; and approval of ARHA's request to HUD to allow "disposition" of Ramsey for redevelopment as a mixed income affordable development. If all of these proceed on the timeline outlined by ARHA, construction would begin in early 2017, with the project completed by the end of 2018.

B. Master Plan Amendments

The Braddock Metro Neighborhood Plan and its subsequent amendment through the Braddock East Master Plan were incorporated into the City of Alexandria's Master Plan in 2008 to guide development, and in the case of the Braddock East Master Plan to specifically address the future redevelopment of the public housing sites in the neighborhood. The purpose of the plans were to allow for the appropriate redevelopment of the designated sites, including Ramsey Homes, by providing a flexible framework of guidelines while limiting the size, density, and type of development to be sensitive to and integrated with the existing architecture of the Parker-Gray Historic District.

Density, Architecture, and Urban Design

The plan recommendations specific to Ramsey Homes note that the project should “*either be rehabilitated as part of the overall redevelopment program for the area, with some potential for infill, or be redeveloped with townhomes or townhouse scale buildings that are consistent with the character and scale of adjacent residential and are within the 30-40 feet height range.*” Further, the plan discusses a proposed scale of potential redevelopment limited to 15-30 housing units.

The Braddock Metro Neighborhood is a diverse area of residential types, ranging from single-family homes with yards to large multi-family developments such as The Henry and The Asher developments nearby. The intent of the recommendations for building form and scale in the Braddock plans is to provide a scale transition between the larger developments to the west and the historic Parker Gray neighborhood to the east. The building type proposed for the Ramsey Homes Redevelopment is consistent within the diverse range of architecture of the developing neighborhood, and through the evolution of the project’s architecture meets the height restrictions in the master plans. Further, the development of the architecture of the two buildings that is similar but distinct follows the recommendations for architectural variety. The proposal is also consistent with the master plans which call for underground parking facilities and walkable streets.

Lastly, the Braddock East Master Plan anticipated a rezoning of this site as indicated in table 3 (*see attachment 3*). While the proposal is larger than what was anticipated when the Plan was approved which is precipitating the need for this amendment, the additional density is needed to meet other goals. The Rezoning request and Special Use Permit for increased Floor Area Ratio both address the primary divergence of the proposal from the plans which is the allowable density or number of units for the site. Further analysis regarding this divergence can be found in the sections of the report on those applications.

Public and Affordable Housing

The Braddock East Master Plan was developed to specifically address the public and affordable housing within the Braddock Metro Neighborhood. The retention of the number of existing affordable housing units and addition of various affordability rates based on Area Median Income (AMI) is consistent both with the existing affordable housing in the neighborhood as well as the intended retention of affordable housing of the Master Plan.

In addition to the Braddock Metro Neighborhood Plan and the Braddock East Master Plan, the provision of affordable housing throughout the City of Alexandria is an explicit goal of the City, elaborated in the Housing Master Plan adopted in 2014. Among the guiding principles stated in the Housing Master Plan are:

- *Facilitate a variety of housing options for households of all incomes;*
- *Be implemented through active partnerships with AHDC and other nonprofits, ARHA, and others to leverage City resources;*

- *Prioritize certain factors for distribution and preservation of affordable housing, including the location of affordable housing in transit oriented, amenity-rich areas, and;*
- *Promote the integration of affordable housing as essential to the creation of successful and vibrant mixed-income communities.*

The applicant has stated that in order to continue to serve the City's need for affordable housing on the Ramsey Homes site, including at least 15 deeply affordable units as replacement units, the redevelopment would need to be a minimum of the proposed 53 units in order to achieve a level of operational efficiency that would be financially sustainable into the future. In doing so, the redevelopment would be consistent with the ARHA 2012-2022 Strategic Plan and the City of Alexandria Housing Master Plan.

The Braddock East Master Plan allowed for flexibility to address the variability of specific redevelopment cases, and while it did not specify the density or unit count in this necessary flexibility, the overall purpose and intent of the document may be interpreted to acknowledge that the future redevelopment must be planned with long term sustainability in mind.

C. Rezoning Requests

Staff supports the applicants proposal to rezone the property from RB, Townhouse zone CRMU-M, Commercial Residential Mixed Use, Medium. The rezoning will allow ARHA to construct multi-family residential instead of townhouses and allows for a greater FAR then the current .75 maximum of the RB zone. Although the CRMU-M zone allows for greater density than the RB zone, the applicant has set a maximum FAR of 1.7. The desire for the rezoning is a result of the rapid change that has and is occurring in the Braddock Road neighborhood. Over the last several years several properties have redeveloped from low scale commercial or warehouse uses to market rate residential uses, many renting or selling to higher income residents. The result is that the number of affordable units is decreasing in the neighborhood and creating fewer options for lower and middle income residents. The proposed rezoning of the Ramsey property will permit an increase in density that will allow for 38 affordable (or work force housing units) to be constructed in addition to replacing the existing public housing units with 15 new public housing units. Other benefits of the rezoning are an enhanced streetscape with new and wider sidewalks, removal of the overhead power lines and street trees. The proximity to Metrorail and Metro and DASH buses makes this a great location for lower income residents who seek affordable housing near mass transit options.

Staff has evaluated the rezoning request based on the following criteria, known as "Criteria for Rezoning Without a Master Plan Study," that City Council established in order to provide guidance for rezoning applications in locations that are not designated to undergo a Small Area Plan update in the near future and do not merit a new plan or study due to the scale of the proposal.

Consistency with Small Area Plan

As discussed further above, Staff finds that the proposal is substantially consistent with both broad and specific goals and intent of the Braddock East Neighborhood Plan, a 2008 amendment to the Braddock

Road Metro Small Area Plan. In particular, the Small Area Plan identified the Ramsey site as a redevelopment site that would require a rezoning.

Consistency with Type of Area

The proposed rezoning would be consistent with the type of area around the project site, which includes other CRMU-M zoned properties, including immediately across the street. The redevelopment of public housing sites in the neighborhood, such as the subject site, as well as increasing the diversity of housing affordability have been identified as an important planning goals in the Small Are Plan. Furthermore, the residential redevelopment proposed on the Ramsey site would be appropriate in this area that includes mixed-income residential uses which is similar to the mixed-income residential housing option found elsewhere in the Braddock Road neighborhood.

Isolated Parcel

This rezoning criterion asks whether similarly-situated sites in the area could request similar rezonings, possibly leading to extensive redevelopment with negative impacts that could be addressed through a special planning study. It is true that the subject site is not, strictly speaking, an “isolated parcel” and that rezoning could be requested at one of several sites within the planning area. However, the Braddock Metro Neighborhood Plan specifically anticipates redevelopment, particularly at the subject site and twelve others, and any future rezoning would be considered on a case-by-case basis. Ultimately, staff does not believe that approval of the current rezoning request would trigger unanticipated redevelopment that would necessitate revisiting planning goals that were agreed upon approximately seven years ago.

Status of Planning for Area

The 1992 Braddock Road Metro Small Area Plan and the 2008 Braddock Metro Neighborhood Plan update remain the governing planning documents for the area. No updates to this Small Area Plan are currently being discussed or anticipated.

Consistency with City Goals

In addition to being consistent with goals stated in the Braddock Metro Neighborhood Plan, the rezoning proposal meets other City goals, including the Affordable Housing Policy and the Green Building Policy.

D. Special Use Permit Request

Section 11-500 of the Zoning Ordinance gives authority to the City Council to approve special use permits, of which one is requested as part of this application related to an increase in the allowable floor area. The Zoning Ordinance requires the following provisions be met for approval of an SUP:

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.

Additionally the Zoning Ordinance includes a list of factors for City Council's consideration in Section 11-504(B). Staff finds the project complies with these standards and relevant factors. A summary of the SUP requested with this application along with a rationale for approval is provided in the following sections of the report:

Specifically, the applicant is requesting a SUP to increase density above the 1.0 maximum allowed by-right in the CRMU-M zone, up to the maximum floor area ratio (FAR) of 2.0, although the proposed plan achieves an FAR of only 1.72. The immediate neighborhood is largely residential, with a combination of townhomes and condominium buildings, and occasional small to medium scale institutional use buildings such as the adjacent church, museum, and nearby Jefferson-Houston recreation center. The additional density creates buildings with sufficient density of units to make the project financially sustainable as affordable housing. The multifamily buildings are within the height limit established in the Braddock East Master Plan. Similar, multi-family buildings of this size exist to the north and west of this site. Staff is supportive of this density on the site because it fits with the context of the Braddock Road neighborhood and does not overwhelm the adjacent residential areas.

E. Building Design

The proposed buildings have evolved from initial concepts of four-story buildings to the current proposal for two three-story buildings of approximately 39-foot height above grade, as described in the *Project Description* section of this report. The courtyard building layout has been utilized to provide for architectural variation in the buildings to address the perception of scale of the building. The buildings provide an urban design solution for the site, covering approximately 82 percent of the site, with a significant portion of the required open space located on the flat roof space of the buildings.

The northern building with its western facing courtyard is treated as a small apartment building typical to the City of Alexandria, with a central entrance located in the courtyard. The north and south ends of this building are distinguished from the main mass of the building in the east and west elevations to reduce the perceived scale of the building. The architectural treatment of the façade is generally symmetrical around the central courtyard entrance, with a lighter base, center, and sides to provide variation and highlight entrance locations. Siding materials for the majority of the building are brick.

The south building has been designed to incorporate the general vocabulary of the north building while providing a different appearance to reduce the perceived scale of the development. The rhythm of the architecture of the south building reflects the townhomes that face the building across Patrick Street. Refer to Section VII, Graphics for proposed elevations for both buildings, excerpted from the submission package.

F. Green Building and Sustainable Design

To meet the City’s Green Building policy, the applicant has committed to achieving either LEED (Leadership in Energy & Environmental Design) or Earthcraft certification for both proposed buildings.

G. Open Space

The planning efforts for the Braddock neighborhood, and particularly the Braddock East Master Plan, noted the basic need for open space in an increasingly urbanized area to serve the future residents. In particular, the Braddock East Master Plan states that:

“A variety of open spaces should be provided to meet the needs of the new residents of the proposed mixed-income communities. Public housing has a higher than average number of children per household. A range of open space is required to provide for the recreational needs of young children and teenagers... Each residential block should have safe and convenient access to play spaces for young children.”

During the initial concept designs for the projects, the applicant proposed a significant reduction of the amount of open space from the required 40% open space per the proposed CRMU-M zone. These first concepts contained approximately 15% open space on-grade, of various uses and configurations. Through the process, the applicant has agreed to provide rooftop amenity space on both buildings to achieve the required 40% open space through a combination of on-grade and rooftop space.

Type of Open Space	Entire Site
Ground-Level Open Space	4,689 sf (approx. 16%)
Outdoor Amenity Space (rooftop)	7,040 sf (approx. 24%)
Indoor Amenity Space	Not applicable
Total:	11,729 sf (approx. 40%)

The applicant’s proposal provides approximately sixteen percent (4,689 square feet) open space for the development, located in the middle courtyard between the two proposed buildings and in the west-facing courtyard of the north building. A portion of the middle courtyard is not counted toward the open space requirement as it will contain utility infrastructure (electrical transformers). The north building courtyard will serve primarily as decorative space, containing ornamental shrubs and perennials with a limited turf area.

The remainder of the proposed open space will be provided as rooftop open space (approximately 7,040 square feet or 24%), with the configuration and location of the rooftop space to be determined during the final site plan process. Per the recommended conditions, the rooftop space will contain sufficient amenities to create a pleasant and useful space, and will be fully accessible via a minimum of one stairway and elevator access on each building. Amenities will include, but not be limited to, seating, tables, planting, and the provision of shade. In order to meet the purpose of the Braddock East

Master Plan, one of the rooftop amenity spaces will be required to provide for the recreational needs of the development’s children – the appropriate age group will be discussed with the applicant.

H. Parking

Resident and visitor parking is provided in an underground garage that is located under both buildings (approximately ½ of the north building) with the garage entry located at the east-facing courtyard of the south building. The parking rates are calculated based upon the new ratios and credits provided by the recent amendment to the Zoning Ordinance for parking standards for multi-family residential projects, as approved on April 18, 2015. Under the Income-Restricted Affordable Housing use, the standards establish a parking ratio based on the percentage of Area Median Income (AMI) served by the housing units. These ratios are as follows:

Household Income Being Served	Parking Ratio
Housing units affordable at or below 60% AMI	0.75 space/unit
Housing units affordable at or below 50% AMI	0.65 space/unit
Housing units affordable at or below 30% AMI	0.50 space/unit

Additionally, this project is able to apply credits to reduce the required parking ratios based upon its proximity to a Metro station within one-half mile (10% reduction), a walkability score between 90-100 (10% reduction), and four or more bus routes located within one-quarter mile (5% reduction). Based upon the base rates and credits for reduction, the project parking requirement is a blended total of 28 spaces, with the applicant providing 29 spaces.

Provision of adequate parking is frequently an issue of concern, especially at locations such as this, where on-street parking directly adjacent to the project site is limited, because spaces on North Patrick Street are restricted for rush-hour travel lane use. In this instance, staff finds the amount of proposed parking will be sufficient, and that the undergrounding of the spaces is consistent with the requirements of the Braddock Metro Neighborhood Plan design Guidelines.

I. Pedestrian and Streetscape Improvements

To promote a safe and walkable neighborhood, the Braddock Metro Neighborhood Plan (BMNP) establishes a hierarchy of “walking streets” within the neighborhood to communicate to residents and visitors the best way to reach destinations and create an optimal walking environment. Included in these “walking streets” is Wythe Street, the northern boundary of the Ramsey Redevelopment site. The design guidelines of the BMNP further these recommendations with Wythe as a typology A1 “Principal Walking Street”, and Patrick Street (the site’s western boundary) as typology A2 “Principal Gateway Street.” Based on these designations, the design guidelines are prescriptive of the recommended streetscape treatments, including that the Wythe Street sidewalk will be running bond brick, and that all sidewalk areas for new development shall be a minimum of 14 feet from the curb to the face of the building. Further design guidelines are provided for the treatment of street crossings, curb ramps, and street tree placement.

Based on these recommendations, the plan provides an 8-foot wide brick sidewalk on Wythe Street, an 8-foot wide concrete sidewalk on Patrick, and a 6-foot wide concrete sidewalk on Pendleton. All streets have a tree planting area greater than 4-foot width.

Additionally, the neighborhood plans and the Zoning Ordinance require the undergrounding of all overhead utility lines with new construction. The existing locations of utilities at Ramsey Homes has significant utility lines on all sides, including the rear alley. Due to the locations of the proposed buildings, the utility lines in the alley would have to be placed underground to meet code and safety requirements.

The applicant has requested financial assistance from the City for the provision of all required streetscape improvements, with the exception of the street trees, and the portion of the utility undergrounding work that is not directly associated with or caused by the location of the new construction.

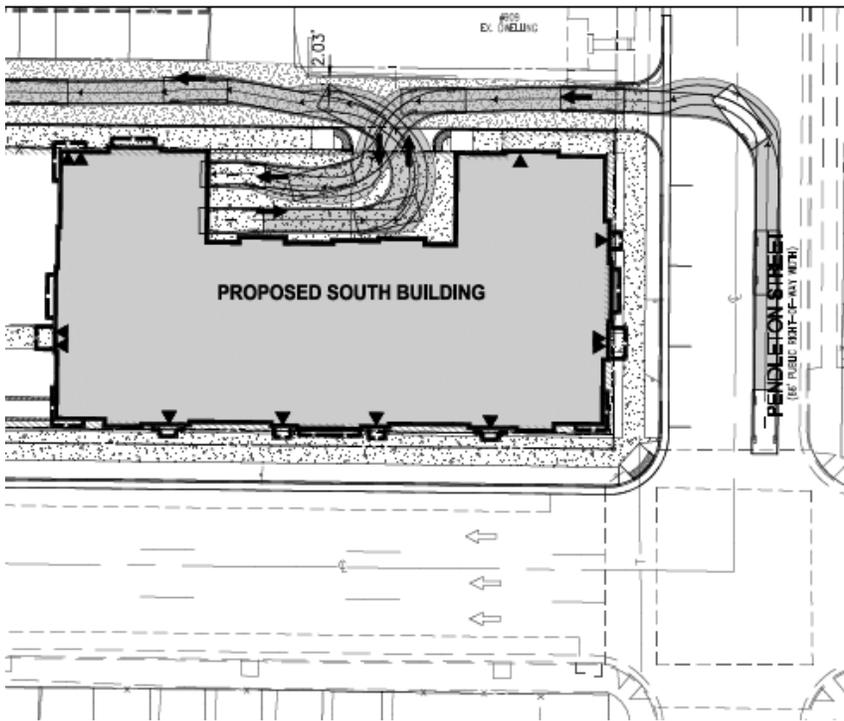
J. Traffic

Vehicular Traffic

The Ramsey Homes redevelopment will have minimal traffic impacts. Staff estimates the finished project will generate 27 AM peak hour trips, 33 PM peak hour trips and a total of 351 trips per day with no trip reductions taken. This is less than the 50 peak hour trip threshold required for a transportation study. Absent a study, staff does not believe this project will significantly impact traffic on the surrounding roadway network.

Garage access to the site is provided through a one-way public alley which runs northbound from Pendleton Street to Wythe Street. This alley is 100 feet east Patrick Street. Based on current traffic conditions, the exit from the alley onto Wythe Street is not expected to be blocked by queuing traffic except occasionally in the afternoon peak. Staff does not believe there will be any problems exiting the alley onto Wythe Street because traffic is limited on the alley as traffic is limited in a one-way direction north only.

The garage exit onto the alley is less than optimal because vehicles must execute a tight U-turn maneuver when exiting the garage. The applicant has demonstrated that this configuration works. Staff is willing to accept this configuration as long as the applicant provides protection ensuring that exiting traffic does not damage a private wall across the alley from the garage exit.



The applicant will be participating in the City's Transportation Management Plan (TMP) program. The TMP focuses on encouraging alternate means of transportation other than single occupant vehicle use, with particular emphasis on encouraging walking, bicycling and mass transit during the AM and PM weekday peak hours.

Transit

This site is well-served by a variety of public transit options. The walking distance to the Braddock Road Metro is within a half mile. Metro bus service is provided by lines 10A and 10B providing service between Ballston and Hunting Point. Service is provided between the hours of 5:00 A.M. to 11 P.M. on weekdays with 30 minute headways and from 6:00 A.M. to Midnight on the weekend with 30 to 60 minute headways.

DASH lines AT3 and AT3/4 serve this site. The AT3 provides service from Park Fairfax to the Pentagon Metrorail station. Service is provided between the hours of 5:30 A.M. to 10:00 A.M. and also between 3:30 P.M. and 8:15 P.M. on weekdays at 20 minute headways. The AT3/4 provides service between City Hall and Park Fairfax. Service is provided between the hours of 10:30 A.M. to 3:10 P.M. and 8:18 P.M. to 10:47 P.M. on weekdays with 60 minute headways and from approximately 8:30 A.M. to 8:20 P.M. on weekends with 60 minute headways.

K. School Impacts:

The applicant proposes 53 apartment units, 15 of which are replacement units from the Ramsey Homes public housing community. The remaining 38 units will be available to households making

approximately 30 to 60 percent of the average median income (AMI) in the Washington, DC Metropolitan Area. The student generation rate for ARHA units is 1.12 students per unit, or 16.8 for the proposed development. The student generation rate for affordable housing units is 0.6 students per unit or 22.8 for the 38 units available at 30 to 60 percent AMI. Based on these calculations there are approximately 40 students (39.6) forecasted for this new development.

The existing 15-unit Ramsey Homes community is already included in the Alexandria City Public Schools (ACPS) short-range and long-range enrollment projections, and all of those units are being replaced in the proposed development; therefore the net new student generation gain forecasted for this project is 22.8 students. This level of increase will not significantly impact enrollment capacity within ACPS and will likely be distributed over multiple grade levels and schools. The site is located in the Maury Elementary School and George Washington Middle School attendance areas.

L. Modifications

As part of this DSUP, the applicant is requesting two modifications to the Zoning Ordinance relating to tree canopy coverage requirements and the sight triangle vision clearance at one of the street intersections. Pursuant to Section 11-416, the Planning Commission may approve these modifications if they determine that such modifications are (1) necessary or desirable to good site development, (2) that specific and identified features of the site design make up for those impacts otherwise protected by the regulations for which the modification is sought and (3) that such modification will not be detrimental to neighboring property or to the public health, safety and welfare.

Tree Canopy Coverage

The applicant is requesting a modification of the Zoning Ordinance requirement for a minimum of 25 percent tree canopy cover over the site, per Article VII, Section 7-2507. The applicant's proposal provides approximately 19 percent tree canopy cover over the site, including an allowable contribution of fifty percent of the coverage provided by the project's street trees.

As a majority of the on-site open space is above structure and highly constrained or in proximity to structures, the increase of tree planting on-site does not appear feasible or recommended. Additionally, as the applicant has significant financial and reporting constraints, the provision of off-site tree coverage, or a contribution to the Living Landscape Fund, would be infeasible.

Sight Triangle Vision Clearance

The applicant is requesting a modification of the Zoning Ordinance requirement for a minimum 75-foot sight triangle required for vision clearance per Article VII, Section 7-801 (B), for the southern building at the corner of North Patrick and Pendleton Streets. In order to provide an appropriate location for the garage entrance in the south building, as well as a beneficial distance from the north building and the intervening grade level courtyard, the location of the south building is significantly constrained.

The Zoning Ordinance authorizes the Planning Commission to waive the vision clearance requirements to maintain the building line and the character of the block face. In this case, staff supports the modification of the vision clearance requirement.

M. BAR (Parker Gray)

The Parker-Gray Board of Architectural Review (BAR) was established when the Parker-Gray District was created in 1984. The Zoning Ordinance states that “no building or structure shall be erected, reconstructed, altered or restored...until an application for a certificate of appropriateness shall have been approved.” In addition, the BAR must review and approve a Permit to Demolish for all requests for partial or complete demolition or capsulation.

The BAR Concept Review Policy was originally adopted by the two Boards of Architectural Review in May 2000. Concept review is an optional, but strongly recommended, informal process conducted as a work session, usually under Other Business at a regular hearing or at a separate work session for unusually large projects. These cases typically come to the BAR at the beginning of a Development Site Plan (DSP) or Development Special Use Permit (DSUP) application. A formal BAR application for a Certificate of Appropriateness occurs only after approval of the DSP or DSUP.

The purpose of this policy is for the BAR to provide the applicant, staff, the Planning Commission and the City Council with advisory comments relating to demolition of an existing building or the overall appropriateness of the height, scale, mass and general architectural character of proposed new construction. This informal BAR work session is concurrent with the development review process and is intended to minimize future architectural design conflicts between what is shown to the community and City Council during the DSUP approval and then later to the BAR for a Certificate of Appropriateness. During the Certificate of Appropriateness review process, the BAR reviews and comments on design details, architectural elements and materials, among other items.

The BAR participated in Concept Review work sessions with the applicant in February 2015 and again in April 2015. At the first work session, the BAR strongly recommended that the applicant study the rehabilitation of the existing buildings and believed the initial designs proposed for new construction were too massive. The BAR also was troubled by a design approach that used a design motif of oversized simulated townhouse facades to mask what were actually multifamily flats.

While the BAR did not vote to informally endorse the proposed height, mass, scale and general architectural character at the April 22, 2015 BAR work session, the consensus from the BAR was that the design had moved in a positive direction since the first work session. Specifically, the BAR liked the massing of two three-story buildings featuring projecting and recessed elements as well as courtyards. The BAR noted that the use of underground parking significantly enhanced the site design. The BAR stressed that care should be given to the treatment of the north and south ends and that the building should step down at the corners, particularly where adjacent to lower height buildings. The majority of the BAR favored a contemporary architectural character that pushed the design envelope rather than replicating traditional architecture, although at least one BAR member thought a more traditional architectural style would integrate better into the neighborhood. At this

second work session, the BAR provided comments that supported the general design direction with recommendations for further improvement.

Although, the BAR has not reviewed the building designs included in the Preliminary Site Plan, staff is confident that the scale and mass of the proposed development is appropriate for the neighborhood and consistent with the BAR's direction at the work sessions. The BAR requires all applicants to use high-quality, durable materials that are consistent with the BAR's adopted policies and the fenestration, colors and materials of the building's skin will be refined through the Certificate of Appropriateness process.

V. COMMUNITY

The applicant met with the community through a series of forums hosted at ARHA's office at 402 Wythe Street. Additionally, ARHA presented a pre-concept discussion on the status of the existing Ramsey Homes and the potential future development at the May 11, 2015 meeting of the Braddock Implementation Advisory Group. The following is a listing of meetings hosted by the applicant:

- Ramsey Homes Resident Meetings:
December 22, 2014; June 22, 2015; July 17, 2015; September 19, 2015
- Community Meetings:
July 15, 2015; August 18, 2015 as well as meeting planned for January 13, 2016
- Stakeholder Group Meetings:
East Braddock Business Leaders – July 15, 2015; August 18, 2015

The standard conditions have been placed on the project regarding required community outreach before and during construction, and construction will be closely monitored throughout the process.

VI. CONCLUSION

Staff recommends **approval** of the Master Plan Amendment, the rezoning, and the Development Special Use Permit with modifications, subject to compliance with all applicable codes and the following staff recommendations.

VII. GRAPHICS



CONCEPTUAL SITE EXHIBIT
 RAMSEY HOMES REDEVELOPMENT 699 N PATRICK STREET

PREPARED BY
WALTER L. PHILLIPS
 ARCHITECTS
 101 N. WYTHE STREET, SUITE 200
 RALEIGH, NC 27601
 TEL: 919.978.1100
 WWW.WLPARTS.COM

Proposed Site Plan



Proposed Building Elevations

VIII. STAFF RECOMMENDATIONS

1. The Final Site shall be in substantial conformance with the preliminary plan dated August 21 as updated to December 18, 2015 and comply with the following conditions of approval.

A. *PEDESTRIAN/STREETSCAPE:*

2. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
 - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. Install ADA accessible pedestrian crossings within the project area.
 - c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed concrete sidewalks shall be 6 feet on Pendleton Street frontage and 8 feet on the N. Patrick Street frontage.
 - d. All brick sidewalks shall comply with the City's Memos to Industry 05-08 and 01-13. The minimum unobstructed width of newly constructed brick sidewalks shall be 8 feet on the Wythe Street frontage.
 - e. Sidewalks shall be flush across all driveway crossings.
 - f. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - g. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES. Applicant shall provide curb ramps at the following locations:
 - i. Intersection of North Patrick Street and Wythe Street
 1. Southeast corner
 - ii. Intersection of North Patrick Street and Pendleton Street
 1. Northeast corner
 - h. Provide thermoplastic pedestrian crosswalks at the east and north legs of the N. Patrick Street and Pendleton Street intersection, which must be designed to the satisfaction of the Director of T&ES.
 - i. 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)) will be required at the north and east legs of the N. Patrick Street and Wythe Street intersection. All other crosswalk treatments must be approved by the Director of T&ES.
 - j. Install pedestrian countdown signals and pedestrian activated push-buttons in accordance with City Standards. All pedestrian-activated push buttons shall be accessible per ADA Accessibility Guidelines (ADAAG).
 - k. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent

paving materials so as to minimize any potential visible impacts. ***
(P&Z)(RP&CA)(T&ES)

B. OPEN SPACE/LANDSCAPING:

3. Provide a total of 40% open space on-site in conformance with the CRMU-M zone. This open space may be provided in a combination of at grade open space and rooftop amenity space accessible for use and enjoyment of the residents. (P&Z)
4. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and/or RP&CA. At a minimum the Landscape Plan shall:
 - a. Provide an enhanced level of detail for plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous foundation shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. Ensure positive drainage in all planted areas.
 - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
 - d. Provide detail sections showing above and below grade conditions for plantings above a structure, including rooftop open space conditions.
 - e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
 - f. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of un-compacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.
 - g. Identify the extents of any of the tree wells/trenches within the sidewalk on the landscape and site plans.
 - h. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and all planting above structure, including rooftop planting areas, meet the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. (P&Z)(RP&CA)
5. Provide a water management plan developed, installed and maintained to the satisfaction of the Directors of RP&CA, P&Z and Code Administration.
 - a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. Provide external water hose bibs continuous at perimeter of building.
 - c. Provide at least one accessible, external water hose bib on all building sides at a maximum spacing of 90 feet apart. Hose bibs, ground set water connections and

FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.

- d. Install all lines beneath paved surfaces as sleeved connections.
 - e. Locate water sources and hose bibs in coordination with City Staff. (Code Administration) (P&Z)(RP&CA)
6. Develop a palette of site furnishings in consultation with staff BAR staff will determine which of the following furnishings will require review and approval by the Board of Architectural Review:
- a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, and/or P&Z and T&ES.
 - b. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, and other associated features planned for the ground level courtyard areas and rooftop amenity spaces. (RP&CA)(P&Z)(T&ES)
7. Develop a design for the rooftop open spaces to include both active and passive amenities. At a minimum, the rooftop amenity spaces should include shade features, seating areas, recreational opportunities for children on at least one of the two rooftops and space for vegetation. Provide a palette of materials, details and specifications for all associated features. *
8. Hire a professional consultant to work with staff and the landscape designers to incorporate and interpret elements of the historical character and archaeological findings into the design of the open space and to prepare interpretive elements, which shall be erected as part of the development project. In particular, interpretive elements shall include a history of the current Ramsey homes. The site plan shall indicate themes and locations of interpretive elements. Prior to release of the final site plan, the consultant shall provide text and graphics for the interpretive elements subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z and/or RP&CA.* (Arch)(P&Z)(RP&CA)

C. BUILDING:

9. The building design, including the quality of materials, final detailing, and massing shall be consistent with the elevations dated December 7, 2015 and as refined during the Board of Architectural Review process. (P&Z)
10. Building materials, finishes, architectural details and the like shall be subject to review and approval of a Certificate of Appropriateness by the Parker-Gray District Board of Architectural Review. All materials shall be in conformance with the BAR's adopted policies. (BAR)
11. Provide the following building refinements to the satisfaction of the Director of P&Z:

- a. Windows shall correctly reflect the architectural style, building type and period that is referenced by the building design and shall be in compliance with the BAR's adopted Window Policy.
 - b. The north building shall have a central door entry in the courtyard facing N. Patrick Street. Update the interior floor plans and landscape plans to reflect the central entrance.
 - c. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to placement and color. No vents shall be permitted on street-facing elevations, unless approved by the Board of Architectural Review.
 - d. Brick shall be used as the primary exterior building material. * (P&Z)(BAR)
12. Provide detailed drawings (enlarged plan, section and elevation studies) in color to evaluate the building base, projecting bays, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the Board of Architectural review process for a Certificate of Appropriateness. (P&Z)
13. A materials board shall be submitted as part of the Certificate of Appropriateness approval. Building materials, finishes, and relationships shall be subject to review by the Department of Planning and Zoning for substantial conformance to the preliminary plan and Board of Architectural Review approval of the Certificate of Appropriateness. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
- a. Provide a materials board that includes all proposed materials and finishes at first final site plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. *
 - d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. **
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)
14. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Certified / Equivalent to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first final site plan and provide a draft checklist showing how the project plans to achieve the certification.*

- b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of LEED Certification from USGBC (or equivalent) within two years of obtaining a final certificate of occupancy.
 - e. Failure to achieve LEED Certification (or equivalent) for the project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z)(RP&CA)(T&ES)
15. Locate resident mailboxes within each building. (P&Z)
16. The applicant shall work with the City for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES)(P&Z)
17. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
18. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. A list of applicable mechanisms can be found at [Http://www.epa.gov/WaterSense/pp/index.htm](http://www.epa.gov/WaterSense/pp/index.htm). (T&ES)
19. The stairwells within structured parking garages shall be visible, as permitted by the Building Code without solid walls. The balusters shall be open to allow for a clear line of vision. Provide guards that are 42" in height along open sides of the stairways and landings which are located 30" above the floor or grade below. The width between the balusters shall be no wider than 4" and the handrails are to be a minimum of 34" and a maximum of 38". (Police)
20. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

D. SIGNAGE:

21. Design identification signs to relate in material, color and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Director of P&Z.
- a. The identification signs shall be designed of high quality materials and sign messages shall be limited to logos and names.

- b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
- 22. Internally illuminated signs are prohibited. If signage is to be illuminated, explore the use of exterior illumination. (P&Z)
- 23. Freestanding monument or identification sign shall be prohibited.
- 24. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (P&Z)(T&ES)

E. HOUSING:

- 25. The Developer shall set aside all 53 new units as affordable rental housing for income eligible households. (Housing)
- 26. Fifteen (15) of the 53 units will be subject to, and fulfill, the one-for-one replacement requirements of Resolution 830. (Housing)
- 27. Fifteen (15) units shall be affordable at 30% of Area Median Income (AMI), 11 units shall be affordable at 50% of AMI and 27 shall be affordable units at 60% of AMI. (Housing)
- 28. Rents, including utility allowances, for the affordable units shall not exceed maximum rent levels allowed under the federal Low Income Housing Tax Credit (LIHTC) program for households at or below 30%, 50% and/or 60%, as applicable, (as determined by VHDA) of the Washington, D.C. Metropolitan Area Family Median Income. (Housing)
- 29. The owner shall re-certify the incomes of households residing in these units annually, and shall provide annual reports to the City to demonstrate the project's compliance with income and rent requirements set out here. Copies of documentation provided to the Virginia Housing Development Authority (VHDA) can be substituted to satisfy this requirement. (Housing)
- 30. The Developer will submit a project-specific Housing Conversion Assistance Plan for residents of the existing units to be reviewed and approved by the Landlord-Tenant Relations Board.** (Housing)
- 31. The new development will include accessible units as required by the Virginia Uniform Statewide Building Code, the Low Income Housing Tax Credit program and any other applicable state or federal law. (Housing)

F. PARKING:

32. The design and allocation of parking shall be subject to the following to the satisfaction of the directors of P&Z, T&ES, and Code Administration:
 - a. All parked vehicles shall be prohibited from encroaching on the alley, pedestrian walkways, or emergency vehicle easements, and all residents shall be notified of this prohibition.(P&Z)(T&ES)(Code Administration)
33. Locate a minimum of 28 parking spaces in the underground garage for residents. (P&Z)(T&ES)
34. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access to the garage shall be designed to allow convenient access to the underground parking for residents. (P&Z)
35. Provide 18 bicycle parking space(s) per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. Details on location and type of bicycle parking shall be provided on the final site plan. Bicycle parking must be installed and operational prior to first CO. ***(T&ES)
36. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the final site plan. (P&Z)(T&ES)
37. Residential units shall not be eligible to receive residential parking permits unless a comprehensive policy that addresses new development and the residential parking permit program is adopted by City Council.(T&ES)

G. TRANSPORTATION MANAGEMENT PLAN:

38. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Tier 1 Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. (T&ES)
39. A TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for assisting the City in implementing and facilitating the TMP on site. The coordinator must provide City staff access to the property and tenants/residents in order to implement TDM measures such as surveys, mailings and hosting events to encourage participation and inform residents and tenants about benefits available to them. *** (T&ES)

40. The TMP shall be required to make a monetary payment twice per year to the Citywide TDM Fund. TMP funds shall be deposited to the Citywide TDM Fund on January 15 and July 15 of each year. The annual base assessment rate for this development shall be \$82.42 per residential unit, \$0.21 per square foot of retail space, \$0.26 per square foot of commercial space, \$41.21 per hotel room and \$0.10 per square foot of industrial/warehouse. The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins.
41. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the property may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the city council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance.
42. Prior to any lease agreements, the applicant shall prepare appropriate language to inform tenants of the transportation management plan special use permit and conditions therein, as part of its leasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)

H. SITE PLAN:

43. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. (P&Z)
44. Submit the plat of consolidation and all applicable easements and/or dedications prior to the final site plan submission. The plat(s) shall be approved prior to the release of the final site plan.* (P&Z)(T&ES)
45. The plat shall be recorded and a copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit.** (P&Z)(T&ES)
46. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, and T&ES. These items include:
 - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.

- b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
 - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)(RP&CA)(BAR)
47. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RP&CA in consultation with the Chief of Police and shall include the following:
- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. Determine if existing lighting meets minimum standards within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.
 - c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - d. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - e. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
 - f. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
 - g. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - h. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - i. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - j. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
 - k. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
 - l. The lighting for the underground parking garage shall be an average of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
 - m. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - n. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.

- o. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)(BAR)
- 48. Move the southern curb at the garage entrance further to the south to the maximum extent possible (at least two feet) to provide a wider opening. * (T&ES)
- 49. Provide protection for the wall on the east side of the alley at the entrance of the garage. *(T&ES)
- 50. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e., Residential). (P&Z)
- 51. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)
- 52. As-built documents for all work under the site plan, including but not limited to pedestrian/streetscape improvements, utilities, and landscaping are required to be submitted with the Site As-built and request for final Certificate of Occupancy. Refer to City of Alexandria As-built Requirements and the Landscape Guidelines, Sections III A & B.****(P&Z)(T&ES)

I. CONSTRUCTION MANAGEMENT:

- 53. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. All the requirements of Article XIII Environmental Management Ordinance for quality improvement, quantity control, and the development of Storm Water Pollution Prevention Plan (SWPPP) must be complied with prior to the partial release of the site plan.* (T&ES)
- 54. Submit a separate construction management plan narrative to the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
 - a. 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.
 - b. Include an overall proposed schedule for construction;
 - c. Include a plan for temporary pedestrian circulation;
 - d. Copies of the plan shall be posted in the construction trailer and given to each contractor before they commence work.(P&Z)(T&ES)
- 55. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street. For the

construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:

- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the off-street construction workers parking plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)
56. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
57. No major construction staging shall be allowed within the public right-of-way on N. Patrick Street, Wythe Street and Pendleton Street. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
58. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
59. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Infrastructure Right of Way prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
60. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
61. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)

62. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z)(T&ES)
63. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
64. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. *** (P&Z)
65. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)
66. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z) (T&ES)
67. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

J. WASTEWATER / SANITARY SEWERS:

68. The project lies within the Combined Sewer System (CSS) area district, therefore, stormwater management and compliance with the state stormwater quality and quantity requirements and the City's Alexandria Water Quality Volume Default shall be coordinated with the City's CSS Management Policy. (T&ES)

69. The project lies within the Combined Sewer System (CSS) area; therefore, the applicant shall be required to comply with the CSS Management Policy requirements set forth in Memo to Industry 07-14, effective July 1, 2014. (T&ES)
70. The sewer connection fee must be paid prior to release of the site plan.* (T&ES)

K. STREETS / TRAFFIC:

71. Preferably a separation of 150', with a minimum of 100' between the beginning of street corner radius and any driveway apron radius shall be maintained on arterial and collector roadways; however, a minimum of 30 feet separation between beginning of street corner radius and any driveway apron radius shall be maintained on residential streets. Additional curb cuts are not recommended since these will impede traffic flow. (T&ES)
72. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
73. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
74. Show turning movements of standard vehicles in the parking structure and/or parking lots. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
75. The slope on parking ramp to garage entrance shall not exceed 15 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)
76. Furnish and install two 3" conduits with pull wires, and junction boxes located at a maximum interval of 300' underneath the sidewalks along N. Patrick Street. These conduits shall terminate in an underground junction box at each of the four street corners of the site. The junction box covers shall have the word "TRAFFIC" engraved in them. (T&ES)

L. UTILITIES:

77. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES) No transformers and switch gears shall be installed in the public right of way. (T&ES)

78. All the power and communication lines fronting all sides of the development shall be undergrounded. (T&ES)

M. SOILS:

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

N. WATERSHED, WETLANDS, & RPAs:

80. The stormwater collection system is located within the (Potomac River watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
81. Provide an Environmental Site Assessment note that clearly delineates the individual components of the RPA as well as the total geographic extent of the RPA, to include the appropriate buffer, in a method approved by the Director of Transportation and Environmental Services. The Environmental Site Assessment shall also clearly describe, map or explain intermittent streams and associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15% in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)

O. STORMWATER MANAGEMENT:

82. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
83. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance. The project must use hydrologic soil group "D" in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES)
84. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his

designated representative. Prior to issuance of the final certificate of occupancy, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:

- a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES)
85. Surface-installed stormwater Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
 86. Submit two originals of the stormwater quality BMP and Stormwater Detention Facilities Maintenance Agreement, to include the BMP Schedule and Guidelines Addendum with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)
 87. The Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs). Prior to project completion, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to issuance of the final certificate of occupancy, a copy of the maintenance contract shall be submitted to the City with the as-built package. ****(T&ES)
 88. The Developer shall provide an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)
 89. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media with the as-built package, prior to issuance of the certificate of occupancy. ****(T&ES)
 90. Prior to issuance of the final certificate of occupancy, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. ****(T&ES)

P. CONTAMINATED LAND:

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

accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. The installed vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted.(T&ES)

Q. NOISE:

95. Prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). Identify options to minimize noise exposure to future residents at the site, particularly in those units closest to the interstate highway, railroad tracks and airport traffic, including triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)
96. The noise study and noise commitment letter shall be submitted and approved prior to final site plan approval.* (T&ES)
97. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
98. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

R. AIR POLLUTION:

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

S. HISTORY AND ARCHAEOLOGY:

101. The applicant shall hire a consultant, to be approved by P&Z and Office of Historic Alexandria (OHA), to prepare interpretive elements both on-site and off-site documenting and interpreting the history of public housing in Alexandria and the African-American defense worker experience in Alexandria. The budget for this installation must be set at a minimum of \$50,000. The interpretive plan shall be reviewed and approved by OHA and P&Z Staff prior to release of the Final Site Plan. All interpretive elements and projects

prepared as part of this condition shall be completed by the issuance of the final C.O. ***
(BAR)(OHA)

102. Hire an archaeological consultant to conduct the archaeological investigations. Complete an Archaeological Evaluation and Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, shall be implemented. The Archaeological Evaluation and implementation of the Resource Management Plan shall be completed prior to submission of the Final Site Plan unless archaeological work is required in concert with demolition and construction activities, which must be demonstrated to the satisfaction of the City Archaeologist. (Archaeology)
103. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place to recover significant resources in concert with construction activities. *
(Archaeology)
104. Call Alexandria Archaeology (703/746-4399) two weeks before the starting date of any ground disturbance so that an inspection or monitoring schedule for city archaeologists can be arranged. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
105. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
106. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
107. 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)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

- C - 1 A final inspection of the approved landscaping is required three years after installation. *****(P&Z) (T&ES)
- C - 2 No permits shall be issued prior to the release of the Certificate of Appropriateness from the Board of Architectural Review. (BAR)

Transportation and Environmental Services

- F - 1. While the location of the visitor and resident bicycle parking in the garage is acceptable, staff recommends the applicant consider moving the two (2) visitor spaces to a rack outdoors (class 3) for more convenient visitor access. If the applicant chooses to do this, please show the location of the bicycle rack on the final site plan. City standards and specifications can be found here: <http://www.alexandriava.gov/BicycleParking>. *(T&ES)
- F - 2. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F - 3. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City’s following web address: (T&ES)

<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 4. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)

- F - 5. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 6. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 7. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration (T&ES)
- F - 8. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18” in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15”. The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 9. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10” in the public Right of Way and sanitary lateral 6” for all commercial and institutional developments; however, a 4” sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12” or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured “Y” or “T” or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured “Y” or “T”, or else install a manhole. (T&ES)
- F - 10. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10’ (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18” above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)
- F - 11. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the

bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)

- F - 12. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F - 13. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F - 14. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)

Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 15. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 16. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 17. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development stormwater flow from the site is reduced from

the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)

- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)
- C - 5 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 6 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)

- C - 7 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 8 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 9 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: www.alexandriava.gov/solidwaste or by contacting the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov. (T&ES)
- C - 10 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 11 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: www.alexandriava.gov/solidwaste or by calling the Solid Waste Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)
- C - 12 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 13 All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)
- C - 14 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)
- C - 15 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)

- C - 16 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 17 The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 18 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 19 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 20 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 21 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 22 The applicant shall comply with the City of Alexandria’s Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 23 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
- a. Monday Through Friday from 7 AM To 6 PM and
 - b. Saturdays from 9 AM to 6 PM.
 - c. No construction activities are permitted on Sundays and holidays.
- Section 11-5-4(b) (19) further restricts the Pile Driving to the following hours:

- d. Monday Through Friday from 9 AM To 6 PM and
 - e. Saturdays from 10 AM To 4 PM
 - f. No pile driving is permitted on Sundays and holidays.
- Section 11-5-109 restricts work in the right of way for excavation to the following:
- g. Monday through Saturday 7 AM to 5 pm
 - h. No excavation in the right of way is permitted on Sundays. (T&ES)

- C - 24 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C - 25 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 26 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan.
*(T&ES)

VAWC Comments

No comments received on the Preliminary Submission.

AlexRenew Comments

No comments received on the Preliminary Submission.

Fire Department

- F - 1. All new fire hydrants on private property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance and service.
- C - 1. The applicant shall provide two wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structures is being considered. Three copies shall be submitted to Alexandria Fire Department, Fire Prevention, c/o A. Maurice Jones, Jr. 900 Second Street, Alexandria, VA 22314.

Code Administration (Building Code)

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

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

Police

Parking Garage Recommendations

- R - 1. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R - 2. Only residents with proper electronic access cards should be able to enter into the stairwells from the underground parking garage. This makes the stairwells safer for residents.

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

Miscellaneous

R - 4. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.

R - 5. It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air.

R - 6. It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Archaeology

F - 1. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

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

Asterisks denote the following:

- * Condition must be fulfilled prior to release of the final site plan
- ** Condition must be fulfilled prior to release of the building permit
- *** Condition must be fulfilled prior to release of the certificate of occupancy
- **** Condition must be fulfilled prior to release of the bond

IX. ATTACHMENTS

Attachment 1

Site Development Alternatives considered by City Staff

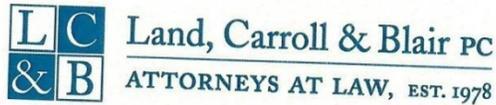




ALTERNATIVE 2
39 Units - 3 Floors



Attachment 2
Duncan Blair Letter



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

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

October 16, 2015

BY HAND DELIVERY

Mr. Mark B. Jinks, City Manager
City of Alexandria, Virginia
301 King Street, Room 3500
Alexandria, VA 22314

Re: Alexandria Redevelopment and Housing Authority ("ARHA"), Ramsey Homes

Dear Mark:

I am writing on behalf of our client, the Alexandria Redevelopment and Housing Authority ("ARHA") to advise you that, at a special meeting of the ARHA Board of Commissioners (the "Board") on Tuesday, October 13, 2015, the Board determined that it is not in the best interest of the Authority to proceed with the investigation of alternative options for the redevelopment of the Ramsey Homes site. Our analysis of the options indicate that they are not economically feasible, especially if the development budget is predicated on substantial forfeiture of ARHA's land value and earned developer fee.

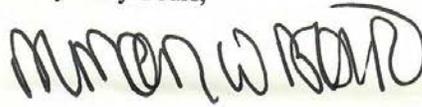
Further, the City's proposed less than four (4) month expedited calendar to conclude the development review process for any option other than the 53-unit proposal, which has been developed over the course of fifteen (15) months, is not achievable, especially in light of what is at risk if ARHA is not able to apply for tax credit funding in March of 2016.

In order to formalize the staff direction, the Board further passed a motion directing staff to move forward with the 53-unit plan and which was submitted for Completeness Certification on August 21, 2015. The Authority has been very accommodating and has demonstrated a strong commitment to working with your staff. However, the Authority has not received Completeness Comments from the Department of Planning and Zoning on that plan, and it is respectfully requesting that these be issued as soon as possible. It is also requesting that the project proceed to the Planning Commission and City Council in November pursuant to the original agreed upon schedule.

LAND, CARROLL & BLAIR P.C.
Mr. Mark B. Jinks, City Manager
Re: ARHA Ramsey Homes
October 16, 2015
- Page 2 -

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

Very Truly Yours,



Duncan W. Blair, Esq.
LAND, CARROLL & BLAIR, P.C.

cc: Mr. Roy Priest, Chief Executive Officer, ARHA and VHDllc
Ms. Connie Staudinger, Chief Operating Officer VHDllc
Members of the ARHA Board of Commissioners

Attachment 3
Required Amendments to the Braddock East Master Plan

Table 3 Amendment
(page 37):
LAND USE

Site	Parcel Area		Existing Development	Current Zoning	Recommended Zoning	Required Land Use	Preferred Land Use
	sf	Acres					
James Bland	370,000	8.49	200,000	RB	CDD	Residential	GF Retail
Andrew Adkins ⁽¹⁾	196,000	4.50	148,000	RB	CDD	GF Retail	Residential, Hotel Office
Samuel Madden	150,000	3.44	64,000	RB	CDD	GF Retail	Residential, Grocery Store Office
Ramsey	31,000	0.71	14,000	RB	CRMU-M (2)	Residential	Residential

(1) Includes privately owned single-family homes between Adkins and West Street.
 (2) Appropriate zoning to be determined through the DSUP and rezoning process subject to the height and density limitations identified in the Development Framework

Table 5 Amendment
(page 47):
DEVELOPMENT
FRAMEWORK

EXISTING PARCEL							PROPOSED DEVELOPMENT				
Site	Net Parcel Area		Existing Development	Existing Housing Units	Current Allowable FAR	Current Allowable Height	Current Allowable Development	Max. Total Development	Approx. Range of Housing Units	Max. FAR	Max. Height
	sf	acres									
James Bland	370,000	8.49	200,000	194	0.75	45	277,500	647,500	400	1.75	50
Andrew Adkins	196,000	4.50 ⁽¹⁾	148,000	90	0.75	45	147,000	332,500	200-250	2.50	70 west of Payne St. 50 east of Payne St.
Samuel Madden	150,000	3.44	64,000	66	0.75	45	112,500	300,000	165-225	2.00	70
Ramsey Homes	31,000	0.71	14,000	15	0.75	45	23,250	61,400 ⁽²⁾ 21,000	15-60 15-30	2.0 ⁽²⁾ 1.40	45
TOTAL	747,000	17.14	426,000	365			560,250	1,341,400 1,301,000	780-935 780-905		

(1) Includes privately owned single family homes between Adkins and West Street
 (2) With Special Use Permit to permit a maximum FAR of 2.0 per CRMU-M zone [5-205(C)]

Text Amendment (page 47):

IMPLICATIONS FOR THE FUTURE OF BRADDOCK EAST

Taking into account the recommended height limitations, open space requirements and other design considerations, the resulting densities, expressed as a Floor Space Ratio (FAR), are up to 1.75 on James Bland, up to 2.5 on the Adkins site, up to 2.0 on the Madden site and up to 2.0 ~~1.5~~ on Ramsey. This is generally consistent with the density recommendations in the BMNP for the key redevelopment sites at the Metro (FAR 3.0) and Northern Gateway (FAR 2.5).



APPLICATION

Master Plan Amendment MPA# 2015-0003
 Zoning Map Amendment REZ# 2015-0003

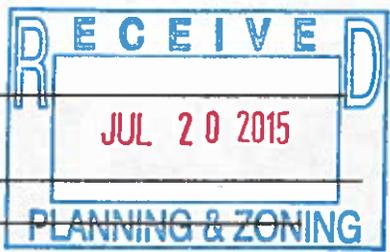
PROPERTY LOCATION: 699 North Patrick Street, Alexandria, VA 22314

APPLICANT

Name: Alexandria Redevelopment and Housing Authority
Address: 401 Wythe Street, Alexandria, VA 22314

PROPERTY OWNER:

Name: Alexandria Redevelopment and Housing Authority
Address: 401 Wythe Street, Alexandria, VA 22314



Interest in property:

- Owner Contract Purchaser
- Developer Lessee Other _____

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

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

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

Roy Priest
Print Name of Applicant or Agent

Signature

401 Wythe Street
Mailing/Street Address

703-549-7115 703-838-2825
Telephone # Fax #

Alexandria, VA 22314
City and State Zip Code

7/17/2015
Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

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

MPA # 2015-0003
 REZ # 2015-0003

SUBJECT PROPERTY

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

Address Tax Map - Block - Lot	Land Use Existing - Proposed		Master Plan Designation Existing - Proposed		Zoning Designation Existing - Proposed		Frontage (ft.)	Land Area (acres)
1 <u>054.04-12-01</u>	<u>RM</u>	<u>CRMU-M</u>	<u>RM</u>	<u>CRMU-M</u>	<u>RB</u>	<u>CRMU-M</u>	<u>87'</u>	
2 _____	_____	_____	_____	_____	_____	_____	<u>353.17'</u>	
3 _____	_____	_____	_____	_____	_____	_____		
4 _____	_____	_____	_____	_____	_____	_____		<u>.71 Acres</u>

PROPERTY OWNERSHIP

Individual Owner Corporation or Partnership Owner

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

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

MPA # 2015-003
REZ # 2015-003

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:

See Attached

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:

See Attached

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.

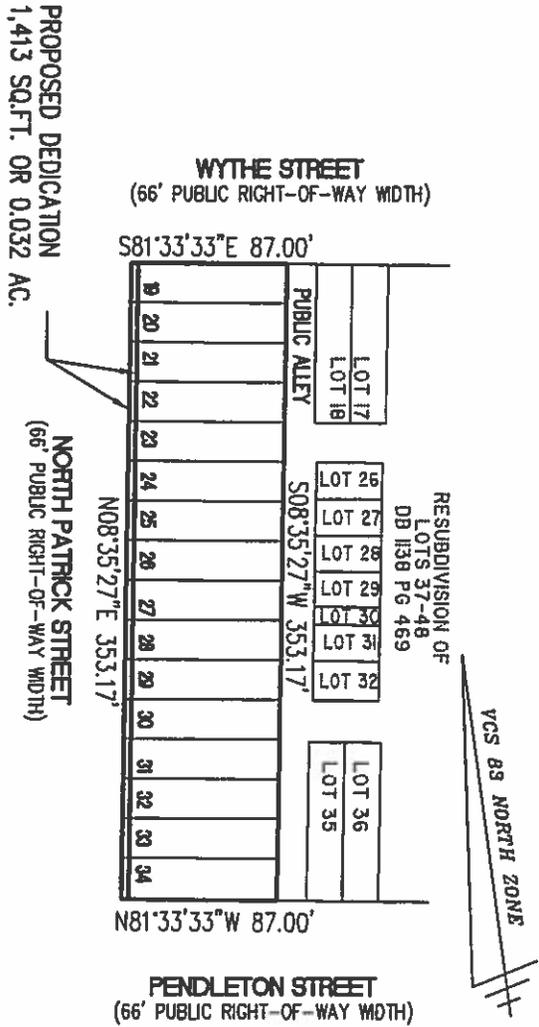
See Attached

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):

See Attached

NOTES

1. THE PROPERTY SHOWN HEREON IS DESIGNATED BY THE CITY OF ALEXANDRIA, VIRGINIA, AS MAP-BLOCK-LOT NUMBER 054.04-12-01 AND IS ZONED RB.
2. THE PROPERTY IS NOW IN THE NAME OF ALEXANDRIA REDEVELOPMENT AND HOUSING AUTHORITY, AS RECORDED IN DEED BOOK 356 AT PAGE 407, AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA.
3. THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP FOR THE CITY OF ALEXANDRIA, VIRGINIA, MAP NUMBER 5155190041E, REVISED DATE JUNE 16, 2011, DESIGNATES THE PROPERTY AS BEING IN ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN
4. THE SITE SHOWN HEREON IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 AS COMPUTED FROM A FIELD RUN VERTICAL CONTROL SURVEY AND IS REFERENCED TO THE VIRGINIA COORDINATE SYSTEM OF 1983. (NAD 83(2011) (EPOCH:2010.0000)) AS COMPUTED FROM A FIELD RUN BOUNDARY AND HORIZONTAL CONTROL SURVEY THAT TIES THIS SUBDIVISION BOUNDARY AND THE BENCHMARK(S) SHOWN TO NOAA/NGS MONUMENT PID NUMBER DH7960; LOYOLA B COOP CORRS APP. THE COMBINED FACTOR THAT HAS BEEN APPLIED TO THE FIELD DISTANCES TO DERIVE THE REFERENCED COORDINATES IS 0.99995704. THE FOOT DEFINITION USED FOR CONVERSION OF THE MONUMENT COORDINATES AND IN THE PERFORMANCE OF THIS SURVEY IS THE U.S. SURVEY FOOT. CONTOUR INTERVAL IS ONE FOOT.

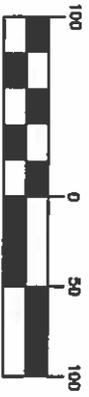


AREA TABULATION

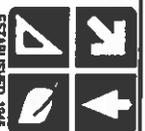
PROPOSED DEDICATION..... 1,413 SQ.FT. OR 0.032 AC

VACATION AND DEDICATION PLAT

ARHA RAMSEY HOMES
MULTIFAMILY



WALTER L. PHILLIPS
INCORPORATED

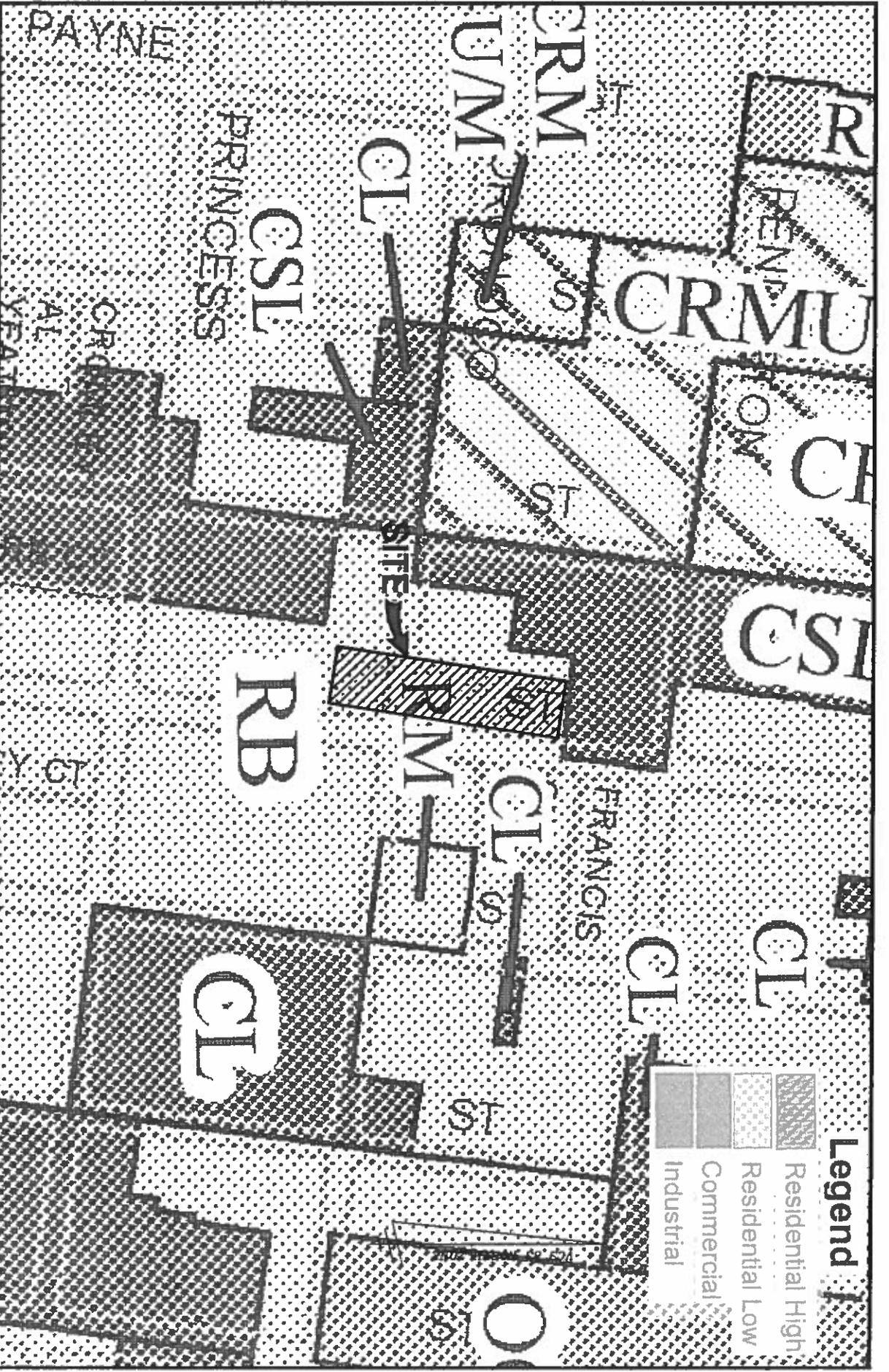


Engineers • Surveyors • Planners
Landscape Architects • Arborists
207 PARK AVENUE
FALLS CHURCH, VIRGINIA 22046
(703) 532-6163 Fax (703) 533-1301
WWW.WLPINC.COM

SCALE: 1" = 100'

DATE: JULY 17, 2014

SHEET: 1 OF: 1



Legend

- Residential High
- Residential Low
- Commercial
- Industrial



ZONING MAP AMENDMENT
VICINITY MAP
ARHA RAMSEY HOMES
MULTIFAMILY

WALTER L. PHILLIPS
INCORPORATED
ESTABLISHED 1945

Engineers • Surveyors • Planners
Landscape Architects • Arborists
207 PARK AVENUE
FALLS CHURCH, VIRGINIA 22046
(703) 532-6163 Fax (703) 533-1301
WWW.WLPHINC.COM

SCALE: 1" = 100' DATE: JULY 17, 2014 SHEET: 1 OF 1

MASTER PLAN AMENDMENT AND/OR ZONING MAP AMENDMENT (REZONING) Application

Alexandria Redevelopment and Housing Authority

Ramsey Homes Redevelopment

July 17, 2015

Justification for Amendment

Question 1

The Ramsey Homes redevelopment plan provides for underground utilities, underground parking, both of which are consistent and required by and consistent with the Braddock Metro Neighborhood Plan (BMNP) and the Braddock East Master Plan (BEMP), as well as highly desirable and beneficial to the community. Further, green edges have been provided along all street edges. Significant improvements to grading, drainage and stormwater management will address current undesirable conditions that lead to ponding and pests and create a more pedestrian-friendly environment.

The configuration of the buildings on site creates a courtyard in the front of the northernmost building for passive uses and softens the edge on Patrick. The South Building fronts the sidewalk. Both buildings have entry doors to the ground floor units which help bring a human and pedestrian scale to the buildings, bring more eyes on the street and enliven the streetscape. There is an approximate 40' wide landscaped courtyard between the two buildings for recreation, providing a safe area for children and families to gather and play. There will be a tot lot in this courtyard area.

From 2000 to 2009, the City of Alexandria lost more than 8,000 affordable rental units. From 2010 to the present, more than 99% of the nearly 1,000 residential units built in the Braddock East community have been market or luxury rentals and condos. More than 40% of the overall rental housing demand in the City consists of households with incomes at or below 60% AMI. Through its efforts, ARHA is helping to close the affordability gap in the City of Alexandria.

Promoting a diverse residential population, is consistent with the Braddock Metro Neighborhood Plan (BMNP) and the Braddock East Master Plan (BEMP) as well as highly desirable to the health, social resiliency and vibrancy of the community.

The design reflects the scale, rhythm and color palette of its neighbors and in that manner seeks to support the fabric and integrity of the community.

The framework and recommendations in the BMNP are based on seven guiding principles. The BEMP expands upon the fifth of these principles; to promote mixed- income communities through the redevelopment of the existing public housing sites within the Braddock East planning area. ARHA's proposed redevelopment of the Ramsey Homes is consistent and supportive of the Braddock Metro Neighborhood Plan and Braddock East Master Plan.

The 15 households in residence have the right to return to the redeveloped site. In order to achieve the goal of a mix of income levels large enough to sustain the 15 lower-income units and maintain a strong

social and support networks that are essential in low-income communities, 38 units at income levels up to the workforce housing limits have been added.

The BEMP embraces the BMNP goal of creating a community that is diverse and affordable, with a mix of income levels and large enough to sustain a critical mass of public housing residents in order to maintain the strong social and support networks that are essential in low-income communities. Examples of mixed-income housing programs in Alexandria and elsewhere in the country have demonstrated the benefits of similar mixed-income communities.

There is no public housing component to this Project.

The Plan promotes a diversity of housing types at differing levels of affordability to accommodate households with a broad range of income levels within the community. A mix of housing types, unit sizes, and affordability levels will help to encourage a mix of people with different lifestyles, household sizes, and other characteristics that will enhance and promote the neighborhood's livability.

The existing fifteen (15) low-income households will be given the first right to return to the redeveloped site, as along with thirty-eight (38) households earning up to 60% of the Area Median Income, which is a workforce housing income limit, in a mix-income development. Ramsey Homes will no longer be a public housing project. The fifteen lower-income households will have rents that will be subsidized through the Housing Choice Voucher Program which subsidizes the resident's portion of the rent to reflect a fair market rent. The lower-income households will be integrated throughout the new development and not concentrated in any one location. The addition of the 38 units in this community is necessary to accomplish this goal.

The development team has worked closely with city staff to develop the Project size, massing, height and architectural character. The proposed 3-story Project complies with the fundamental intent and height envisioned by the Braddock East Master Plan. The 3-story configuration and the relationship of height and width being proposed reflects the prevailing pattern along the blockface. The 3 – story height is also consistent with the BEMP in that it recognizes the suggestion that new buildings should be generally no more than one-story higher than adjacent buildings, while providing flexibility in the unit mix.

By developing a mixed-income project 3-story project with amenities, street scape improvements and underground parking, ARHA is meeting the stated objectives of the BEMP and the Housing Master Plan.

Question 2

While the density of this site is specifically identified in the BEMP at a maximum FAR of 1.5, an increase in FAR to 2.0 is necessary in order meet the goal of integrating the existing 15 low-income households throughout a larger community of families with higher incomes.

Further, the BMNP recommended that the Braddock East public housing be redeveloped into higher density, mixed-income housing, attracting a range of household types and incomes.

Setbacks of 14 to 15 feet are consistent with existing zoning and provide an attractive streetscape.

Question 3

The Applicant has filed for a Development Special Use Permit with Site Plan to construct a multifamily project on the property. The Site Plan filed as part of the Development Special Use Permit request, demonstrates that the property is adequately served by public assemblies, to the extent that public facilities are required.

Question 4

No proffers or conditions are being considered as part of this application.



APPLICATION

MPA2015-0003, REZ2015-0003
DSUP2014-0035, SUP2015-0081

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2014-0035 **Project Name:** Ramsey Homes Redevelopment

PROPERTY LOCATION: 699 North Patrick Street, Alexandria, VA 22314

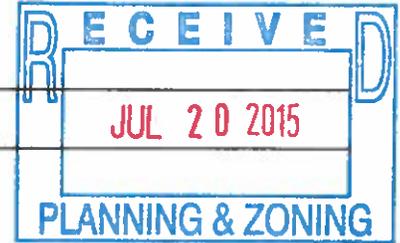
TAX MAP REFERENCE: 054.04-12-01

ZONE: RB, Proposed CRMU-M

APPLICANT:

Name: Alexandria Redevelopment and Housing Authority

Address: 401 Wythe Street, Alexandria, VA, 22314



PROPERTY OWNER:

Name: Alexandria Redevelopment and Housing Authority

Address: 401 Wythe Street, Alexandria, VA 22314

SUMMARY OF PROPOSAL Development Special Use Permit with Site Plan for CRMU-M, Tier 1 Parking - Residential.

MODIFICATIONS REQUESTED See Attached

SUP's REQUESTED See Attached

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.

Roy Priest

Print Name of Applicant or Agent

401 Wythe Street

Mailing/Street Address

Alexandria, VA 22314

City and State

Zip Code

Signature Roy Priest

703-549-7115

Telephone #

rpriest@arha.us

Email address

July 17, 2015

Date

703-838-2825

Fax #

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Received Plans for Completeness: _____

Fee Paid and Date: _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

the Owner Contract Purchaser Lessee or Other: _____ of the subject property.

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

N/A

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

- Yes.** Provide proof of current City business license.
- No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1.		
2.		
3.		

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

Name	Address	Percent of Ownership
1.		
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

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

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

Not Applicable

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

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

Not Applicable

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

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

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

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

Not Applicable

B. How will the noise from patrons be controlled?

Not Applicable

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

Not Applicable

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?

Not Applicable

ALCOHOL SALES

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

Yes. No.

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

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:

- 27 Standard spaces
- _____ Compact spaces
- 2 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?

There are no off-street loading spaces

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

Residential loading and unloading will generaggy be restricted to the moving in and moving out of unit owners and trash removal

The buidling management will regulate the hours for residents.

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

Except for the move-in period by initial residents, it is anticipated that loading and unloading activilities will be mimimal.

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

Yes

Development Special Use Permit Application
With Site Plan
Alexandria Redevelopment and Housing Authority
Ramsey Homes Redevelopment
July 17, 2015

The redevelopment of the Ramsey Homes site (the "Project") is consistent with the ARHA 2012-2022 Strategic Plan, the City's Housing Master Plan and the Braddock East Master Plan ("BEMP"). The Project involves the redevelopment of an underutilized and obsolete public housing site into a mixed-income, affordable multi-family rental housing site.

The Project site is .71 acres, occupying one half of a city block, the east side of the 600 block of North Patrick Street between Pendleton and Wythe Street. The site is currently improved with (15) two-bedroom townhomes in four buildings. Three of the buildings are quadruplexes and one is a triplex. The existing structures were built in 1942. The buildings' floors, walls and roof are built of 1-1/2" precast concrete slabs. Numerous modifications have been made to the structures since the initial construction, including pitched roofs with shingles, diluting the architectural historic significance of the Project. A preliminary history report has been provided to staff and is included as part of this Work Session submission.

The density of this site is specifically identified in the BEMP at a maximum FAR of 2.0, an increase in FAR is necessary in order meet the goal of integrating the existing 15 households throughout a larger community of families with higher incomes. ARHA is requesting a 2.0 FAR.

A mix of public housing and market-rate housing and, where possible an element of affordable and/or workforce housing is recommended in the Plan. This Project includes an approximate 1/3-2/3 ratio of low-income households to households with incomes up to a workforce housing income. The unit mix is driven by market factors, land value, public policy and funding availability and terms. The BEMP recognizes that these and other variables will drive the viability of redevelopment projects, and ARHA's ability to meet the BEMP's objectives. Specifically, the BEMP notes:

The precise ratio for this mix should be determined through the development planning process, as it will be influenced by the funding available at that time.

It is fair to say that the market conditions in the Fall of 2008, when the BEMP was published and the economy fell into a deep recession, is far different than current conditions. It is exactly for these reasons that the BEMP deliberately avoids being prescriptive and allows for the flexibility necessary to meet the Plan's objectives, particularly with respect to the number and ratio of public housing units retained on the original site. The BEMP notes that "basing any recommendations regarding unit mix/unit retention on current (10/08) market conditions and current funding expectations would be unreliable."

The focus of the ARHA Strategic Plan is on preserving ARHA's present affordable housing stock until opportunities arise that will enable ARHA to substantially improve conditions while complying with Alexandria's ordinance mandating preservation or replacement of ARHA's affordable housing (Resolution 830). ARHA recognized that it is not enough to provide sustainable affordable housing; we must also ensure that the housing we provide meets qualitative standards that are acceptable to ARHA and to the greater Alexandria community. We are actively pursuing opportunities that improve housing quality and add to the number of affordable units whenever economically and financially appealing prospects occur. The overriding recent and present objective has been to pursue these opportunities with caution in a manner consistent with ARHA's core mission and principles. A further objective has been to improve the quality of our existing affordable housing stock in a manner that it becomes indistinguishable from other housing prevalent in the surrounding neighborhoods.ⁱ We believe that the concept for this Project advances the ARHA Strategic Plan objectives. The Project, as it exists today, is substandard and cannot be renovated to meet current codes. HUD requires that any renovation meet 504 Accessibility code and the Project, in its current configuration cannot be renovated to meet the code (see Rehabilitation versus Redevelopment below).

More than 40% (14,353 households) of the overall rental housing demand in the city consists of households with incomes at or below 60% AMI. For extremely low-income households within this group (those at or below 30% AMI), there are no committed permanent affordable units or market affordable units subsidized to be affordable to this income level outside of a limited number of project based Section 8 units, ARHA-owned public housing and some operated by city or nonprofit agencies for the benefit of special needs clients.ⁱⁱ This mixed-income Project would be available to the extremely low-income families that reside at the Project today, as well as to households at up to 60% of the AMI which is the city Workforce Housing limit for rental housing.

This concept redevelops the Ramsey Homes public housing site into vibrant and sustainable mixed-income housing which is consistent with the BEMP. The Project provides an appropriate level of residential density given that it is within a ½-mile radius from the Braddock Road metrorail station, thereby better utilizing transportation infrastructure and potentially decreasing negative impacts of car traffic. The BEMP encourages greater mobility, especially for those with limited access to automobilesⁱⁱⁱ. This Project achieves this.

The 15 public housing families that are being displaced will be given the option to move to another comparable public housing unit or, they can elect to accept a Tenant Protection Voucher that they can use to find housing available in the private sector where the landlord will accept a voucher. The overall rental housing demand in the city consists of households that ARHA will pay all costs of the move. The households displaced by the redevelopment of the Project will be given the first opportunity to return to the newly constructed Project. The increased density at the Ramsey Homes site will also afford ARHA the opportunity to accommodate households at other ARHA-owned housing sites planned for redevelopment.

Should the existing 15 households chose to return, they will be in community with an additional thirty eight (38) households with incomes up to 50% and 60% of the Area Median Income. This will provide for

a mix of incomes to replace the exclusive public housing that exists on the site today, with the ultimate goal of providing improved residential and social conditions for the residents of the new Project, as well as the surrounding neighborhoods. It is not intended that the rents will continue to be subsidized under an HUD Annual Contributions Contract, or that the replacement units will be constructed as conventional public housing. It is intended that some rents will continue to be subsidized through the Housing Choice Voucher Program and others will pay rents set by the Low Income Housing Tax Credit (Tax Credit) funding for households at up to 50 – 60% of AMI.

Consistent with the Braddock East Plan, this Project promotes a diversity of housing types at differing levels of affordability to accommodate households with a broad range of income levels within the community. Also consistent with the Braddock East Plan, affordability is being maximized by this location-efficient Project.

The Project includes the removal of all existing improvements and the construction of a total of fifty-three (53) rental units in two, 3-story buildings. The parking will be accommodated below grade in a structured parking facility. While the number of parking spaces provided will not meet the BEMP suggested .75 spaces per unit, under the recently adopted parking standards, the 29 spaces being provided will exceed the required number of spaces and a parking reduction SUP will not be required.

The development team has worked closely with city staff to develop the Project size, massing, height and architectural character so as to achieve compatibility with the historic Parker-Gray District and to have a competitive tax credit application. The multi-family buildings have been skillfully designed in a transitional vernacular of architecture; 3 stories high. The proposed Project complies with the fundamental intent and height envisioned by the Braddock East Master Plan.

The 3-story configuration and the relationship of height and width being proposed reflects the prevailing pattern along the blockface. The development proposal is for structures that are not higher than 39 feet. The 3 – story height is also consistent with the BEMP in that it recognizes the suggestion that new buildings should be generally no more than one-story higher than adjacent buildings. While shoulders are also suggested, we were not able to incorporate shoulders without losing units which would further reduce the score of our funding application and affect the long-term operational sustainability of the Project. The team has studied color and materials and will continue to work with staff in order to transition the 3-story height in a manner that is sensitive to the smaller context of the adjacent properties. Further, stepping the south building at Pendleton Street interferes with the location of the entrance into the building and the stair up to the upper level units, which is located on the end of the building.

The design includes pedestrian-friendly details in order to address the alleyway to the east and to give deference to the Watson Reading Room, and the Black History Museum which share the block and have entrances/exits that view some part of the rear of the buildings.

Wythe Street is noted in the Braddock Metro Neighborhood Plan as a “walking” street (between West and Washington), and is therefore being treated as such by providing an 18 foot street level setback from the curb to the face of the building.

The design team made decisions regarding the heights based on information included in the Zoning Ordinance, the Concept 1 staff comments, the applicable Small Area Plans and ultimately, discussions

with City staff. As a result, the proposed is considerate of all recommendations and balance the needs for open space, parking, a viable Project and setbacks. A green edge has been provided along all street edges. North Patrick Street sets back 14 to 15 feet and Pendleton Street sets back by 14 feet.

This creates a court for recreation and play and softens the edge on Patrick. The South Building fronts the sidewalk. Both buildings have entry doors to the ground floor units which help bring a human and pedestrian scale to the building. There is an approximately 40' wide landscaped courtyard between the two buildings that provides a safe area for children and families to gather and play. The vocabulary is urban and transitional in style, with clean lines and simple geometry. There are indentations that become natural transition points for material breaks.

The interior of the buildings will function as multifamily rental units. Six of the units will be constructed as Accessible (as defined in the code) for individuals with special needs, meaning that all required accessibility features are present at first occupancy. The remaining units on the first floor will be designed to meet Type B units, consistent with the design and construction requirements of the American National Standards Institute (ANSI) and federal Fair Housing Act. A Type B unit is constructed to a convertible level of accessibility than an Accessible unit, geared more toward persons with lesser mobility impairments. In order to accommodate the Accessible units, there are accessible parking spaces in the parking garage and one elevator, per building, on the garage level with stops on each of the three floors so that the amenities for the accessible units are identical to the other units.

ⁱ ARHA 2012 – 2022 Strategic Plan

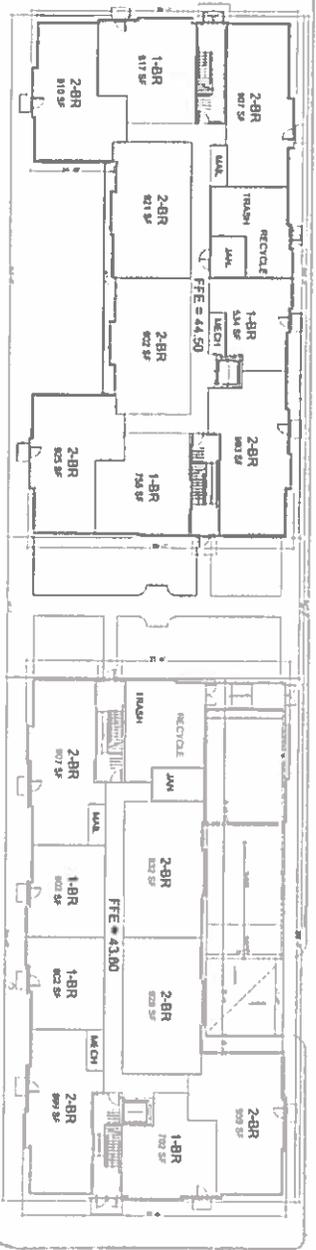
ⁱⁱ City Housing Master Plan (December 14, 2013)

ⁱⁱⁱ Braddock East Master Plan (October, 2008)

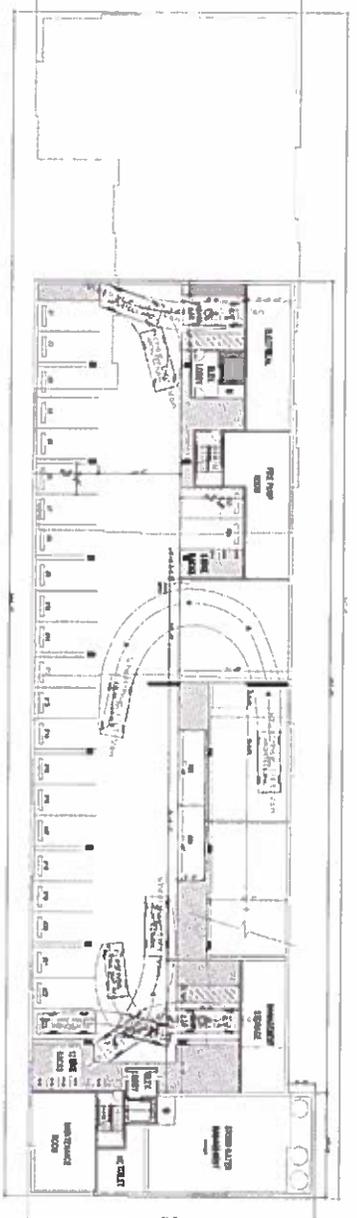
TYPICAL FLOOR (2ND/3RD)



FIRST FLOOR



GARAGE FLOOR



RAMSEY HOMES

PROPOSED FLOOR PLANS



WALTER L. PHILLIPS
 Engineers of record since 1945



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

ALEXANDRIA, VA
 DEVELOPMENT SPECIAL USE PERMIT
 WITH PRELIMINARY SITE PLAN
 01/17/2018

Architecture+Planning
 8605 Westwood Center Dr.
 Suite 300
 Vienna, VA 22182
 703.992.8115
 ktpy.com



BUILDING SUMMARY

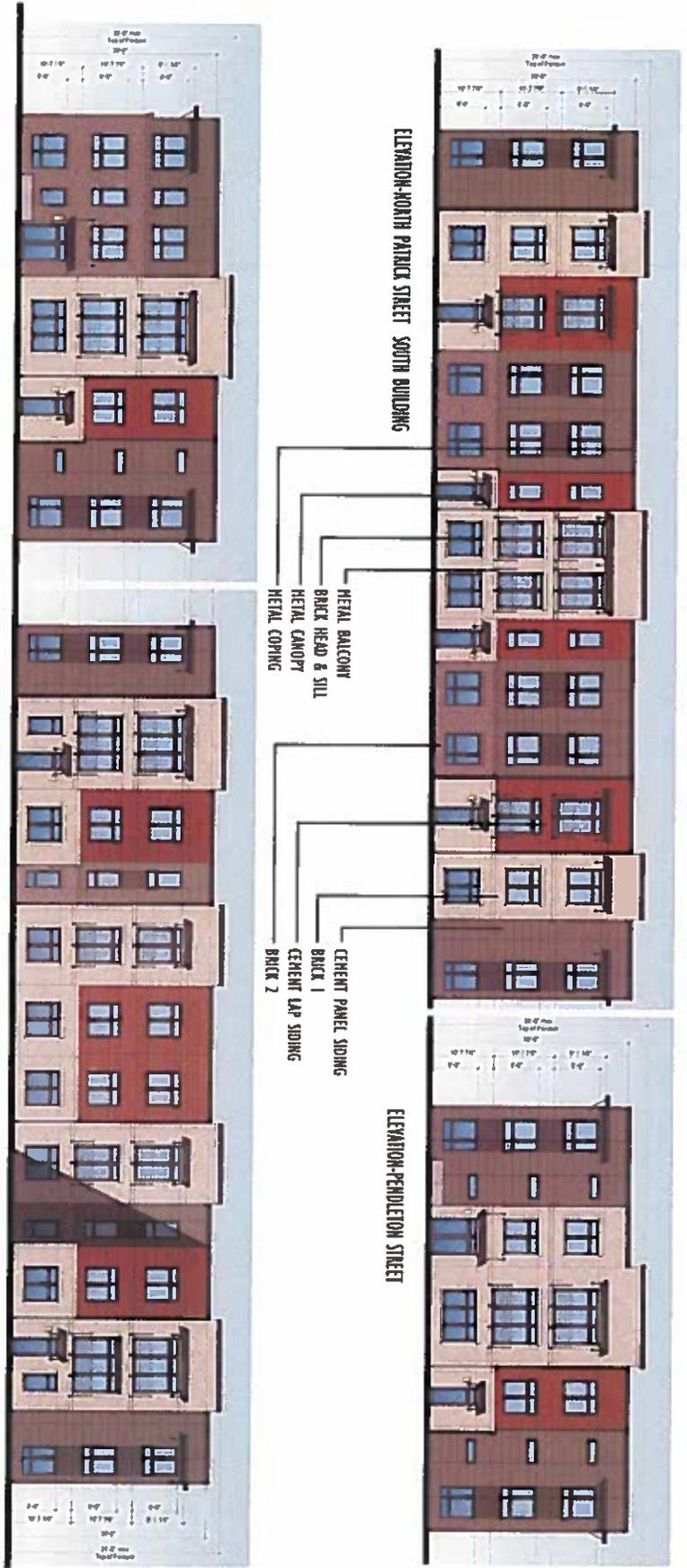
(2) 3-STORY WOOD FRAME, SA STRUCTURES
 and 1-STORY BELOW GARAGE GARAGE, 1A STRUCTURE
 BUILDING HEIGHT = 35'

GARAGE (20,787 SF) = NOT INCL.
SOUTH BLDG. FIRST FLOOR = 8,025 GSF
NORTH BLDG. FIRST FLOOR = 9,778 GSF
SOUTH BLDG. TYPICAL FLOOR (2ND/3RD) = 19,394 GSF
NORTH BLDG. TYPICAL FLOOR (2ND/3RD) = 16,598 GSF
BUILDING GROSS AREA = 87,713 GSF

FAR CALCULATION = 172

UNIT SUMMARY
 1 BEDROOM = 8 UNITS
 2 BEDROOM = 43 UNITS
 3 BEDROOM = 4 UNITS
TOTAL UNITS = 55 UNITS

PARKING SUMMARY
TOTAL STANDARD PARKING SPACES (GARAGE) = 29 SPACES
 40% MAX 12' (18' x 22' UNITS) = 18 SPACES
 50% MAX 16' (18' x 24' UNITS) = 11 SPACES
TOTAL PARKING (ON STREET) = 5 SPACES



ELEVATION-WYTHE STREET

ELEVATION-NORTH PATRICK STREET NORTH BUILDING

ELEVATION-NORTH PATRICK STREET SOUTH BUILDING

ELEVATION-PENDLETON STREET

RAMSEY HOMES



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

PROPOSED ELEVATIONS

ALEXANDRIA, VA
DEVELOPMENT SPECIAL USE PERMIT
WITH PRELIMINARY SITE PLAN

Architecture+Planning
8805 Westwood Center Dr.
Suite 300
Vienna, VA 22182
703.982.6116
kagp.com



SCALE: N.T.S.
A2

ELEVATION-ALLEY SOUTH BUILDING

RAMP WALL



ELEVATION-COURTYARD SOUTH STREET

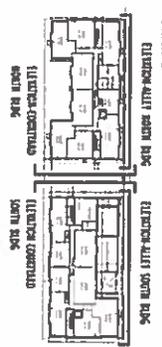


ELEVATION-ALLEY NORTH BUILDING

HEMLOCK BALCONY
CEMENT LAP SIDING
HEMLOCK CANOPY
HEMLOCK COPING



CEMENT PANEL SIDING
BRICK 1
BRICK HEAD & SILL
BRICK 2



ELEVATION-COURTYARD NORTH STREET



RAMSEY HOMES

PROPOSED ELEVATIONS

SCALE: N.T.S.
A3



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

ALEXANDRIA, VA
DEVELOPMENT SPECIAL USE PERMIT
WITH PRELIMINARY SITE PLAN
07-17-2015

Architecture & Planning
8805 Westwood Center Dr.
Suite 300
Virginia, VA 22182
703.992.6116
kty.com



SUP# _____

PROPERTY OWNER'S AUTHORIZATION

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

Name: _____ Phone: _____

Please Print

Address: _____ Email: _____

Signature: _____ Date: _____

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

Required floor plan and plot/site plan attached.

Requesting a waiver. See attached written request.

2. The applicant is the (check one):

Owner

Contract Purchaser

Lessee or

Other: _____ of the subject property.

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

N/A

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

Name	Address	Percent of Ownership
1.		
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 401 Wythe Street, Alexandria, VA 22314 (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1.		
2.		
3.		

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

For a list of current council, commission and board members, as well as the definition of business and financial relationship, [click here](#).

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

USE CHARACTERISTICS

4. The proposed special use permit request is for (*check one*):

- a new use requiring a special use permit,
- an expansion or change to an existing use without a special use permit,
- an expansion or change to an existing use with a special use permit,
- other. Please describe: Tier One Transportation Management Plan Special Use Permit

5. Please describe the capacity of the proposed use:

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

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

N/A

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

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

N/A

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

Day:

Hours:

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

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

N/A

B. How will the noise be controlled?

N/A

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

N/A

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

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

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

C. How often will trash be collected?
N/A

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

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

Yes. No.

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

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

Yes. No.

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

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

N/A

ALCOHOL SALES

13.

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

Yes No

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

PARKING AND ACCESS REQUIREMENTS

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

- 27 Standard spaces
- _____ Compact spaces
- 2 Handicapped accessible spaces.
- _____ Other.

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

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

on-site

off-site

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



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

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

Parking reduction requested; see attached supplemental form

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

A. How many loading spaces are available for the use? None

Planning and Zoning Staff Only	
Required number of loading spaces for use per Zoning Ordinance Section 8-200	_____
Does the application meet the requirement?	
	<input type="checkbox"/> Yes <input type="checkbox"/> No

B. Where are off-street loading facilities located? There are no off-street loading spaces.

C. During what hours of the day do you expect loading/unloading operations to occur?
Residential loading and unloading activities will generally be restricted to the moving in and moving out of residential tenants, as well as trash removal. The building management will regulate the hours.

D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
Except for the move-in period for initial residents, it is anticipated that the loading and unloading activities for the residential component will be minimal.

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

Yes.

SITE CHARACTERISTICS

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

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

How large will the addition be? _____ square feet.

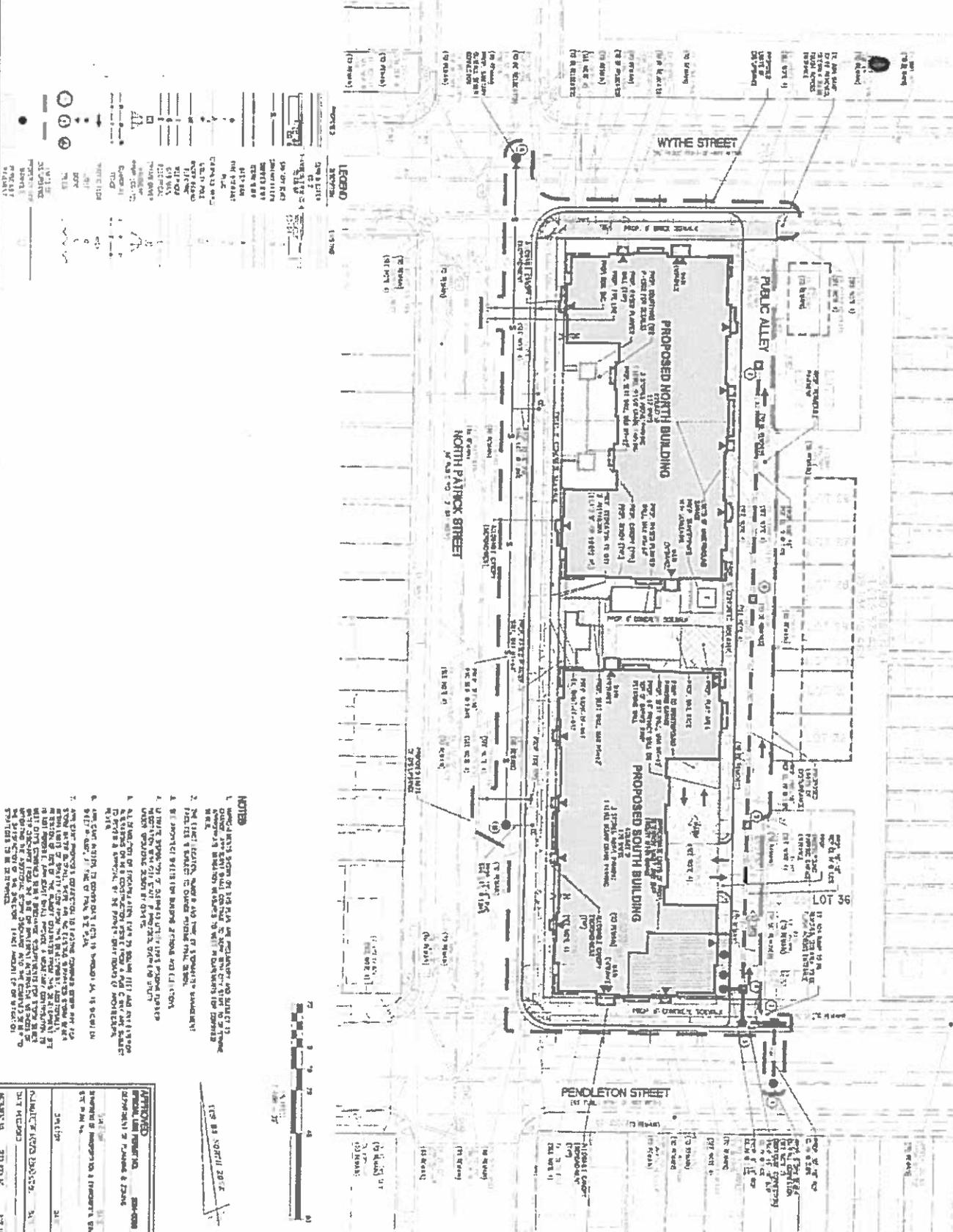
18. What will the total area occupied by the proposed use be?

79,095 sq. ft. (existing) + _____ sq. ft. (addition if any) = _____ sq. ft. (total)

19. The proposed use is located in: (check one)

- a stand alone building
- a house located in a residential zone
- a warehouse
- a shopping center. Please provide name of the center: _____
- an office building. Please provide name of the building: _____
- other. Please describe: New Development TMP

End of Application



LEGEND

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100.0' SETBACK

- NOTES**
1. UNDEVELOPED PORTION OF THIS PLAN IS FOR INFORMATION AND SUBJECT TO FUTURE DEVELOPMENT. THIS PORTION IS NOT TO BE CONSIDERED AS A PART OF THIS PERMIT.
 2. THE SETBACKS SHOWN ON THIS PLAN ARE SUBJECT TO THE CITY OF ALEXANDRIA ZONING ORDINANCES AND ANY AMENDMENTS THEREOF.
 3. THE SETBACKS SHOWN ON THIS PLAN ARE SUBJECT TO THE CITY OF ALEXANDRIA DEVELOPMENT SPECIFIC REGULATIONS AND ANY AMENDMENTS THEREOF.
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 10. THE SETBACKS SHOWN ON THIS PLAN ARE SUBJECT TO THE CITY OF ALEXANDRIA DEVELOPMENT SPECIFIC REGULATIONS AND ANY AMENDMENTS THEREOF.

APPROVED

WALTER L. PHILLIPS

REGISTERED PROFESSIONAL ENGINEER

STATE OF VIRGINIA

NO. 12345

DATE: 10/15/2012

PROJECT: 699 N PATRICK STREET

CITY OF ALEXANDRIA

PRELIMINARY SITE PLAN

RAMSEY HOMES REDEVELOPMENT

699 N PATRICK STREET

DEVELOPMENT SPECIAL USE PERMIT

CITY OF ALEXANDRIA, VIRGINIA

DATE: 10/15/2012

PROJECT: 699 N PATRICK STREET

CITY OF ALEXANDRIA

WALTER L. PHILLIPS

Engineer - Surveyor - Planner

Landscape Architect - Appraiser

227 PARK AVENUE

FALLS CHURCH, VIRGINIA 22045

(703) 433-6163 Fax (703) 433-7291

www.walterlphillips.com

92

Special Use Permit Application
Alexandria Redevelopment and Housing Authority
Ramsey Homes Redevelopment

July 17, 2015

The redevelopment of the Ramsey Homes site (the "Project") is consistent with the ARHA 2012-2022 Strategic Plan, the City's Housing Master Plan and the Braddock East Master Plan ("BEMP"). The Project involves the redevelopment of an underutilized and obsolete public housing site into a mixed-income, affordable multi-family rental housing site.

The Project site is .71 acres, occupying one half of a city block, the east side of the 600 block of North Patrick Street between Pendleton and Wythe Street. The site is currently improved with (15) two-bedroom townhomes in four buildings. Three of the buildings are quadruplexes and one is a triplex. The existing structures were built in 1942. The buildings' floors, walls and roof are built of 1-1/2" precast concrete slabs. Numerous modifications have been made to the structures since the initial construction, including pitched roofs with shingles, diluting the architectural historic significance of the Project. A preliminary history report has been provided to staff and is included as part of this Work Session submission.

The density of this site is specifically identified in the BEMP at a maximum FAR of 2.0, an increase in FAR is necessary in order meet the goal of integrating the existing 15 households throughout a larger community of families with higher incomes.

The focus of the ARHA Strategic Plan is on preserving ARHA's present affordable housing stock until opportunities arise that will enable ARHA to substantially improve conditions while complying with Alexandria's ordinance mandating preservation or replacement of ARHA's affordable housing (Resolution 830). ARHA recognized that it is not enough to provide sustainable affordable housing; we must also ensure that the housing we provide meets qualitative standards that are acceptable to ARHA and to the greater Alexandria community. We are actively pursuing opportunities that improve housing quality and add to the number of affordable units whenever economically and financially appealing prospects occur. The overriding recent and present objective has been to pursue these opportunities with caution in a manner consistent with ARHA's core mission and principles. A further objective has been to improve the quality of our existing affordable housing stock in a manner that it becomes indistinguishable from other housing prevalent in the surrounding neighborhoods.¹ We believe that the concept for this Project advances the ARHA Strategic Plan objectives. The Project, as it exists today, is substandard and cannot be renovated to meet current codes. HUD requires that any renovation meet 504 Accessibility code and the Project, in its current configuration cannot be renovated to meet the code (see Rehabilitation versus Redevelopment below).

More than 40% (14,353 households) of the overall rental housing demand in the city consists of households with incomes at or below 60% AMI. For extremely low-income households within this group (those at or below 30% AMI), there are no committed permanent affordable units or market affordable units subsidized to be affordable to this income level outside of a limited number of project based Section 8 units, ARHA-owned public housing and some operated by city or nonprofit agencies for the

benefit of special needs clients.ⁱⁱ This mixed-income Project would be available to the extremely low-income families that reside at the Project today, as well as to households at up to 60% of the AMI which is the city Workforce Housing limit for rental housing.

This concept redevelops the Ramsey Homes public housing site into vibrant and sustainable mixed-income housing which is consistent with the BEMP. The Project provides an appropriate level of residential density given that it is within a ½-mile radius from the Braddock Road metrorail station, thereby better utilizing transportation infrastructure and potentially decreasing negative impacts of car traffic. The BEMP encourages greater mobility, especially for those with limited access to automobilesⁱⁱⁱ. This Project achieves this.

The 15 public housing families that are being displaced will be given the option to move to another comparable public housing unit or, they can elect to accept a Tenant Protection Voucher that they can use to find housing available in the private sector where the landlord will accept a voucher. The overall rental housing demand in the city consists of households that ARHA will pay all costs of the move. The households displaced by the redevelopment of the Project will be given the first opportunity to return to the newly constructed Project. The increased density at the Ramsey Homes site will also afford ARHA the opportunity to accommodate households at other ARHA-owned housing sites planned for redevelopment.

Should the existing 15 households chose to return, they will be in community with an additional thirty eight (38) households with incomes up to 50% and 60% of the Area Median Income. This will provide for a mix of incomes to replace the exclusive public housing that exists on the site today, with the ultimate goal of providing improved residential and social conditions for the residents of the new Project, as well as the surrounding neighborhoods. It is not intended that the rents will continue to be subsidized under an HUD Annual Contributions Contract, or that the replacement units will be constructed as conventional public housing. It is intended that some rents will continue to be subsidized through the Housing Choice Voucher Program and others will pay rents set by the Low Income Housing Tax Credit (Tax Credit) funding for households at up to 50 – 60% of AMI.

Consistent with the Braddock East Plan, this Project promotes a diversity of housing types at differing levels of affordability to accommodate households with a broad range of income levels within the community. Also consistent with the Braddock East Plan, affordability is being maximized by this location-efficient Project.

The Project includes the removal of all existing improvements and the construction of a total of fifty-three (53) rental units in two, 3-story buildings. The parking will be accommodated below grade in a structured parking facility. While the number of parking spaces provided will not meet the BEMP suggested .75 spaces per unit, under the recently adopted parking standards, the 29 spaces being provided will exceed the required number of spaces and a parking reduction SUP will not be required.

The development team has worked closely with city staff to develop the Project size, massing, height and architectural character so as to achieve compatibility with the historic Parker-Gray District and to have a competitive tax credit application. The multi-family buildings have been skillfully designed in a transitional vernacular of architecture; 3 stories high. The proposed Project complies with the fundamental intent and height envisioned by the Braddock East Master Plan.

The 3-story configuration and the relationship of height and width being proposed reflects the prevailing pattern along the blockface. The development proposal is for structures that are not higher than 39 feet. The 3 – story height is also consistent with the BEMP in that it recognizes the suggestion that new buildings should be generally no more than one-story higher than adjacent buildings. While shoulders are also suggested, we were not able to incorporate shoulders without losing units which would further reduce the score of our funding application and affect the long-term operational sustainability of the Project. The team has studied color and materials and will continue to work with staff in order to transition the 3-story height in a manner that is sensitive to the smaller context of the adjacent properties. Further, stepping the south building at Pendleton Street interferes with the location of the entrance into the building and the stair up to the upper level units, which is located on the end of the building.

The design includes pedestrian-friendly details in order to address the alleyway to the east and to give deference to the Watson Reading Room, and the Black History Museum which share the block and have entrances/exits that view some part of the rear of the buildings.

Wythe Street is noted in the Braddock Metro Neighborhood Plan as a “walking” street (between West and Washington), and is therefore being treated as such by providing an 18 foot street level setback from the curb to the face of the building.

The design team made decisions regarding the heights based on information included in the Zoning Ordinance, the Concept 1 staff comments, the applicable Small Area Plans and ultimately, discussions with City staff. As a result, the proposed is considerate of all recommendations and balance the needs for open space, parking, a viable Project and setbacks. A green edge has been provided along all street edges. North Patrick Street sets back 14 to 15 feet and Pendleton Street sets back by 14 feet.

This creates a court for recreation and play and softens the edge on Patrick. The South Building fronts the sidewalk. Both buildings have entry doors to the ground floor units which help bring a human and pedestrian scale to the building. There is an approximately 40’ wide landscaped courtyard between the two buildings that provides a safe area for children and families to gather and play. The vocabulary is urban and transitional in style, with clean lines and simple geometry. There are indentations that become natural transition points for material breaks.

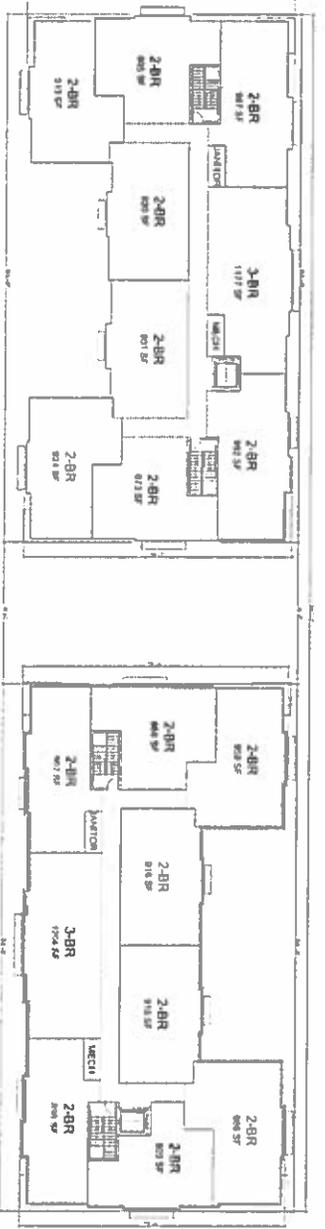
The interior of the buildings will function as multifamily rental units. Six of the units will be constructed as Accessible (as defined in the code) for individuals with special needs, meaning that all required accessibility features are present at first occupancy. The remaining units on the first floor will be designed to meet Type B units, consistent with the design and construction requirements of the American National Standards Institute (ANSI) and federal Fair Housing Act. A Type B unit is constructed to a convertible level of accessibility than an Accessible unit, geared more toward persons with lesser mobility impairments. In order to accommodate the Accessible units, there are accessible parking spaces in the parking garage and one elevator, per building, on the garage level with stops on each of the three floors so that the amenities for the accessible units are identical to the other units.

ⁱ ARHA 2012 – 2022 Strategic Plan

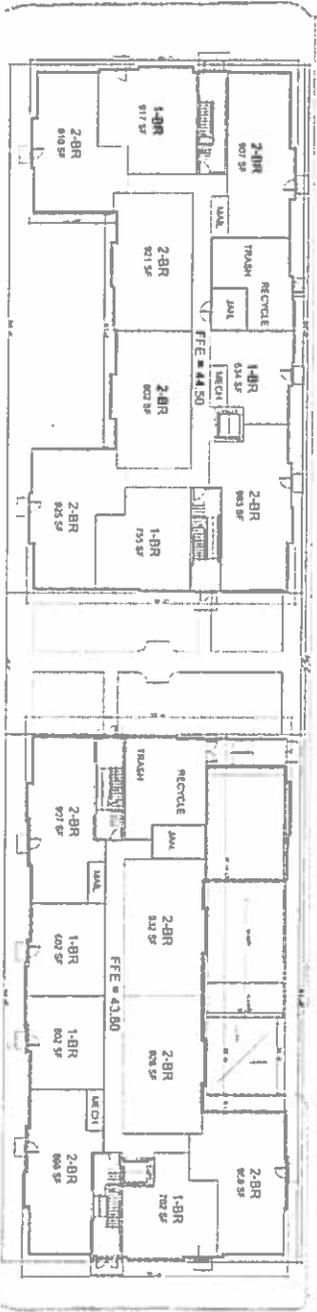
ⁱⁱ City Housing Master Plan (December 14, 2013)

ⁱⁱⁱ Braddock East Master Plan (October, 2008)

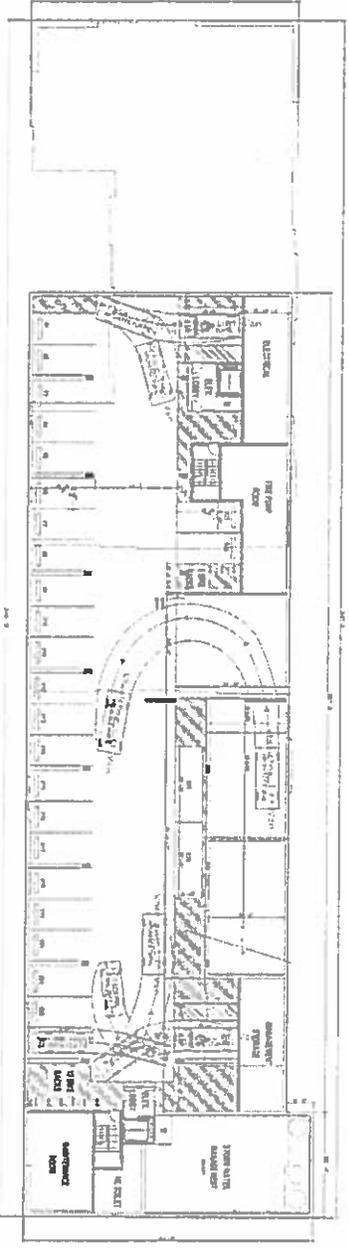
TYPICAL FLOOR (2ND/3RD)



FIRST FLOOR



GARAGE FLOOR



RAMSEY HOMES

PROPOSED FLOOR PLANS

SCALE: N.T.S.



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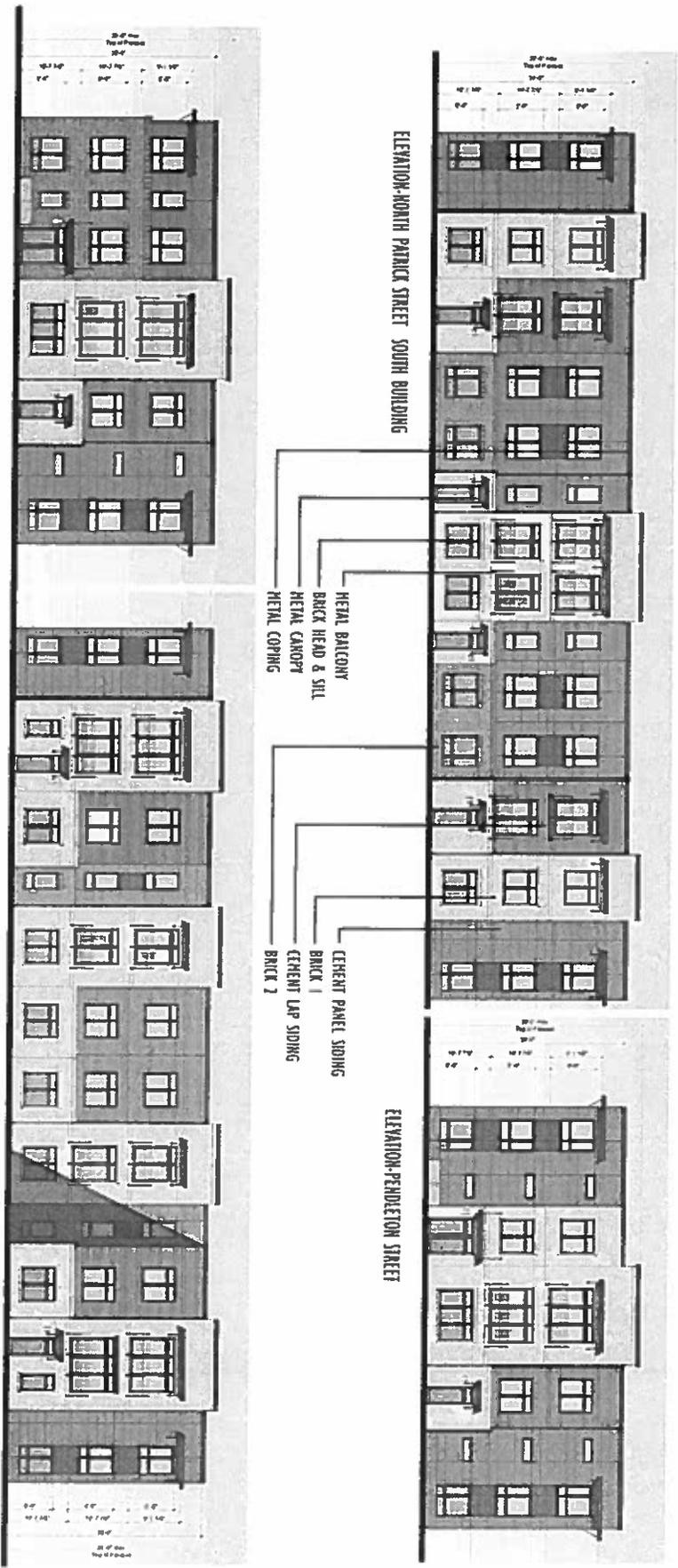


Land, Carroll & Blair PC
ATTORNEYS AT LAW, EST. 1978

ALEXANDRIA, VA
DEVELOPMENT SPECIAL USE PERMIT
WITH PRELIMINARY SITE PLAN
12/15/2015

Architectural Planning
8605 Westwood Center Dr
Suite 300
Verona, VA 22102
703.992.0116
KIDBY.com





ELEVATION-WYTHE STREET

ELEVATION-NORTH PATRICK STREET NORTH BUILDING

ELEVATION-NORTH PATRICK STREET SOUTH BUILDING

ELEVATION-PENDELTON STREET



RAMSEY HOMES

PROPOSED ELEVATIONS

SCALE: N.T.S
A2



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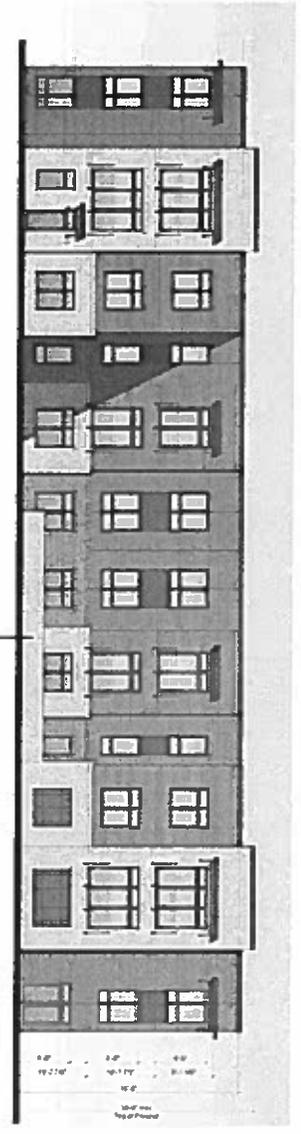


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ALEXANDRIA, VA
DEVELOPMENT SPECIAL USE PERMIT
WITH PRELIMINARY SITE PLAN

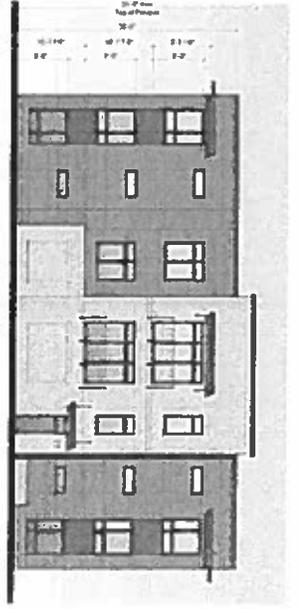
Architecture+Planning
8605 Westwood Center Dr.
Suite 300
Warrenton, VA 22182
703.592.6116
kay.com



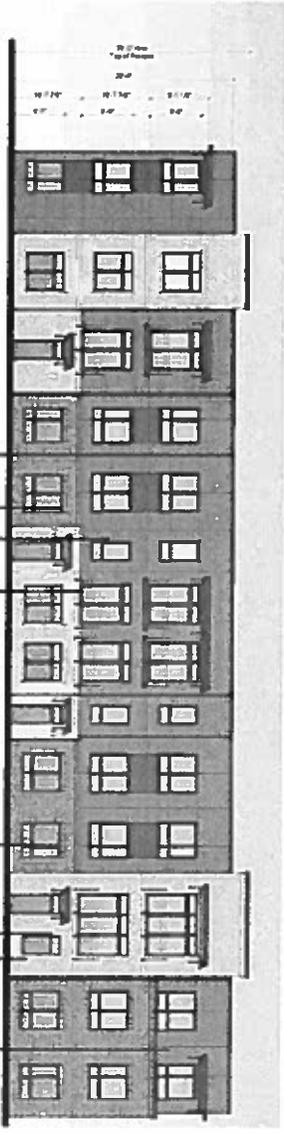


ELEVATION-ALLEY SOUTH BUILDING

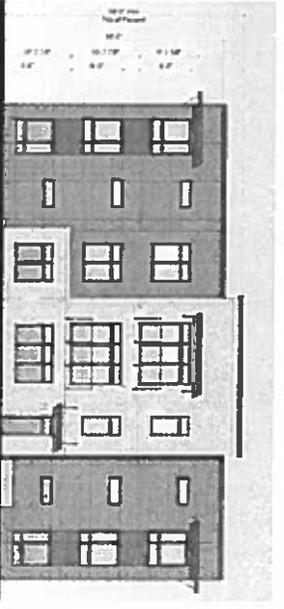
MAP WALL



ELEVATION-COURTYARD SOUTH STREET



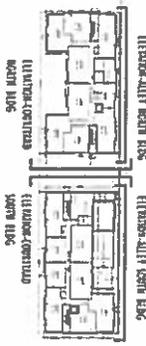
ELEVATION-ALLEY NORTH BUILDING



ELEVATION-COURTYARD NORTH STREET

METAL BALCONY
 CEMENT LAP SIDING
 METAL CANOPY
 METAL COPING

CEMENT PANEL SIDING
 BRICK 1
 BRICK HEAD & SILL
 BRICK 2



RAMSEY HOMES

PROPOSED ELEVATIONS

SCALE: N.T.S.
A3



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ALEXANDRIA, VA
 DEVELOPMENT SPECIAL USE PERMIT
 WITH PRELIMINARY SITE PLAN

Architecture+Planning
 8605 Westwood Center Dr
 Suite 300
 Vienna, VA 22182
 703.992.6110
 kfp.com





CITY OF ALEXANDRIA
SERVICE REQUEST
Planning Commission Inquiries, Dockets

01/20/2016
MPA2015-0003
Additional Materials

REQUESTID: 87759

PRIORITY: 3

PROBLEMCODE: PZ_PLAN_COMMISSION

SUBMITTO: PLZ, PLAN_COMMISSION

DESCRIPTION: Planning Commission Inquiries, Dc

INITIATEDBY: API, SR

PROBADDRESS:

PRJCOMPLETEDATE: 01/26/2016

DATETIMEINIT: 01/19/2016

CALLER(S) INFORMATION:

CELLPHONE

FIRSTNAME ALISON

HOMEPHONE 7039811496

LASTNAME BRODY

WORKPHONE

ADDRESS

EMAIL BRODYA12@GMAIL.COM

CELL PHONE

QUESTION:

ANSWER:

COMMENTS:

By API, SR: 1/19/2016 11:10:39 AM

Hi,

I would just like to state my opposition to the redevelopment of the Ramsey homes, including the increased density of the area. I think it totally changes the neighborhood feel. And I'm extremely concerned about the proposed parking plan. I enjoy living in Alexandria very much and part of that is due to the space and greenery. This plan takes away both of these things, which is why I am opposed. Thank you for your time!

Priority: **3** Category: BLDG_CONPLA

Submit To: PLZ, PLAN_COMMISSION

Initiated By: API, SR

Date: 1/19/2016 7:29:02AM

MPA2015-0003

WO Needed: N

Additional Materials

Investigation Date:

Submit To Date: 1/19/2016 7:29:02AM

Dispatch To:

Date:

Project Name

Prj. Comp. Date: 1/26/2016 12:00:00AM

Incident Information:

Address:

Alexandria,

Apt #:

Landmark:

Shop

Title No:

Map Page:

District:

Location

X:

Y:

Details: Concern regarding RAMSEY HOMES development:

- I do not approve of the plan to increase the affordable housing footprint from 15 to 53.

- I believe this increase will depreciate the value of single family homes in the area, increase loitering and impact the overall safety of the neighborhood.

- I believe a mixed use building with approximately 15 affordable housing units is a better solution and fit for the neighborhood.

Thank you for your consideration.

Callers:

Last Name

First Name

Call Time

VOTH

JANEL

1/19/2016 7:29:02AM

Work Orders:

Id:

Description

Priority:

Status:

Submit To:

Priority: **3** Category: BLDG_CONPLA Submit To: PLZ, PLAN_COMMISSION

Initiated By: API, SR Date: 1/19/2016 7:18:02AM
WO Needed: N MPA2015-0003
Investigation Date: Submit To Date: 1/19/2016 7:18:02AM Additional Materials
Dispatch To: Date:
Project Name Prj. Comp. Date: 1/26/2016 12:00:00AM

Incident Information:

Address:

Alexandria,

Apt #:

Landmark:

Shop

Tile No:

Map Page:

District:

Location

X:

Y:

Details: I am very much opposed to increasing the density at Ramsey Homes, 699 N. Patrick. I think having a large population of lower income residents across the street is going to decrease our property value and increase the crime rate.

Callers:

<u>Last Name</u>	<u>First Name</u>	<u>Call Time</u>
VOTH	KATHERINE	1/19/2016 7:18:02AM

Work Orders:

<u>Id:</u>	<u>Description</u>	<u>Priority:</u>	<u>Status:</u>	<u>Submit To:</u>
------------	--------------------	------------------	----------------	-------------------

Dear Mr. Moritz and Mr. Farner,

As a city resident who attended every community meeting to develop the Braddock Metro Neighborhood Plan (BMNP) and a member of the Braddock Implementation Advisory Group, I was immensely disheartened when I attended ARHA's presentation on what it envisions for Ramsey Homes on 13 January.

The proposed development violates several of the most fundamental elements of the Braddock Metro and Braddock East Small Area Plans. Given the amount of community time and city resources that went into developing these two small area plans, and given the fact that both of these plans are less than 10 years old, there is not an acceptable reason to permit ARHA to deviate from any of the plan requirements.

The Braddock Metro Neighborhood Plan (BMNP) states that "new buildings east of Route 1 will remain as walk-ups or townhouses with backyards;" the Ramsey Homes site is located east of Route 1 and thus is subject to this requirement. (p. 5) The Braddock East Small Area Plan similarly "recommends that Ramsey Homes should either be rehabilitated as part of the overall redevelopment program for the area, with some potential for infill, or be redeveloped with townhomes or townhouse scale buildings..." However, the developer is proposing to build two large apartment buildings, replete with elevators (i.e. not walkups), clearly violating this requirement of both plans. Many neighborhood residents have expressed a strong preference that at least some of the original buildings be preserved and rehabilitated as the Braddock East Plan suggests, and the City Council at the 9/12/15 public hearing likewise encouraged ARHA to look for a compromise that included a preservation option. Why has the City not pressed ARHA to pursue this option?

The density that ARHA seeks to place on this small parcel is also excessive and in violation of the Braddock East Small Area Plan requirements. The Braddock East Plan on page 47 specifies a FAR of 1.5, maximum square footage of 21,000 SF, and between 15-30 units for any redevelopment on the Ramsey site.

Conversely, ARHA want to more than triple the density on the site to 53 units, approximately 230 people, and nearly 78,000 SF (gross). This level of density is inappropriate for this location. The Braddock East Plan clearly states that the specified FAR of 1.5 is the maximum that is likely to be supportable on the site.

The Plan makes it clear that constraints on density and height, urban design, and open space requirements are the driving considerations, not what ARHA claims is a "right of return" for the current residents. ARHA has stated that 53 units are needed to allow for the return of the existing residents plus new

affordable housing units. However, this is based upon a false premise (right of return) which the Braddock East Plan clearly rejects. In fact, the Braddock Plan makes it abundantly clear that "In the event that density considerations and market conditions at the time of redevelopment indicate that it is unlikely that all of the public housing can be relocated on the sites within the Plan area then, under Resolution 830, it will be necessary to replace some of the public housing units elsewhere in the City," and the Plan provides a funding mechanism to support such off-siting. Considerable debate and community buy-in went into determining what is appropriate density and development for differing parts of the neighborhood, and ARHA must be held to the 1.5 FAR and maximum of 30 units that is specified in the Braddock East Plan.

The proposed development also is incompatible with the surrounding neighborhood homes. The BMNP recognizes that there are four distinct "character areas" within the planning area that mark shifts in visual character and tone. The Plan's recommendations for height and density reflect the existing scale and character of the four zones. The Ramsey Homes property falls within that the Plan describes as the Parker Gray Historic district. The Plan, as a part of its overall urban design concept, requires that "the height and scale of new development reflects the existing scale and character of the four Character Areas and provides context appropriate transitions." (p. 125) The character of the proposed development (apartment buildings rather than town houses), the requested density (moving from a current .75 FAR to a 2.0 FAR and increasing from 15 units to 53 units) is wholly out of character with this particular neighborhood zone. The Braddock East Plan even goes further stating on page 45 with regard to the Ramsey site that "the character of development on this small site will be determined and be compatible with the scale and height of the adjacent townhomes." However, the apartment buildings the developer is proposing show little relation, much less compatibility, with the adjacent century-old, largely wood-frame, row houses on Pendleton and Patrick streets. As this project falls within the historic district, it is from those homes that it should take its reference, not modern structures like the Charles Houston Recreation Center.

The proposed development also violates BMNP requirements with regard to parking. Page 84 of the Plan "recommends reducing the minimum requirement for units with less than three bedrooms to 1.0 space per dwelling unit. The Plan recommends that units with three or more bedrooms have the same requirement as single-family houses: 1.5 spaces per dwelling units." However, the developer proposes to only include 29 parking spaces for a 53 unit development, which includes several 3 bedroom units. Under the BMNP, 1.5 parking spaces are required for 3 bedroom units. Since ARHA claims the redeveloped Ramsey

will not include public housing, the .75 parking space per unit indicated in the Braddock East Plan is not applicable. Given the already constrained street parking situation around the proposed development, ARHA needs to increase its underground parking to at least 40 spaces. Additionally, residents of the new development should be prohibited from obtaining City residential parking permits, similar to what the City permitted with regard to the Robinson Terminal South development.

Although many will diminish the importance of architecture, both the Braddock Plans place considerable emphasis on the need for high quality architecture on key streets, which include Wythe and Patrick streets. The BMNP specifies on page 130 that “these streets also present important public faces both to local residents and to others passing through the area to and from the Metro and other destinations. Accordingly, land use selection and quality of architecture and urban design are subject to high standards in these guidelines to ensure quality and distinction of character.” However, the architecture and design of the proposed development is mundane at best. The design and architecture of the proposed development must be substantially improved to meet the Plan requirements.

I would also ask that staff certify that the proposed development meets all other BMNP and Braddock East requirements. For example, per ARHA’s site plan for the redevelopment, the setback on Patrick street is listed as .1’. However, the BMNP states on p. 145 that “the build-to line for residential buildings shall be located 6 to 15 feet back from the sidewalk to provide space for individual unit yards, plantings, fences, stoops and similar elements creating a privacy buffer between public space and private dwelling interiors.”

Lastly, I’ll conclude by lamenting the massive loss of open space. That ARHA is providing a mere 16% open space on the ground level, particularly for a development that will have many young children, is a travesty. The fact that Ramsey Homes contains the last remaining significant swath of green space in the eastern part of the neighborhood makes the loss of this green space even more tragic.

Respectfully,
Heidi Ford
Parker Gray Historic District
Alexandria Virginia

From: Ninette Sadusky via Call.Click.Connect. <CallClickConnect@alexandriava.gov>
Sent: Monday, January 18, 2016 10:57 AM
To: CCC PZ PlanComm
Subject: Call.Click.Connect. #87722: Planning Commission Inquiries, Dockets Regarding: 02 Feb 2016 Planning Commiss

Follow Up Flag: Follow up
Flag Status: Flagged

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 87722.

Request Details:

- Name: Ninette Sadusky
- Approximate Address: No Address Specified
- Phone Number: No Phone
- Email: ninette.sadusky@gmail.com
- Service Type: Planning Commission Inquiries, Dockets
- Request Description: Regarding: 02 Feb 2016 Planning Commission.

Master Plan Amendment #2015-0003
Rezoning #2015-0003

Development Special Use Permit #2014-0035
Transportation Management Plan SUP #2015-0081

699 North Patrick Street - ARHA Ramsey Homes

Public hearing and consideration of requests for: (A) Master Plan Amendment to the Braddock East Master Plan and the Braddock Metro Neighborhood Plan to amend the land use designation and density table from RB to CRMU-M; (B) Amendment to the official zoning map for 699 N. Patrick Street from RB (townhouse zone) to CRMU-M (mixed-use zone); (C) Development Special Use Permit and Site Plan with modifications to construct 53 multi-family residential units in two buildings, including a special use permit for an increase in FAR to 2.0; (D) Special use permit for a transportation management plan;zoned RB/Townhouse. Applicant: Virginia Housing Development LLC represented by Duncan Blair, Attorney
MPA2015-0003 Application Material

Dear Planning Commission,

I respectfully request you deny ARHA's application for:

Development Special Use Permit #2014-0035
Transportation Management Plan SUP #2015-0081

because they do not comply with preservation criteria, zoning codes and the residents of Alexandria have spoken and written City Council Members that ARHA, "caretakers" of public property, should NOT get a free pass from compliance with preservation criteria and/or zoning codes efforts established by the City.

You will note from ARHA's application, that they just RESUBMITTED their July 2015 application. You can tell it is exactly the same application, because it has the July 2015 date stamp on it.

Additional Materials

ARHA disregarded public input, and your intent that some of these homes should be preserved. ARHA made ZERO changes, despite the lengthy testimony (38 Alexandria residents spoke to PRESERVE this historic military housing and not demolition any of the four Ramsey Homes because they MEET the Cities established criteria for Preservations (as determined unanimously by the PGHD BAR).

For your consideration, I've attached the transcript from the City Council public hearing on September 9, 2015. By overwhelming majority, Alexandria citizens (over 35 in total) spoke in favor of PRESERVATION of ALL the Ramsey Homes and in favor up not waiving any codes especially as they relate to green/open/air space, parking and density.

Only two residents of Parker Gray Historic District spoke in favor of demolition.

Sincerely,
Ninette Sadusky

Citizen, Alexandria since 1989
Resident/Homeowner, Parker-Gray Historic District since 1998
Neighbor, Ramsey Homes - Historic Military Heritage since 1998

Attachment:

1. Transcript from 9-12-2015 City Council Public Hearing regarding Ramsey Homes
- Expected Response Date: Monday, January 25

Please take the necessary actions in responding, handling and/or updating this request at [the **Call.Click.Connect.** staff interface.](#)

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CITY OF ALEXANDRIA
SERVICE REQUEST
Planning & Zoning - Inqs, Compliments

01/20/2016
MPA2015-0003
Additional Materials

REQUESTID: 87799	PRIORITY: 3
PROBLEMCODE: PZ_FEEDBACK	SUBMITTO: PLZ, FEEDBACK
DESCRIPTION: Planning & Zoning - Inqs, Complim	INITIATEDBY: API, SR
PROBADDRESS:	PRJCOMPLETEDATE: 01/26/2016
DATETIMEINIT: 01/19/2016	

CALLER(S) INFORMATION:

CELLPHONE

FIRSTNAME ROBERT	HOMEPHONE 703-244-0011
LASTNAME IRMER	WORKPHONE
ADDRESS	
EMAIL ROBIRMER@GMAIL.COM	

CELL PHONE

FIRSTNAME ROBERT	HOMEPHONE 703-244-0011
LASTNAME IRMER	WORKPHONE
ADDRESS	
EMAIL ROBIRMER@GMAIL.COM	

CELL PHONE

QUESTION:	ANSWER:
QUESTION:	ANSWER:

COMMENTS:

By API, SR: 1/19/2016 10:59:59 PM
I am opposed to the redevelopment of The Ramsey Homes at 699 N Patrick St. Especially the reduction in parking(29 spaces for 53 units???), but also the increase in density and number of residents as well as rezoning.

From: Dan Koslov via Call.Click.Connect. <CallClickConnect@alexandriava.gov>
Sent: Thursday, January 21, 2016 10:17 AM
To: CCC PZ PlanComm
Subject: Call.Click.Connect. #87859: Planning Commission Inquiries, Dockets SUBJECT: Ramsey Homes Redevelopment

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 87859.

Request Details:

- Name: Dan Koslov
- Approximate Address: No Address Specified
- Phone Number: No Phone
- Email: df90@verizon.net
- Service Type: Planning Commission Inquiries, Dockets
- Request Description: SUBJECT: Ramsey Homes Redevelopment

I'm writing to express strong opposition to the ARHA redevelopment plan for this property: demolition of the existing four buildings; erection of two far-larger 3-story buildings; increasing housing units from 15 to 53; provision of only 29 parking spaces for 53 units; more than tripling the current unit per acre density from 22 units per acre to 74 units per acre; rezoning the property from residential to commercial and residential.

1. The vastly increased density is both unwanted and inappropriate for our neighborhood.
2. The street parking in our neighborhood, as in all of Old Town, is already untenable. Reducing the amount of parking in the proposed redevelopment is indefensible.
3. Rezoning and adding commercial entities to the redevelopment exacerbates the already indefensible reduced parking for residences even further.
4. Individual home owners who seek to create off-street parking on their own property, adjacent to alleys behind their homes, are often blocked by the City from doing so in the name of "preserving open space". The redevelopment as proposed will VASTLY reduce the amount of open space afforded by the current Ramsey Homes configuration. In light of the restrictive measures placed on individual homeowners with regard to open space, allowing ARHA to totally abrogate such standards would represent a gross miscarriage of fairness on the part of the City toward its residents. This simply should not happen.

I strongly and respectfully request the Planning Commission DISAPPROVE AHRA's ill-conceived redevelopment plan for this property.

Dan Koslov
1015 Oronoco Street

- Expected Response Date: Thursday, January 28

Please take the necessary actions in responding, handling and/or updating this request at [the Call.Click.Connect. staff interface.](#)

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CITY OF ALEXANDRIA
SERVICE REQUEST
Planning & Zoning - Inqs, Compliments

01/21/2016

REQUESTID: 87878

PRIORITY: 3

PROBLEMCODE: PZ_FEEDBACK

SUBMITTO: WALENTISCH, KRISTEN

DESCRIPTION: Planning & Zoning - Inqs, Complim

INITIATEDBY: API, SR

PROBADDRESS: 699 N PATRICK ST

PRJCOMPLETEDATE: 01/28/2016

DATETIMEINIT: 01/21/2016

CALLER(S) INFORMATION:

CELLPHONE

FIRSTNAME

HOMEPHONE

LASTNAME UNKNOWN

WORKPHONE

ADDRESS

EMAIL

CELL PHONE

QUESTION:

ANSWER:

COMMENTS:

By API, SR: 1/21/2016 12:19:49 PM

Problem location map

By API, SR: 1/21/2016 12:19:49 PM

I am opposed to the AHA action requesting approval to redevelop this area. New 3 story buildings will ruin the view, block light and increase the population density to undesirable levels. This is a historic neighbourhood and should be preserved, not changed to Commercial property.

Vote no.

By WEBB, CHRISTIA: 1/21/2016 2:25:44 PM

Reassigning to K Walentisch to be included with other Ramsey Homes callers.

Kristen Walentisch

From: Tim Hartpence via Call.Click.Connect. <CallClickConnect@alexandriava.gov>
Sent: Thursday, January 21, 2016 5:05 PM
To: CCC PZ PlanComm
Subject: Call.Click.Connect. #87915: Planning Commission Inquiries, Dockets This message comes in reference to the p

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 87915.

Request Details:

- Name: Tim Hartpence
- Approximate Address: No Address Specified
- Phone Number: 9088686281
- Email: Hartpencet@gmail.com
- Service Type: Planning Commission Inquiries, Dockets
- Request Description: This message comes in reference to the proposed redevelopment of the Ramsey Homes located at 699 N. Patrick Street.

As a city resident living adjacent to the site, I am extremely disappointed in the plans put forth by the ARHA. This action will significantly change my quality of life in many aspects, see the following for further information:

Increasing affordable housing from 15 units to 53 units by erecting two large 3 story buildings: Sure this makes it so the city had more affordable housing, but what I don't like is that they are large buildings.. I could see creating buildings with the same look and feel as the EYA townhomes, but to create an apartment building complex will be an eyesore to the area.

Limited Parking: The plan to only put in 29 parking spots for 53 units is absurd. Think about the Titanic with limited life boats. Sure this will possibly increase revenue by forcing more individuals to purchase parking permits, but this is low income. Will they really want to pay? I'm sure off street non-city lots will suffer here with people parking anywhere and creating further problems. Moreover, I can usually park right in front of my house without any big issues. This will definitely change with the current development in place.

Increase in residents: A large low income building will effect property values and not positively. More people equals a larger possibility for crime, increased traffic and noise. This particular development will be located right on route 1. Traffic is already an issue here and I have no doubt that this will increase 10 fold with an increase in the local population.

What can I say, I'm disappointed. And I will likely relocate.

- Expected Response Date: Thursday, January 28

Please take the necessary actions in responding, handling and/or updating this request at [the Call.Click.Connect. staff interface.](#)

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