DEPARTMENT OF PLANNING AND ZONING
301 King Street, Room 2100
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Summary of Community Questions & Answers for ParcView II

5380 Holmes Run Parkway (DSUP#2021-10029)

1.25.2022

1. **Where is information available about this project?**

   Materials are available upon request (contact Jared.Alves@AlexandriaVA.gov) and are part of the application docket, which is available online as of Friday, January 21 at: https://alexandria.granicus.com/ViewPublisher.php?view_id=57

2. **Does Wesley Housing own the portion of Holmes Run Parkway and Park shown in their application?**

   Yes. Staff reviewed the application materials and independently verified that the applicant owns the specified portion of Holmes Run Parkway and Park. As part of this application, Wesley Housing is proposing to dedicate this land to the City.

3. **Are current ParcView residents aware of this project?**

   Yes. Wesley Housing has met regularly with residents of ParcView throughout the application process to discuss the development proposal and potential impacts and will continue to do so if approved.[1] The Relocation Plan further details requirements for noticing and relocating residents. Current residents will have the right to move into the new buildings when they are completed and prior to the start of the renovations of the existing ParcView building. Some of the land sale proceeds and fees earned by Wesley Housing for developing ParcView II will be used to fund necessary renovations at the existing ParcView building.

4. **Does Wesley Housing have a City loan or grant application for the project pending?**

   No. In September 2020, the Alexandria Housing Affordability Advisory Committee (AHAAC) and City Council approved a predevelopment loan from the Housing Trust Fund to Wesley Housing for $400,000 for work related to advancing the project and the development review process. The terms of the predevelopment loan enable the City to

[1] Wesley hosted virtual resident meetings on April 26, June 21, and September 13, 2021; and an in-person open house on November 19, 2021.

convert it into a grant if the project does not move forward. If Wesley Housing requests a second predevelopment loan, then AHAAC and City Council would review and consider the request during future public hearings.

If the development is approved, Wesley Housing may request permanent City loan or grant funding as funds for projects are available or made available by the City and/or other sources. Staff are working to identify and secure funding for affordable housing projects in the City's pipeline pursuant to achieving the Housing Master Plan goals and the targets established by the Regional Housing Initiative to meet Alexandria housing need. Since Wesley Housing has not yet requested permanent funding, City staff are unable to determine the exact amount. However, a subsidy of $100,000 or more per unit is consistent with the anticipated cost to develop a new, deeply affordable leveraged (i.e., tax credit funded) unit.

Separate from ParcView II, the Office of Housing anticipates that Wesley Housing may request funds later this year to undertake an elevator modernization project to update the aging elevator system in the existing building.

5. Did the applicant need to disclose its mortgage from Virginia Housing for ParcView on the land use application?

No. The ownership interest disclosure requirement in the City's Zoning Ordinance, and restated in the application, is used to determine whether applicants have the requisite legal interest in a property to apply for land use approvals. As such, Wesley Housing did not need to disclose the Virginia Housing mortgage on the application.

6. Is rezoning to RMF / Residential Multifamily an example of "spot zoning"?

No. The RMF zone is an example of a "floating zone", which is a type of district (1) created specifically to incentivize desired land uses, (2) does not exist on the zoning map until applicants request a rezoning to use the district, and (3) applicants must demonstrate that they are meeting specific conditions. The City created the RMF zone in 2019 following adoption of the Housing Master Plan and South Patrick Street Housing Affordability Strategy. This process determined that deeply affordable housing[2] is a highly desired land use and that a floating zone would incentivize this use by allowing projects to propose additional floor area. In their application, Wesley Housing has demonstrated that they are meeting these requirements by providing deeply affordable housing within the additional floor area permitted by the RMF zone.

7. Does this project satisfy the intent of the RMF / Residential Multifamily zone?

Yes. The intent of the RMF zone is to enhance and preserve existing affordable housing and enable the construction of additional deeply affordable residences. The existing ParcView building has 120 committed affordable units with rents affordable to households

[2] Affordable to households earning on average 40 percent of Area Median Income.

earning 60 percent of the Area Median Income (AMI) plus 29 non-income restricted units. To be eligible for a rezoning to RMF and the associated Special Use Permit (SUP) to increase the permitted density, the ParcView II project must provide at least one-third of the additional floor area as units that are deeply affordable to households earning on average 40 percent of AMI. In proposing over 90 units averaging 40 percent AMI (including 30, 40, and 50 percent AMI) the applicant is not only satisfying the floor area requirement for the RMF rezoning and SUP but is also introducing units that will be available to additional households who could not afford to live at ParcView today without a Housing Choice Voucher. Furthermore, the applicant proposes to renovate the existing ParcView building, which advances the additional intent of the RMF zone to preserve and enhance existing affordable housing. If approved, this project will also preserve these levels of affordability for the next 40 years.

8. What supporting studies did the applicant need to prepare?

The applicant team prepared a Relocation Plan, Affordable Housing Plan, and a transportation study. The Landlord Tenant Relations Board and Alexandria Housing Affordability Advisory Committee (AHAAC) reviewed and recommended approval of the Relocation Plan and Affordable Housing Plan on December 1, 2021 and January 6, 2022, respectively. Staff reviewed and concurred with the conclusions of the transportation study that the project will not have a detrimental impact on the surrounding transportation network. These materials are available upon request (contact Jared.Alves@AlexandriaVA.gov) and are part of the application docket, which is available online as of Friday, January 21 at: https://alexandria.granicus.com/ViewPublisher.php?view_id=57

9. Will the project comply with the City's Green Building Policy?

Yes. The applicant is proposing to achieve EarthCraft Gold certification. Proposed sustainability features include the site location (infill, proximity to transit, access to open space, and close to mixed uses), building design (high performance exterior wall, use of recycled content, high efficiency hot water and HVAC heat pumps), and the selection of drought tolerant native landscaping and plants. Furthermore, the applicant has agreed to proposed conditions by Staff to require the rooftops of Buildings B and C to be solar-ready[3] and to provide for electric vehicle chargers, specifically with 2 percent of parking spaces served by Level II electric vehicle charges and the necessary conduit installed to serve 75 percent of parking spaces with Level II chargers in the future.

10. If a daycare opens in the building, will non-residents be able to enroll their children?

Yes. The daycare would be a community amenity open to residents and non-residents of ParcView II.

[3] Due to the limitations presented by the existing building design, the applicant has reserved space on Building A for a future rooftop amenity space instead of solar panels.

11. Will housing be available to residents with special needs?

Yes. The project will meet the Building Code requirements for accessibility. In addition, the applicant expects to obtain funding from Virginia Housing which typically requires 10 percent of units to be accessible to persons with physical disabilities. ParcView II will also have two percent of units accessible to persons with vision and hearing needs.

12. Will the new building provide sufficient parking?

Yes. The proposed 314 parking spaces meets the Zoning Ordinance requirements and aligns with the applicant's observed demand for parking at the existing building, approximately 0.80 spaces per unit. Since many of the new units will be deeply affordable, it is possible that the 0.80 ratio is conservative as new residents in more affordable units may be less likely to own compared to the existing residents.

13. Will parking be unbundled from rent?

Yes. Residents who own a car will need to pay separately to rent a parking space.

14. Where will existing residents park during construction?

The applicant will need to lease off-site parking from the start of construction until the garage is complete. If approved, the applicant will enter into an agreement with a nearby landowner and will provide details on the location of the off-site parking during the pre-construction meeting.

15. Does the applicant's transportation study include adequate data to evaluate the effects of this project?

Yes. City staff set the parameters of the study with the applicant's transportation consultant, Gorove Slade. The study followed industry standards to determine expected trip generation from the ParcView II project and close by projects expected to open in the near future. However, since Gorove Slade conducted the study during a period with atypical travel conditions due to the stay-at-home advisement in response to COVID-19, historical data within the study area were used and slight adjustments were made to the collected data to resemble pre-pandemic travel conditions. City staff reviewed and approved this process, which is consistent with actions by other jurisdictions and agencies during this period.

Although traffic congestion exists in the vicinity today, the study concluded the scale of the ParcView II project will not significantly degrade the transportation network due to the anticipated distribution of site generated trips, existing lane configuration, and signal timing within the intersection. If deemed necessary after completion of the project, City staff may adjust some traffic signal times, per the recommendation of the transportation consultant. The transportation study is available upon request (contact Jared.Alves@AlexandriaVA.gov) and are part of the application docket, which is available online as of Friday, January 21 at: https://alexandria.granicus.com/ViewPublisher.php?view_id=57

16. Does the location of the potential future daycare provide sufficient space for pick-up and drop-off?

Yes. The site design includes a designated pick-up/drop-off area for the potential future daycare in front of Building C. The area would accommodate up to six vehicles at a time with additional space along the private drive for any spillover queuing without needing to back up onto Holmes Run Parkway. The applicant's transportation consultant Gorove Slade concluded in their transportation study a 98-100% likelihood that the six spaces will be sufficient, even if daycare operations involved parents using the space for short-term parking instead of daycare staff-assisted pick-up/drop-off with parents waiting in their vehicles. This conclusion is based off of typical daycare arrival and processing times. Staff concurs with this analysis and finds that the pick-up/drop-off provision is sufficient and in an appropriate location. The transportation study is available upon request (contact Jared.Alves@AlexandriaVA.gov) and are part of the application docket, which is available online as of Friday, January 21 at: https://alexandria.granicus.com/ViewPublisher.php?view_id=57

17. How will the applicant ensure that pile driving does not destabilize buildings in the adjacent lots, especially in light of recent sinkholes that have appeared in neighboring lots?

The applicant will need to comply with all Building Code and construction requirements, including assessing the existing conditions of adjacent buildings and monitoring for seismic activity. The applicant will hire a geotechnical engineer to develop the most appropriate approach to protect adjacent properties. In addition, City inspectors have the expertise to review construction plans in challenging sites to ensure that the plans are safe. The duration of pile driving is not known at this time, but, if approved, the applicant is required to hold a pre-construction meeting for adjacent residents and civic associations to provide this answer, contact information for on-site construction managers, and answer all other construction-related questions.

18. Are recordings available for the applicant-hosted community meetings?

Yes. The applicant hosted four community meetings. The recordings are available at the links below.

4.27.21 Meeting: https://thelandlawyers.zoom.us/rec/share/Z63lRFhe_kxQTMhTtxxcl33jzujxvACIzId0INK-mcEyxnya4-kiVgxMXvcBXzbx.ecA73au4DP8ZhycL

6.22.21 Meeting: https://thelandlawyers.zoom.us/rec/share/DrMnpoJ81Az1zF9JrUmbgKB7LNgnP35Yn6mhyk2oiwZFJETjp5LVyatqC_MtTPrk.FTBT9w1lEPIc9NT-

9.14.21 Meeting: https://thelandlawyers.zoom.us/rec/share/l9ciDlncuVyBejwfYgsWzbOld-_CnTks7p7gGGe0idX6oek-M-YgkLXSgVx0BKE.iDkt1DgSBK8Gke-9

11.16.21 Meeting: https://thelandlawyers.zoom.us/rec/share/jv581Mr-M4o-lEtbbRHs0jtf

EGFu_29x-WbPvv6MYIkATduIC-NnG6vjyRQyViso.-LluhVyGsbplaPeE

19. Are recordings of City-hosted meetings available?

Yes. The applicant attended meetings of the Landlord Tenant Relations Board (LTRB), Alexandria Housing Affordability Advisory Committee (AHAAC), and Eisenhower West/Landmark Van Dorn (EW/LVD) Implementation Advisory Group.[4]

AHAAC 10.07.21
http://alexandria.granicus.com/ViewPublisher.php?view_id=29&coa_clip_id=5209&coa_view_id=29 (starts at 50:40)

LTRB 12.1.21 https://alexandria.granicus.com/MediaPlayer.php?view_id=29&clip_id=5276 (starts at 1:11:00)

AHAAC 1.6.22 https://alexandria.granicus.com/MediaPlayer.php?view_id=29&clip_id=5325 (starts at 25:22)

EW/LVD 1.18.22 http://alexandria.granicus.com/ViewPublisher.php?view_id=29&coa_clip_id=5339&coa_view_id=29 (starts at 59:20)

20. Did the AHAAC and LTRB meetings have opportunities for public comment?

Yes. The Alexandria Housing Affordability Advisory Committee (AHAAC) and Landlord Tenant Relations Board (LTRB) meetings allow members of the public to comment on agenda items. City staff post agendas online in advance of the meeting; members of the public do not need to register to speak.

[4] Although ParcView II is not within the boundaries of the EW/LVD Implementation Advisory Group, the applicant attended the meeting to provide an additional opportunity for community input.

ParcView II Apartments
Resident Relocation Plan
November 19, 2021

Table of Contents

I. Contacts

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II. Project Summary and Overview

A. Introduction

ParcView II will be a three-building, 9-story 373-unit multifamily community located on a 3-acre site in the Landmark/West End neighborhood of the City of Alexandria. The project proposes to build two new-construction buildings ("Building B" and "Building C"), and to perform a full renovation of Wesley's existing ParcView Apartments ("Building A"), which was last renovated in 2006 after the initial acquisition. The project also proposes 314 parking spaces and 5,125 square feet of ground floor commercial space, envisioned to be occupied by a daycare.

Wesley Housing ultimately envisions a vibrant community with a mix of family sizes and income tiers, with rent limits ranging from 30 to 80% of Area Median Income (AMI). The proposed 373 units of housing will play a major role in helping to meet the region-wide housing goals for new housing construction in Alexandria.

B. Project Overview

The proposed redevelopment incudes the renovation of Wesley's existing 149-unit community, herein described as Building A. The rehabilitation would encompass updating life-and-safety systems, renovation of units, and adding amenity areas, including the conversion of three existing units into amenity space (total of 146 fully-renovated units post-construction). The project also consists of two new-construction, 9-story buildings adjacent to Building A, one with 135 apartments (Building B) and the other with 92 apartments (Building C), totaling 227 new apartments. The development overall will have a healthy mix of 1-, 2-, and 3-bedroom apartments. Additionally, 5,125 square feet of ground floor commercial space will be available at the site (with the possible option of converting three of the proposed new units to commercial space to provide additional connecting commercial square-footage on the second floor of Building C).

The resident amenities for the development include an open central courtyard with play areas, gathering spaces and landscaping; secure garage parking with 289 parking spaces; a large resident community room; upper terrace; bike storage; on-site laundry facilities; and rooftop patios. Other amenities that will be beneficial to the overall neighborhood as part of the project involve the installation of a high visibility crosswalk on Holmes Run Parkway, addition of a brand new bus stop adjacent to the site, and the procurement of a new Capital Bikeshare station. The project will also perform updates to the existing infrastructure and improvements, such as incorporating bio-retention planters and underground detention and treatment mechanisms for stormwater; adding new street light fixtures; constructing new sidewalks, curbs and gutters; and preserving the Resource Protection Area (RPA) within the project site's boundary.

ParcView will be subject to Low Income Housing Tax Credits (LIHTC) regulations, with mandatory rent restrictions on 100% of the 373 units, At least 5% of the units will be accessible to people with mobility impairments. The unit breakdown will be as follows:

	UNITS			
BUILDING	1-BED	2-BED	3-BED	TOTAL
BUILDING A (EXIST.)	70	76	-	146
BUILDING B (NEW)	88	47	-	135
BUILDING C (NEW)	15	54	23	92
TOTAL	**173**	**177**	**23**	**373**

C. Scope of Project

The dedicated English-Spanish Bilingual Relocation Manager, Gaby Montufar, will implement the ParcView II Apartments resident relocation plan. Gaby will work very closely with the Wesley Housing Development Corporation (WHDC) Project Manager and Wesley Property Management Company (WPMC) staff to ensure resident needs are put first, and that the plans are designed and implemented in a way that work best to interact effectively with the lives and needs of all the ParcView II Apartments residents.

ParcView II Apartments Relocation Plan (the "Plan") will happen in phases, designed to retain all current ParcView II Apartments residents who wish to remain within the community. All households that wish to stay will

be able to remain and will relocate into a newly built unit in building B or C.

The Relocation Manager will work directly with all ParcView II Apartments residents throughout the relocation and new construction process. The Relocation Manager, WPMC staff, WHDC staff and the General Contractor will work together to provide all residents sufficient information throughout the process, and will coordinate the renovation and relocation schedule.

The Relocation Manager is committed to working with each ParcView II Apartments resident households to ensure understanding and comfort throughout each stage of the renovation and relocation. The goal is to minimize resident inconvenience and confusion during the redevelopment period. WHDC staff has already had four general information meetings to explain the project scope of work and estimated timelines to existing residents. Those meetings took place on the following dates:

- 4/27/2021
- 6/21/2021
- 9/13/2021
- 11/19/2021

Overall, the plan will be to vacate the existing building only after the new buildings are constructed so that residents are only moving once. The specific timeframe and details regarding which households will permanently relocate into the newly constructed buildings will be planned after one-on-one individual surveys are conducted with each household. This will ensure that the moving plan and relocation schedule effectively meet the needs of the residents residing in the property.

When necessary to determine placement in new available units, the Owner will use the Priority Ranking System, to determine the priority ranking for each household. Residents will receive points for situations such as being a senior citizen, having school-age children, having a disability, and tenure at the property. The resident's total score will determine the priority ranking for the tenant to move to the new units. In order to be given a priority ranking, each resident household will be required to meet with the relocation staff to review and verify their personal information as part of the one-on-one resident survey interview process. The priority points will be based on each household's status at the point in time the priority points are assigned. A household's priority points will not change during the course of the new construction period, even if something in the household changes. If a resident declines a unit offered to them, they will lose their priority and move to the bottom of the list.

Priority Ranking System

Child under 18-years old	1 Point for each child
A household member 62 or older	2 Points
A household member with a disability	2 Points
Previously displaced by redevelopment in Alexandria	1 Point
Years of Tenancy:	
1 Year	1 Point
2 Years	2 Points
3 Years	3 Points
4 Years	4 Points
5 Years	5 Points
6-10 Years	6 Points
11 Years	7 Points

a. The Owner will maintain a Priority Waiting List using this priority ranking system, if needed.
b. Being on the Priority Waiting List does not necessarily guarantee that a unit will be offered to the Tenant
c. Tenants meeting the qualifications for a unit will be placed on the Priority Waiting List for a unit of the appropriate size and income category.
d. As units become available, residents will be contacted in order of priority to schedule an appointment to inspect the unit.
e. If a resident is offered a unit, but chooses to wait for a different unit, the resident will be placed at the end of the Priority Waiting List.

D. Estimated Timelines

The below are estimated development milestones based on assumed funding awards. The overall timeline is contingent on, among other factors, City Council's approval of our rezoning request and the availability of funding.

	Building C	Building B	Building A
Zoning Approval - City Council DSUP Approval	**11/13/2021**		
Concept I Submission	4/9/2021		
Community Meeting #1	Week of April 26, 2021		
Concept II Submission	6/4/2021		
Community Meeting #2	Week of June 14, 2021		
Community Meeting #3	9/8/2021		
AHAAC Meeting (Intro)	10/7/2021		
Community Meeting #4	11/16/2021		
Verification of Completeness	11/17/2021		
Staff Report Due	12/23/2021		
Planning Commission	1/4/2022		
City Council	1/15/2022		
Appeal Period Ends	2/14/2022		
Final Site Plan	**12/13/2022**		
Financing			
Low Income Housing Tax Credits			
Application	**3/1/2022**	**2/1/2023**	**7/12/2024**
Award/Commitment	6/29/2022	6/1/2023	11/9/2024
Plans and Specifications, Working Drawings	**12/18/2022**	**11/5/2023**	**4/16/2025**
Conceptual	6/4/2021	6/4/2021	1/14/2024
LIHTC app set, finish Schematic Design	1/25/2022	11/3/2022	5/13/2024
Permit and Subcontractor Bid Set (95%)	12/18/2022	11/5/2023	4/16/2025
General Contractor Pricing Schedule	**4/4/2023**	**2/20/2024**	**8/1/2025**
Final Pricing and Contract with HBI	4/4/2023	2/20/2024	8/1/2025
Building Permit Issued by Local Government	**12/13/2023**	**11/19/2024**	**4/11/2026**
Submit to City	6/16/2023	5/3/2024	11/12/2025
Approval	12/13/2023	11/19/2024	4/11/2026
Financial Closing	**1/12/2024**	**12/19/2024**	**5/11/2026**
Development	**12/7/2026**	**1/26/2027**	**6/17/2028**
Start Relocating Residents			1/11/2026
Start Construction	1/12/2024	12/19/2024	5/11/2026
Begin Lease-up	10/13/2025	12/2/2025	4/24/2027
Complete Construction	**1/11/2026**	**3/2/2026**	**7/23/2027**
Complete Lease-Up	6/10/2026	7/30/2026	12/20/2027
Stabilization/Break Even	9/8/2026	10/28/2026	3/19/2028
8609s	12/7/2026	1/26/2027	6/17/2028

III. Relocation Plan Implementation

A. General Information

All eligible residents will receive direct relocation services and/or the applicable relocation and moving payments in accordance with this Plan and all applicable governing relocation guidelines (e.g. URA, VHDA). Eligibility requires that households remain residents in good standing in accordance with the terms and conditions of current leases. The Owner will send all notices as required and appropriate, including the *General Information Notice (GIN), Notice of Relocation Eligibility/Notice of Non-Displacement, 120-Day Notice to Vacate* and *30-Day Notice.*

The Owner will update the Plan as changes are made and will make copies available to all households. The Owner will maintain adequate records in sufficient detail to demonstrate compliance with all applicable relocation requirements for a minimum of one year, including notices and canceled checks. These files will be for monitoring purposes and to ensure Plan compliance. All information pertaining to each household will be kept in each household's specific relocation file. Relocation referrals will be kept in this file and should contain information

as to rejection of the referral by the resident whenever possible (this will provide documentation by the Developer of efforts to assist in the relocation). Each resident has the right to see his/her relocation records. Files and records will be made available to Housing and Community Development (HCD) staff, Virginia Housing Development Authority (VHDA) or other appropriate agencies upon reasonable request. Copies of all resident notices will be provided to HCD.

No later than 30 days after the last tenant is relocated, the Owner will provide to VHDA the final summary schedule of moving costs made to residents in rent roll format, by tenant, by along with a Certification by the Owner that it met VHDA Moving Cost Reimbursement and *Relocation Assistance Guidelines.*

All ParcView II Apartments households will be provided the following advisory services related to the relocation process:

- In accordance with the URA and VHDA Relocation Guidelines, all households will be provided a *General Information Notice (GIN)*
- *Notice of Relocation Eligibility (NOE)*
- *Notice of Displacement.*
- A *120-Day Notice to Vacate* with a minimum of 120 Day Notice prior to the date in which the household will have to relocate into newly constructed unit in ParcView II.
- A *30-Day Notice* will be provided specifying the date the household will be moved.
- A *10-Day Notice* will be sent as a reminder prior to the date the resident household is scheduled to be moved.
- A one-on-one personal interview survey that will help gather information the Relocation Manager needs to plan the relocation as well as communicate to all residents what to expect during the process of the upcoming relocation.
- A written explanation and frequently asked questions sheet explaining the relocation process.
- Many other written notices will be provided with important updates and information about the relocation process.
- Meetings with all ParcView Apartments residents will be held throughout the process, including family members and caregivers as requested by the resident.
- All moving supplies will be purchased on behalf of, and provided, to the residents.
- Professional movers will be paid to move all belongings on behalf of residents, these professional movers will be hired and paid for on behalf of the residents. No residents will have to pay out of pocket for these expenses.

Residential Moving Expense Payments

The *displaced* resident will determine which of the following options will be elected:

1. As a fixed payment in accordance with the Federal Highway Administration's *Fixed Residential Moving Cost Schedule* (the "Schedule") for Virginia. The *Fixed Residential Moving Cost Schedule* includes moving costs and utility connection fees and is based on the number of rooms of furniture, not the number of bedrooms per unit; or
2. As reimbursement for the resident's actual reasonable moving and related expenses as defined as (a.) the lower of two bids or estimates prepared by a commercial mover or (b.) receipted bills for labor and equipment, not to exceed the lower of two bids or estimates prepared by a commercial mover (the "Actual")
3. A combination of the S*chedule* and the *Actual* cost per the Uniform Relocation Act.

RESIDENTIAL MOVING EXPENSE PAYMENT SCHEDULE

Effective August 24, 2015

UNFURNISHED UNITS (occupants owns furniture)

Rooms	1	2	3	4	5	6	7	8
Payment	$700	$900	$1,100	$1,300	$1,500	$1,700	$1,900	$2,100

Each additional room $300

This schedule follows the Federal Highway Administration (FHWA) schedule for Virginia published in the Federal Register. It will be automatically amended whenever the FHWA schedule is amended. If the resident household splits and relocates to separate replacement housing, this payment may be pro-rated accordingly. Payment is limited to $100.00 if person's residential move is performed by an agency at no cost to the person.

In the event that there are any households *displaced* with income less than Section 8 Very Low Income Levels, are elderly (62 and older) or have disabilities, these households will receive a higher payment equal to 200% of the applicable Fixed Residential Moving Cost Schedule payment amount.

- If any residents have resident-paid utilities such as electricity, telephone, cable or internet that require disconnection or connection fees, these will be paid for on behalf of the residents.
- A written sheet that includes the names and telephone numbers of all contact persons who can answer questions or provide other needed help.
- The Relocation Manager will set meeting times in order to accommodate the schedule of residents as well as their families and caregivers, if desired.
- Special attention to individual challenges or needs of residents.
- All written communications will be shared through written notices, translated as necessary by request. All meetings will be presented in English, if interpretation services are needed and requested, these language services will be provided at no cost to the resident.
- Additional advisory services, such as counseling for residents who are unable to read and understand notices, will be provided as necessary or appropriate depending on the individual situation and circumstances.

The Owner will update the Plan as changes are made and will make copies available to all households. The Owner will maintain adequate records in sufficient detail to demonstrate compliance with all applicable relocation requirements for a minimum of one year, including notices and canceled checks. These files will be for monitoring purposes and to ensure Plan compliance. All information pertaining to each household will be kept in each household's specific relocation file. Relocation referrals will be kept in this file and should contain information as to rejection of the referral by the resident whenever possible (this will provide documentation by the Developer of efforts to assist in the relocation). Each resident has the right to see his/her relocation records. Files and records will be made available to the Community Development (HCD) staff, Virginia Housing Development Corporation (VHDA) or other appropriate agencies upon reasonable request. Copies of all resident notices will be provided to HCD.

No later than 30 days after the last tenant is relocated, the Owner will provide to VHDA the final summary schedule of moving costs made to residents in rent roll format, by tenant, along with a Certification by the Owner that it met VHDA Moving Cost Reimbursement and *Relocation Assistance Guidelines.*

B. *Notices*

If property management moves any new households into the property after the **Initiation of Negotiations (ION) Date,** they will be informed in writing of the developer's intent to rehabilitate the existing property, the possibility of rent increases, the estimated new rents, and the possibility of a temporary move. Prospective residents will only be admitted into occupancy if they meet the tenant selection criteria for the rehabilitated units. A move-in notice will be provided to any households that move into the property after the **ION date.** The move-in notice will clearly state whether the household is eligible for relocation benefits.

The Developer will send all required notices as required and appropriate, including the *General Information Notice, Notice of Relocation Eligibility/Notice of Non-Displacement, 120-Day Notice, 30-Day Notice* and the *10-Day Notice*. All notices will be personally served to each resident's door or sent by certified or registered first-class mail with return receipt requested and documented in the resident files. Each notice will be written in plain, understandable English and translated, if necessary by request. For any persons that are unable to read and understand the notice, appropriate counseling and/or translation will be provided in order to explain each notice, answer questions and provide necessary assistance.

C. Resident Communication and Relocation Survey

Effective resident communication is paramount to a high level of resident retention and a successful renovation and relocation process. Community-wide meetings with all ParcView Apartments residents will be held in order to discuss the relocation and renovation process. Additionally, one-on-one meetings will be a key component of this

communication process. As such, a detailed survey will be created to use for one-on-one interviews with all households throughout the ParcView Apartments community. This survey will enable gathering necessary information before the redevelopment and relocation phases are planned. The survey will be mandatory for all households.

It is anticipated that we will begin these interviews in June 2024 with all residents throughout ParcView Apartments. The meetings will be scheduled on-site at ParcView Apartments Rental Office and in accordance with resident availability. If necessary, meetings may be scheduled in evening hours or on the weekend. Family members, case mangers caregivers are welcome to participate in these meetings, as desired by the resident.

During the meetings all pertinent information regarding the construction and relocation process will be discussed one-on-one, questions answered and concerns eased. A detailed frequently asked questions sheet will be used to ensure accurate resident understanding. A copy of the full Relocation Plan will be provided to all residents.

D. Resident profile

Floorplan	Quantity
1 bedroom	75
2 bedroom	74
3 bedroom	0
Total	149

Race	Number of Tenants
African American or Black	84
Asian	11
Hispanic or Latino	21
Native American	1
Pacific Islander	
White	21
Other	N/A
Declined to Answer	126

Household distribution by income:

INCOME RANGE	NUMBER OF HOUSEHOLDS
BELOW $10,000	28
$10,000-$$30,000	27
$30,001-$50,000	32
$51,001-$60,000	32
$60,001-$65,000	12
$65,001-$70,000	10
$70,001-$130,000	2
NON- RESPONSIVE	6

E. Eligibility Requirements

In order to be eligible for any of the above-mentioned benefits, a household must be in good standing. This means that all rental payments must be up-to-date and that there are no other lease violations.

F. Record Keeping

The Developer will update the Plan as changes are made and will make copies available to all households. The Developer will maintain adequate records in sufficient detail to demonstrate compliance with all applicable relocation requirements for a minimum of one year, including notices and canceled checks. These files will be for monitoring purposes and to ensure Plan compliance. All information pertaining to each household will be kept in this file. Relocation referrals will be kept in this file and should contain information as to rejection of the referral by the resident whenever possible (this will provide documentation by the Developer of efforts to assist in the relocation). Each resident has the right to see his/her relocation records.

G. Tentative Relocation Schedule

Introduction to Relocation Manager	December 2024
First Round of Tenant Needs Assessments and Individual Meetings	May 2025
inal Relocation Plan	May 2025
120-Day Relocation Notice	July 2025
30-Day Notice to Vacate	November 2025
10-Day Notice to Vacate	December 2025

H. *Definitions*

10-Day Notice means the notice that will be provided ten days in advance of the temporary or permanent move and ten days in advance of returning to the resident's renovated unit.

30-Day Notice means the notice that identifies the exact date to move out of an existing residential unit provided no less than 30 days from the date of the letter.

120-Day Notice to Vacate means the notice that identifies the earliest date of vacating an existing unit.

General Information Notice (GIN) means the notice provided pursuant to the Uniform Relocation Act that notifies tenants of the upcoming renovation.

Displacement means to the requirement that a household move out of the existing residential unit in order to allow for the construction.

Notice of Relocation Eligibility means the notice provided pursuant to the Uniform Relocation Act that notifies tenants of their eligibility for relocation benefits.

Initiation of Negotiations (ION) means the date that marks eligibility for benefits under the Relocation Plan.

Low Income Housing Tax Credits (LIHTC) means the federal program under which ParcView Apartments is to be financed using 9% LIHTCS that will allow the owner to renovate the property yet keep the rent affordable for residents with low-income.

Notice of Relocation Eligibility (NOE)/Notice of Displacement or Non-Displacement means the notice provided that notifies tenants of their eligibility for relocation benefits and to continue to rent an apartment, if applicable.

Owner means New Wesley ParcView Apartments LLC, the nonprofit that will purchase ParcView Apartments from the current owner.

Property Manager means Wesley Property Management Company as the residential property management firm that provides management services for the existing building.

Relocation Coordinator means the staff persons who are dedicated to working directly with each resident household to coordinate all aspects of the Relocation Plan.

Developer means Wesley Housing Development Corporation of Northern Virginia as the developer for the substantial rehabilitation of the ParcView Apartments buildings.

Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA or Uniform Relocation Act) means public law 91-646, 42 U.S.C. 4601 *et seq.* and the government-wide implementing regulations found at 49 CFR part 24.

IV. Exhibits

General Information Notice and Notice of Non-Displacement to Residential Resident

Dear «F3»,

This combined General Information Notice and Notice of Non-displacement shall serve to inform you that ParcView will submit an application to the Virginia Housing Development Authority (VHDA) for financing that will allow the redevelopment of ParcView II. It is anticipated that the VHDA will allocate 9% and 4% tax credits to fund this project.

Wesley Housing intends to develop 227 new apartments in the parking lot of ParcView Apartments and to renovate the existing building. It is currently anticipated that the development will begin no sooner than 2023. The exact timing is being determined and is subject to financing timelines. As soon as the timing is known more definitively, the residents will be updated with anticipated renovation dates.

The renovation scope is currently anticipated to include updates to life-and safety systems, remodel the interior of units and add new amenity areas.

Because Federal funds may be used in the proposed project, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 protect you (URA), as amended.

This notice guarantees you the following:

1. Upon completion of the development you will be able to lease and occupy a unit in ParcView II.

2. You will need to move so that the rehabilitation can be completed. Suitable housing will be made available to you and all reasonable out of pocket expenses will be covered, including the cost of supplies, professional movers to move to permeant housing in ParcView II. This will be coordinated and paid on your behalf. You will need to continue to pay your rent and comply with all other lease terms and conditions.

Gaby Montufar, Relocation and Leasing Manager and an employee of Wesley Housing Development Corporation, will contact you to meet and discuss how the renovation will affect you, and your future occupancy needs. We will make every effort to accommodate your needs. We will work with all occupants to fully understand the proposed renovation and provide information regarding how the proposed renovation may affect your household.

Since you will have the opportunity to occupy a newly developed apartment, I urge you not to move. If you do elect to move for your own reasons, you will not receive any relocation assistance. We will make every effort to accommodate your needs. Because federal funding is involved in this project, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, protect you. Of course, you must continue to comply with the terms and conditions of your lease.

Please remember:

- **This is <u>not</u> a notice to vacate the premises.**
- **This is <u>not</u> a notice of relocation eligibility**.

This letter is important and you should keep it. We will continue to advise tenants of the renovation timeline. In the meantime, if you have any questions about our plans, please contact: Gaby Montufar, Relocation Manager, at 703-642-3030 x229 or gmontufar@whdc.org.

Sincerely,

Frank Mooney
President, Wesley Property Management Company

ParcView Apartments
120-Day Notice to Vacate

Date
Name
Address

Dear Name ,

This notice is given to Name , regarding the rented premises at **Address .** This notice is being provided to you on behalf of **Ownership Entity**, the Landlord and Owner of the building in which you rent this apartment and subsidiary of Wesley Housing Development Corporation of Northern Virginia.

In accordance with Section 55-222 of the Code of Virginia, this letter serves as a 120-Day Notice to vacate the premises you currently occupy. The minimum 120 day notice period begins as of **Date.**

This notice is given in addition to any other previous notices given, including Notice of Eligibility and other notices and protections to which you are entitled. The landlord is not waiving any rights under any other notices previously issued. The landlord may proceed on any of these notices to gain possession. All rents are received with full reservation of landlord's right to obtain possession.

Sincerely,

Yesenia Mendoza
Property Manager

Gaby Montufar
Relocation Manager

ParcView Apartments
30-Day Notice to Vacate

Date
Name
Address

Dear Name,

This notice is given to Name, regarding the rented premises at **Address.** This notice is being provided to you on behalf of Wesley Housing Property Management, the Landlord and Owner of the building in which you rent this apartment and subsidiary of Wesley Housing Development Corporation of Northern Virginia.

This is your **30-Day Notice to Vacate.** In accordance to ParcView Apartments Relocation Plan. The estimated date of move is no sooner than Date. Every attempt to meet this date will be made.

Please do not make any moving arrangements or take any action prior to meeting/speaking with me, Gaby Montufar, Relocation Manager. I will contact you to coordinate your move. If you wish to contact me before then please call 703-642-3830 ext. 229 or email at gmontufar@whdc.org.

This notice is given in addition to any other previous notices given. The landlord is not waiving any rights under any other notices previously issued. The landlord may proceed on any of these notices to gain possession. All rents are received with full reservation of landlord's right to obtain possession.

Sincerely,

Yesenia Mendoza
Property Manager

Gaby Montufar
Relocation Manager

Inspection form link

https://www.hud.gov/sites/dfiles/OCHCO/documents/52580.PDF

Tenant Assistance and Relocation Policy for Residential Multifamily Zone

https://www.alexandriava.gov/uploadedFiles/housing/info/RMFZone_TenantAssistanceRelocationPolicy_Final.pdf

HUD Brochure

https://www.hud.gov/sites/documents/tenadisp.pdf

Move Claim Form

https://www.hud.gov/sites/dfiles/OCHCO/documents/40054.PDF

ParcView
Community Profile
September 9, 2021

I. Number of Units & Unit Mix

Unit Size	Number of Units
1BR	75
2BR	74
3BR	0

II. Number of Occupied and Vacant Units

Unit Size	Number of Units
1BR	71 occupied 4 vacant
2BR	72 occupied 2 vacant

III. Number of Households that are Private Market Renters without Housing Assistance

Unit Size	Number of Households
1BR	36
2BR	29
Total	**65**

IV. Tenant Assisted Through any Type of Housing Unit Developed using City, State or Federal Subsidies, including Housing Choice Vouchers

Unit Size	Number of Households
1BR	35
2BR	43
3BR	N/A
Total	**78**

V. Length of each household's residency in neighborhood and at its current address
See attached Rent Roll

VI. Size and Composition of each household
See attached Rent Roll

VII. Households with school-age children, elderly, and/or disabled members
To be provided at a later time

VIII. Income of each household
To be provided under separate cover

IX. Number of households anticipated to be temporary relocated
143

X. Number of households that will be permanently displaced
None

XI. Tenants who will require special assistance to move
The moves are not planned until 2026. Assessments will be done at the appropriate time.

XII. Current cost to each household for rent, utilities and parking

See attached Rent Roll

XIII. Households interested in returning

A Relocation Survey will be conducted, once the surveys are complete it will be determined who will want to move into a new unit within the community. As the Relocation Plan states the goal is to move all current households once into a newly constructed unit.

XIV. Households in need of accessible housing

A Relocation Survey will be conducted, once the surveys are complete it will be determined who will want/need an accessible unit.

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Rent Roll

ParcView II
Affordable Housing Plan
December 23, 2021

1.1 Project name and address

Project Name/Address: ParcView II, 5380 Holmes Run Parkway.

1.2 Application number

N/A

1.3 Brief description of the application and the proposed development program

The Applicant proposes to renovate the existing 14-story 149-unit building (Building A) to retain 146 existing units and construct two new nine-story residential buildings (Buildings B and C) with approximately 227 units, for a total of 373 residential units.

1.4 Requested zoning changes or waivers (if any)

- **Rezoning**
- **DSUP with Preliminary Site Plan for a multifamily residential building**
- **SUP for an increase in Floor Area Ratio to 2.7**
- **SUP for an increase in the number of permitted mechanical penthouses**
- **Tier III Transportation Management Plan SUP**

1.5 The Small Area Plan in which the project is located and a brief discussion of how relevant affordable housing goals and recommendations are being addressed by the AHP

The project is located within the Landmark Van/Dorn Small Area Plan. While the Small Area Plan does not include any specific goals for affordable housing on this site, the proposed development is addressing the City's goals, as identified in the Housing Master Plan ("HMP"), to create affordable housing units at a variety of affordability levels. The proposed project is consistent with the requirements for additional density in the RMF zoning district and the HMP with the creation of approximately 373 affordable units (227 new units and 146 renovated existing units) available from a range of 30% AMI to 80% AMI.

2. Description of the AHP to include:

2.1 Number, type (rental/for-sale), size (number of bedrooms), level of affordability (% of Area Median Income), and length of affordability of proposed affordable units

The proposed affordability unit mix is provided in the table below. The affordable units will be provided at their respective affordability levels for a term of 40 years.

ParcView II - Affordability Mix						
	30% AMI	**40% AMI**	**50% AMI**	**60% AMI**	**80% AMI**	**Total**
1-bedroom	9	17	17	101	29	173
2-bedroom	13	24	27	72	41	177
3-bedroom	3	4	7	6	3	23
Total	**25**	**45**	**51**	**179**	**73**	**373**

2.2 General description of location of affordable units in the project

All affordable units will be dispersed throughout the buildings.

2.3 Confirmation that residents of affordable units will have equal access to all amenities available to residents of market-rate units

All residents of the project will have equal access to all amenities within the building.

2.4 Number, type (rental/for-sale), size (number of bedrooms), level of affordability (% of Area Median Income), and length of affordability of existing affordable units being demolished as part of redevelopment (if any)

There are no dedicated affordable units being demolished with this project. However, three existing market-rate affordable units will be demolished as part of this development.

2.5 Brief discussion of tenant relocation plan approved by the Landlord-Tenant Relations Board (if applicable)

The Applicant will present its Tenant Relocation Plan to the Landlord Tenant Relations Board in advance of the public hearings. The Tenant Relocation will facilitate the relocation of residents prior to the renovation of the Building A. The residents in Building A will be able to remain in place during the construction of Buildings B and C. Upon obtaining a Certificate of Occupancy for Building B or C, the existing residents will be relocated to the new buildings, at which point Building A will be renovated. The Applicant has held two meetings with the current residents to keep them apprised of the status of the project and have informed them that they will not need to relocate off the property and will be moved into new units upon completion of the new construction. A third meeting with residents is scheduled for November 19, 2021, in the form of an in-person "Open House" to allow residents to become more familiar with these plans. As the relocation will occur no earlier than the fall of 2026, the Applicant will continue to work with the City of Alexandria Office of Housing and the residents to ensure a smooth transition to the new buildings.

2.6 Description of the phasing of the project and any implications it may have on the delivery of units (if any)

Buildings B and C will be constructed first, in an order yet to be determined by the Applicant, and the renovation of the existing building will occur last. The affordable units will be delivered in the order the buildings are completed and receive their respective Certificates of Occupancy.

2.7 Description of any voluntary contributions to be made to the Housing Trust Fund in addition to the provision of affordable units (if any)

Given that the entire project will be affordable and work-force housing, it more than offsets the amount of any voluntary affordable housing contribution.

2.8 Any other information the applicant deems relevant to the AHP

N/A

Multimodal Transportation Study

5380 Holmes Run Parkway

City of Alexandria, Virginia

August 25, 2021

(Revised October 18, 2021)

GOROVE SLADE
Transportation Planners and Engineers

Prepared by:

GOROVE SLADE
Transportation Planners and Engineers

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Executive Summary

The following report presents the findings of a Multimodal Transportation Study (MTS) for the proposed development at 5380 Holmes Run Parkway in the Landmark/Van Dorn area of the City of Alexandria, Virginia.

Site Location and Study Area

The proposed development site is located in the Landmark/Van Dorn area of the City of Alexandria, Virginia and is bounded by Holmes Run Parkway to the north, and residential buildings to the east, south, and west as shown in Figure 2. The general extents of the study area are Van Dorn Street to the west, N Paxton Street to the east, Holmes Run Parkway to the north, and Duke Street to the south.

The vehicular study area consists of seven (7) intersections along Van Dorn Street, Duke Street, and Holmes Run Parkway, as vetted and approved by the City of Alexandria.

The proposed development site currently consists of an existing 148-unit residential building. The site is zoned RC: “High-Density Apartment Zone” according to Section 3-900 of the City of Alexandria Zoning Ordinance. No re-zoning is proposed as part of the proposed 5380 Holmes Run Parkway development.

Proposed Project

The proposed development will consist of an existing 149-unit residential building (reducing the total unit count from 149 units to 146 units with renovations), and two (2) new multifamily residential buildings with approximately 135 affordable units and 92 affordable units in each, for a total of 227 new multifamily residential units. In addition to the resulting 373 proposed residential units, the development will include approximately 5,125 square feet of daycare space, serving approximately 100 students.

The development will be supported by a below-grade garage with approximately 289 parking spaces, and approximately 25 surface parking spaces, for a total of approximately 314 parking spaces. Vehicular access to the garage as well as access to the loading facilities will be provided along the Private Drive accessible from two (2) curb cuts on Holmes Run Parkway. A six (6) space queuing area for daycare pick-up/drop-off activity will be provided along the east side of the site, accessible from Holmes Run Parkway.

The proposed development will provide one (1) 25-foot loading berth in the east building and one (1) 25-foot loading berth in the west building. The number of on-site loading facilities will accommodate the practical needs of the development.

Policies and Goals

The City Council adopted the Landmark/Van Dorn Small Area Plan in 1992 and amended it in 2009 to include the Landmark/Van Dorn Corridor Plan. The goals of the Small Area Plan are to preserve and protect the existing residential areas and to encourage new commercial and residential development in the most appropriate locations.

The Small Area Plan was amended to include the Landmark/Van Dorn Corridor Plan, which was amended in 2019 to include a new chapter on the Landmark neighborhood to provide recommendations to encourage a mixed-use neighborhood with a more urban street grid and building form as well as open spaces and diverse housing opportunities. The Plan’s recommendations center around the redevelopment of the Landmark Mall and retail centers along Duke and Van Dorn streets to create two (2) distinct mixed-use centers along a re-envisioned Van Dorn Street with transit, bicycle, and pedestrian facilities.

The proposed development is consistent with the Small Area Plan by preserving the existing residential uses on the site and adding additional residential space, while improving the pedestrian connectivity adjacent to the site.

Multi-Modal Overview

Pedestrian

The pedestrian network in the vicinity of the site is generally well established. Most roadways within a quarter-mile radius provide sidewalks on both sides, particularly along the primary walking routes to major destinations and nearby transit options. Some barriers exist north of the site due to the Holmes Run Stream, and to the west due to I-395, but overall, there is good connectivity and quality infrastructure. Pedestrian facilities along the property frontage will be improved such that they provide ample circulation to and within the property. Additionally, the existing mid-block pedestrian crossing located just west of the eastern site driveway on Holmes Run Parkway will be relocated further west, aligning with the main entrance of the proposed development and the park on the north side of Holmes Run Parkway, improving pedestrian connectivity.

Bicycle

The site has access to several on- and off-street bicycle facilities, including the Holmes Run Trail and shared bicycle lanes on portions of Holmes Run Parkway. These bicycle facilities connect the project site to neighborhoods within the City of Alexandria.

Duke Street and Van Dorn Street are significant barriers to accessing other bicycle facilities given their high vehicular volumes and lack of bicycle facilities. A number of planned projects will improve bicycle infrastructure and connectivity in the vicinity of the proposed development, including a multi-use trail on Van Dorn Street and Duke Street to the west, shared bicycle lanes along the remainder of Holmes Run Parkway, and additional Capital Bikeshare stations in the neighborhood.

Transit

The project area is served by regional and local transit services that include Metrorail, Metrobus, and DASH routes:

- The project site is located approximately 1.2 miles from the Van Dorn Street Metrorail Station, which provides access to the Blue Metrorail line.
- There are 16 existing Metrobus and DASH bus stops conveniently located adjacent to and within a quarter-mile radius of the site connecting the proposed development to neighborhoods in the City of Alexandria and beyond.
- Future planned transit improvements in the vicinity of site will further improve transit access by providing more frequent service and additional connectivity, including the future transit hub implemented as part of the Landmark Mall Redevelopment CDD.

Vehicular

The project site is well connected via principal arterials such as Duke Street. These arterials ultimately create connections to the Capital Beltway (I-495), I-395, and I-66. These roadways bring vehicular traffic within a mile of the site, at which point minor arterials and local roads can be used to access the project site directly.

Existing Conditions

Intersection capacity analyses were performed for the morning and afternoon peak hours at study area intersections. Synchro version 10 was used to analyze the study intersections based on the *Highway Capacity Manual* (HCM) 2000 methodology.

LOS D is typically used as the acceptable LOS threshold in the City of Alexandria. The existing conditions analysis shows that most intersections and movements operate at an acceptable level of service (LOS D or better) during the morning and afternoon peak hours. However, of the seven (7) study intersections, two (2) intersections have at least one lane group operating at LOS E or F during the morning or afternoon peak hour. The capacity analysis results also show that no intersections have 95th percentile queues that exceed the available storage length in one or more peak hour in existing conditions.

Travel Demand Assumptions

Mode split (also called mode share) is the percentage of travelers using a particular type (or mode) of transportation when traveling. Vehicular mode split information for this report was based on census data using American Community Survey (ACS), Transportation Analysis Zones (TAZs), data contained in the 2005 WMATA Development-Related Ridership Survey Report, and discussions with the City during the scoping process. The following mode splits were assumed in the analysis, as vetted and approved by the City of Alexandria:

- Residential:
  - Auto – 60%, Transit – 30%, Bike – 5%, Walk – 5%
- Daycare:
  - Auto – 80%, Transit – 3%, Bike – 2%, Walk – 15%

Weekday peak hour trip generation is calculated based on the methodology outlined in the Institute of Transportation Engineers' (ITE) Trip Generation, 10th Edition.

Residential trip generation is based on the development program of 236 residential dwelling units. Residential trip generation was calculated based on ITE land use 221, *Multifamily Housing (Mid-Rise)*, using the setting General Urban/Suburban. Trips were split into different modes using the assumptions outlined in the mode split section of this report.

Daycare trip generation is based on the development program of 100 students. Daycare trip generation was calculated based on ITE land use 565 (Day Care Center), using the setting General Urban/Suburban. Trips were split into different modes using the assumptions outlined in the mode split section of this report.

Including the existing residential site trips, the resulting total proposed vehicular trips at full development build-out were calculated to be:

- AM Peak Hour: 144 veh/hr

- PM Peak Hour: 161 veh/hr
- Daily (Weekday): 1,546 veh

Future Traffic Operations

A capacity analysis was performed at study area intersections, for the morning and afternoon peak hours, to compare the future roadway network without and with the proposed development Synchro version 10 was used to analyze the study intersections based on the *Highway Capacity Manual* (HCM) 2000 methodology.

Traffic projections for 2026 are based on existing volumes, plus traffic generated by approved nearby background developments to account for local growth, regional growth, and traffic generated by the proposed 5380 Holmes Run Parkway development.

Future traffic operations in the study area are acceptable overall. The Future 2026 conditions analysis shows that most intersections and movements operate at an acceptable level of service (LOS D or better) during the morning and afternoon peak hours. However, of the seven (7) study intersections, two (2) intersections have at least one lane group operating at LOS E or F during the morning or afternoon peak hour. The capacity analysis results also show that no intersections have 95th percentile queues that exceed the available storage length in one or more peak hour in existing conditions.

Mitigations

Mitigation measures were identified based on City of Alexandria standards and as outlined in the approved scoping document. The proposed development is considered to have an impact at an intersection if any of the following conditions are met:

- The capacity analyses show a LOS E or F at an intersection or any movement in the future where one does not exist the background conditions;
- There is an increase in delay at any movement or overall intersection operating under LOS E or F of greater than 10 percent when compared to the background conditions; or
- The 95th percentile queue length in the future conditions exceeds the available capacity and increases by more than 150 feet compared to background conditions.

Following these guidelines, there are impacts to one (1) intersection, the Duke Street & N Ripley Street (Int. 6). Mitigation measures were explored at this intersection and concluded that the increase in delay at this intersection attributable to the proposed development can be mitigated through signal timing adjustments.

Transportation Management Plan

A Transportation Management Plan (TMP) will be provided for the proposed development based on the City's requirements, and a framework for a TMP is included in this report. This TMP includes typical components such as the establishment of a TMP coordinator, the distribution of transit literature, the establishment of ride-sharing programs, and the on-site sale of discounted fare media. Management measures taken by the proposed development can be monitored and adjusted as needed to continually create opportunities to reduce the amount of vehicular traffic generated by the site.

Summary and Recommendations

This report concludes that the proposed development **will not have a detrimental impact to the surrounding transportation and roadway network**, assuming that all planned site design elements and recommended transportation demand management measures are implemented.

The development has many positive elements contained within its design that minimize potential transportation impacts, including:

- The proposed development's proximity to multiple bus lines.
- Improvements to the pedestrian facilities adjacent to the site that provide ample circulation to and around the property.
- The creation of the Private Drive, improving connectivity and circulation within the site for all modes.
- The relocation of the mid-block pedestrian crossing on Holmes Run Parkway, adjacent to the site, and the expanded curb that reduces crossing distance.
- The inclusion of secure long-term bicycle parking that meet zoning requirements.
- The installation of short-term bicycle parking spaces around the perimeter of the site, in highly visible and accessible locations, that meet zoning requirements.
- A Transportation Management Plan (TMP) that aims to reduce the demand of single-occupancy, private vehicles to/from the proposed development during peak period travel times or shifts single-occupancy vehicular demand to off-peak periods.

Introduction

This report presents the findings of a Multimodal Transportation Study (MTS) for the proposed 5380 Holmes Run Parkway redevelopment located in the City of Alexandria, Virginia. This report reviews the transportation aspects of the proposed development and development program.

The site currently consists of an existing 1497-unit residential building and surface parking lot. The proposed project will preserve and renovate the existing residential building (reducing the total unit count from 149 units to 146 units), and construct two (2) new buildings with approximately 135 affordable residential units and 92 affordable residential units in each, for a total of 227 new multifamily residential units. In addition to the resulting 373 dwelling units, the development will include approximately 5,125 square feet of daycare space, serving approximately 100 students. The development will be supported by a below-grade garage with approximately 289 parking spaces, and approximately 25 surface parking spaces located on the north side of the site, for a total of approximately 314 parking spaces.

Purpose of Study

The purpose of this study is to evaluate the transportation network in the vicinity of the site and identify any potential transportation impacts that may result from the proposed redevelopment. Elements of this report include a description of the proposed development, an evaluation of the existing multimodal transportation network, and evaluations of the future transportation network with and without the proposed development.

Study Tasks

The following tasks were completed as part of this study:

- A scoping meeting was held on May 24, 2021 with representatives from the City of Alexandria. An updated scope dated August 19, 2021 was submitted by Gorove Slade to the City of Alexandria. This scope includes discussions about the parameters of the study and relevant background information. A copy of the signed scoping document is included in the Technical Attachments.
- Field reconnaissance in the vicinity of the site was performed to collect information related to the existing traffic controls, signal timings, roadway geometry, traffic flow characteristics, sidewalk conditions, bicycle facilities, and transit stop amenities.
- Traffic volumes collected during Spring 2021 were not representative of typical traffic conditions due to City-wide restrictions in responses to the COVID-19 public health crisis. In order to establish baseline conditions, the study collected new turning movement counts in May 2021 at the Duke Street/S Walker Street and Van Dorn Street/Landmark Mall/Duke Street Ramp intersections and compared to available historic 2018 count data at these locations. This comparison was used to determine appropriate correction factors to apply to Spring 2021 turning movement counts collected at the study intersections.
- As outlined in the scoping document, two (2) planned developments in the vicinity of the proposed development were assumed to be in place for the Background (2026) and Future (2026) Conditions. According to historical data obtained from VDOT, and discussions with the City during scoping, the average historical growth on the roadway has been low in recent years. A 0.50% annual growth rate has been assumed for the 2026 scenario.
- Proposed site traffic volumes were generated based on the methodology outlined in Trip Generation, 10th Edition published by the Institute of Transportation Engineers (ITE).
- Intersection capacity analyses were performed using the software package Synchro, Version 10 based on the Highway Capacity Manual (HCM) methodology. Traffic analyses were performed for existing conditions (2021) and future conditions (2026) with and without development.
- A Transportation Management Plan framework was developed as a TMP will be necessary to meet City requirements.

Project Summary

Site Location

The project site is located at 5380 Holmes Run Parkway in the Landmark neighborhood of City of Alexandria, Virginia. Figure 1 shows the location of the project in a regional context. The site location is shown in Figure 2.

Zoning Information

According to the City of Alexandria Zoning Map and Zoning Ordinance, the site is currently zoned as High-Density Apartment (RC) Zone. The RC zone is established to provide land areas for high density apartment buildings and to permit limited

commercial uses in such structures. Non-residential uses of a non-commercial nature that are supportive to the residential neighborhood are also permitted in the RC zone.

Proposed Site Plan

The development site currently consists of an existing 146-unit residential building. The proposed project will preserve and renovate the existing residential building (reducing the total unit count from 149 units to 146 units), and construct two (2) new buildings with approximately 135 affordable residential units and 92 affordable residential units in each, for a total of 227 new multifamily residential units. In addition to the resulting 373 dwelling units, the development will include 5,125 square feet of daycare space, serving approximately 100 students. The development will be supported by a below-grade garage with approximately 289 parking spaces, and approximately 25 surface parking spaces located on the north side of the site, for a total of approximately 314 parking spaces. Vehicular access to the garage as well as access to the loading facilities will be provided along the Private Drive accessible from two (2) curb cuts on Holmes Run Parkway. A six (6) space queuing area for daycare pick-up/drop-off activity will be provided along the east side of the site, accessible from Holmes Run Parkway. The proposed project build-out year is 2026. The proposed site plan is shown in Figure 3.

Scope and Limits of the Study Area

The study area is located at 5380 Holmes Run Parkway, in the Landmark Neighborhood of City of Alexandria. The following intersections were identified for inclusion in the vehicular study area, as shown in Figure 4.

1. Holmes Run Parkway & N Van Dorn Street
2. Holmes Run Parkway & N Ripley Street
3. Holmes Run Parkway & West Site Driveway
4. Holmes Run Parkway & East Site Driveway
5. Holmes Run Parkway & N Paxton Street
6. Duke Street & N Ripley Street
7. Duke Street & N Paxton Street

Data Sources

Sources of data for this study include City of Alexandria, the Virginia Department of Transportation (VDOT), the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, Census Transportation Planning Products (CTPP), Bonstra Haresing Architects, Walter L. Phillips, and the office files and field reconnaissance efforts of Gorove Slade Associates, Inc.

Contents of Study

This report contains nine (9) chapters as follows:

- *Study Area Overview*
  This chapter reviews the area near and adjacent to the project and includes an overview of the site location.

- *Project Design*
  This chapter reviews the transportation components of the project, including the site plan and access.

- *Transit Facilities*
  This chapter reviews existing and future transit service adjacent to the site, reviews how the proposed development's transit demand will be accommodated, and outlines impacts, and presents recommendations as needed.

- *Bicycle Facilities*
  This chapter reviews existing and future bicycle facilities access to the proposed development, reviews the quality of cycling routes to and from the project site, outlines impacts, and presents recommendations as needed.

- *Pedestrian Facilities*
  This chapter reviews existing and future pedestrian facilities, reviews walking routes to and from the proposed development, outlines impacts, and presents recommendations as needed.

- *Travel Demand Assumptions*
  This chapter outlines the travel demand of the proposed development. It summarizes the expected mode splits multimodal trip generation of the proposed development.

- *Traffic Operations*
  This chapter provides a summary of the existing and future roadway facilities and an analysis of the existing and future roadway capacity in the study area. It summarizes the distribution and routing assumptions used in the analysis. This chapter highlights the vehicular impacts of the proposed development, including presenting mitigation measures for minimizing impacts as needed.

- *Transportation Management Plan Framework*
  This chapter outlines various components of the proposed development's Transportation Management Plan (TMP).

- *Summary and Conclusions*
  This chapter presents a summary of the recommended mitigation measures by mode and presents overall findings and conclusions.

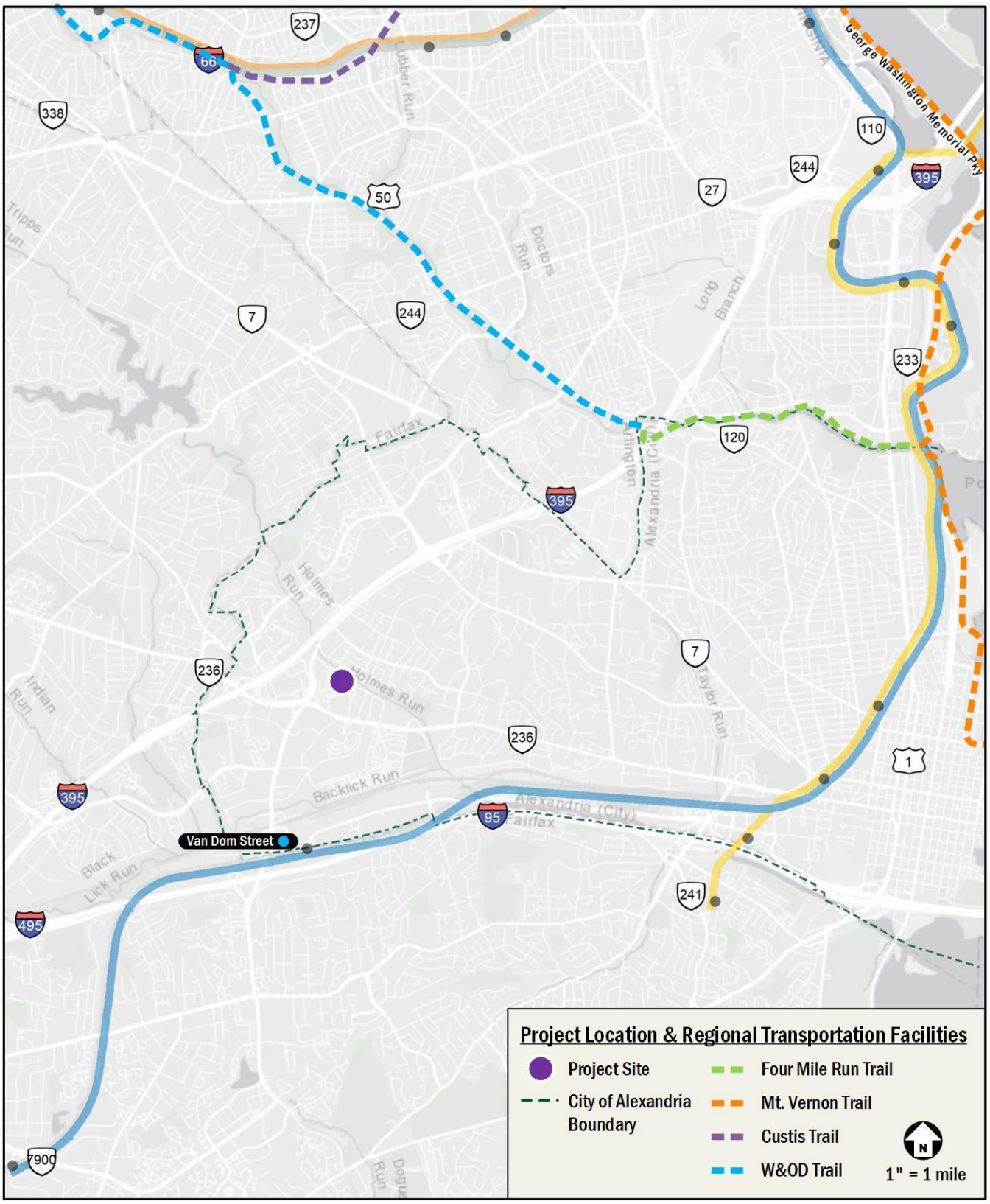

Figure 1: Project Location & Regional Transportation Facilities

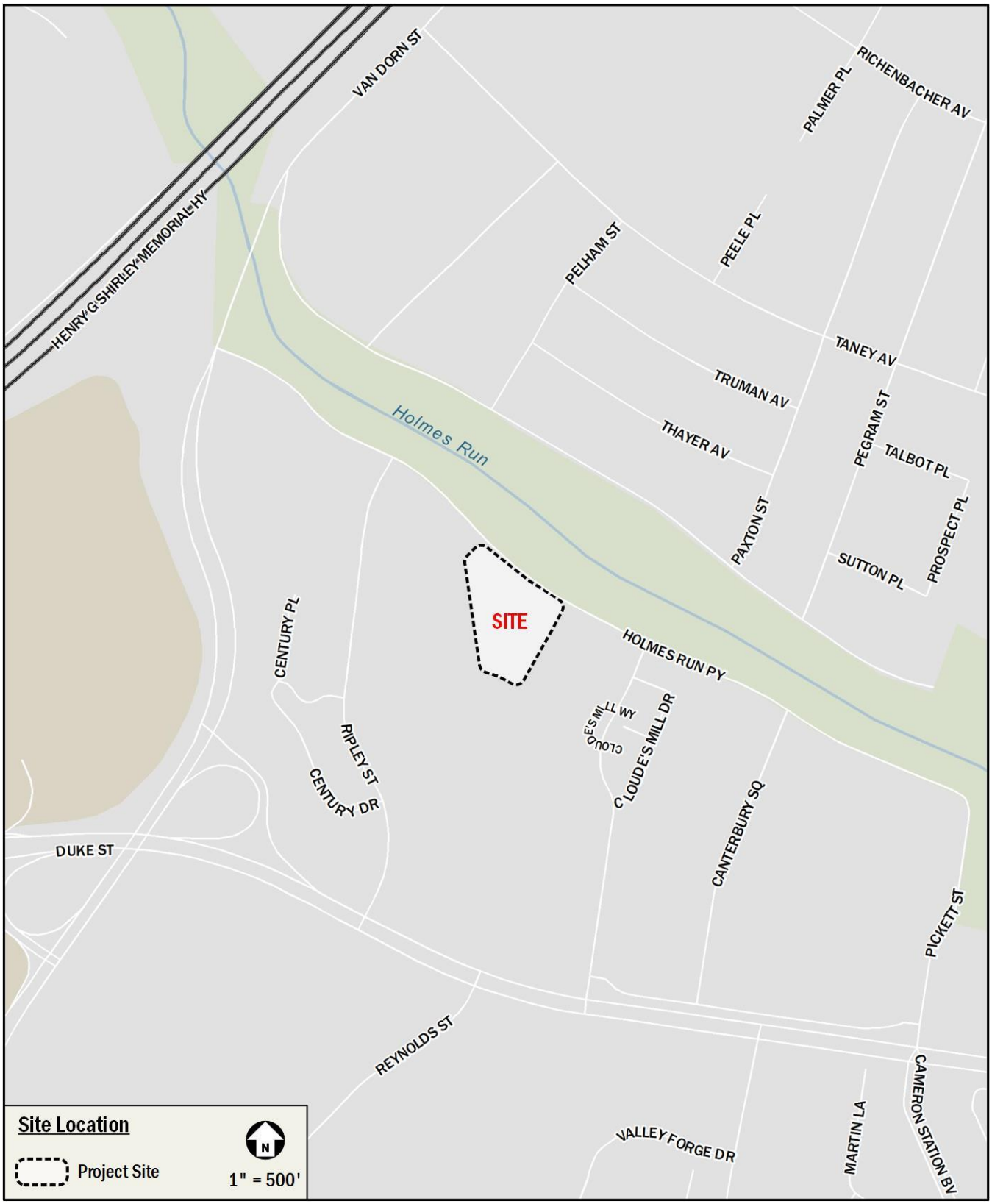

Figure 2: Site Location

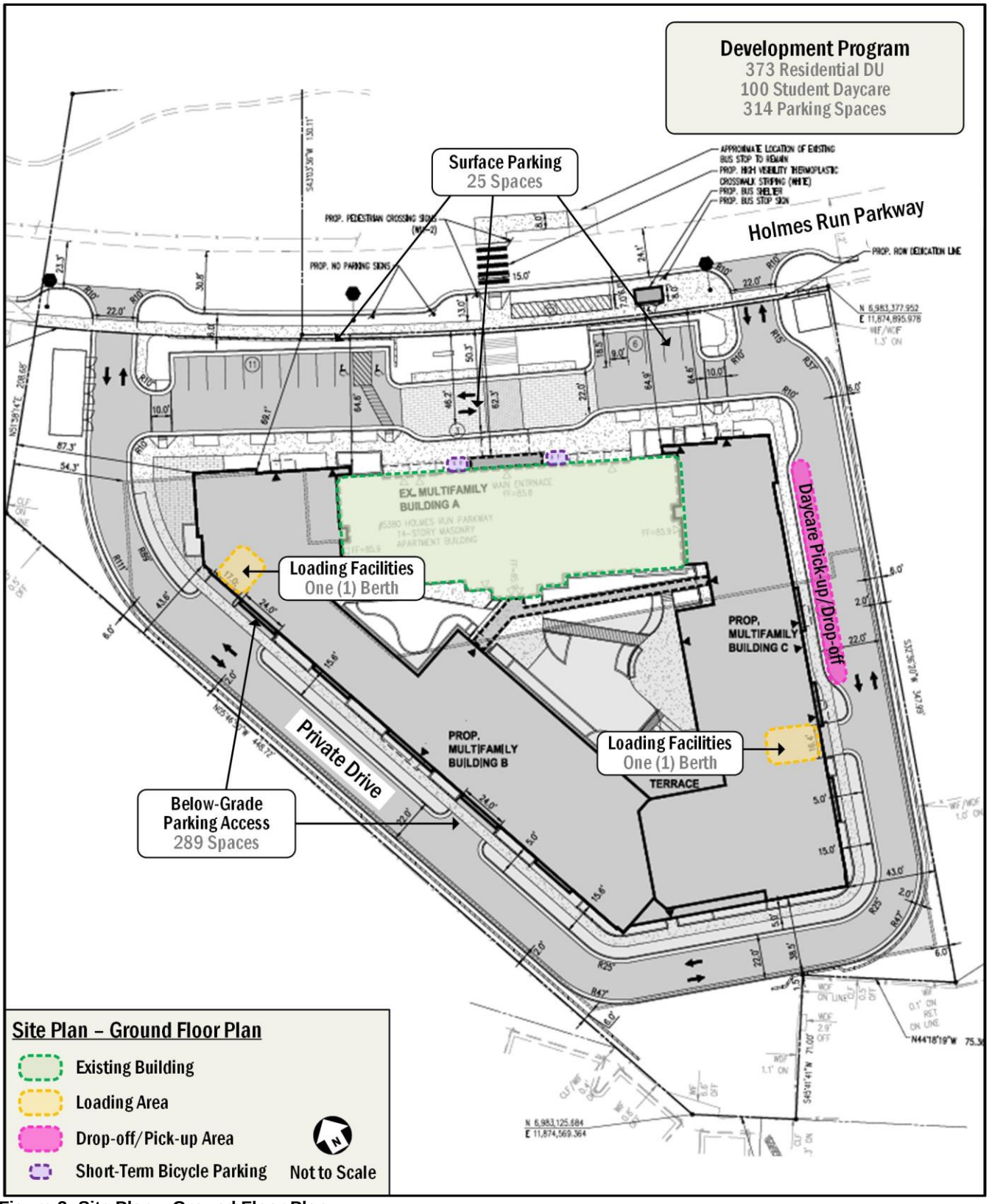

Figure 3: Site Plan – Ground Floor Plan

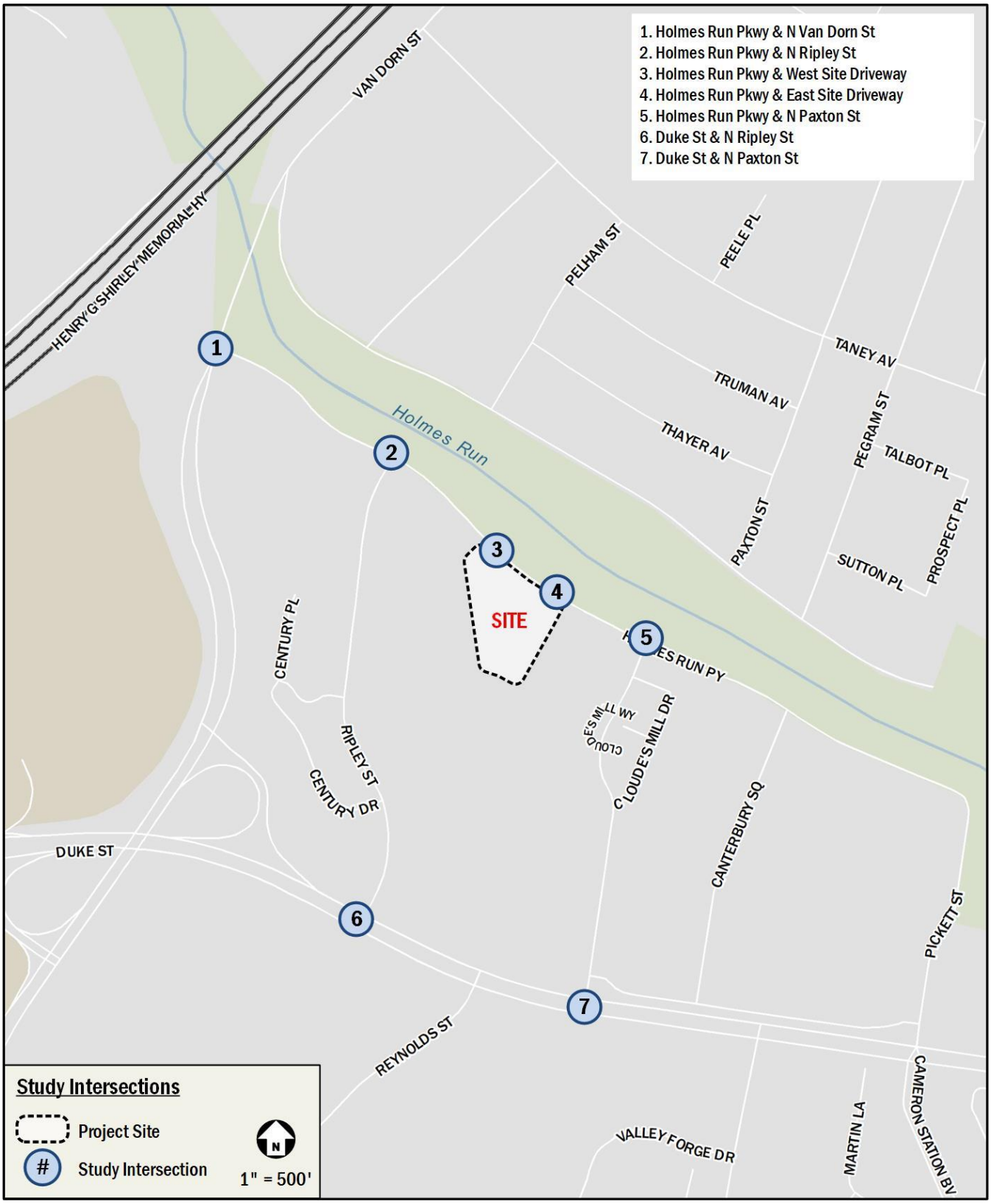

Figure 4: Study Intersections

Study Area Overview

This chapter reviews the existing conditions of the surrounding transportation network and includes an overview of the site location, including a summary of the major transportation characteristics of the area and of future regional projects. Detailed characteristics of each mode and their subsequent study areas will be defined in the chapters that follow.

The following conclusions are reached within this chapter:

- The project site is surrounded by an extensive regional and local transportation system that will accommodate the residents and visitors of the proposed development.
- The project area is well-served by public transportation with access to the Metrorail's Blue line, regional and commuter rail, and several local and regional bus routes.
- The site is surrounded by a well-connected pedestrian environment with facilities that generally meet standards recommended by the City of Alexandria, particularly along anticipated major walking routes, with some gaps in the system.
- The existing bicycle network, including the Holmes Run Trail, designated bicycle routes, and shared bicycle lanes near the project site, provides regional and local connections that facilitate bicycle commuting and recreational cycling options.
- Several local initiatives will positively impact the study area, including streetscape enhancements and investments to improve the transit, pedestrian, and bicycle networks.

Major Transportation Features

Overview of Regional Access

Under existing conditions, the proposed development site has ample access to regional vehicular- and transit-based transportation options, as shown in Figure 1, that connect the project area to destinations within Virginia, the District, and Maryland.

The project site is well-connected via principal such as Duke Street. These arterials ultimately create connections to the Capital Beltway (I-495), I-395, and I-66. These roadways bring vehicular traffic within a mile of the site, at which point minor arterials and local roads can be used to access the project site directly.

The project site has access to the Blue line via the Van Dorn Street Metro station, located approximately 1.2 miles to the south of the site, which provides connections to areas in Virginia, the District, and Maryland. The Blue Line connects Springfield, VA with Largo, MD, providing access to the District core. The Blue Line also provides connection to the Red Line, which directly connects to Union Station, a hub for commuter rail such as Amtrak, MARC, and VRE – in addition to all other Metrorail lines, allowing for access to much of the DC Metropolitan area.

The proposed development is located adjacent to the Holmes Run Trail. The Holmes Run Trail is a 3.1-mile long section of trail extending between Cameron Run Regional Park (and the Eisenhower Avenue Trail), Dora Kelly Nature Park, and the Holmes Run Park. This trail provides connections to the Eisenhower Avenue Trail, the Backlick Run Trail, and the Taney Avenue Park Trail, providing regional connectivity. A detailed review of existing bicycle infrastructure is provided in a later chapter of this report.

Overall, the project site has access to several roadways, transit, and bicycle options, making it convenient to travel between the proposed development and destinations in Virginia, the District, and Maryland.

Overview of Local Access

There are several local transportation options near the proposed 5380 Holmes Run Parkway development site that serve vehicular, transit, walking, and cycling trips under existing conditions, as shown in Figure 5.

In addition to the principal arterial Duke Street, the site is served by a local vehicular network that includes several minor arterials and collectors such as Van Dorn Street, Edsall Road, Taney Avenue, and S Pickett Street. In addition, there is an existing network of local roadways that provide access to the site.

Several bus systems provide local transit service in the vicinity of the site, including connections to several neighborhoods within Virginia, the District, and additional Metro stations. The project site is serviced by the WMATA Metrobus and DASH bus systems. DASH is a local bus system operated by the City of Alexandria. DASH supplements Metrobus with cross-city routes as well as connections to Metrorail. As of September 2021, DASH provides fare-free bus service. As shown in Figure 5, there are multiple bus routes that service the project site. In the vicinity of the site, the majority of routes travel along Duke Street.

There are existing bicycle facilities that connect the proposed development to neighborhoods within the City of Alexandria and other jurisdictions, most notably via the Holmes Run Trail, Eisenhower Avenue Trail, and Backlick Run Trail. In addition, there are shared markings along portions of Holmes Run Parkway. A detailed review of existing and future bicycle facilities and connectivity is provided in a later chapter of this report.

In the vicinity of the site, pedestrian facilities are well established, with most sidewalks meeting Americans with Disabilities Act (ADA) and City of Alexandria standards. Anticipated pedestrian routes, such as those to public transportation stops, retail zones, nearby residential areas, and community amenities provide well-connected pedestrian facilities. A detailed review of existing pedestrian infrastructure is provided in a later chapter of this report.

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

Figure 5: Multimodal Facilities in the Vicinity of the Site

Carsharing

One (1) carsharing company, Zipcar, provides service in the City of Alexandria. Zipcar is a private company that provides registered users access to a variety of automobiles in designated spaces for their vehicles. Currently, there are no Zipcar locations within a quarter mile of the site. The nearest Zipcar location is approximately four (4) miles away at the Eisenhower Avenue Metrorail station.

Bikeshare and Dockless Mobility

The Capital Bikeshare program provides an additional cycling option for residents, employees, and visitors throughout the area. The Bikeshare program has placed over 500 bicycle-share stations across the Washington, DC metropolitan area with over 4,500 bicycles and electric-assist bicycles (e-bikes) provided. There are no existing Capital Bikeshare stations within a quarter mile from the site, and the current Capital Bikeshare service area that allows the parking of e-bikes at public racks does not cover the site. However, there are two (2) stations located within a mile from the site: one (1) located along Taney Avenue between N Howard Street and N Jordan Street, and one (1) located at the intersection of S Whiting Street and Clayton Lane.

In addition to Capital Bikeshare, the City of Alexandria has granted operating permits to four (4) companies (Lime, Bird, Helbiz, and Link) to provide additional options for point-to-point Shared Mobility Device (SMD) transportation services in 2021. These SMDs are provided by private companies that give registered users access to a variety of e-scooter and e-bike options. These devices are used through each company-specific mobile phone application. Through its Dockless Mobility Pilot Program (now in Phase II), the City plans to continue the installation of “parking corrals”, but many SMDs do not have designated stations where pick-up/drop-off activities occur like with Capital Bikeshare. Instead, many SMDs are parked in public space, most commonly in the “furniture zone” (the portion of sidewalk between where people walk and the curb, often where other street signs, street furniture, trees, and parking meters are located).

Walkscore and Bikescore

Walkscore.com is a website that provides scores and rankings for the walking, biking, and transit conditions for an area. The project site is located to the north of the Landmark neighborhood in the City of Alexandria, Virginia. The site has a walk score of 55 (or “Somewhat Walkable”), a transit score of 45 (or “Some Transit”), and a bike score of 68 (or “Bikeable”). Figure 6 displays a heat map for walkability and bikeability for the study area in the vicinity of the site.

The following conclusions can be made based on the data obtained from Walkscore.com:

- The site is situated in an area with a “Somewhat Walkable” walk score because of the distance from serving retail locations. Some errands can be completed by walking.
- The site is situated in an area with a “Some Transit” transit score due to its proximity to a few bus routes.
- The site is situated in an area with a “Bikeable” bike score due to its proximity to local roadways and existence of some bicycle facilities, including the Holmes Run Trail.
- Overall, the Landmark neighborhood has average walk and transit score and acceptable bicycle scores.

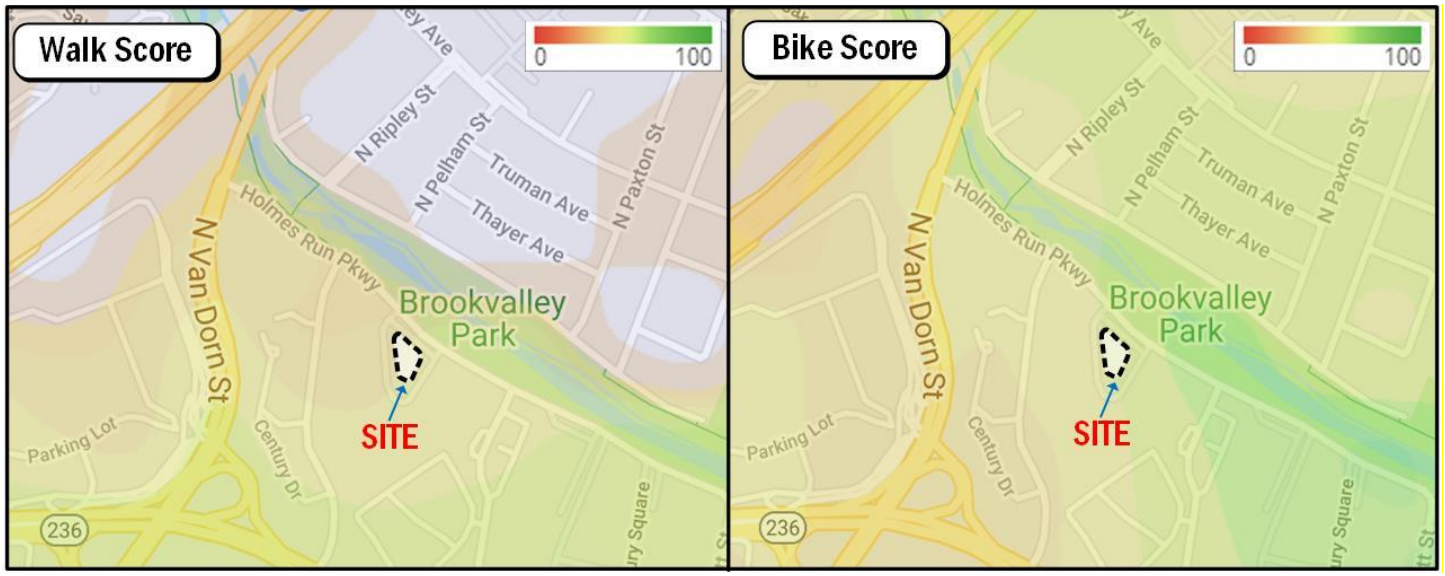

Figure 6: Walkscore and Bikescore Summary

Future Projects

This section reviews City-wide initiatives, local initiatives, and planned transportation improvements in the vicinity of the site. These planned projects are summarized below.

City-wide Initiatives

Comprehensive Transportation Master Plan (2008)

Adopted in April 2008, updated in 2016, and currently undergoing an update that will culminate in the 2021 Alexandria Mobility Plan (AMP), the City of Alexandria's Comprehensive Transportation Master Plan was developed to ensure wise, effective, and sustainable planning of the City's transportation future.

The current Comprehensive Transportation Master Plan is driven by seven (7) guiding principles to inform transportation related decision making within the City. These guiding principles are:

1. Developing innovative local and regional transit options
2. Providing quality pedestrian and bicycle accommodations
3. Providing accessibility and mobility to all citizens, regardless of age or ability
4. Increasing the use of communications technology in transportation systems
5. Promoting transportation policies that enhance quality of life and support livable, urban land use, and encourage neighborhood preservation
6. Leading the region in promoting environmentally friendly transportation policies
7. Ensuring accessible, reliable, and safe transportation for older and disabled citizens.

Transit, pedestrian, and bicycle recommendations included in the Comprehensive Transportation Master Plan are outlined in the corresponding sections of this report that follow and review the future planned network for that mode.

The Comprehensive Transportation Master Plan's recommendations for the City's street system to enhance the transportation network include:

1. Ensuring that streets can accommodate all users
2. Formally adopt a Complete Streets policy
3. Develop new and enhance existing programs regarding Transportation Demand Management (TDM)
4. Improve mobility on the City's arterials through the incorporation of technology into transportation infrastructure
5. Improve safety at intersections
6. Focusing on improvements that improve the natural and human environment, preservation of historic resources, and creation of more enjoyable public street spaces
7. Developing a comprehensive design manual for City street space
8. Exploring opportunities to enhance the use of high-occupancy vehicle (HOV) lanes as a traffic management strategy for periods of peak travel demand.

The Alexandria Mobility Plan is being developed to serve as a policy-oriented, strategic update to the Transportation Master Plan. When completed, it will become the City of Alexandria's primary transportation planning document. The plan has the following goals:

- Incorporate new technology mobility into the Master Plan
- Present strategies to reduce congestion and greenhouse gas emissions
- Develop a curbside management policy that considers the competing demands of different user groups
- Incorporate Complete Streets Design Guidelines into the Plan
- Increase transit ridership

The proposed development is consistent with several of the goals set out by this plan. The development of the site's Private Drive was informed by the City's Complete Streets guidelines with all user groups in mind. The proposed development will also implement a Transportation Management Plan (TMP) that aims to reduce the demand of single-occupancy, private vehicles to/from the site during peak period travel times.

Complete Streets Design Guidelines (2016)

The Complete Streets Design Guidelines integrate existing City policy and design guidance related to roadways, sidewalks, and trails, and incorporate new information to reflect best practices for developing a transportation system that serves the needs of people who walk, bike, ride transit or drive vehicles. The Complete Streets Design Guidelines identify new street types for Alexandria and provide direction on the design of sidewalks, roadways, intersections, and curbsides.

The Complete Streets Design Guidelines are used by City staff, design professionals, developers, and consultants in the planning and design of all types of street improvements. The Guidelines ensure that new roadways, intersections, sidewalks, and trails are achieving the City's objectives for a safe and effective multimodal transportation system.

This proposed development incorporates these guidelines in the design of the Private Drive. This street is slow enough for bicycles to travel in mixed traffic and includes sidewalks adjacent to the proposed development to improve pedestrian circulation.

Vision Zero

Vision Zero is a multi-national initiative that aims to eliminate road deaths and serious injuries for all users, regardless of transportation mode. The City of Alexandria is one of over 20 municipalities across the United States that has adopted its own Vision Zero program.

The City of Alexandria included the development of a Vision Zero program in a 2016 amendment to its Transportation Master Plan. In January 2017, the City adopted a Vision Zero resolution instructing the City Manager to develop an action plan. The resulting action plan was adopted by the City Council in December 2017.

The City's Vision Zero Action Plan includes the following strategies:

- Improve data collection and evaluation
- Enhance city processes and collaboration
- Build safe streets for everyone
- Promote a culture of safety

While the Vision Zero Action Plan's recommendations are more related to overall strategy than individual projects, the Action Plan references several funded City programs projects that are aligned with Vision Zero principles.

As part of Alexandria's Vision Zero Action Plan, new "no turn on red" restrictions will go into place at various intersections throughout the City. These restrictions are designed to improve pedestrian safety by reducing turning-movement vehicle crashes.

Another Vision Zero strategy includes Leading Pedestrian Interval (LPI) signal treatments, which will be implemented at various intersections throughout the City. LPIs are designed to improve pedestrian safety by increasing pedestrian visibility in intersections and reinforcing pedestrian priority above turning vehicles during shared signal phases.

The proposed development aligns with the Vision Zero Action Plan's goals by providing a new slow street, internal to the site, that is designed to accommodate all modes of transportation.

Local Initiatives

Landmark/Van Dorn Small Area Plan & Landmark/Van Dorn Corridor Plan

The City Council adopted the Landmark/Van Dorn Small Area Plan in 1992 and amended it in 2009 to include the Landmark/Van Dorn Corridor Plan. The goals of the Small Area Plan are to preserve and protect the existing residential areas and to encourage new commercial and residential development in the most appropriate locations.

The Small Area Plan was amended to include the Landmark/Van Dorn Corridor Plan, which was amended in 2019 to include a new chapter on the Landmark neighborhood to provide recommendations to encourage a mixed-use neighborhood with a more urban street grid and building form as well as open spaces and diverse housing opportunities. The Plan's recommendations center around the redevelopment of the Landmark Mall and retail centers along Duke and Van Dorn streets to create two (2) distinct mixed-use centers along a re-envisioned Van Dorn Street with transit, bicycle, and pedestrian facilities.

The proposed development is consistent with the Small Area Plan by preserving the existing residential uses on the site and adding additional residential space, while improving the pedestrian connectivity adjacent to the site.

Planned Improvements

Landmark Mall Redevelopment (2040)

The existing, largely vacant Landmark Shopping Mall opened in 1965 and was a large retail center with over 100 stores at its peak. The City of Alexandria, Inova Health System, and a development joint venture are working together to redevelop the Landmark Mall site into a mixed-use development with up to 4,200,000 square feet of floor area (excluding community facilities and above-grade parking structures) of which at least 20 percent will be non-residential uses. While this project does not currently have a final proposed development program, preliminary land uses include up to:

- 2,500 residential units

- 1,100,000 square feet of hospital campus
- 765,000 square feet of commercial space

Several infrastructure improvements are planned as part of the Landmark Mall Redevelopment project including the removal of the existing flyover ramps into the Landmark Mall site, the removal of the existing southbound Van Dorn Street to westbound Duke Street slip ramp, three (3) new signalized intersections, and a dedicated transit hub on site. The full redevelopment is expected to be completed in 2040, with the infrastructure improvements and initial phase of development delivered in 2025.

In direct relation to the 5380 Holmes Run Parkway development, the Landmark Mall Redevelopment will revitalize the Landmark neighborhood, make transit more accessible by the proposed development, and create more multimodal connectivity.

Project Design

This chapter reviews the transportation components of the proposed 5380 Holmes Run Parkway development, including the proposed site plan and access points. It includes descriptions of the site's vehicular access, loading, parking, bicycle, and pedestrian facilities.

Project Overview

The proposed development site is located at 5380 Holmes Run Parkway, in the Landmark neighborhood of the City of Alexandria, Virginia. The site location is shown in Figure 2. The proposed site plan for the redevelopment is shown in Figure 3.

The proposed project will include renovation of the existing 149-unit residential building (reducing the total unit count from 149 units to 146 units), and construction of two (2) new buildings with approximately 135 affordable residential units and 92 affordable residential units in each, for a total of 227 new multifamily residential units. The development will also include approximately 5,125 square feet of daycare space, serving approximately 100 students. One (1) 25-foot loading berth will be included in each building, for a total of two (2) 25-foot loading berths provided in the proposed development.

The proposed development will be supported by a below-grade garage with approximately 289 parking spaces, and approximately 25 surface parking spaces located on the north side of the site, for a total of approximately 314 parking spaces. Eight (8) existing on-street parking spaces will be maintained along Holmes Run Parkway adjacent to the site as part of the proposed development. A total of at least 113 Class 1 or Class 2 bicycle parking spaces for residential use, eight (8) Class 2 or Class 3 bicycle parking spaces for residential visitor use, and two (2) Class 2 or Class 3 bicycle parking spaces for daycare use. Long-term bicycle parking for the development will be located in a protected and covered area. Short-term bicycle parking spaces will be located in a highly visible and accessible area on site.

Adjacent and Internal Roadways

Consistent with the City of Alexandria's Green Street and Complete Streets Design Guidelines, the proposed development will provide improved multimodal infrastructure along the adjacent and internal roadways.

Holmes Run Parkway

Holmes Run Parkway is an adjacent roadway that provides multimodal access to the site. Holmes Run Parkway is two-lane, local roadway that runs east to west and provides local connectivity. As part of the proposed development, the existing sidewalk along the northern frontage of the site will be maintained to provide ample pedestrian circulation around the property.

Private Drive

As part of the proposed development, the existing surface parking lots will be replaced by the Private Drive, extending from the existing curb cuts along Holmes Run Parkway on either side of the site. The parking spaces in the existing surface parking lots will be relocated to the below-grade garage. The Private Drive is envisioned to be an approximately 22-foot wide, two-way street that provides a safe pedestrian environment and accommodates multiple modes. Parking and loading access and daycare pick-up/drop-off circulation for the proposed development will be from the Private Drive. The Private Drive will also provide sidewalks adjacent to the proposed buildings.

Site Access and Circulation

Pedestrian Access

The primary pedestrian access points to the development are shown in Figure 7. Pedestrian access to the development will occur primarily off of the Private Drive, via Holmes Run Parkway. A circulation plan showing expected pedestrian routes is shown in Figure 8.

Bicycle Access

Bicycle access to the secure long-term bicycle parking located on the ground floor level of the below-grade garage shared between three buildings will be from the Private Drive, accessible from Holmes Run Parkway. Short-term bicycle parking spaces will be placed along the perimeter of the site in highly visible and accessible areas on site, primarily accessed from Holmes Run Parkway. A circulation plan showing expected bicycle routes is shown in Figure 8.

Parking and Loading Access

Vehicular access to the garage shared between the three (3) buildings will be provided along the Private Drive on the west side of the site via the two (2) existing curb cuts on Holmes Run Parkway for the residential and daycare components of the site. The two (2) curb cuts that currently serve the site are appropriate as they provide access and circulation needed to support a large multi-building site, including the on-site daycare with associated

pick-up and drop-off accommodations. The two (2) curb cuts further reduce the chance of queuing taking place on Holmes Run Parkway, better distribute trips onto the network, provide flexibility, and will be improved to include pedestrian crossings that are flush across the curb cuts. In addition, the site consists of three (3) separate buildings separated by fire walls with separate fire department connections. Two (2) entrances are appropriate so that one building can be serviced by the fire department while the other buildings remain in standard operation.

Access to the loading facilities will be provided in the two (2) proposed buildings along the Private Drive. Access to the garage and loading facilities is shown on Figure 7. Residential pick-up/drop-off activity will occur along the Private Drive on the north side of the site. A circulation plan showing expected vehicular routes is shown in Figure 8.

Daycare Operations

Access and Circulation

During arrival and dismissal times, parents/guardians are expected to access the site via the two (2) curb cuts on Holmes Run Parkway. A designated pick-up/drop-off area will be provided along the Private Drive adjacent to the daycare on the east side of the proposed development. Providing the daycare queuing area on the side opposite of the parking garage access will minimize conflicts and allow for safer pick-up/drop-off activities. A circulation plan showing expected pick-up/drop-off circulation is shown in Figure 8.

Queuing

The designated pick-up/drop-off area will provide approximately six (6) spaces for queuing. An analysis was performed to review the adequacy of the area to accommodate expected arrival and dismissal queues. This analysis provides estimates of the arrival/dismissal queue length and determines the probability of queues being accommodated in the provide curbside spaces under two operation scenarios: (1) staff-assisted pick-up/drop-off, where parents remain in the vehicle while students enter/exit, and (2) park and walk-in, where the queuing area functions as a short-term parking area and parents park and walk in their student(s) to the daycare entrance. Both staff-assisted and park and walk-in operations were included to provide a conservative analysis.

Expected drop-off and pick-up processing times are based primarily on observations conducted at a comparable daycare site located in Arlington County during Fall 2019. This comparable site serves 83 students, aged 2 to 5 years old. The processing times for morning drop-off and afternoon pick-up activity assumed in the queuing analysis are as follows:

- *Operation Scenario 1: 100% Staff-Assisted*
  - Arrival Peak Hour: Under staff assisted drop-off operations, it is estimated that each drop-off will require 60 seconds on average. Staff-assisted operations require less processing time than park and walk-in operations as it eliminates the time needed for parents to park, assist their student(s) to the daycare entrance, and return to their vehicle to leave.
  - Dismissal Peak Hour: Under staff-assisted pick-up operations, it is estimated that each pick-up will require 75 seconds on average. The additional 15 seconds required for pick-up compared to drop-off is due to additional time needed for student(s) to match with vehicles as they arrive.
- *Operation Scenario 2: 100% Park and Walk-In*
  - Arrival Peak Hour: Under park and walk-in operations, it is estimated that each drop-off will require 240 seconds on average. Park and walk-in operations require more processing time than staff-assisted operations as it requires additional time for parents to park, assist their student(s) to the daycare entrance, and return to their vehicle to leave.
  - Dismissal Peak Hour: Under park and walk-in operations, it is estimated that each pick-up will require 300 seconds on average. The additional 60 seconds required for pick-up compared to drop-off is due to additional time needed for student(s) to match with parents as they arrive.

It is unrealistic to assume that parents/guardians will arrive at constant rates during arrival and dismissal, as vehicles are more likely to arrive in random clusters and may be required to queue until a pick-up/drop-off space becomes available. Thus, the queuing analysis utilizes queuing equations that consider random arrival rates to calculate more realistic estimates. It is expected that peak arrival and dismissal times will occur during the morning and afternoon commuter peak hours. As such, the number of arrivals assumed in the queuing analysis is consistent with the expected trip generation for daycare component of the site, discussed later in the report.

Details of the queuing calculations and results are included in the Technical Attachments.

The following summarizes the results of the queuing analysis and outlines the functionality of the proposed arrival and dismissal system

- *Operation Scenario 1: 100% Staff-Assisted*
  - Arrival Peak Hour: Under staff assisted drop-off operations, there is a 100.0% likelihood that the queuing demand will be accommodated within the six (6) provided spaces (based on the expected arrival rates and a 60-second processing time).
  - Dismissal Peak Hour: Under staff assisted pick-up operations, there is a 100.0% likelihood that the queuing demand will be accommodated within the six (6) provided spaces (based on the expected arrival rates and a 75-second processing time).
- *Operation Scenario 2: 100% Park and Walk-In*
  - Arrival Peak Hour: Under park and walk in operations, there is a 99.0% likelihood that the queuing demand will be accommodated within the six (6) provided spaces (based on the expected arrival rates and a 240-second processing time).
  - Dismissal Peak Hour: Under park and walk in operations, there is a 98.0% likelihood that the queuing demand will be accommodated within the six (6) provided spaces (based on the expected arrival rates and a 300-second processing time).

Based on the anticipated queuing demand for arrival and dismissal, the provided queuing area will be sufficient for accommodating queuing under either pick-up/drop-off operation scenario. Additional space will be available along the Private Drive to accommodate vehicles waiting to enter the pick-up/drop-off area.

Loading

Per the Zoning Ordinance, the following outlines the loading facility requirements for the proposed residential development:

- *Residential*
  At least one (1) off-street space for each 20,000 square feet or fraction thereof; No spaces are required for buildings containing less than 2,500 square feet.
- *Retail*
  At least one (1) off-street space for each 20,000 square feet or fraction thereof; No spaces are required for building containing less than 2,500 square feet.

Per these requirements, the proposed development is required to provide one (1) loading space in the east building for residential use and one (1) loading space in the west building for residential use. No loading spaces are required for the daycare component of the proposed development. The proposed development will provide one (1) 25-foot berth in the east building and one (1) 25-foot berth in the west building, meeting the zoning requirements. The number of on-site loading facilities will accommodate the practical needs of the site.

Parking

Based on the City of Alexandria's Zoning Ordinance, the proposed development is required to provide the minimum parking requirements as detailed below.

Residential Parking Requirements

Based on the City of Alexandria's Zoning Ordinance, the following outlines the vehicular parking requirements for the multi-family residential component of the proposed development:

- *Residential Parking Ratios*
  - Market Rate Units: 1 space per bedroom
  - 60% Area Median Income Units: 0.75 spaces per unit
  - 50% Area Median Income Units: 0.65 spaces per unit
  - 30% Area Median Income Units: 0.50 spaces per unit

Per baseline parking ratios in the Zoning Ordinance, the proposed development is required to provide a minimum of 326 residential parking spaces for resident and residential visitor use. However, allowable credits are available to reduce residential parking requirements depending on certain characteristics of the development. The proposed development is eligible for the following allowable credits on the residential parking ratio:

- *Walkability Index Score Credit*
  The City of Alexandria Walkability Index is based on the proposed development's proximity to neighborhood services, civic and community facilities, retail, and community anchors. The completed score sheet for the proposed development that outlines the categories, eligible uses, and allowable points is included in the Technical Attachments.

  The proposed development is not eligible for walkability credit to the residential parking ratios.

- *Transit Routes Credit*
  The City of Alexandria allows a credit of five (5) percent to the residential parking ratios if four (4) or more bus routes have stops within a quarter-mile of the proposed development entrance.

The proposed development is eligible for this reduction, and the specific routes that can be accessed within a quarter-mile of the proposed development are listed in the Transit section of this report.

The proposed development is eligible for a five (5) percent reduction in residential parking ratios. With this reduction, the proposed development is required to provide a minimum of 310 residential parking spaces. Detailed zoning calculations are provided in Table 1.

Non-Residential Parking Requirements

Based on the City of Alexandria's Zoning Ordinance, the following outlines the vehicular parking requirements for the commercial component of the proposed development:

- *Specific Commercial (Daycare)*
  - 0.75 spaces per 1,000 square feet for developments located outside the Enhanced Transit Area.

Per the Zoning Ordinance, the proposed development is required to provide a minimum of four (4) daycare spaces. Detailed zoning calculations, along with zoning requirements, are provided in Table 1.

The parking garage provided as part of the proposed development will include approximately 289 parking spaces, and 25 surface parking spaces will be provided on the north side of the site, for a total of 314 parking spaces shared between the three (3) buildings for both residential and daycare use. The number of spaces provided will be sufficient to accommodate the practical needs of the site.

Table 1: Zoning Parking Requirements

	Baseline Zoning Ratio		Total Credits	Final Zoning Ratio			Development Size		Bedrooms			Minimum Spaces
Residential Rates												
ADUs - 60% AMI	0.75	/unit	5%	0.71	/unit	x	179	units			=	127
ADUs - 50% AMI	0.65	/unit	5%	0.62	/unit	x	96	units			=	59
ADUs - 30% AMI	0.50	/unit	5%	0.48	/unit	x	25	units			=	12
1 Bedroom	1.00	/bdrm	5%	0.95	/bdrm	x	*29*	*units*	29	bdrms	=	28
2 Bedroom[1]	1.00	/bdrm	5%	0.95	/bdrm	x	*44*	*units*	88	bdrms	=	84
Residential Subtotal							**373**	**units**				**310**
Allowable Residential Credits (Voluntary):												
Metro Station / BRT walkshed (10%)												0%
Market-Rate: Located outside 0.5 mile Metro Station walkshed but within 0.5 mile BRT stop walkshed (10%)												*0%*
ADU: Located within 0.5 mile Metro Station walkshed OR the 0.5 mile BRT stop walkshed (10%)												*0%*
Walkability Index score is between 90-100 (10%)												0%
Walkability Index score is between 80-89 (5%)												0%
Four or more bus routes stop within 0.25 mile of development entrance (5%)												5%
Development project has 20% or more studio units (5%)												0%
Non-Residential												
Specific Commercial (Daycare)				0.75	/ksf	x	5.1	ksf				**4**
Non-Residential Subtotal												**4**
Total with Zoning Requirements												**314**

1. Units with two (2) bedrooms or more are counted as 2-bedroom units.

Curbside Management

A review of the existing curbside management was conducted and is shown on Figure 9. Currently, on-street parking is provided along the south side of Holmes Run Parkway adjacent to the site.

The south side of Holmes Run Parkway, between N Ripley Street and N Paxton Street includes approximately 29 parking spaces. All of the parking spaces are unrestricted spaces. On-street parking on the north side of Holmes Run Parkway is restricted.

The proposed development includes a number of changes to the curbside management adjacent the site. The relocation of the existing mid-block pedestrian crossing to align with the main entrance to the site across Holmes Run Parkway will remove on-street spaces to allow for improved pedestrian connectivity. The proposed development will expand the curbs to accommodate the existing bus shelter, reduce the crossing distance from the newly relocated crosswalk, and accommodate a potential bikeshare station. Figure 10 shows the proposed curbside management to include the following changes:

No on-street parking will be provided along the internal Private Drive. All existing parking restrictions will remain the same with the build-out of the 5380 Holmes Run Parkway development.

Bicycle and Pedestrian Facilities

Bicycle Facilities

Per the City of Alexandria's Bicycle Parking Requirements, the proposed development is required to provide at least the minimum Class 1, Class 2, or Class 3 bicycle parking spaces for the proposed uses.

- Class 1 (Long-Term): Class 1 bicycle parking is to be provided in a secure storage room or cage for long-term use.
- Class 2 (Long- or Short-Term): Class 2 bicycle parking is to be provided in the form of inverted U racks in a protected or covered area that serves as long- or short-term storage.
- Class 3 (Short-Term): Class 3 bicycle parking is to be provided in the form of "inverted U" style racks serving short-term storage use for visitors.

The following outlines the quantity and type of bicycle parking required for land uses of the proposed development:

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

- *Retail (Daycare)*
  Provide two (2) Class 2 of Class 3 spaces for every 10,000 square feet of the first 50,000 square feet of retail floor area; and one (1) employee space for every 25,000 square feet of retail floor area.

Per these requirements, the proposed development is required to provide a minimum of 113 Class 1 or Class 2 bicycle parking spaces for residential use, eight (8) Class 2 or Class 3 bicycle parking spaces for residential visitor use, and two (2) Class 2 or Class 3 bicycle parking spaces for daycare use. Table 2 summarizes the proposed development's bicycle parking requirements based on land use.

The proposed development will meet the City's bicycle requirements by providing at least 113 Class 1 or Class 2 bicycle parking spaces for residential use, eight (8) Class 2 or Class 3 bicycle parking spaces for residential visitor use, and two (2) Class 2 or Class 3 bicycle parking spaces for daycare use. Long-term bicycle parking for the development will be located in a protected and covered area. Short-term bicycle parking spaces will be located in a highly visible and accessible area on site.

Table 2: Bicycle Parking Requirements

Land Use	Size	Spaces Required	Class
Residential	375 du	113	1 or 2
Residential - Visitor	375 du	8	2 or 3
Daycare	5,125 sf	2	2 or 3
Daycare - Employee	5,125 sf	0	2 or 3
Total Bicycle Parking Spaces		**123**	

Currently, there are no short-term bicycle spaces available on Holmes Run Parkway along the frontage of the property. The proposed development will provide at least the required short-term bicycle parking spaces along the frontage of the site in highly visible and accessible locations. The bicycle parking provided by the proposed development will further enhance the bicycle network with additional short-term bicycle parking available to visiting cyclists in the area.

Pedestrian Facilities

Pedestrian facilities within the site and along the Holmes Run Parkway frontage will be improved. These facilities will provide a

more inviting pedestrian environment and improved pedestrian comfort and safety.

While the existing facilities around the site provide a quality walking environment, the proposed development will provide an enhance the pedestrian environment with improved pedestrian connections. The existing mid-block pedestrian crossing located west of the eastern site driveway on Holmes Run Parkway will be relocated further west. This relocated pedestrian crossing will align with the main entrance of the proposed development and the park on the north side of Holmes Run Parkway, improving connectivity. In addition, the Private Drive will include sidewalks adjacent to the residential buildings to improve pedestrian circulation and safety internal to the site. The proposed development will also include an internal courtyard accessible from each residential building that will support gathering and physical activity to further activate the pedestrian environment.

All new pedestrian facilities are expected to meet City requirements with an emphasis on pedestrian safety and comfort. This includes the sidewalks that meet or exceed the width requirements, crosswalks at all necessary locations, and curb ramps with detectable warnings.

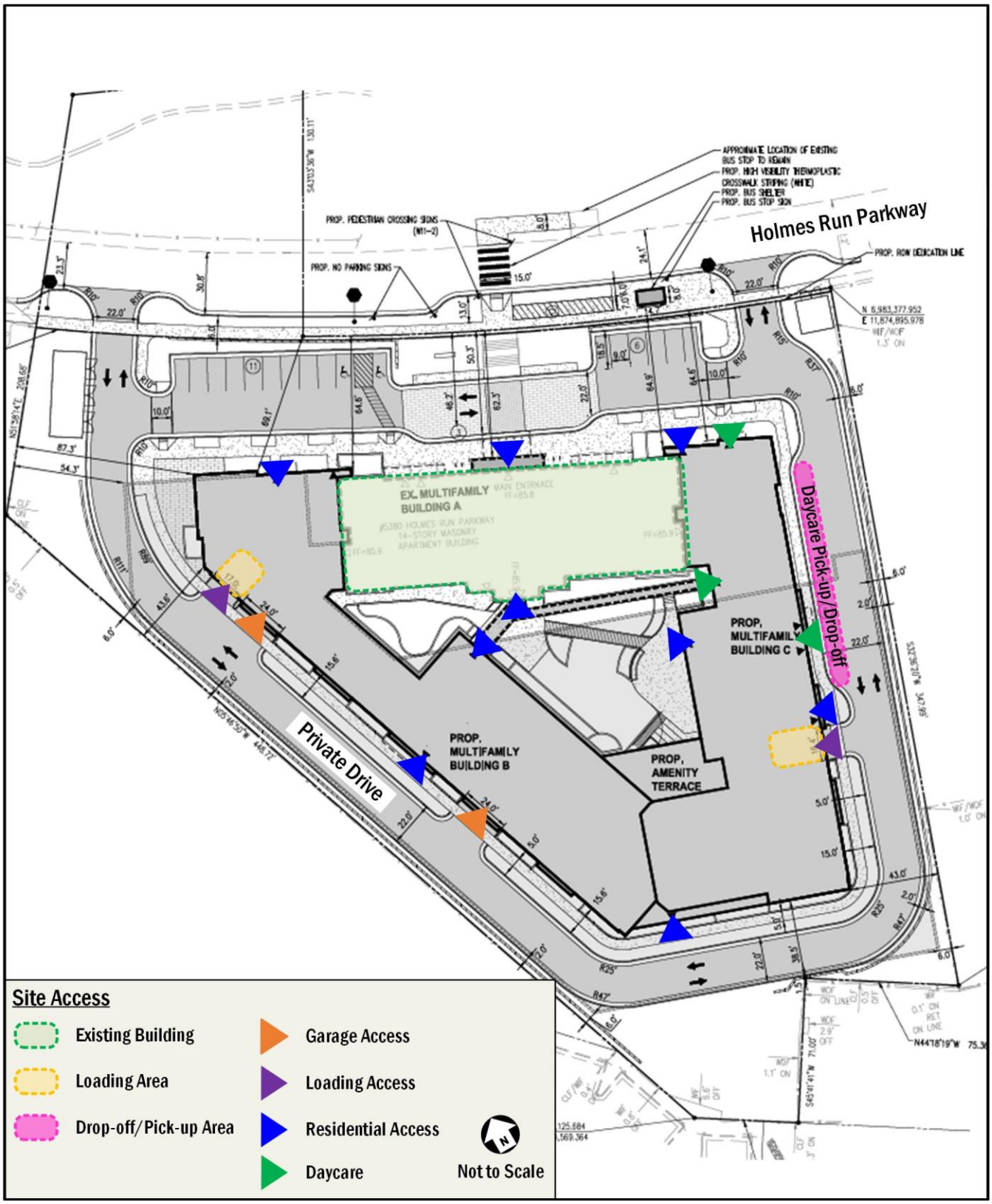

Figure 7: Site Access

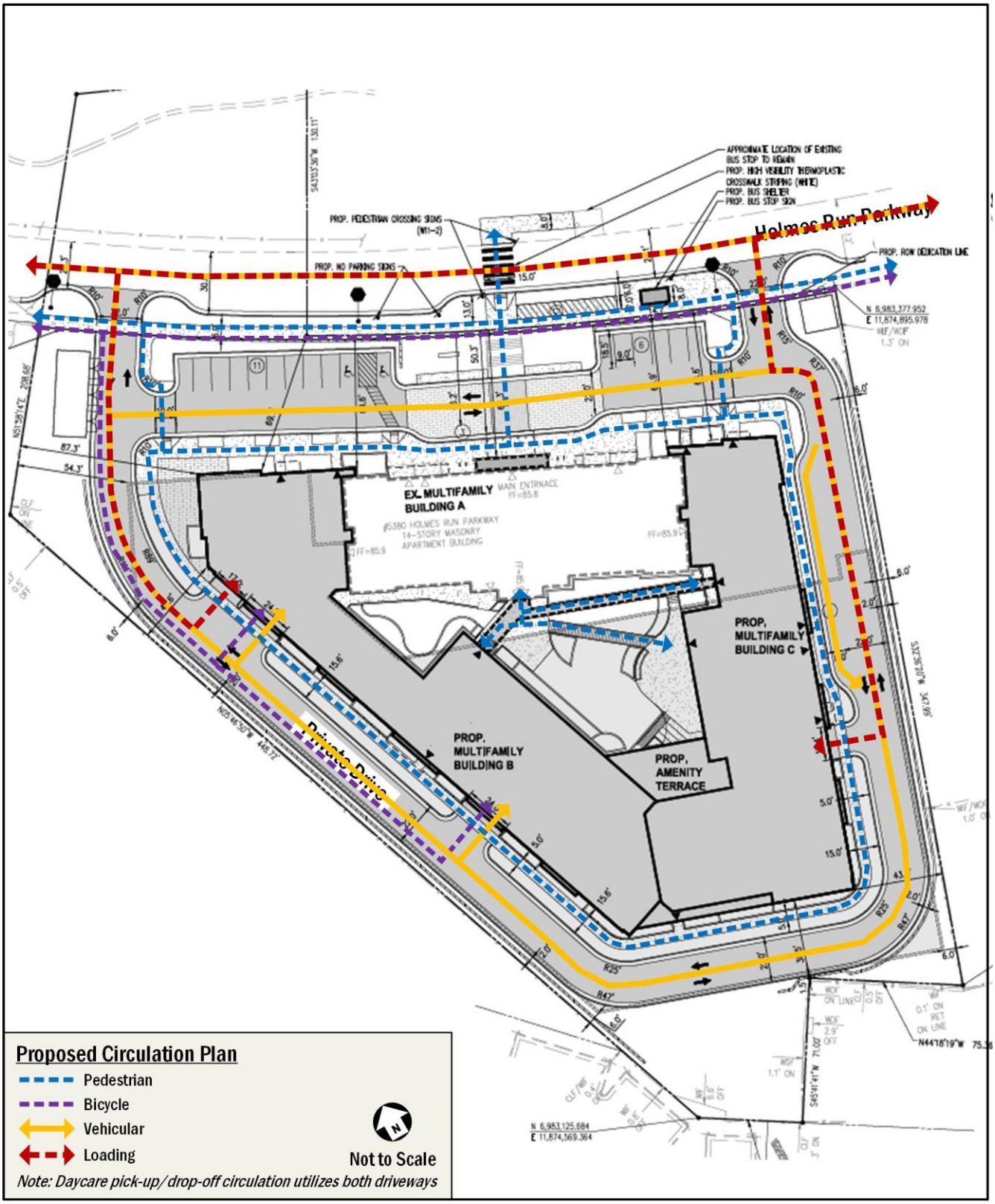

Figure 8: Proposed Circulation Plan

Figure 9: Existing Curbside Management

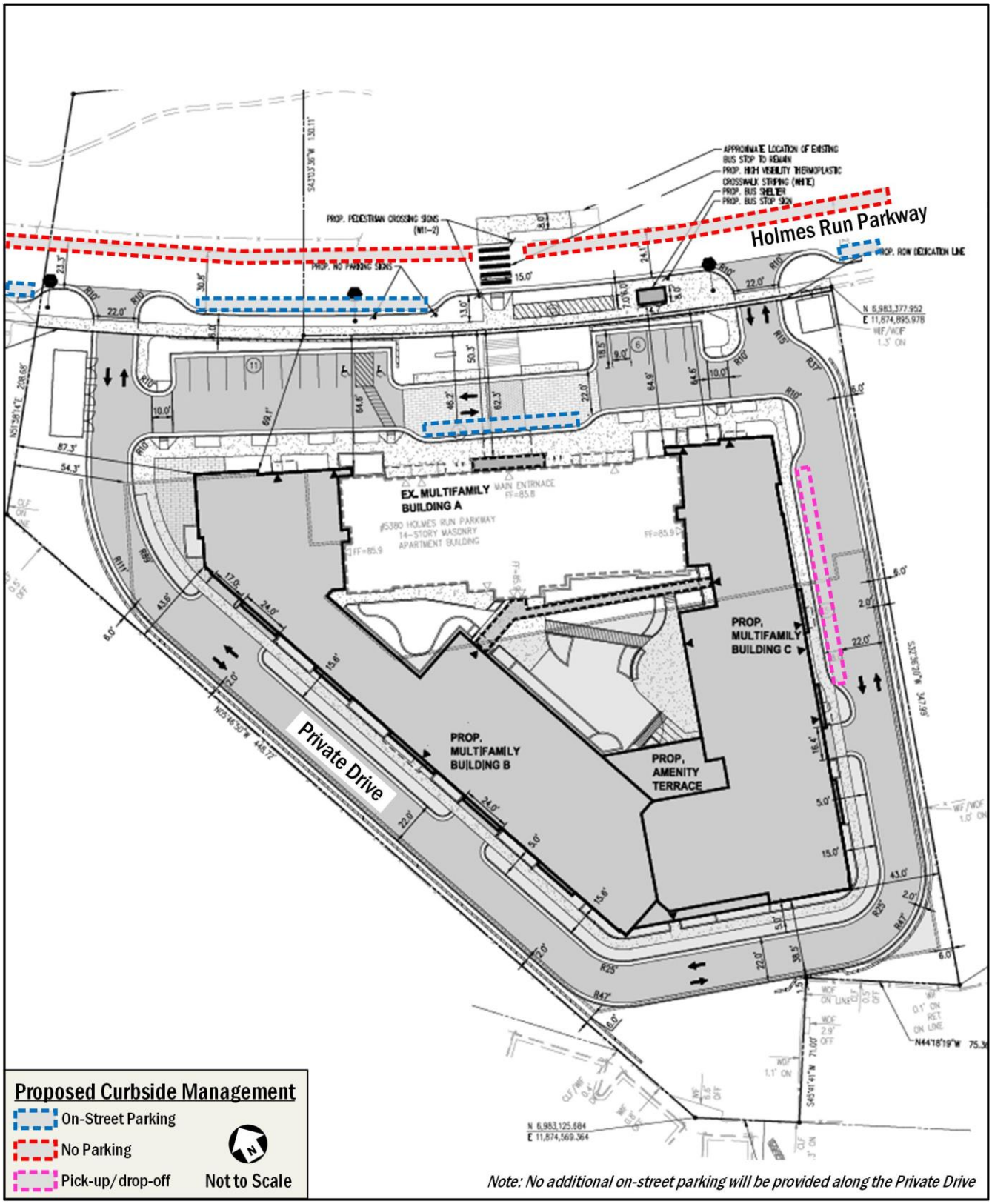

Figure 10: Proposed Curbside Management

Transit Facilities

This chapter discusses the existing and planned transit facilities in the vicinity of the site, accessibility to transit, and evaluates the overall transit impacts of the proposed development.

The following conclusions are reached within this chapter:

- The existing transit infrastructure surrounding the site provides a highly connected network.
- The development is located 1.2 miles from the Van Dorn Street Metrorail Station.
- There are six (6) bus routes that stop within a quarter mile walk of the site.
- Future planned transit improvements in the vicinity of site will further improve transit access by providing more frequent service and additional connectivity, including the future transit hub implemented as part of the Landmark Mall Redevelopment CDD.

The site is well-served by numerous transit options under existing conditions. Combined, these transit services provide local, citywide, and regional connections and link the site with major cultural, residential, employment, and commercial destinations throughout the region.

Figure 11 identifies the major transit routes, stations, and stops in the study area.

Existing Transit Facilities

Metrorail Service

The project site is located 1.2 miles from the Van Dorn Street Metrorail Station. This station is served by the Blue Line that travels north from Springfield, VA to Rosslyn then continues east to Largo, MD. Trains run approximately every 8 minutes during the morning and afternoon peak periods. They run about every 12 minutes during weekday non-peak periods, every 20 minutes on weekday evenings after 9:30pm, and every 12-20 minutes on weekends.

Figure 12 shows the average annual weekday passenger boardings from 2010 to 2019 for the Van Dorn Street Metro station. Metrorail ridership in the area is down 53% from its peak in 2011. The decline in boardings at the station near the proposed development indicates there is available capacity at this station. WMATA has initiated the Back2Good plan to improve safety, reduce delays, and build rider confidence in Metrorail. Since its implementation, Metrorail has reached its highest on-time performance in the last seven years. The average daily boardings at the Van Dorn Street Metrorail station was 1,702 for 2019.

Bus Service

A review of the existing bus stops within a quarter-mile radius of the site, detailing individual bus stop amenities and conditions, is shown in Table 3. There are 16 bus stops within approximately one-quarter mile of the site: eight (8) on Holmes Run Parkway, four (4) on N Ripley Street, and four (4) on Duke. These stops are served by three (3) DASH (Alexandria Transit Company) routes, and four (4) WMATA (Washington Metropolitan Area Transit Authority) routes.

The site is served by several bus lines and routes along multiple primary corridors. These bus lines connect the site to many areas of Virginia and the District, including several Metrorail stations serving all of the six (6) metro lines. Table 4 shows a summary of information for the bus routes that serve the site, including service hours, headway, and distance to the nearest bus stop.

Planned Transit Facilities

Comprehensive Transportation Master Plan (2008)

As part of the Comprehensive Transportation Master Plan, the City of Alexandria will create a network of three (3) transit corridors within secure rights-of-way dedicated exclusively for transit use. The Comprehensive Transportation Master Plan has identified the corridors of Route 1, Van Dorn/Shirlington (the “West End Transitway”, and Duke Street for these projects. The City has already implemented the Route 1 transitway in the form of the Metroway bus rapid transit line.

In creating this network of dedicated transitways, the City will:

1. Conduct public outreach regarding the concept and process;
2. Coordinate with adjacent jurisdictions to ensure integration with existing transit and explore opportunities for future connections;
3. Prioritize transit corridors for investments;
4. Plan for dedicated transit lanes and ensure new developments do not preclude dedicated transit lanes;
5. Identify locations for smart stations that serve both new and existing transportation modes;
6. Ensure development does not preclude efforts to expand public transit;
7. Identify transit technologies and techniques that suit the identified corridors;

8. Integrate existing DASH service with new transit system elements;
9. Incorporate traffic signal priority, traffic circulation changes, and other on-street enhancements into the new system;
10. Create Transportation Management Plans, Transit Overlay Zoning Districts, Parking Management Zones, etc. to coordinate efforts to support the system;
11. Investigate potential funding from existing and new revenue sources;
12. Develop an outreach and marketing campaign to engage citizens about the City's transportation future; and
13. Coordinate with pertinent Boards and Commissions to ensure special transportation needs of all citizens are considered.

Alexandria Transit Vision Plan (2020)

Through the Transit Vision Study, the City of Alexandria conducted a comprehensive review of how the bus network in the City can best serve existing needs, as well as new residents, business, and visitors who come to Alexandria over the next 10-20 years. The Transit Choices Report presents an overview of Alexandria's existing transit network, as well as the City's current and planned development patterns as they relate to transit performance. After several rounds of public engagement, the City adopted the Alexandria Transit Vision Plan proposed transit networks. The first phase of the 2022 Alexandria Transit Vision Plan – referred to as the "New DASH Network" – went into effect in September 2021. The first phase of the Plan included major route and service changes and the change to fare-free DASH bus service.

This plan proposes two (2) BRT corridors in its 2030 transit network – a West End Transitway connecting the Van Dorn Street Metrorail station to the Pentagon, and a Duke Street Transitway connecting the Landmark neighborhood to Old Town Alexandria. These two corridors intersect at the Landmark Mall site, less than a quarter mile west from the project site.

The Vision Plan's proposed future networks assume that a new transit center will be built at the redeveloped Landmark Mall property to facilitate transfers between these two corridors and to other WMATA and DASH routes in the area. The plan describes this transit center as "important for the long-term connectivity of the 2030 [transit] network" and proposes that it includes "at least six bus bays and two layover spaces."

Landmark Mall Redevelopment CDD

The Landmark/Van Dorn chapter of the 2019 Master Plan of the City of Alexandria recommended "incorporating a centrally located transit hub in the interior of the Landmark neighborhood to serve as a stop and transfer point for the future West End and Duke Street Transitway BRT routes, DASH service, and Metro Bus service." The plan described this hub as "urban scale" and "integrated into the streetscape and design of the neighborhood". The 2019 update to the Landmark Small Area Plan also proposed a transit hub at the mall redevelopment site.

As part of the Landmark Mall Redevelopment CDD and on-street transit hub is proposed within the boundaries of the site. This placement takes advantage of the new internal grid of streets and would therefore optimize routing. The hub will include six (6) bus stops, with three (3) on each side of the street. Two (2) of the stops, including one (1) stop in each direction, will accommodate articulated buses. The stops on the north side of the street will serve southbound and westbound routes while the stops on the south side of the street will serve northbound and eastbound routes. While the full-movement intersections at Duke Street and Van Dorn Street allow the buses to travel in any direction, this configuration will provide for the most efficient routing.

Buses will stop in a dedicated transit lane adjacent to the curb, and passengers will board directly from the sidewalk. Stops will be segregated by route type. One (1) stop in each direction will be served by DASH routes, one (1) by WMATA routes, and one (1) by BRT routes, regardless of operator. The BRT routes will serve the two (2) stops designed for articulated buses.

The transit hub will be in place in Phase 1 of the Landmark Mall Redevelopment, with all infrastructure improvements, by 2025.

The planned transit network in the vicinity of the project site is shown in Figure 13.

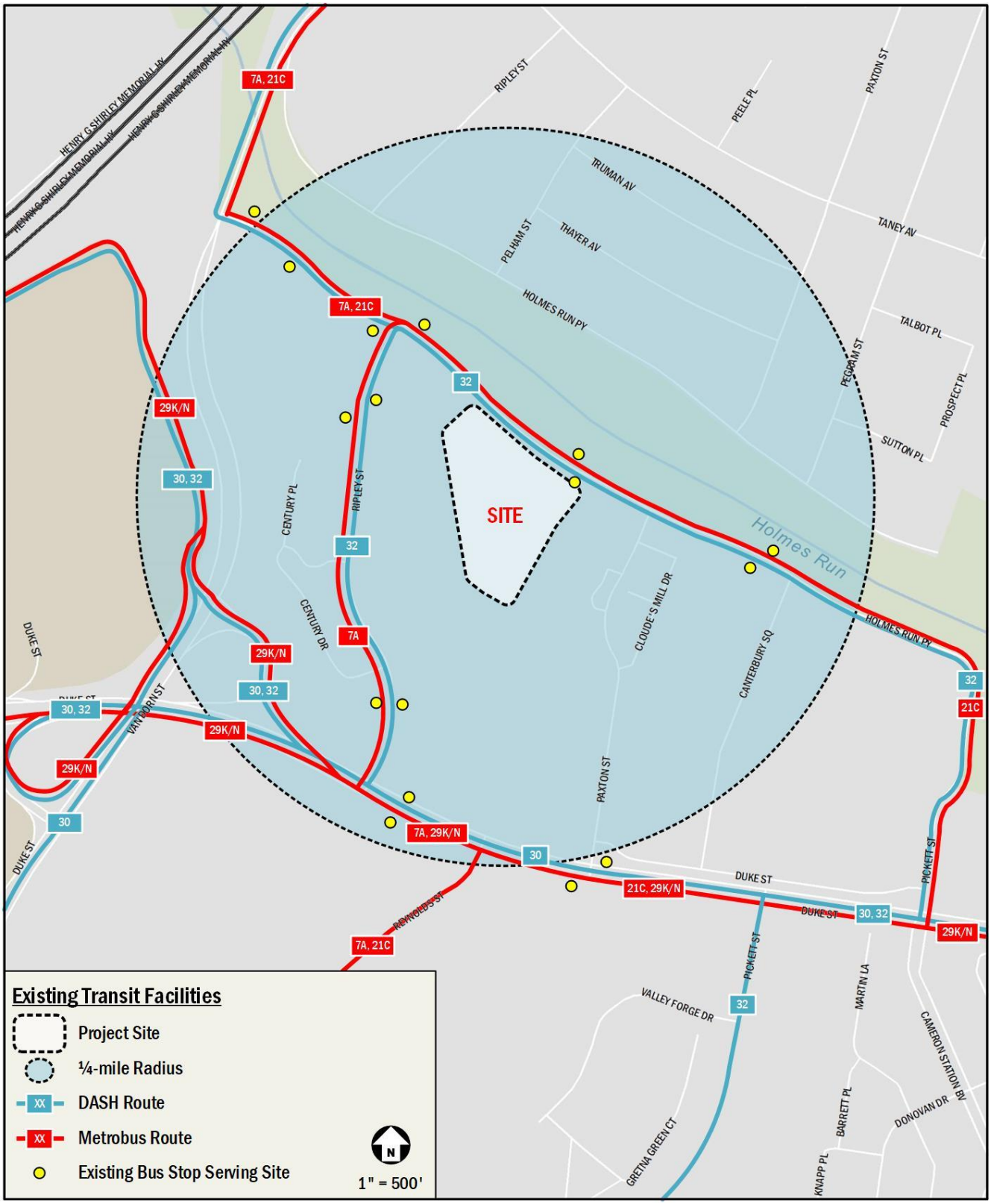

Figure 11: Existing Transit Facilities

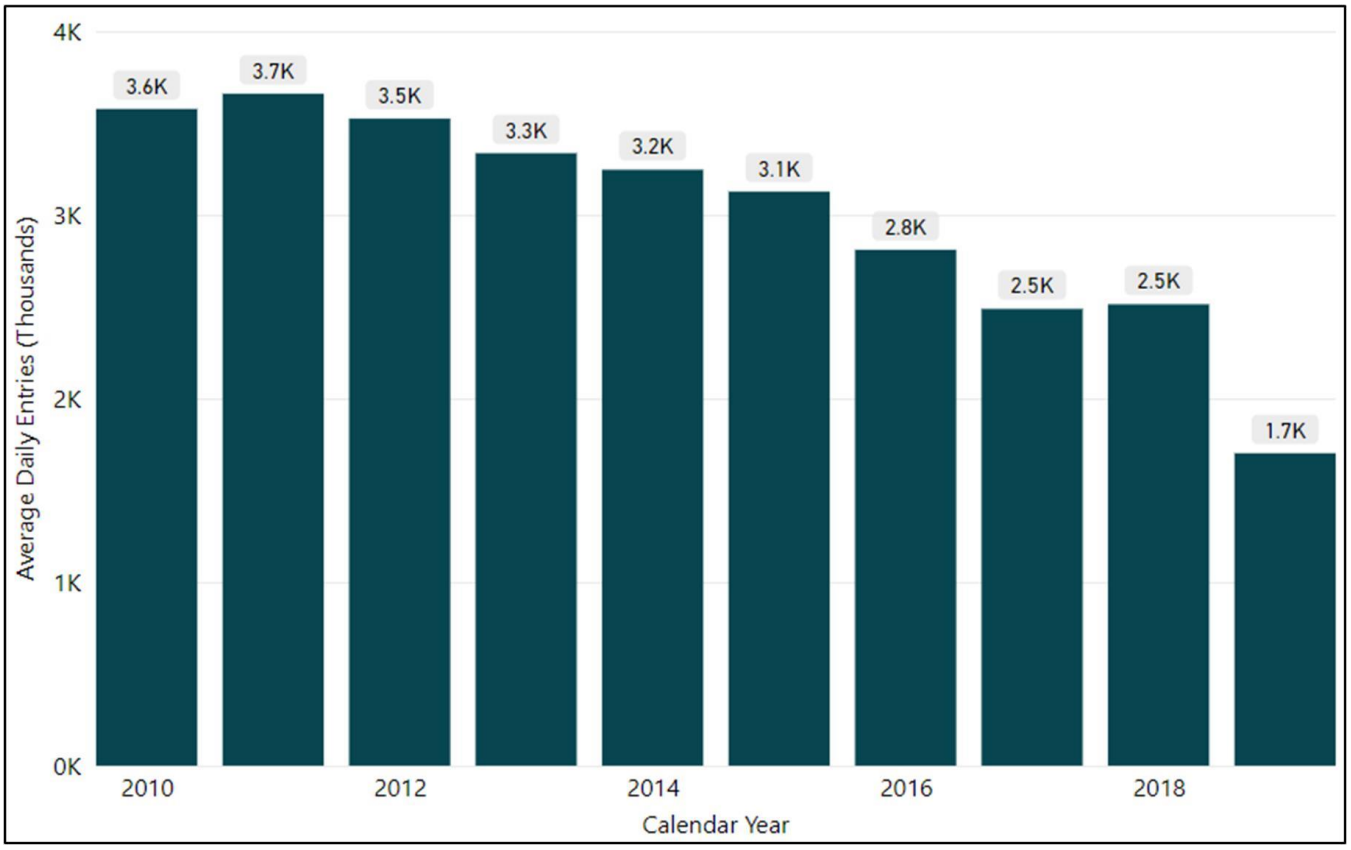

Figure 12: Annual Metro Ridership at Van Dorn Street Metro Station (Source: WMATA 2019)

Table 3: Existing Bus Stop Inventory

Location	Stop ID	Routes Served	Amenities						
			Sign	ADA Landing Pad	Sidewalk	Info Case	Seating	Shelter	Trash Recep.
Duke St & N Paxton St (EB)	4000136	29K, 29N, 30	●		●	●			●
Duke St & Paxton St (WB)	4000138	21C, 29K, 29N, 30	●	●	●	●	●	●	●
Duke St & N Ripley St (EB)	4000148	7A, 30	●	●	●	●	●	●	●
Duke St & N Ripley St (WB)	4000149	7A, 30	●	●	●		●	●	●
Holmes Run Pkwy & Green House Condos (WB)	4000172	21C, 32	●	●	●	●	●	●	●
Holmes Run Pkwy & Green House Condos (EB)	4000175	21C, 32	●		●	●			
5380 Holmes Run Pkwy (EB)	4000191	21C, 32	●		●	●			
Holmes Run Pkwy & Parc View Apts (WB)	4000192	21C, 32	●		●	●			●
Holmes Run Pkwy & N Ripley St (WB)	4000205	21C	●			●			●
Holmes Run Pkwy & N Ripley St (EB)	4000210	21C, 7A	●	●	●				●
Holmes Run Pkwy & Van Dorn St (EB)	4000218	21C, 7A	●		●		●		●
Holmes Run Pkwy & Van Dorn St (WB)	4000224	21C, 7A	●		●		●	●	●
N Ripley St & Duke St (NB)	4000690	32	●	●	●	●	●		●
N Ripley St & Holmes Run Pkwy (NB)	4000691	32	●	●	●		●	●	●
N Ripley St & Holmes Run Pkwy (SB)	4000756	32	●	●	●		●	●	●
N Ripley St & Duke St (SB)	4000764	32	●	●	●		●	●	●

Table 4: Existing Bus Route Information

Route Number	Route Name	Service Hours	Headway (minutes)	Walking Distance to Nearest Bus Stop
32	Landmark Mall-King Street Metro via Eisenhower Avenue Line	Weekdays: 5:03 AM – 10:38 PM Saturdays: 7:15 AM – 9:50 PM Sundays: 7:15 AM – 9:50 PM	30-60	Adjacent to Site
30	Van Dorn Metro-Braddock Metro via Duke Street Line	Weekdays: 5:15 AM – 1:36 AM Saturdays: 5:44 AM – 1:15 AM Sundays: 5:44 AM – 1:15 AM	10-60	0.5 miles (10 min)
21C	Landmark-Holmes Run Parkway Line	Weekdays: 5:38 AM – 7:21 PM	30	Adjacent to Site
7A	Landmark-North Fairlington Line	Weekdays: 5:02 AM – 12:15 AM Saturdays: 5:42 AM – 10:15 PM Sundays: 5:42 AM – 10:16 PM	40-60	<0.1 miles (2 min)
29K	Alexandria-Fairfax Line	Weekdays: 5:51 AM – 9:49 PM Saturdays: 5:51 AM – 9:49 PM Sundays: 6:52 AM – 7:52 PM	54-65	0.4 miles (7 min)
29N	Alexandria-Fairfax Line	Weekdays: 6:21 AM – 10:20 PM Saturdays: 6:21 AM – 10:20 PM Sundays: 6:23 AM – 10:22 PM	54-65	0.4 miles (7 min)

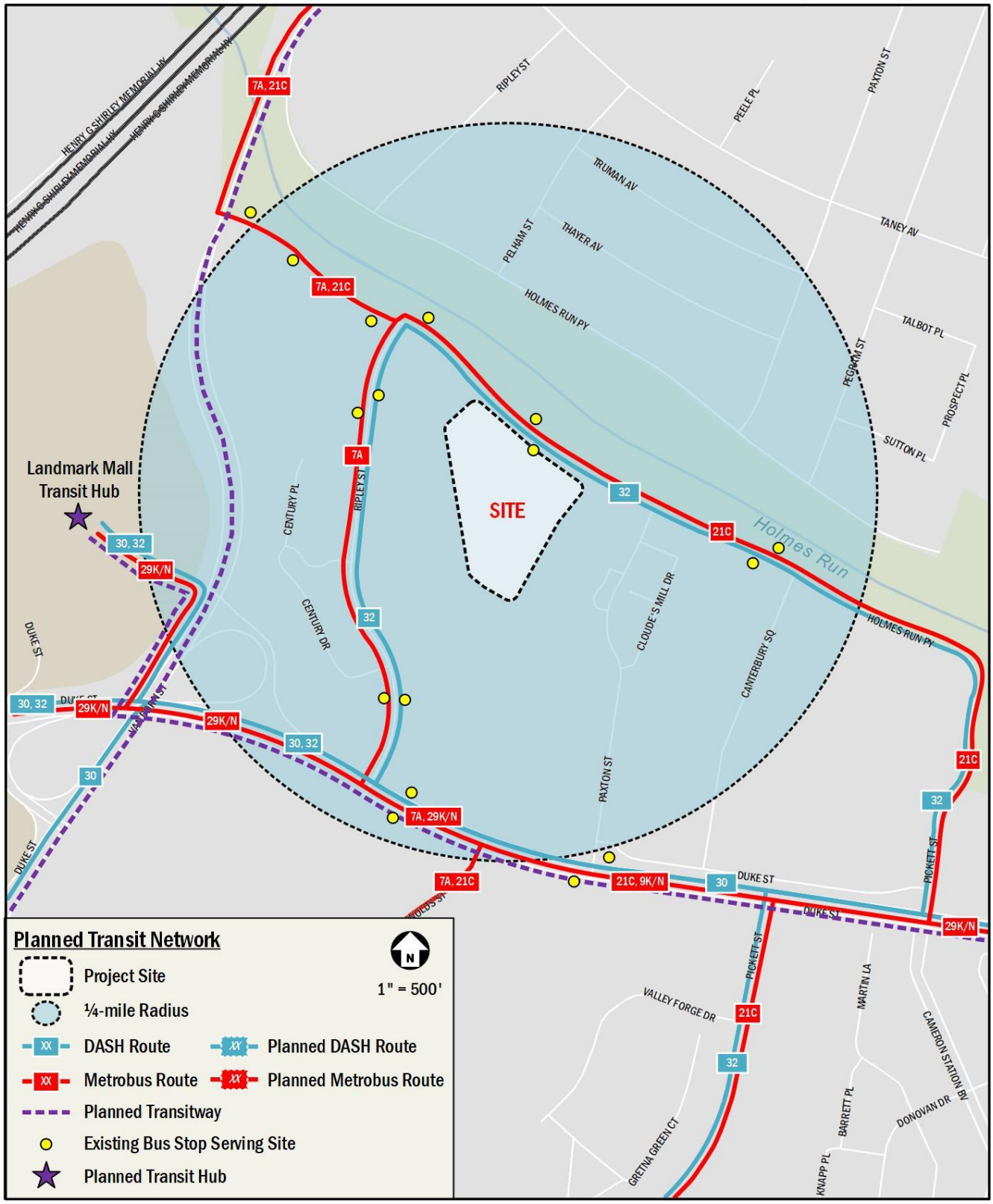

Figure 13: Planned Transit Network

Bicycle Facilities

This chapter summarizes existing and future bicycle access to the 5380 Holmes Run Parkway development and reviews the quality of cycling routes to and from the site.

The following conclusions are reached within this chapter:

- The site has access to on- and off-street bicycle facilities including the Holmes Run Trail to the north and shared lane markings on Holmes Run Parkway adjacent to the site. However, bicyclists face significant barriers in the form of high-volume arterial roadways like Duke Street and Van Dorn Street.
- The proposed enhanced bicycle corridors along Duke Street and Van Dorn Street as proposed in the City of Alexandria's 2008 Comprehensive Transportation Master Plan will significantly improve local and regional connectivity to the site.
- As part of the proposed development, short-term bicycle parking spaces will be provided in highly visible and accessible locations. Long-term bicycle parking spaces will be provided for use of residents and employees of the site.
- As part of the proposed development a potential 15-rack Capital Bikeshare station is proposed along Holmes Run Parkway adjacent to the site, enhancing bicycle accessibility and connectivity.

Existing Bicycle Facilities

The site has access to on- and off-street bicycle facilities. Under existing conditions, shared lane markings are provided along portions of Holmes Run Parkway and access to the Holmes Run trail is within 500 feet from the site. Duke Street (principal arterial) and N Van Dorn Street (minor arterial) are within half a mile from the site to the south and west, respectively. These arterial roadways are significant barriers to accessing other bicycle facilities given their high vehicular volumes and lack of bicycle facilities. Figure 14 shows the existing facilities within the study area.

The Holmes Run Trail is located near the site with access at the intersection of N Ripley Street and Holmes Run Parkway approximately 500 feet from the site. The Holmes Run Trail is a five-mile, partially paved off-street bicycle trail running along the Holmes Run from Eisenhower Avenue in Alexandria to Columbia Pike in Bailey's Crossroads in Fairfax County, VA. The Holmes Run Trail connects to the Eisenhower Avenue and Backlick Run Trails, providing local bicycle connectivity within the City of Alexandria.

Currently, there are no short-term bicycle parking spaces along the frontages of the site. The proposed development will provide at least the required short-term bicycle parking spaces in highly visible and accessible locations throughout the site, which will add to the existing inventory in the surrounding neighborhood.

Capital Bikeshare

In addition to personal bicycles, the Capital Bikeshare program provides cycling options for residents and patrons of the proposed development. The Capital Bikeshare program has placed more than 500 Bikeshare stations across Washington, DC, Arlington County, VA, City of Alexandria, VA, Montgomery County, MD, Fairfax County, VA, Prince George's County, MD, and most recently the City of Falls Church, VA, with over 4,500 bicycles provided.

There are no existing Capital Bikeshare stations within a quarter mile of the site, but there are two (2) stations located within a mile from the site with 30 available bicycle docks. Table 5 summarizes the available Capital Bikeshare facilities near the site.

Table 5: Capital Bikeshare Locations

Capital Bikeshare Location	Number of Docks	Distance
Taney Avenue & N Howard Street	15	0.8 miles
S Whiting Street & Clayton Lane	15	0.8 miles
Total Docks Available	**30**	

E-Scooters and Dockless E-Bicycles

Four (4) electric-assist scooter (e-scooter) and electric-assist bicycle (e-bike) companies provide Shared Mobility Device (SMD) service in the City of Alexandria as of March 2021: Lime, Bird, Helbiz, and Link. These SMDs are provided by private companies that give registered users access to a variety of e-scooter and e-bike options. These devices are used through each company-specific mobile phone application. Through its Dockless Mobility Pilot Program (now in Phase II), the City plans to continue the installation of "parking corrals", but many SMDs do not have designated stations where pick-up/drop-off activities occur like with Capital Bikeshare. Instead, many SMDs are parked in public space, most commonly in the "furniture zone" (the portion of sidewalk between where people walk and the curb, often where street signs, street furniture, trees and parking

meters are located). Currently, SMD programs (including pilots and demonstrations) are underway in the City of Alexandria, Arlington County, the District, Fairfax County, and Montgomery County.

Additionally, Capital Bikeshare reintroduced a fleet of e-bikes to its system in Summer 2020. Users may park the e-bikes at any available dock at a Capital Bikeshare station or lock them to any public bike rack within the designated service area for an additional fee. The site is not located within the current Capital Bikeshare service area that allows the parking of e-bikes at public bike racks with its nearest boundary approximately a mile away at Wheeler Avenue and Tarleton Park.

Planned Bicycle Facilities

On-Site Bicycle Infrastructure

The proposed development will include both short- and long-term bicycle parking spaces. The proposed development will provide at least 113 Class 1 or Class 2 bicycle parking spaces for residential use, 8 Class 2 or Class 3 bicycle parking spaces for residential visitor use, and two (2) Class 2 or Class 3 bicycle parking spaces for daycare use. Long-term bicycle parking for the development will be located in a protected and covered area. Short-term bicycle parking spaces will be located in highly visible and accessible areas on site.

As part of the proposed development a potential 15-rack Capital Bikeshare station is proposed along Holmes Run Parkway adjacent to the site. This bikeshare station will provide additional bicycle connectivity in the vicinity of the site.

Comprehensive Transportation Master Plan (2008)

As part of the Comprehensive Transportation Master Plan, the City of Alexandria committed to promoting and encouraging the use of bicycles by creating a safe, well-maintained bicycling environment that encourages bicycling as an enjoyable and convenient mode of travel and recreation for riders of all ages and abilities. The City continues its work to develop a connected bicycle network that includes both on-street and off-street facilities, as well as support facilities such as bicycle parking, that provide safe, enjoyable, and comfortable accommodations for all bicycle users. The City is committed to promoting bicycling as a means of improving transportation circulation, transit access, public health, environmental quality, and recreation, with the ultimate goal of increasing bicycling trips as a percent of all travel in Alexandria. In support of these goals, the City works to educate users of all transportation modes about bicycle safety, rights, and responsibilities.

Duke Street and Van Dorn Street near the project site are included among the Top 10 On-Street Bicycle Projects in the 2008 Transportation Master Plan and are recommended to become enhanced bicycle corridors. As an enhanced bicycle corridor, Duke Street will provide local and regional bicycle connections from Fairfax County, VA, and Old Town Alexandria. Concurrently, Van Dorn Street will connect the site and western Alexandria to the Van Dorn Street Metrorail station.

Pedestrian and Bicycle Master Plan Update (2016)

In 2016, the City of Alexandria updated the pedestrian and bicycle sections of its 2008 Comprehensive Transportation Master Plan and replaced them with a new Pedestrian and Bicycle Chapter. This update included an evaluation of existing conditions, issues, constraints, and needs, as well as a review of policies, goals, and objectives. This effort incorporated public feedback through mapping and survey exercises.

The top trail project for the City of Alexandria is along Holmes Run Parkway, where a new trail will be constructed along the south side of Holmes Run from approximately the nearest existing access at N Ripley Street to N Pickett Street adjacent to All Veterans Park. Enhanced bicycle corridors are proposed along Duke Street and Van Dorn Street, and the City plans to construct a shared-use path along the site's southern and eastern boundary along Duke Street and N Van Dorn Street, respectively.

Additionally, the updated plan recommends the installation of a Capital Bikeshare station in the generalized area south of the proposed development. The plan notes that recommended placements are not final and are subject to public outreach; therefore, the proposed Capital Bikeshare station in the 5380 Holmes Run Parkway site, may satisfy this part of the City's plan. In addition, the proposed bicycle network includes a proposed trail through the Landmark Mall Redevelopment CDD site along the west side of Van Dorn Street and the north side of Duke Street.

Duke Street over I-395 Bridge Rehabilitation (2021)

To improve safety for drivers, bicyclists, and pedestrians, the Virginia Department of Transportation (VDOT) is rehabilitating and widening the Duke Street bridge over I-395. The plan includes a new concrete bridge deck and steel beams, replacing the westbound sidewalk with a shared-use path, and widening

the eastbound sidewalk. This shared-use path will continue east along Duke Street and north along N Van Dorn Street. Construction is currently expected to begin in Summer 2021.

Landmark Mall Redevelopment CDD (2021)

As part of the proposed project, three (3) new protected bike facilities are proposed through the site:

- Along the internal Road 3, the CDD calls for two-way, protected bicycle facilities with buffers approximately two (2) blocks into the site from the intersection of Duke Street and S Walker Street.
- Along the internal Road 5, the CDD calls for two-way protected bicycle facilities with buffers approximately two (2) blocks into the site from the intersection of N Van Dorn Street and the ramps to/from Duke Street.
- Along the internal Road 1, the CDD calls for two-way protected bicycle facilities with buffers connecting the three-block distance between protected facilities on Roads 3 and 5. Optional special treatments such as parklets along the south side of this retail-focused street may additionally reinforce the prioritization of both pedestrians and bicyclists.

Bicyclists leaving the site from Roads 3 or 5 will cross Duke and N Van Dorn Streets on a painted bike crossing marking adjacent to the proposed pedestrian crossings along both roads. The pedestrian phase within the existing signal timing will be used for cyclists, and no separate bike phase or signal will be needed.

Additionally, two (2) Capital Bikeshare stations are proposed within the Landmark Mall Redevelopment CDD: one (1) along the transit hub on Road 2 and one (1) in the open space proposed along Road 1. These proposed facilities align with the City’s long-term bicycle planning efforts and will significantly enhance the bicycle network in the area.

The planned bicycle network is shown in Figure 15.

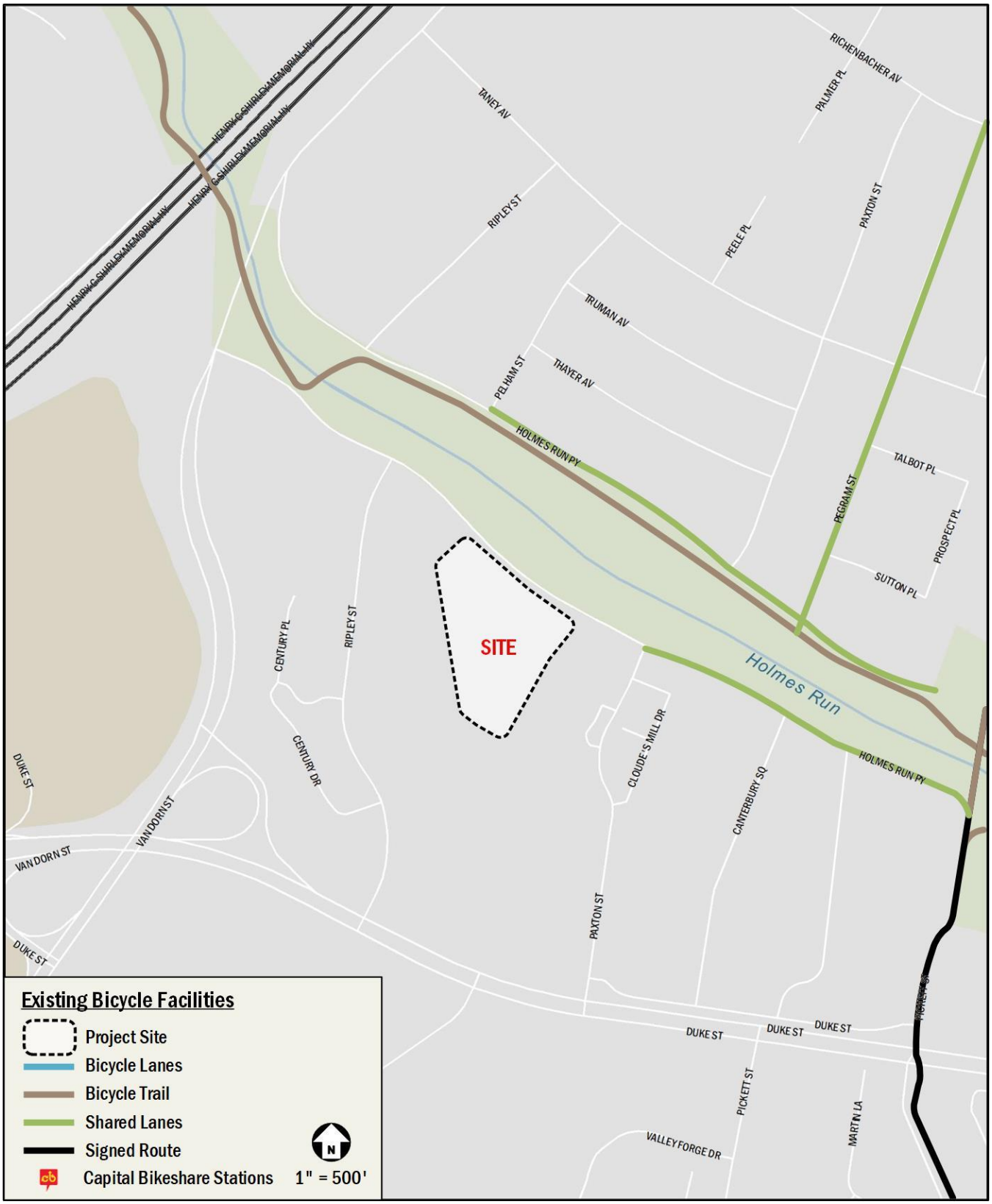

Figure 14: Existing Bicycle Facilities

Figure 15: Future Bicycle Facilities

Pedestrian Facilities

This chapter summarizes the existing and future pedestrian access to the site and reviews walking routes to and from the site.

The following conclusions are reached within this chapter:

- The existing pedestrian infrastructure surrounding the site provides a quality walking environment. There are sidewalks along the majority of primary routes to pedestrian destinations with few gaps in the system.
- Planned and proposed pedestrian improvements to the pedestrian infrastructure surrounding the site will improve pedestrian comfort and connectivity.

Pedestrian Study Area

Pedestrian facilities within a quarter-mile of the site were evaluated. The site is accessible to transit options such as the two (2) bus stops along Holmes Run Parkway adjacent to the site. Existing pedestrian facilities surrounding the site provide comfortable walking routes to and from nearby transit options.

Figure 16 shows expected pedestrian pathways, approximate walking time and distances, and barriers or areas of concern.

Adjacent to the site, the Holmes Run Stream presents challenges for pedestrians by limiting north-south connectivity. While there are access points that pedestrian can use to cross the Holmes Run Stream, they are located more than a half mile apart which limits pedestrian connectivity to areas north from the site. Similarly, I-395 limits connectivity to/from the west.

Existing Pedestrian Facilities

A review of pedestrian facilities surrounding the proposed development shows that many facilities provide a quality walking environment. Figure 17 shows a detailed inventory of the existing pedestrian infrastructure within a quarter-mile radius of the site. Sidewalks, crosswalks, and curb ramps are evaluated based on the guidelines set forth by the City of Alexandria and ADA standards. Table 6 outlines the City of Alexandria sidewalk and buffer width recommendations. It should be noted that the sidewalk widths shown in Figure 17 reflect the total sidewalk widths based on observations in the field taken for the pedestrian and buffer zones and do not evaluate the frontage zone.

ADA standards require that curb ramps be provided wherever an accessible route crosses a curb and must have a detectable warning. Additionally, curb ramps shared between two crosswalks are not desired. As shown in Figure 17, under existing conditions the majority of curb ramps are either shared between crosswalks and/or do not provide detectable warnings. There are two (2) missing curb ramps along the north side of Holmes Run Parkway under existing conditions.

Within the study area, the majority of roadways have existing sidewalks on both sides, with some deficiencies. Most deficiencies are located east from the site, along residential streets where no sidewalks are provided, impacting the pedestrian environment. Additionally, there is no sidewalk on the north side of Holmes Run Parkway under existing conditions. However, there is a pedestrian pathway inside Brookvalley Park that provides east-west connectivity along Holmes Run Parkway. All primary pedestrian destinations are accessible via routes with crosswalks and sidewalks, many of which meet the City of Alexandria's and ADA standards. Overall, the site is situated within an urban transportation network, with quality pedestrian access.

Table 6: Preferred Sidewalk Widths per City of Alexandria Complete Streets Design Guidelines

Street Type	Preferred Sidewalk Width	Preferred Buffer Width
Commercial Connector	6-15 ft	6-10 ft
Main Street	6-10 ft	6-10 ft
Mixed Use Boulevard	6-18 ft	6-10 ft
Neighborhood Connector	6-8 ft	6-7 ft
Neighborhood Residential	6 ft	5-7 ft
Parkway	6-10 ft	5-10 ft
Industrial	6 ft	5-7 ft

Planned Pedestrian Facilities

Proposed Pedestrian Infrastructure Improvements

As part of the proposed development, pedestrian facilities within the site and along the Holmes Run Parkway frontage will be improved to meet or exceed City of Alexandria and ADA standards.

While the existing facilities around the site provide a quality walking environment, the proposed development will provide an enhance the pedestrian environment with improved pedestrian connections. The existing mid-block pedestrian crossing located just west of the eastern site driveway on Holmes Run Parkway will be relocated further west. This relocated pedestrian crossing will align with the main entrance of the proposed development and the park on the north side of Holmes Run Parkway, improving connectivity. In addition, the Private Drive will include sidewalks adjacent to the residential buildings to improve

pedestrian circulation and safety internal to the site. The proposed development will also include an internal courtyard accessible from each residential building that will support gathering and physical activity to further activate the pedestrian environment.

Comprehensive Transportation Master Plan (2008)

As part of the Comprehensive Transportation Master Plan, the City will promote and encourage walking by creating a safe, well-maintained, comfortable and enjoyable pedestrian environment that is accessible for people of all ages and abilities. The City will provide a continuous, connected, and accessible pedestrian network that enables users to move safely and comfortably between places and destinations. The City will promote walking as a means of improving transportation circulation, transit access, public health, environmental quality, and recreation, with the ultimate goal of increasing walking trips as a percent of all travel in Alexandria. Finally, the City will educate users of all transportation modes about pedestrian safety, rights, and responsibilities.

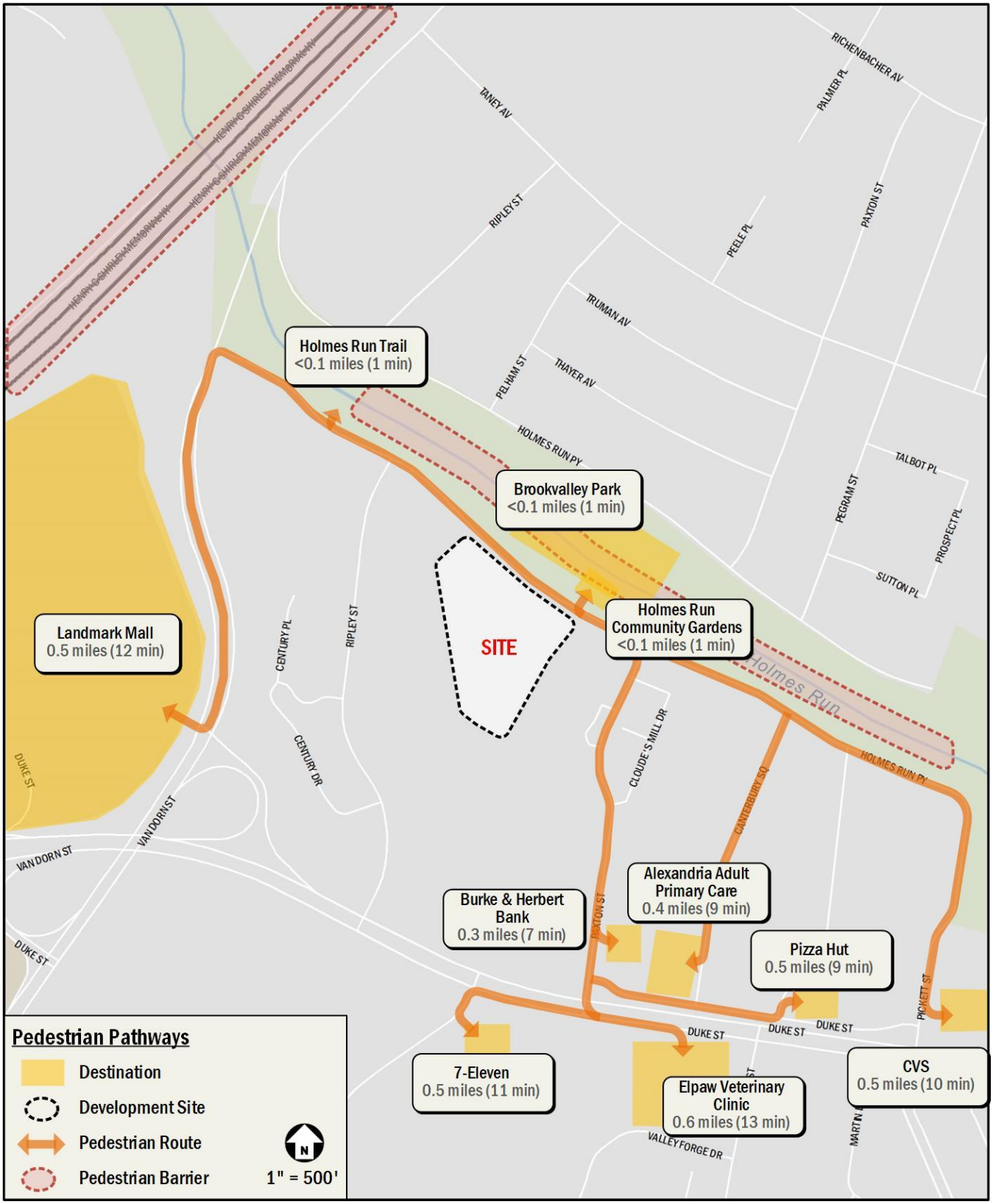

Figure 16: Pedestrian Pathways

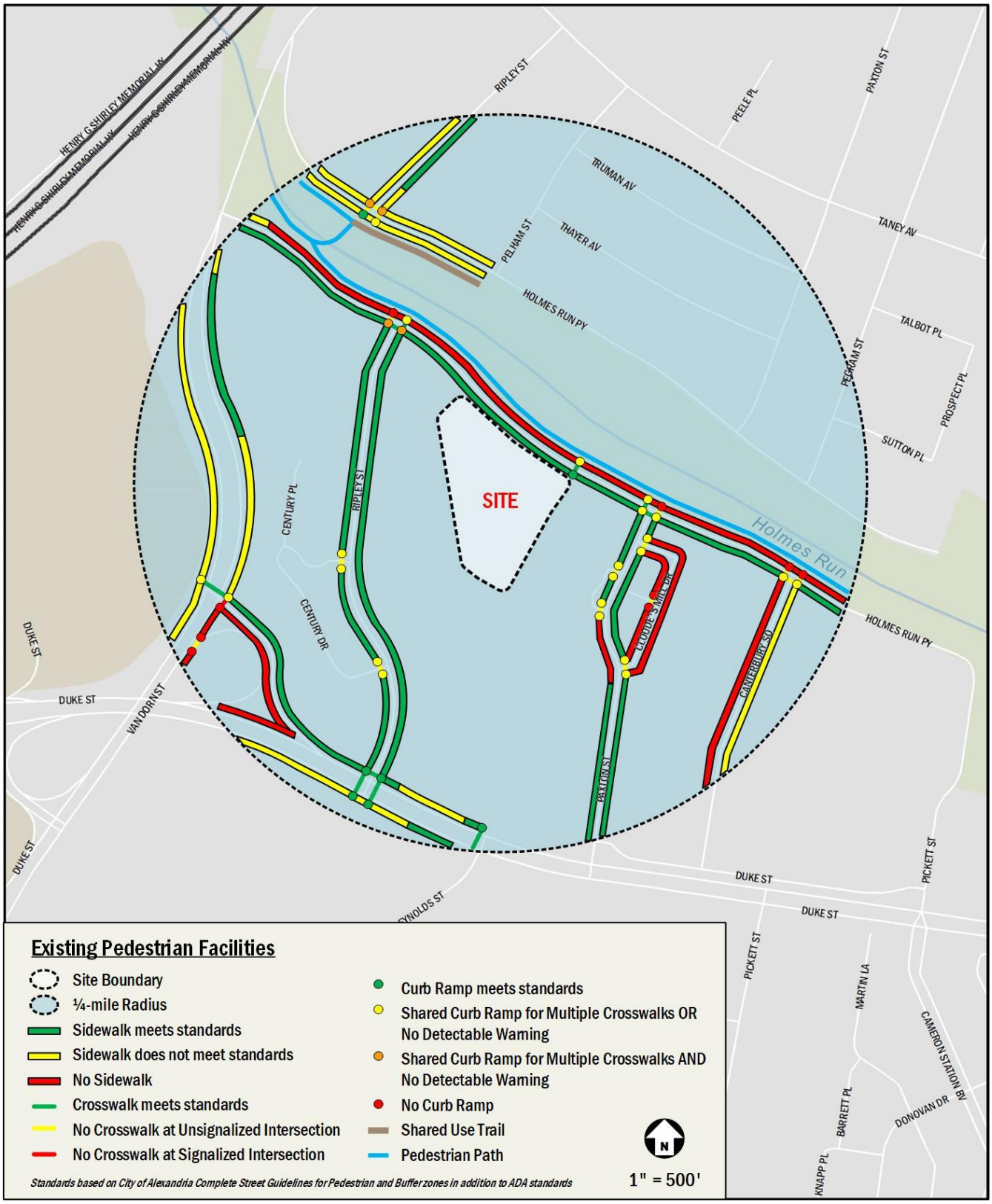

Figure 17: Existing Pedestrian Facilities

Travel Demand Assumptions

This chapter outlines the transportation demand of the of the proposed development. This includes a review of the expected mode splits, multimodal trip generation, and the trip distribution and routing assumptions, which forms the basis for the chapters that follow.

Mode Split Methodology

Mode split (also called mode share) is the percentage of travelers using a particular type (or mode) of transportation when traveling. Vehicular mode split information for this report was based on census data using American Community Survey (ACS), Transportation Analysis Zones (TAZs), data contained in the 2005 WMATA Development-Related Ridership Survey Report, and discussions with the City during the scoping process.

Residential Mode Splits

Residential mode splits are primarily based on census data at the TAZ level for commuters with origins in the project TAZ, the proposed parking supply, and City of Alexandria Staff input. The TAZ the site is located in covers a smaller area than the area covered by the Census Tract and was therefore determined to be more representative of the neighborhood and travel patterns around the proposed development. Table 7 summarizes the data that was used to establish the residential mode split assumptions for this report.

Table 7: Summary of Residential Mode Split Data

Information Source	Mode				
	SOV	Carpool	Transit	Bike/ Walk	Other
CTPP – TAZ Residents (11550)	60%	4%	25%	7%	4%
State of the Commute 2016 (of Virginia residents)	67%	6%	17%	7%	3%
WMATA Ridership Survey Table 10 (Residential Mode Share: Inside Beltway)	39%		49%	14%	---
Landmark Mall Redevelopment CDD MTS (Residential)	50%		50%		

Daycare Mode Splits

Daycare mode splits are primarily based on census data, the proposed parking supply, mode split data from other daycare providers in the northern Virginia area, and City of Alexandria Staff input. It is anticipated that the proposed daycare will generate primarily vehicular trips, with a portion of on-site residents and patrons from the immediate neighborhood traveling to/from the site by walking.

The site has access to multiple bus stops in the vicinity. It is expected that a portion of trips, will be by bus, bicycle or on foot during the morning and afternoon peak hours, rather than by personal vehicle. Based on this, the auto mode split for the development was determined to be 60% for the residential component and 80% for the daycare component. The proposed mode split was vetted and approved by the City of Alexandria during the scoping process. The mode split assumptions for the proposed development are shown in Table 8.

Table 8: Mode Split Summary

Land Use	Auto	Transit	Bike	Walk
Residential	60%	30%	5%	5%
Daycare	80%	3%	2%	15%

Trip Generation Methodology

Traditionally, weekday peak hour trip generation is calculated based on the methodology outlined in the ITE Trip Generation Manual, 10th Edition. This methodology was supplemented to account for the urban nature of the site (Trip Generation Manual provides data for non-urban, low transit use sites) and to generate trips for multiple modes, as vetted and approved by the City of Alexandria.

Existing Residential Trip Generation

The site is currently occupied by a 149-unit residential building with surface parking. Trip generation for the existing residential units was calculated based on ITE land use 221, *Multifamily Housing (Mid-Rise)*, using the setting General Urban/Suburban. Trips were split into different modes using the assumptions outlined in the mode split section of this report. As part of the capacity analysis included in a later chapter of this report, these existing trips will be removed from the roadway network based on the existing driveway counts and replaced with the total proposed trip generation show in Table 9.

Proposed Trip Generation

Residential trip generation is based on the proposed development program of 373 residential dwelling units including the 146 units in the renovated existing building and the 227 units

added by the two (2) new buildings. Residential trip generation was calculated based on ITE land use 221, *Multifamily Housing (Mid-Rise)*, using the setting General Urban/Suburban. Trips were split into different modes using the assumptions outlined in the mode split section of this report.

Daycare trip generation is based on the development program of 100 students. Daycare trip generation was calculated based on ITE land use 565 (Day Care Center), using the setting General Urban/Suburban. Trips were split into different modes using the assumptions outlined in the mode split section of this report.

A summary of the net new multimodal trip generation for the proposed development as compared to the existing uses on the site is shown in Table 9 for the weekday morning peak hour, weekday afternoon peak hour, and weekday daily total. Detailed trip generation calculations for are included in the Technical Attachments.

Distribution and Assignment Methodology

Trip distribution for the site-generated trips was determined based on: (1) Census Transportation Planning Products (CTPP) Traffic Analysis Zone (TAZ) data, (2) existing and future travel patterns in the study area, and (3) previously approved methodologies employed in approved studies in the vicinity of the site. Figure 18 shows the destinations of driving commuters with origins in the project TAZs.

Based on this review and the two (2) site access points along Holmes Run Parkway, the site-generated trips were distributed through the study area intersections. Trip distribution assumptions were analyzed for inbound and outbound trips. Trip distribution assumptions for the proposed development are provided in Figure 19. Detailed trip assignments at each study intersection are shown in a later chapter of this report.

Table 9: Multimodal Trip Generation for Existing and Proposed Development Program

Mode	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	Total
Existing Residential (149 Units)							
Auto (veh/hr)	8	24	32	24	16	40	486
Transit (ppl/hr)	5	14	19	14	9	23	287
Bike (ppl/hr)	1	2	3	2	2	4	48
Walk (ppl/hr)	1	2	3	2	2	4	48
Proposed Residential (373 Units)							
Auto (veh/hr)	21	60	81	60	38	98	1219
Transit (ppl/hr)	12	35	47	35	23	58	719
Bike (ppl/hr)	2	6	8	6	4	10	120
Walk (ppl/hr)	2	6	8	6	4	10	120
Proposed Daycare (100 students)							
Auto (veh/hr)	33	30	63	30	33	63	327
Transit (ppl/hr)	2	2	4	2	2	4	22
Bike (ppl/hr)	2	1	3	1	2	3	15
Walk (ppl/hr)	11	10	21	10	12	22	112
Total Proposed Trips							
Auto (veh/hr)	54	90	144	90	71	161	1546
Transit (ppl/hr)	14	37	51	37	25	62	741
Bike (ppl/hr)	4	7	11	7	6	13	135
Walk (ppl/hr)	13	16	29	16	16	32	232
Net New Trips							
Auto (veh/hr)	46	66	112	66	55	121	1060
Transit (ppl/hr)	9	23	32	23	16	39	454
Bike (ppl/hr)	3	5	8	5	4	9	87
Walk (ppl/hr)	12	14	26	14	14	28	184

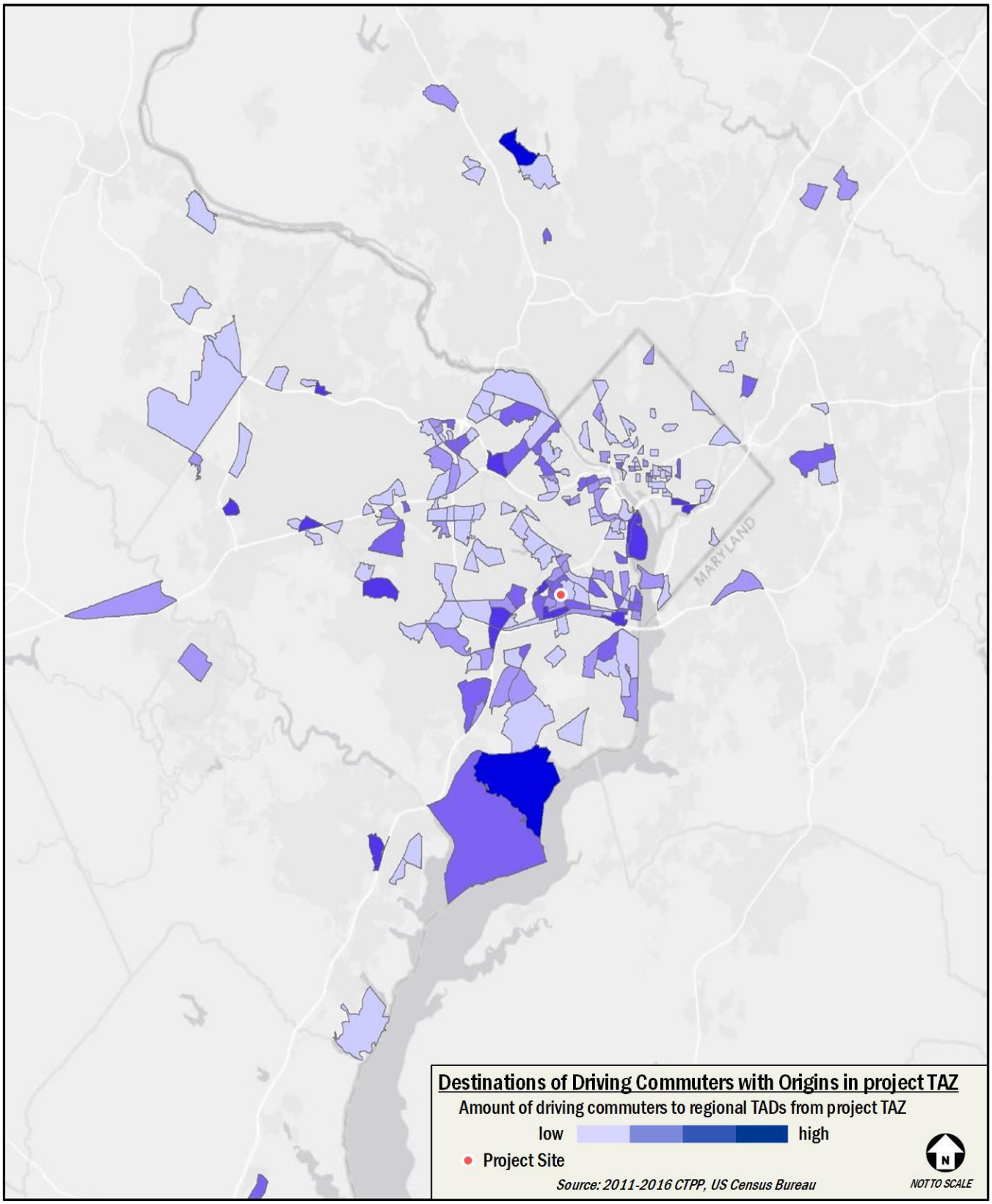

Figure 18: Destinations of Driving Commuters with Origins in Project TAZ

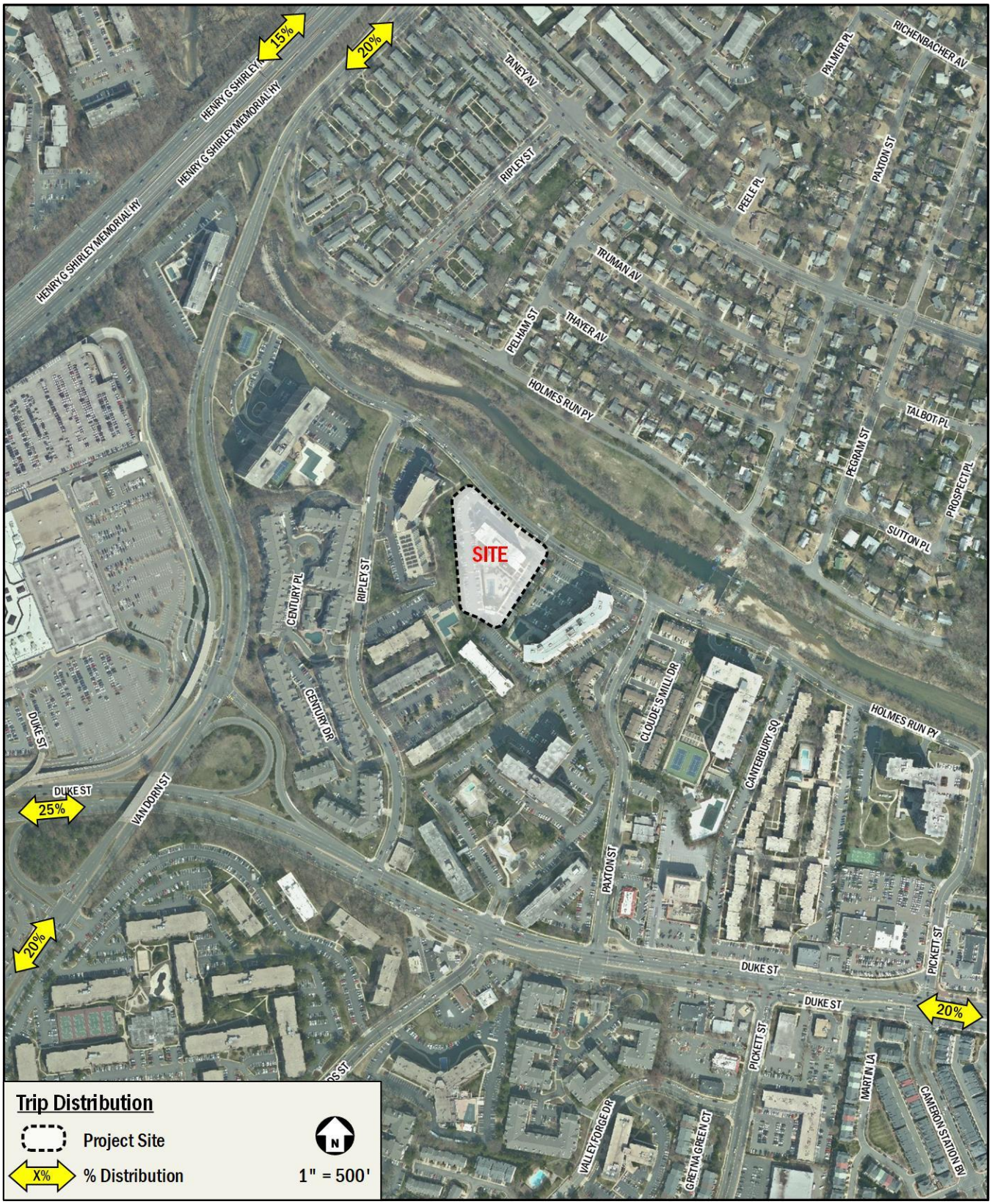

Figure 19: Trip Distribution

Traffic Operations

This chapter provides a summary of an analysis of the existing and future roadway capacity of the study area for the 2026 analysis year. Included is an analysis of potential vehicular impacts of the 5380 Holmes Run Parkway development and a discussion of potential improvements.

The purpose of the capacity analysis is to:

- Determine the existing capacity of the study area roadways;
- Determine the overall impact of the proposed development on the study area roadways; and
- Discuss potential improvements and mitigation measures to accommodate the additional vehicular trips.

The proposed development is considered to have an impact at an intersection within the vehicular study area is any of the following conditions are met:

- The capacity analyses show a LOS E or F at an intersection or any movement in the future where one does not exist the background conditions;
- There is an increase in delay at any movement or overall intersection operating under LOS E or F of greater than 10 percent when compared to the background conditions; or
- The 95th percentile queue length in the future conditions exceeds the available capacity and increases by more than 150 feet compared to background conditions.

The following conclusions are reached within this chapter:

- There are impacts to one (1) study intersection as a result of the proposed development during the Future (2026) analysis scenario.
- Mitigation measures were analyzed and discussed at this intersection, of which feasible solutions were recommended for implementation given City of Alexandria approval. With implementation of recommended mitigation measures, there is no impact to the study intersections as a result of the proposed development.
- Overall, this report concludes that the proposed development will not have a detrimental impact on the surrounding transportation network.

Study Area, Scope, & Methodology

This section outlines the assumptions used to develop the existing and future roadway capacity analyses, including volumes, roadway geometries, and traffic operations. The scope of the analysis contained within this report was discussed with and approved by City of Alexandria staff. The general methodology of the analysis follows national and City of Alexandria guidelines on the preparation of transportation impact evaluations of site development.

Capacity Analysis Scenarios

The vehicular capacity analyses are performed to determine if the proposed development will lead to adverse impacts on traffic operations. This is accomplished by comparing future scenarios: (1) without the proposed development (referred to as the Background conditions) and (2) with the development approved and constructed (referred to as the Future conditions).

Specifically, the roadway capacity analysis examined the following scenarios:

1. Existing Conditions
2. 2026 Future Conditions without the development (2026 Background)
3. 2026 Future Conditions with the development (2026 Future)

Study Area

The study area of the analysis is a set of intersections where detailed capacity analyses are performed for the scenarios listed above. The set of intersections included are those intersections most likely to have potential impacts or require changes to traffic operations to accommodate the proposed development.

Based on the projected future trip generation and the location of the planned site access points, as agreed to in this report's scoping agreement, the following intersections were chosen for analysis:

1. Holmes Run Parkway and Van Dorn Street
2. Holmes Run Parkway and N Ripley Street
3. Holmes Run Parkway and West Site Driveway
4. Holmes Run Parkway and East Site Driveway
5. Holmes Run Parkway and N Paxton Street
6. Duke Street and N Ripley Street
7. Duke Street and N Paxton Street

Figure 4 shows the vehicular study area intersections. Roadway characteristics including classification, number of lanes, speed

limit, the presence of on-street parking, average annual daily traffic volumes (AADT) are outlined in Table 10.

Table 10: Existing Roadway Network

Roadway	Street Typology Functional Classification (VDOT & City of Alexandria)	Lanes	Speed (mph)	On-Street Parking	AADT
Holmes Run Parkway	Local	2	25	Yes	---
Van Dorn Street	Minor Arterial	4	35	No	25,000
Duke Street	Principal Arterial	6	35	No	33,000
N Ripley Street	Local	2	25	Yes	--
N Paxton Street	Local	2	25	Yes	---

Traffic Volume Assumptions

This section reviews the traffic volume assumptions and methodologies used in the roadway capacity analyses.

Existing Traffic Volumes

The existing traffic volumes are comprised of turning movement count data, which was collected on Thursday, May 27, 2021 from 6:30 AM to 9:30 AM and 4:00 PM to 7:00 PM. Data collected during Spring 2021 were not representative of typical traffic conditions due to City-wide restrictions in response to the COVID-19 public health crisis. In order to establish baseline conditions, Spring 2021 counts were collected at two (2) locations where historic 2018 count data was available. These counts were compared to the historic data to determine appropriate correction factor(s) to apply to the 2021 count data collected at the study intersections. Obtained (Year 2018-level) volumes were then grown by 0.5% growth rate for three years to be projected to Year 2021. Historic 2018 count data was available at the following intersection(s):

- Duke Street & S Walker Street
- Van Dorn Street & Landmark Mall & Duke Street Ramp

The existing turning movement counts are included in the Technical Attachments. The existing peak hour traffic volumes for intersections within the vehicular study area are shown in Figure 20.

2026 Traffic Volumes

2026 Background Traffic Volumes (without the proposed development)

Traffic projections for the 2026 Background Conditions consist of the existing volumes with two additions:

- Inherent growth on the roadway (representing regional traffic growth); and
- Traffic generated by developments expected to be completed prior to 2026 (representing local traffic growth), known as background developments.

Inherent Growth

While the background developments represent local traffic changes, regional traffic growth is typically accounted for using growth rates. The growth rates used in this analysis were derived using VDOT's Annual Average Daily Traffic (AADT) data and discussions with the City of Alexandria staff during the scoping process. According to historical data, the average historical growth rate on the roadway network surrounding the study area has been low in recent years. As such, a 0.5% growth rate has been assumed for the 2026 scenarios. This growth rate was applied to all movements at the study intersections. The traffic volumes generated by the inherent growth along the network are shown in Figure 21.

Background Developments

Following industry methodologies, a background development must meet the following criteria to be incorporated into the analysis:

- Be located in the study area, defined as having an origin or destination point within the cluster of study area intersections;
- Have entitlements; and
- Have a construction completion date prior or close to the proposed development.

Based on these criteria, two (2) developments were included in the 2026 Background Conditions scenario. These developments are:

1. Landmark Overlook
2. Landmark Mall Redevelopment – Phase I

The location of the background developments included in the 2026 Background Conditions scenario in relation to the proposed 5380 Holmes Run Parkway development is shown on Figure 22. Transportation studies were these background developments. Trip generation and trip distribution assumptions for the background developments were based on the trip generation and distributions included in the studies and altered where necessary based on anticipated travel patterns. Details on each of the background developments included in the 2026 Background Conditions are presented below:

1. **Landmark Overlook:** Located in the Landmark area and bounded by S Walker Street to the east and Duke Street to the north, the approved Landmark Overlook development will redevelop the existing retail space and surface parking with 464 residential dwelling units and approximately 6,934 square feet of retail space. The development is expected to be complete prior to the 2026 build-out year. The development is expected to generate 112 weekday AM peak hour vehicle trips and 142 weekday PM peak hour vehicle trips based on the Traffic Impact Study prepared by Wells & Associates dated December 23, 2020).
2. **Landmark Mall Redevelopment – Phase I:** Located at 5801 Duke Street, Phase 1 of the proposed Landmark

Mall Redevelopment will improve the existing, largely vacant Landmark Mall site with approximately 1,053 residential units, 110,000 square feet of retail space, 85,000 square feet of grocery space, 770,000 square feet of hospital space, and a 260,000 square feet of medical office space. Phase I of the redevelopment has an approximate completion year 2027; however, it was included as a background development as a conservative measure. Phase I of the Landmark Mall Redevelopment is expected to generate 1,316 weekday AM peak hour new vehicle trips and 2,028 weekday PM peak hour new vehicle trips based on the Multimodal Transportation Study prepared by Gorove Slade Associates dated May 11, 2021.

Trip generation assumptions for the background developments are shown in Table 11. The background development peak hour traffic volumes are shown in Figure 23.

2026 Future Traffic Volumes (with the proposed development)

The 2026 Future Conditions traffic volumes consist of the 2026 Background volumes with the addition of the traffic volumes generated by the proposed development (site-generated trips), shown in Table 9. Thus, the 2026 Future Conditions traffic volumes include traffic generated by: the existing volumes, background developments, and the proposed development.

In order to reflect any changes in site trip assignments for the existing residential building that will remain in the future, the existing trips were removed from the network based on the existing driveway counts and the trip distribution assumptions vetted during the scoping process. The total proposed trips, including existing and proposed, were then applied to the network. This methodology was used to capture any changes to the patterns for the existing site trips due to changes in site access, parking access, and site circulation,

Trip distribution and assignments for site-generated traffic was primarily determined using CTPP TAZ data, existing and future travel patterns in the study area, and the location of the parking access. The origin of outbound and destination of inbound vehicular trips were the access points to the below-grade parking garage on the Private Drive and the daycare pick-up/drop-off area, accessed from two (2) curb cuts on Holmes Run Parkway. A summary of trip distribution assumptions is shown on Figure 19. Trip distribution and assignment assumptions were vetted and approved by the City of Alexandria.

Based on the trip distribution and assignment assumptions, site-generated trips were distributed though the study area intersections. The site-generated traffic volumes for the 2026 horizon year are shown on Figure 25. The 2026 Future Conditions traffic volumes, which are comprised of existing volumes, background developments, and the proposed development are shown on Figure 26.

Table 11: Traffic Generated by Background Developments

Development	AM Peak Hour			PM Peak Hour		
	In	*Out*	*Total*	*In*	*Out*	*Total*
Landmark Overlook[1]						
Multifamily Housing	29 veh/hr	79 veh/hr	108 veh/hr	81 veh/hr	53 veh/hr	134 veh/hr
Retail	2 veh/hr	2 veh/hr	4 veh/hr	4 veh/hr	4 veh/hr	8 veh/hr
Total New Vehicle Trips	31 veh/hr	81 veh/hr	112 veh/hr	85 veh/hr	57 veh/hr	142 veh/hr
Landmark Mall Redevelopment – Phase I[2]						
Hospital Campus	525 veh/hr	210 veh/hr	735 veh/hr	281 veh/hr	645 veh/hr	926 veh/hr
Block E	229 veh/hr	98 veh/hr	327 veh/hr	203 veh/hr	383 veh/hr	587 veh/hr
Block G	21 veh/hr	33 veh/hr	53 veh/hr	57 veh/hr	49 veh/hr	106 veh/hr
Block I	99 veh/hr	88 veh/hr	187 veh/hr	209 veh/hr	186 veh/hr	394 veh/hr
Block M	4 veh/hr	10 veh/hr	14 veh/hr	9 veh/hr	6 veh/hr	15 veh/hr
Total New Vehicle Trips	878 veh/hr	439 veh/hr	1,316 veh/hr	759 veh/hr	1,269 veh/hr	2,028 veh/hr
Total Background Trips	**909 veh/hr**	**520 veh/hr**	**1,428 veh/hr**	**844 veh/hr**	**1,326 veh/hr**	**2,170 veh/hr**

(1) Extracted from Landmark Overlook TIA (12.23.2020) prepared by Wells + Associates
(2) Extracted from Landmark Mall Redevelopment MTS (5.11.2021) prepared by Gorove Slade

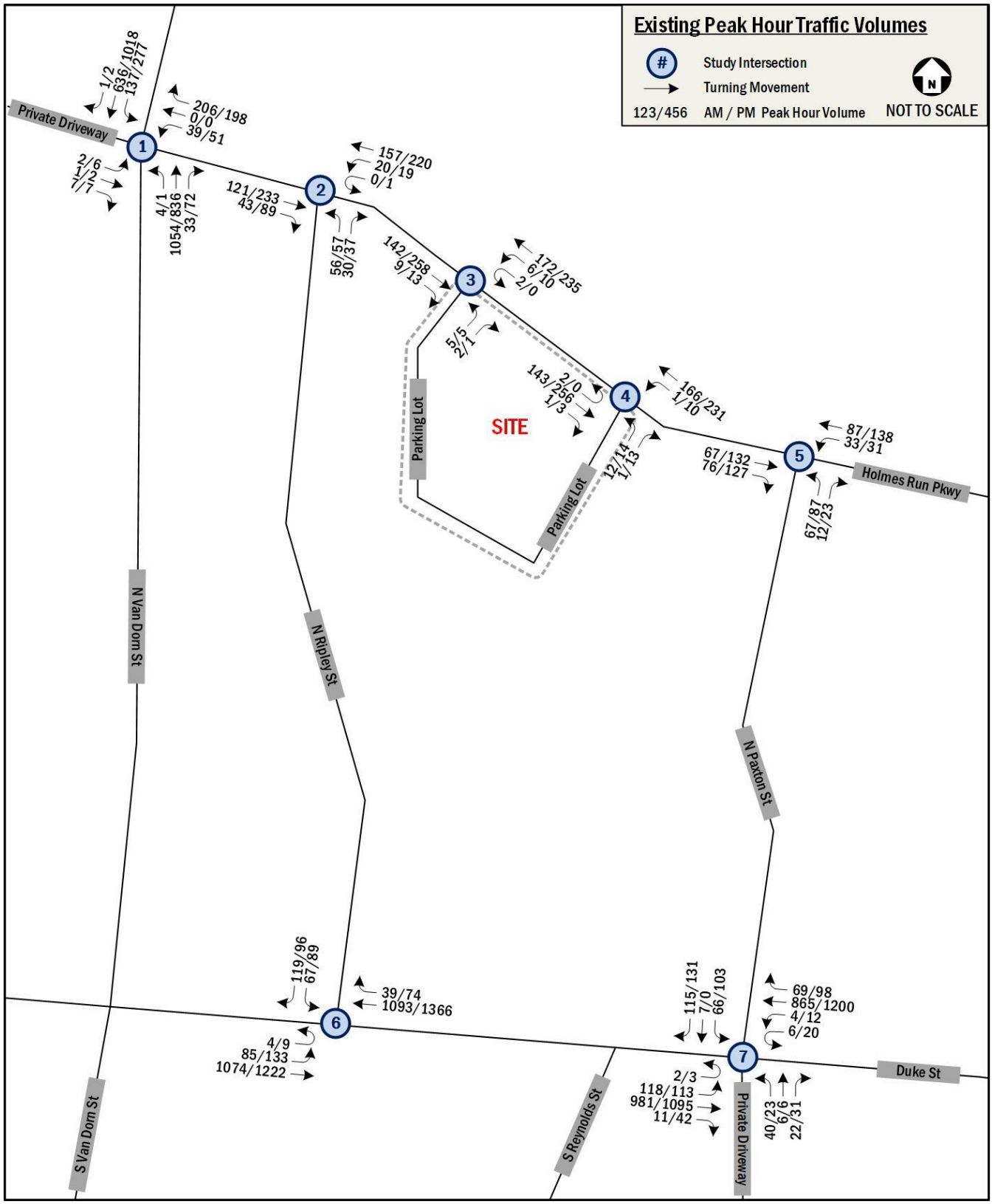

Figure 20: Existing Peak Hour Traffic Volumes

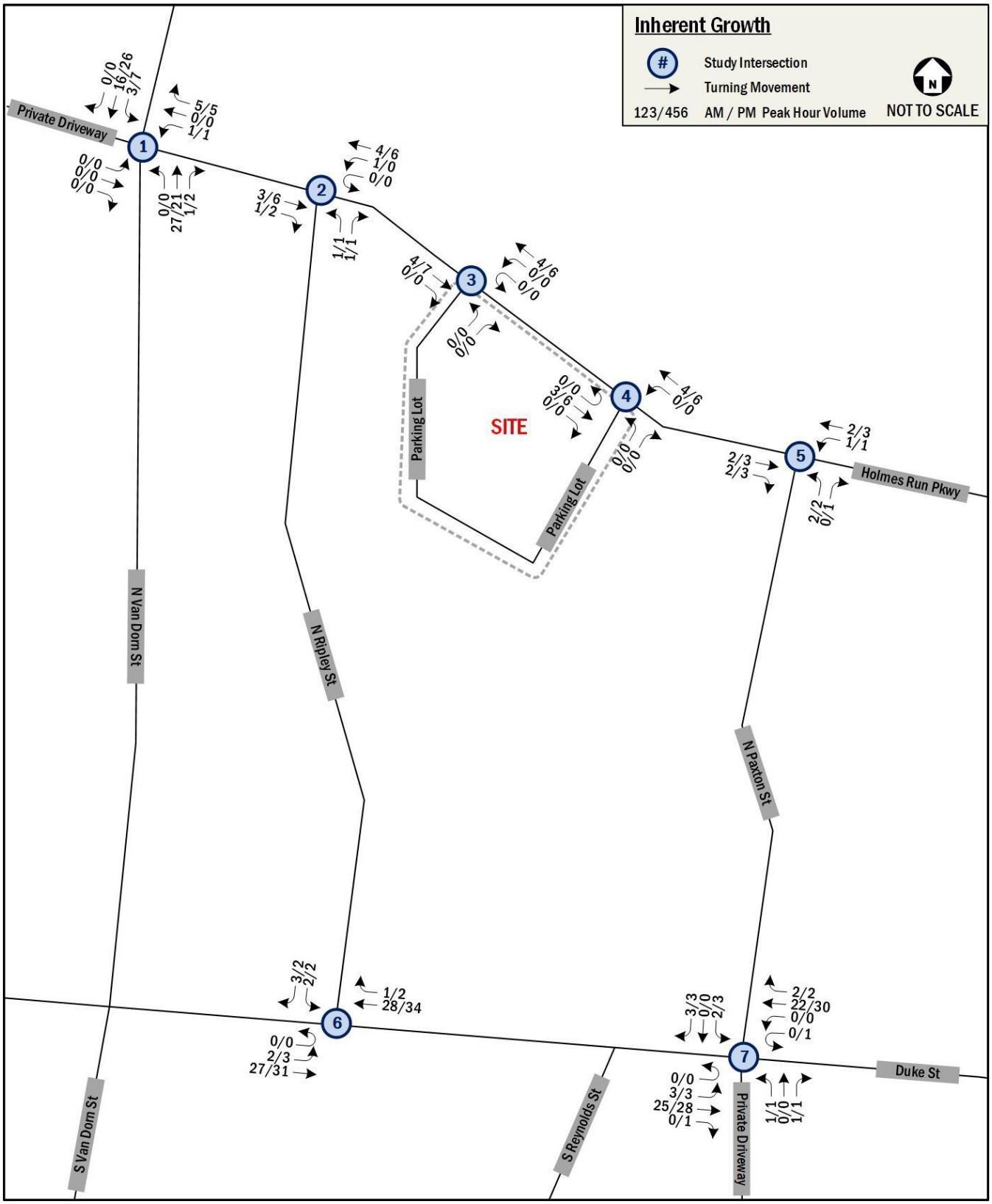

Figure 21: Inherent Growth

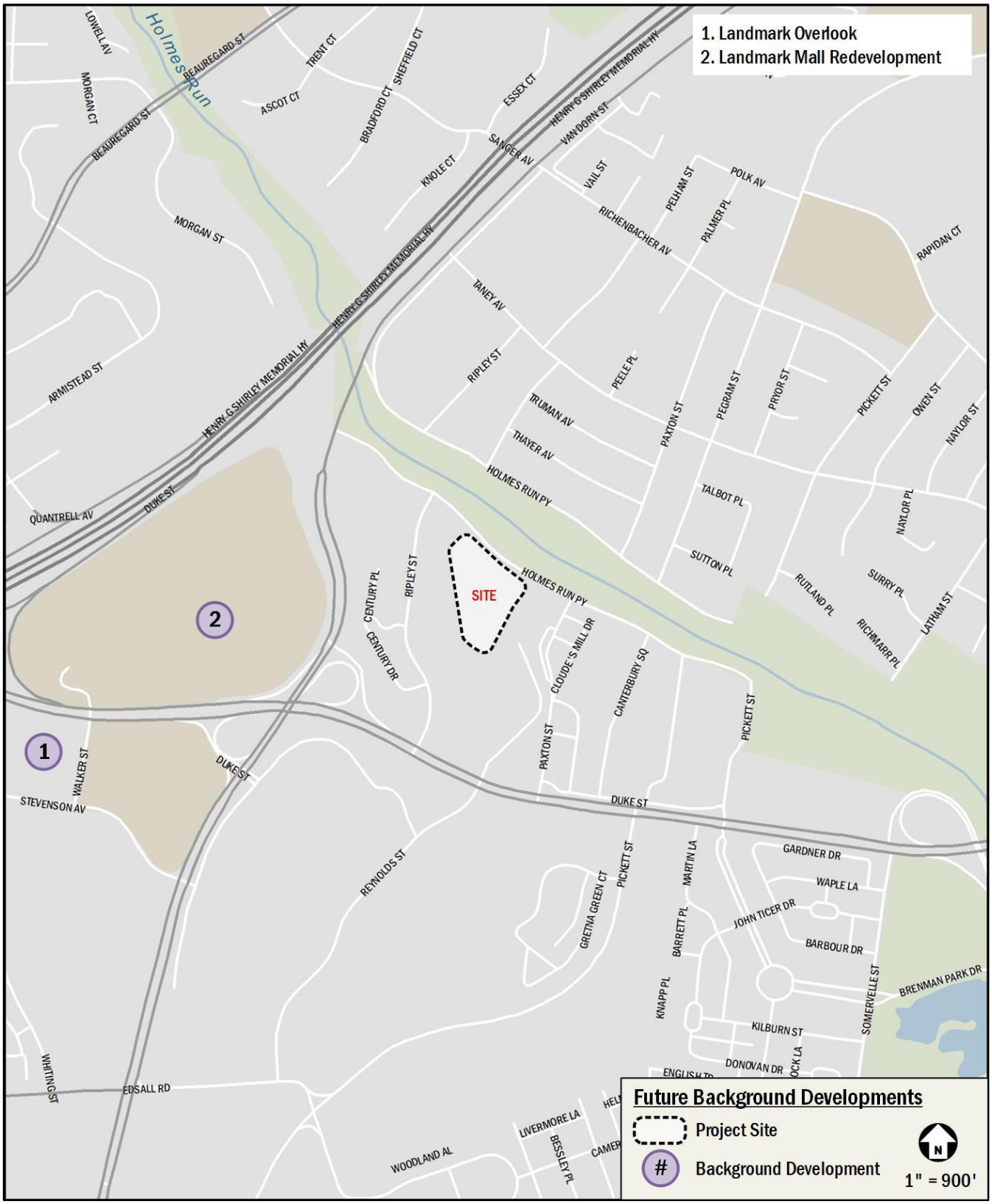

Figure 22: Future Background Developments

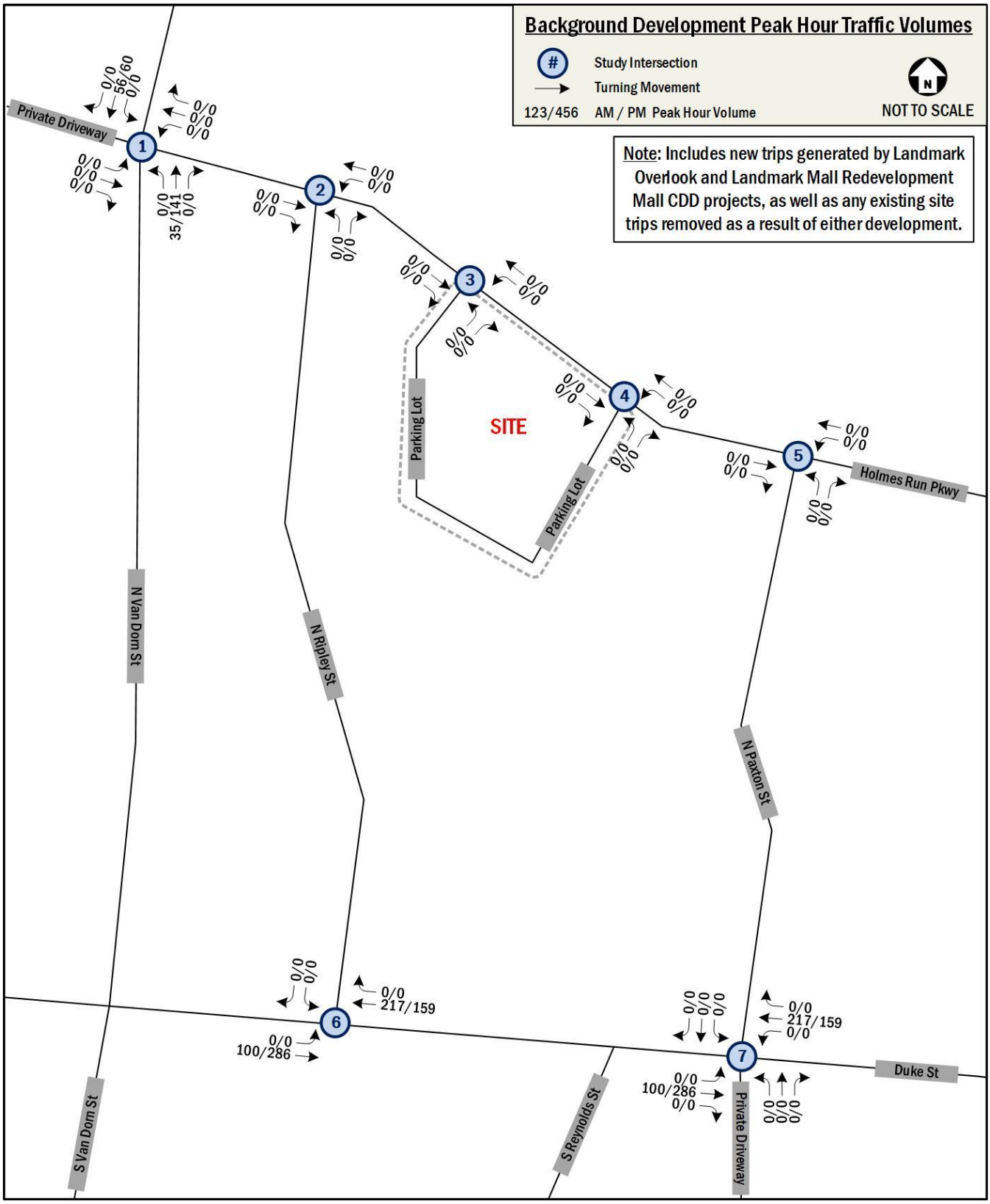

Figure 23: Background Development Peak Hour Traffic Volumes

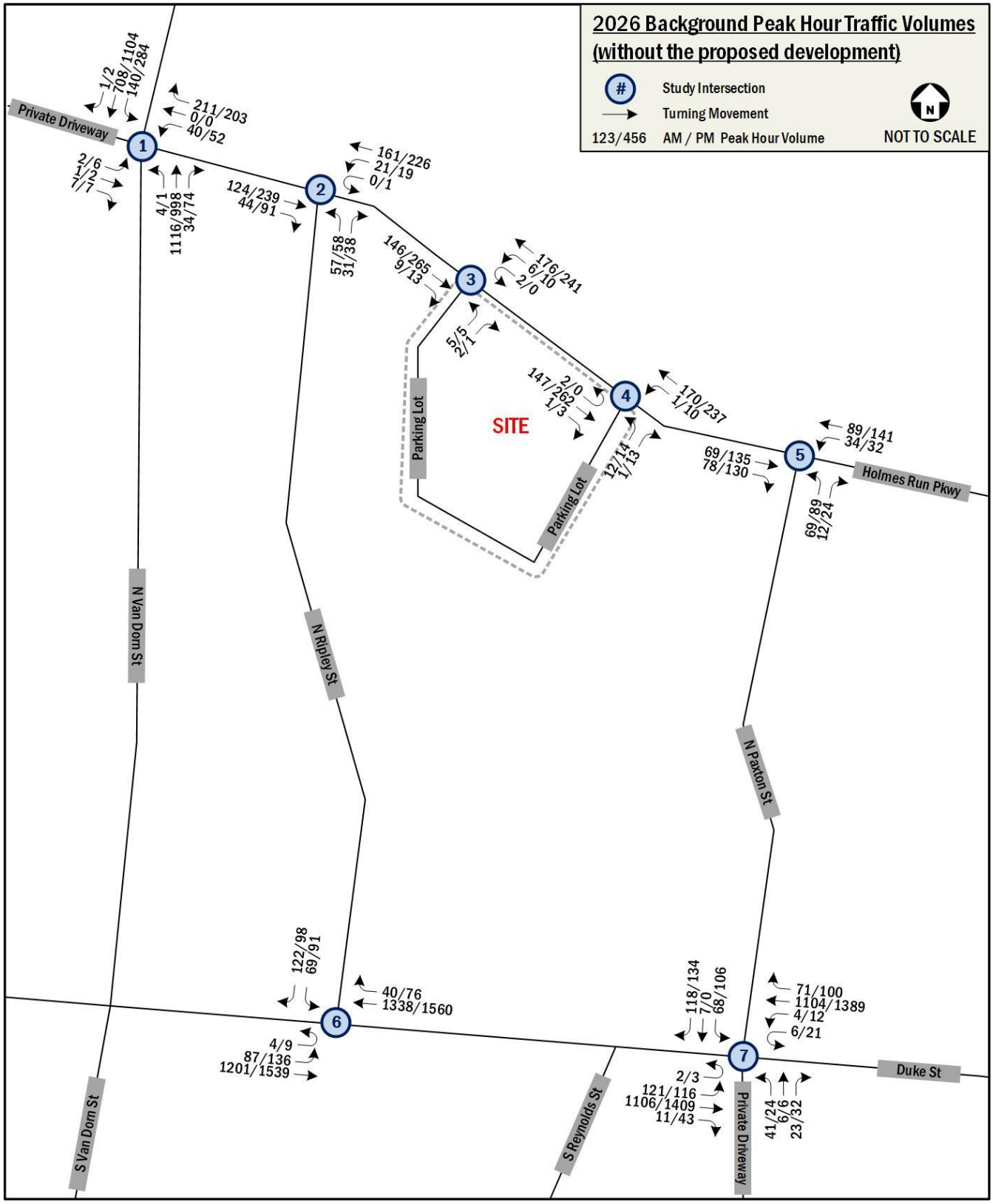

Figure 24: 2026 Background Peak Hour Traffic Volumes (without the proposed development)

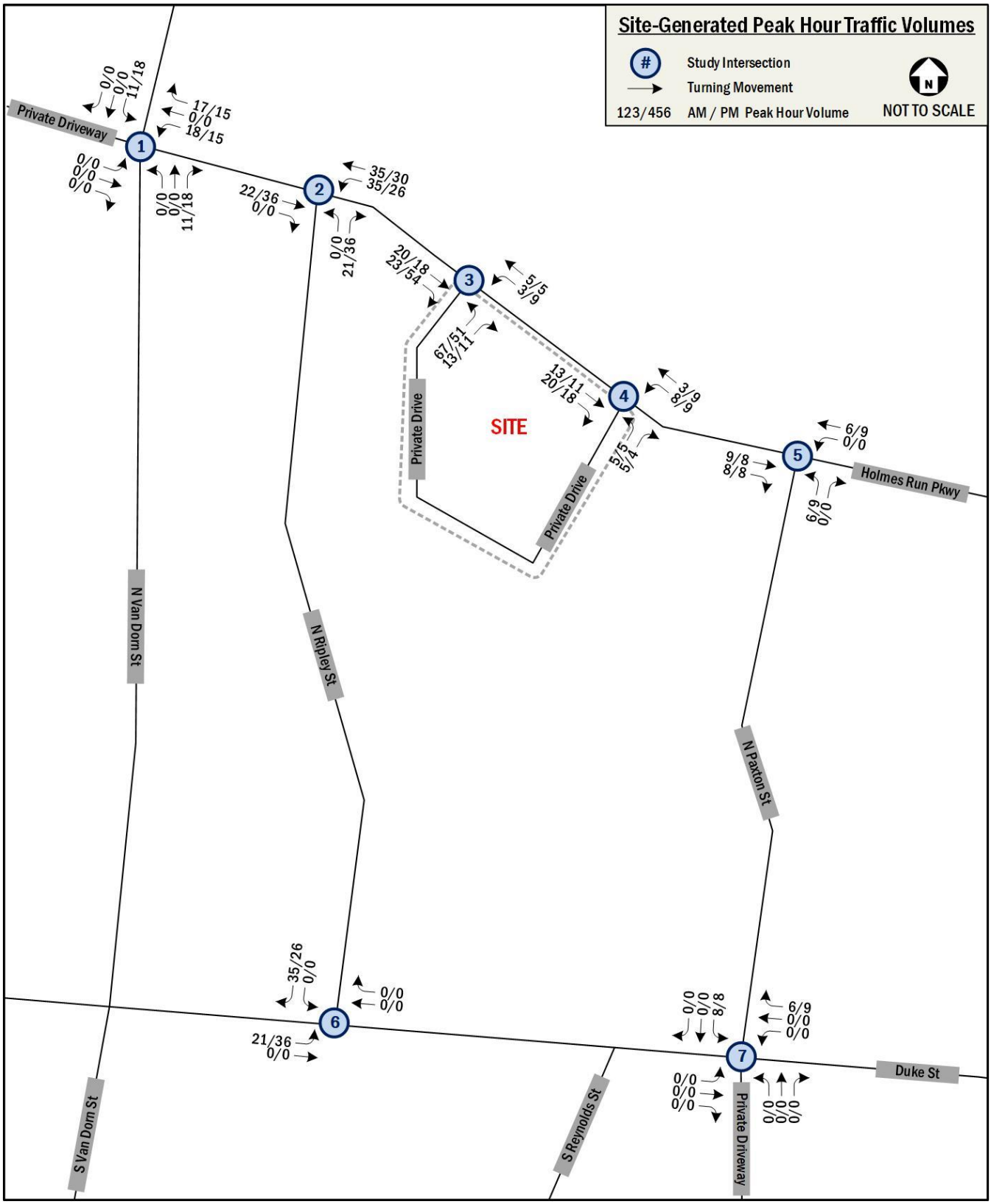

Figure 25: Site-Generated Peak Hour Traffic Volumes

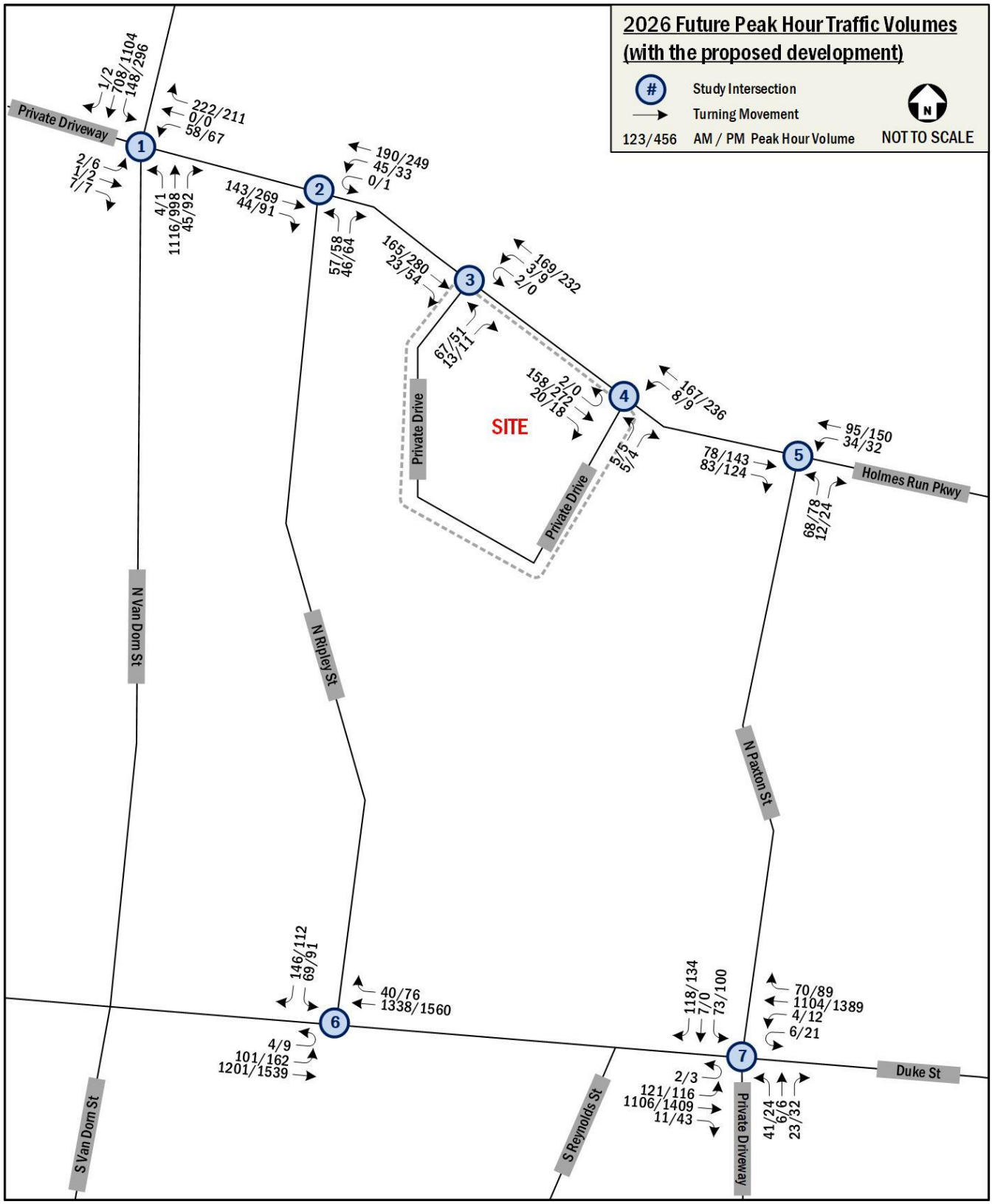

Figure 26: 2026 Future Peak Hour Traffic Volumes (with the proposed development)

Geometry and Operations Assumptions

The following section reviews the roadway geometry and operations assumptions made and the methodologies used in the roadway capacity analyses:

Existing Geometry and Operations

The geometry and operations assumed in the existing conditions scenario are those present when the main data collection occurred. Gorove Slade made observations and confirmed the existing lane configurations and traffic controls at the intersections within the study area. Existing signal timings and offsets were obtained from the City of Alexandria and confirmed during field reconnaissance.

A description of the roadways within the study area is presented below in Table 10. The existing local roadway network including lane configurations and intersection control is detailed in and illustrated in Figure 27.

2026 Background Geometry and Operations Assumptions (without the proposed development)

Following industry standard methodologies, a background improvement must meet the following criteria to be incorporated into the analysis:

- Be funded; and
- Have a construction completion date prior or close to the proposed development.

Based on these criteria, the geometric and operations improvements associated with Phase I of the Landmark Mall Redevelopment CDD project were assumed to be complete in the 2026 Background scenario; however, these infrastructure improvements do not impact the geometry at the study intersections.

The Landmark Mall Redevelopment project includes the following changes to roadway geometry and operations:

1. Removal of the existing flyover ramps into the Landmark site;
2. Removal of the existing southbound Van Dorn Street to westbound Duke Street slip ramp;
3. Two (2) new signalized intersections along Duke Street;
4. One (1) new signalized intersection along Van Dorn Street.

As such, lane configurations and traffic controls for the 2026 Background Conditions are consistent with the Existing Conditions and are shown in Figure 28.

2026 Future Geometry and Operations Assumptions (with the proposed development)

The configurations and traffic controls for the 2026 Future Conditions were based on those for the 2026 Background Conditions. No modifications to the study intersections were assumed as part of the 5380 Holmes Run Parkway development.

Lane configurations and traffic controls for the 2026 Future Conditions are shown in Figure 29.

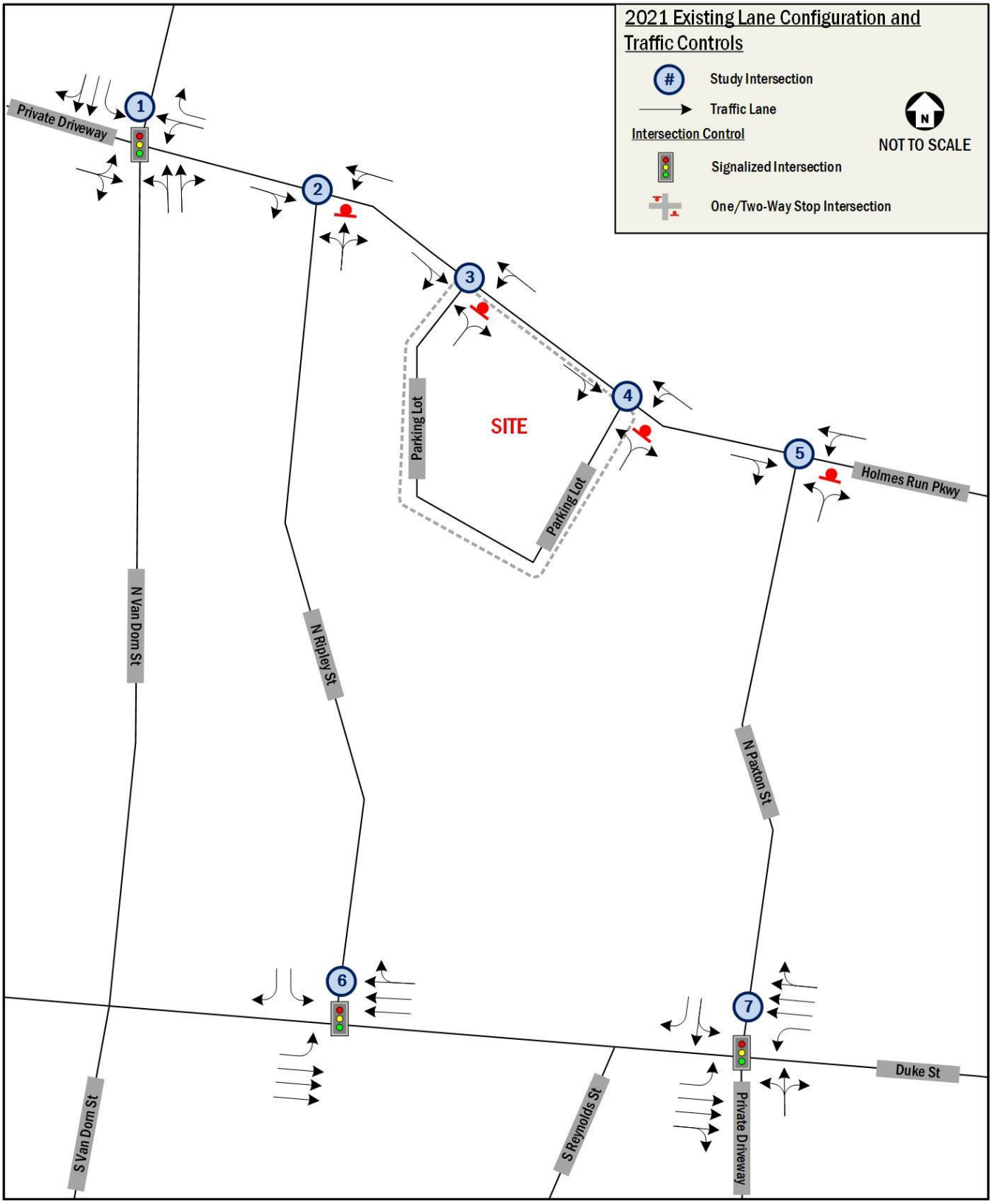

Figure 27: Existing Lane Configurations and Traffic Controls

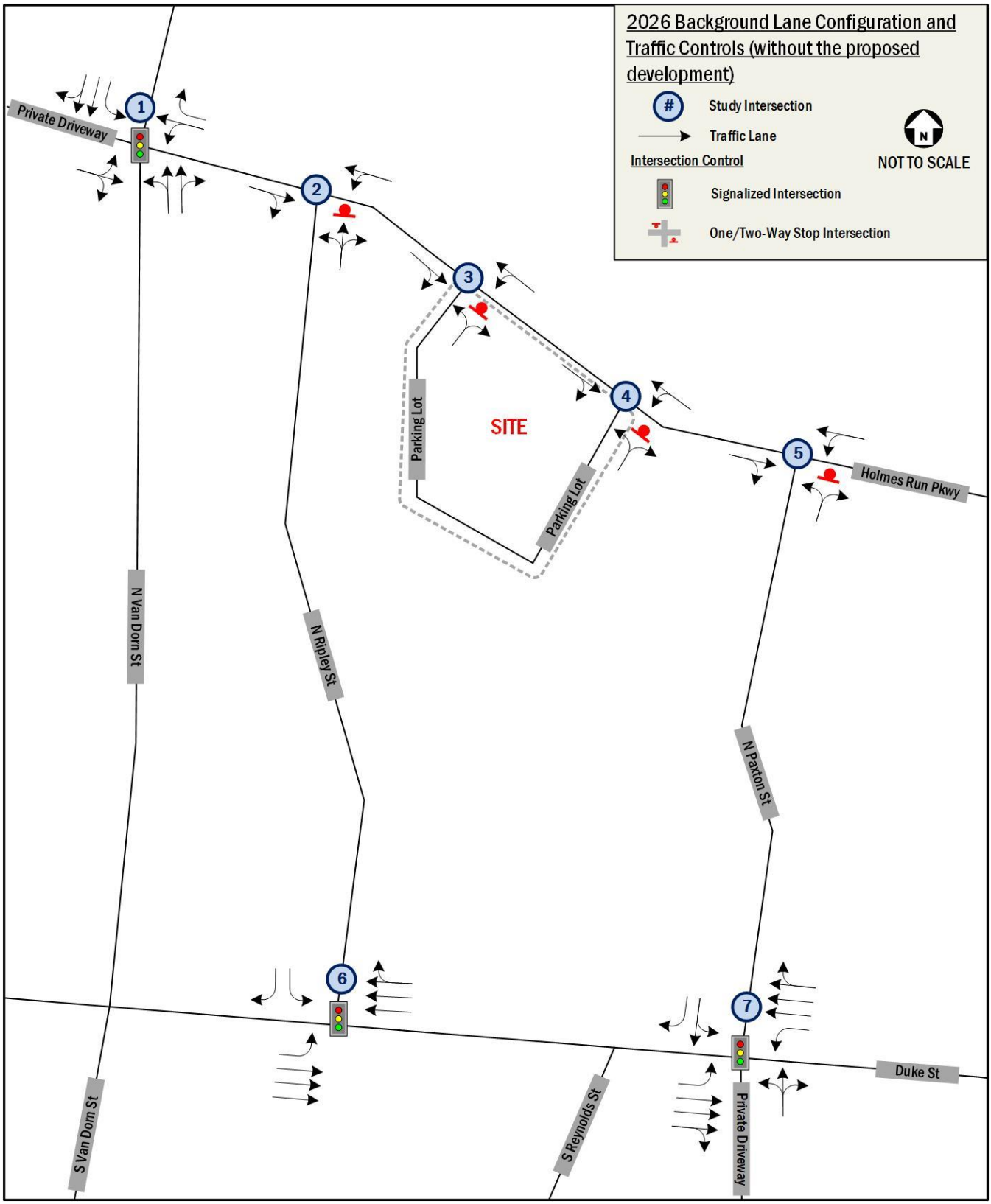

Figure 28: 2026 Background Lane Configurations and Traffic Controls (without the proposed development)

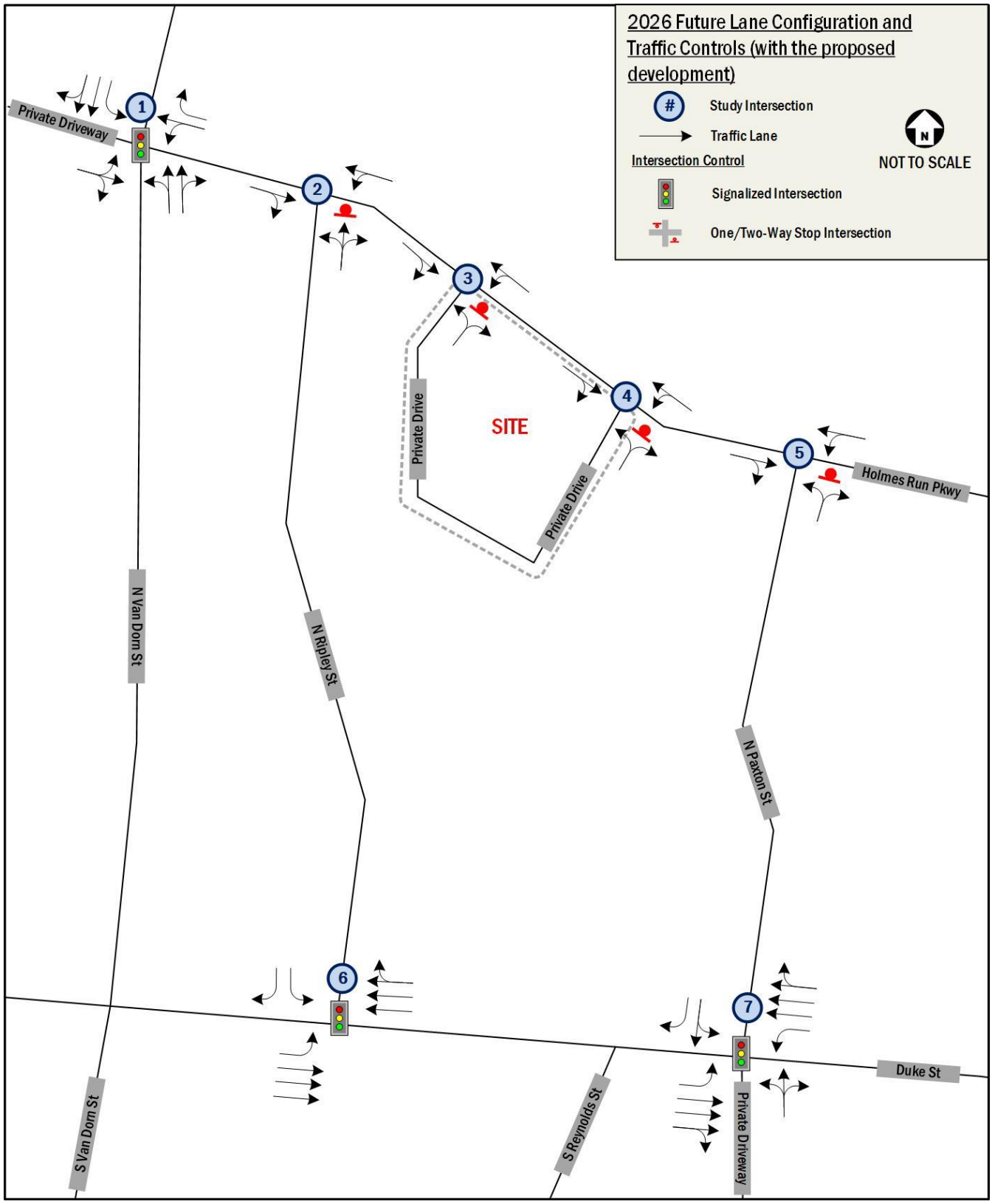

Figure 29: 2026 Future Lane Configurations and Traffic Controls (with the proposed development)

Vehicular Analysis Results

Intersection Capacity Analysis

Intersection capacity analyses were performed at the intersections contained within the study area during the morning and afternoon peak hours. *Synchro*, version 10 was used to analyze the study intersections based on the Highway Capacity Manual 2000 (HCM) methodology and includes level of service (LOS), delay, and queue length comparisons for the turning movements analyzed. Both signalized and unsignalized intersections were evaluated using HCM 2000.

Peak Hour Factors

Peak hour factors were applied in accordance with VDOT Traffic Operations and Safety Analysis Manual (TOSAM, Version 2.0), dated February 2020. As such, peak hour factors by approach between 0.92 and 1.0 were used for all future scenarios. Where the calculated peak hour factor based on existing turning movement counts was greater than 0.92, the calculated factor was applied. Where the calculated factor was 0.92 or less, a factor of 0.92 was applied.

Heavy Vehicle Percentages

A heavy vehicle percentage of 2% was used for existing movements unless determined to be higher from the turning movement counts, in which case the higher percentage was used. A default heavy vehicle percentage of 2% was used for any new movements.

Geometry and Operations

Existing signal timings were obtained from the City of Alexandria for signalized intersections in the vehicular study area. These timings were verified in the field by Gorove Slade and adjusted where necessary.

Level of Service and Delay

The results of the capacity analyses are expressed in level of service (LOS) and delay (seconds per vehicle) for each movement. A LOS grade is a letter grade based on the average delay (in seconds) experienced by motorists traveling through an intersection. LOS results range from “A” being the best to “F” being the worst. LOS D is typically used as the acceptable LOS threshold in the City of Alexandria.

The LOS capacity analyses were based on: (1) the peak hour traffic volumes; (2) the lane use and traffic controls; and (3) the Highway Capacity Manual (HCM) methodologies (using *Synchro* software). The average delay of each movement and LOS is shown for the signalized intersections in addition to the overall average delay and intersection LOS grade. The HCM does not give guidelines for calculating the average delay for a two-way stop-controlled intersection, as the approaches without stop signs would technically have no delay. Detailed LOS descriptions and the analysis worksheets are contained in the Technical Attachments.

Queuing Analysis

In addition to the capacity analyses, a queuing analysis was performed at the study intersections. The queuing analysis was performed using *Synchro* software. The 50th percentile and 95th percentile queue lengths are shown for each lane group at the study area signalized intersections. The 95th percentile queue is the maximum back of queue on a median cycle. For unsignalized intersections, only the 95th percentile queue is reported for each lane group (including free-flowing left-turns and stop-controlled movements) based on the HCM 2000 calculations. Queuing analysis worksheets are contained in the Technical Attachments.

Existing Analysis Results

The existing conditions results of the intersection capacity analyses for the AM and PM peak hours are expressed in level of service (LOS) and delay (seconds per vehicle) per movement and presented in Table 12. The capacity analysis results indicate that most intersections operate at acceptable LOS (LOS D or better) under the existing conditions; however, two (2) intersections have at least one lane group operating at LOS E or F:

- N Van Dorn Street and Holmes Run Parkway
  - Eastbound Left/Thru/Right (AM) – LOS E
  - Westbound Left/Thru (AM) – LOS E
- Duke Street and N Ripley Street
  - Eastbound Left (PM) – LOS E

The existing conditions queuing results for the AM and PM peak hours are expressed by movement are presented in Table 13. The 95th percentile queues do not exceed the available storage length for any of the lane groups at the study intersections under the existing conditions.

2026 Future Analysis Results

2026 Background Analysis Results (without the proposed development)

The Background (2026) results of the intersection capacity analyses for the AM and PM peak hours are expressed in level

of service (LOS) and delay (seconds per vehicle) per movement and presented in Table 14. The capacity analysis results indicate that most intersections operate at acceptable LOS (LOS D or better) under the Background (2026) conditions; however, two (2) intersections have at least one lane group operating at LOS E or F:

- N Van Dorn Street and Holmes Run Parkway
  - Eastbound Left/Thru/Right (AM) – LOS E
  - Westbound Left/Thru (AM) – LOS E
- Duke Street and N Ripley Street
  - Eastbound Left (PM) – LOS E

The Background (2026) queuing results for the AM and PM peak hours are expressed by movement are presented in Table 15. The 95th percentile queues do not exceed the available storage length for any of the lane groups at study intersections under the Background (2026) Conditions.

2026 Future Analysis Results (with the proposed development)

The Future (2026) results of the intersection capacity analyses for the AM and PM peak hours are expressed in level of service (LOS) and delay (seconds per vehicle) per movement and presented in Table 14. The capacity analysis results indicate that most intersections operate at acceptable LOS (LOS D or better) under the Future (2026) conditions; however, two (2) intersections have at least one lane group operating at LOS E or F:

- N Van Dorn Street and Holmes Run Parkway
  - Eastbound Left/Thru/Right (AM) – LOS E
  - Westbound Left/Thru (AM) – LOS E
- Duke Street and N Ripley Street
  - Eastbound Left (PM) – LOS F

The Future (2026) queuing results for the AM and PM peak hours are expressed by movement are presented in Table 15. The 95th percentile queues do not exceed the available storage length for any of the lane groups at study intersections under the Future (2026) Conditions.

2026 Future Mitigations

Mitigation measures were identified based on City of Alexandria standards and as outlined in the approved scoping document. The proposed development is considered to have an impact at an intersection if any of the following conditions are met:

- The capacity analyses show a LOS E or F at an intersection or any movement in the future where one does not exist the background conditions;
- There is an increase in delay at any movement or overall intersection operating under LOS E or F of greater than 10 percent when compared to the background conditions; or
- The 95th percentile queue length in the future conditions exceeds the available capacity and increases by more than 150 feet compared to background conditions.

Following these guidelines, there are impacts to one (1) intersection under Future (2026) Conditions. Mitigation measures were tested at this intersection with results shown in Table 16 and Table 17, with detailed Synchro reports included in the Technical Appendix. The following conclusions were made:

- *Duke Street & N Ripley Street (Int. 6)*
  Under Future (2026) Conditions, during the afternoon peak hour, delay for the eastbound left movement increases by more than 10 percent over LOS E in Background Conditions.

  The increase in delay at this intersection attributable to the proposed development can be mitigated through signal timing adjustments.

Table 12: Existing Capacity Analysis Results

	Intersection and Movement	Existing (2021)			
		AM Peak		*PM Peak*	
		Delay	LOS	Delay	LOS
1.	**N Van Dorn St and Holmes Run Pkwy (Signalized)**				
	Overall	**15.4**	**B**	**15.8**	**B**
	Eastbound LTR	58.3	E	49.4	D
	Westbound LT	56.5	E	46.9	D
	Westbound Right	54.7	D	44.4	D
	Northbound LTR	13.2	B	16.3	B
	Southbound Left	8.6	A	11.9	B
	Southbound TR	5.4	A	8.1	A
2.	**Holmes Run Pkwy and N Ripley St (One-way Stop Control)**				
	Eastbound TR	0.0	A	0.0	A
	Westbound LT	1.0	A	0.8	A
	Northbound LR	11.9	B	15.1	C
3.	**Holmes Run Pkwy and Private Dr W (One-way Stop Control)**				
	Eastbound TR	0.0	A	0.0	A
	Westbound LT	0.3	A	0.4	A
	Northbound LR	10.9	B	12.9	B
4.	**Holmes Run Pkwy and Private Dr E (One-way Stop Control)**				
	Eastbound TR	0.0	A	0.0	A
	Westbound LT	0.0	A	0.4	A
	Northbound LR	10.9	B	12.1	B
5.	**Holmes Run Pkwy and N Paxton St (One-way Stop Control)**				
	Eastbound TR	0.0	A	0.0	A
	Westbound LT	2.3	A	1.7	A
	Northbound LR	11.0	B	13.0	B
6.	**Duke St and N Ripley St (Signalized)**				
	Overall	**11.6**	**B**	**11.3**	**B**
	Eastbound Left	51.5	D	68.9	E
	Eastbound TR	3.9	A	4.5	A
	Westbound TR	9.0	D	5.7	A
	Southbound LR	52.2	D	52.0	D
7.	**Duke St and N Paxton St (Signalized)**				
	Overall	**11.2**	**B**	**12.2**	**B**
	Eastbound Left	1.4	A	8.9	A
	Eastbound Thru	4.9	A	6.0	A
	Eastbound Right	4.6	A	5.7	A
	Westbound Left	4.8	A	5.2	A
	Westbound TR	7.8	A	9.4	A
	Northbound LTR	49.7	D	46.2	D
	Southbound LT	53.0	D	54.1	D
	Southbound Right	46.9	D	45.1	D

Table 13: Existing Queuing Analysis Results

	Intersection and Lane Group	Storage Length (ft)	Existing (2021)			
			AM Peak		*PM Peak*	
			50th	95th	50th	95th
1.	**N Van Dorn St and Holmes Run Pkwy (Signalized)**					
	Eastbound LTR	50	3	20	6	27
	Westbound LT	680	33	68	40	75
	Westbound Right	160	0	75	0	56
	Northbound LTR	1350	269	376	196	303
	Southbound Left	250	29	59	63	123
	Southbound TR	1260	83	133	152	242
2.	**Holmes Run Pkwy and N Ripley St (One-way Stop Control)**					
	Eastbound TR	680	--	0	--	0
	Westbound LT	350	--	1	--	2
	Northbound LR	1650	--	15	--	29
3.	**Holmes Run Pkwy and Private Dr W (One-way Stop Control)**					
	Eastbound TR	350	--	0	--	0
	Westbound LT	280	--	0	--	1
	Northbound LR	50	--	2	--	2
4.	**Holmes Run Pkwy and Private Dr E (One-way Stop Control)**					
	Eastbound TR	280	--	0	--	0
	Westbound LT	400	--	0	--	1
	Northbound LR	50	--	2	--	7
5.	**Holmes Run Pkwy and N Paxton St (One-way Stop Control)**					
	Eastbound TR	400	--	0	--	0
	Westbound LT	2100	--	2	--	2
	Northbound LR	1240	--	11	--	20
6.	**Duke St and N Ripley St (Signalized)**					
	Eastbound Left	300	78	122	119	#226
	Eastbound TR	1080	84	128	99	157
	Westbound TR	360	122	158	215	199
	Southbound LR	1650	100	168	119	189
7.	**Duke St and N Paxton St (Signalized)**					
	Eastbound Left	130	4	7	18	49
	Eastbound Thru	300	10	185	97	118
	Eastbound Right	150	0	m2	0	0
	Westbound Left	200	2	7	5	15
	Westbound TR	540	106	157	156	234
	Northbound LTR	100	51	81	26	53
	Southbound LT	1240	66	105	85	139
	Southbound Right	100	0	34	0	56

95th percentile volume exceeds capacity, queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.
~ Volume exceeds capacity, queue is theoretically infinite.

Table 14: 2026 Capacity Analysis Results

Intersection and Movement	Background (2026)				Future (2026)			
	AM Peak		*PM Peak*		*AM Peak*		*PM Peak*	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. N Van Dorn St and Holmes Run Pkwy (Signalized)								
Overall	**15.3**	**B**	**17.3**	**B**	**16.3**	**B**	**19.0**	**B**
Eastbound LTR	57.5	E	49.1	D	57.5	E	49.1	D
Westbound LT	56.6	E	46.8	D	54.5	E	46.7	D
Westbound Right	54.6	D	44.5	D	53.8	D	43.6	D
Northbound LTR	13.3	B	18.8	B	14.1	B	20.0	C
Southbound Left	8.8	A	19.5	B	10.0	B	27.0	C
Southbound TR	5.6	A	8.4	A	5.9	A	8.9	A
2. Holmes Run Pkwy and N Ripley St (One-way Stop Control)								
Eastbound TR	0.0	A	0.0	A	0.0	A	0.0	A
Westbound LT	1.0	A	0.8	A	1.8	A	1.3	A
Northbound LR	11.6	B	13.7	B	12.6	B	14.8	B
3. Holmes Run Pkwy and Private Dr W (One-way Stop Control)								
Eastbound TR	0.0	A	0.0	A	0.0	A	0.0	A
Westbound LT	0.3	A	0.4	A	0.1	A	0.4	A
Northbound LR	10.7	B	12.7	B	11.9	B	14.2	B
4. Holmes Run Pkwy and Private Dr E (One-way Stop Control)								
Eastbound TR	0.0	A	0.0	A	0.0	A	0.0	A
Westbound LT	0.0	A	0.4	A	0.4	A	0.4	A
Northbound LR	10.7	B	11.8	B	10.3	B	11.8	B
5. Holmes Run Pkwy and N Paxton St (One-way Stop Control)								
Eastbound TR	0.0	A	0.0	A	0.0	A	0.0	A
Westbound LT	2.3	A	1.7	A	2.2	A	1.6	A
Northbound LR	11.0	B	13.1	B	11.1	B	13.0	B
6. Duke St and N Ripley St (Signalized)								
Overall	**11.3**	**C**	**10.6**	**B**	**12.4**	**B**	**12.8**	**B**
Eastbound Left	51.4	D	70.3	E	52.0	D	91.0	F
Eastbound TR	3.9	A	5.0	A	4.2	A	5.3	A
Westbound TR	9.3	A	5.5	A	10.0	B	6.5	A
Southbound LR	52.4	D	52.0	D	52.7	D	52.2	D
7. Duke St and N Paxton St (Signalized)								
Overall	**10.1**	**B**	**12.3**	**B**	**10.1**	**B**	**12.0**	**B**
Eastbound Left	1.5	A	18.6	B	1.5	A	18.2	B
Eastbound Thru	3.9	A	6.3	A	3.7	A	6.2	A
Eastbound Right	4.1	A	5.6	A	4.2	A	5.4	A
Westbound Left	4.9	A	5.6	A	5.0	A	5.5	A
Westbound TR	8.0	A	10.3	A	8.2	A	10.0	B
Northbound LTR	49.6	D	46.1	D	49.2	D	46.5	D
Southbound LT	52.2	D	53.4	D	52.6	D	53.0	D
Southbound Right	47.4	D	45.3	D	47.1	D	45.7	D

Table 15: 2026 Queuing Analysis Results

	Intersection and Lane Group	Storage Length (ft)	Background (2026)				Future (2026)			
			AM Peak		*PM Peak*		*AM Peak*		*PM Peak*	
			50th	95th	50th	95th	50th	95th	50th	95th
1.	**N Van Dorn St and Holmes Run Pkwy (Signalized)**									
	Eastbound LTR	50	2	23	6	30	2	23	6	30
	Westbound LT	680	35	71	38	76	50	95	49	91
	Westbound Right	160	0	77	0	68	0	78	0	68
	Northbound LTR	1350	275	398	258	376	292	405	272	400
	Southbound Left	250	28	60	64	#206	32	63	86	#250
	Southbound TR	1260	92	148	170	269	98	148	177	283
2.	**Holmes Run Pkwy and N Ripley St (One-way Stop Control)**									
	Eastbound TR	680	--	0	--	0	--	0	--	0
	Westbound LT	350	--	1	--	1	--	3	--	3
	Northbound LR	1650	--	13	--	19	--	17	--	27
3.	**Holmes Run Pkwy and Private Dr W (One-way Stop Control)**									
	Eastbound TR	350	--	0	--	0	--	0	--	0
	Westbound LT	280	--	0	--	1	--	0	--	1
	Northbound LR	50	--	1	--	1	--	12	--	13
4.	**Holmes Run Pkwy and Private Dr E (One-way Stop Control)**									
	Eastbound TR	280	--	0	--	0	--	0	--	0
	Westbound LT	400	--	0	--	1	--	1	--	1
	Northbound LR	50	--	2	--	4	--	1	--	1
5.	**Holmes Run Pkwy and N Paxton St (One-way Stop Control)**									
	Eastbound TR	400	--	0	--	0	--	0	--	0
	Westbound LT	2100	--	2	--	2	--	2	--	2
	Northbound LR	1240	--	11	--	20	--	11	--	18
6.	**Duke St and N Ripley St (Signalized)**									
	Eastbound Left	300	73	125	121	#229	85	140	145	#284
	Eastbound TR	1080	87	144	135	212	92	153	141	220
	Westbound TR	360	150	183	259	55	152	184	264	134
	Southbound LR	1650	100	171	119	189	109	184	126	198
7.	**Duke St and N Paxton St (Signalized)**									
	Eastbound Left	130	3	7	19	81	3	7	18	82
	Eastbound Thru	300	11	203	128	148	11	206	126	146
	Eastbound Right	150	0	m1	0	0	0	m1	0	0
	Westbound Left	200	1	6	5	15	1	6	5	15
	Westbound TR	540	132	199	188	299	135	202	184	291
	Northbound LTR	100	42	87	23	63	41	86	23	63
	Southbound LT	1240	61	110	85	141	65	114	81	135
	Southbound Right	100	0	37	0	56	0	37	0	57

95th percentile volume exceeds capacity, queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.
~ Volume exceeds capacity, queue is theoretically infinite.

Table 16: Mitigated Capacity Analysis Results

Intersection and Movement	Background (2026)				Future (2026)				Future (2026) with Mitigations			
	AM Peak		*PM Peak*		*AM Peak*		*PM Peak*		*AM Peak*		*PM Peak*	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
6. Duke St and N Ripley St (Signalized)												
Overall	**11.3**	**C**	**10.6**	**B**	**12.4**	**B**	**12.8**	**B**			**14.2**	**B**
Eastbound Left	51.4	D	70.3	E	52.0	D	91.0	F			71.3	E
Eastbound TR	3.9	A	5.0	A	4.2	A	5.3	A	**NO MITIGATIONS**		5.3	A
Westbound TR	9.3	A	5.5	A	10.0	B	6.5	A			11.8	A
Southbound LR	52.4	D	52.0	D	52.7	D	52.2	D			52.2	D

Table 17: Mitigated Queuing Analysis Results

Intersection and Lane Group	Storage Length (ft)	Background (2026)				Future (2026)				Future (2026) with Mitigations			
		AM Peak		*PM Peak*		*AM Peak*		*PM Peak*		*AM Peak*		*PM Peak*	
		50th	95th	50th	95th	50th	95th	50th	95th	50th	95th	50th	95th
6. Duke St and N Ripley St (Signalized)													
Eastbound Left	300	73	125	121	#229	85	140	145	#284			142	#260
Eastbound TR	1080	87	144	135	212	92	153	141	220			141	220
Westbound TR	360	150	183	259	55	152	184	264	134	**NO MITIGATIONS**		178	212
Southbound LR	1650	100	171	119	189	109	184	126	198			126	198

95th percentile volume exceeds capacity, queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.
~ Volume exceeds capacity, queue is theoretically infinite.

Transportation Management Plan Framework

A Transportation Management Plan (TMP) has many components that are tailored to accommodate a given facility with the goal being the reduction of automobile trips by encouraging alternative forms of transportation. A few of the typical TMP components include the establishment of a TMP coordinator, distribution of transit literature, and designation of carpool and/or vanpool spaces. Management measures taken by this project can be monitored and adjusted as needed to continually create opportunities to reduce the amount of traffic generated by the site and to promote sustainable mobility options.

The TMP will include a schedule and details of implementation and continued operation of the elements in the plan. The location of the site allows for a TMP that may include, but not be limited to, the following items:

- General
  - Designate a TMP coordinator.
  - Contribute to the TMP fund at a rate negotiated with City staff.
  - Conduct an annual survey with minimum response rate of 50% to be submitted to Transportation Planning Division. Survey of commercial tenants to focus on commute mode choice; survey of residents to focus on vehicle ownership and daily travel patterns.
  - Provide an annual TDM report to the City with occupied space (commercial space and dwelling units), results of the annual survey, and a review of the project's completed TMP program elements.
  - Post all TDM commitments and the annual TDM report online and publicize availability to confirm commitments are being met.
  - Provide website links to Commuter Connections on developer and property management websites.
  - Provide information on regional transportation programs and services to residents and employees.
- Transit Infrastructure and Subsidies
  - Install and maintain transit information display screens or Transit Information Centers (kiosks) in building lobbies.
  - Provide SmarTrip cards per person, for free, one time, per resident.
- Bicycle Infrastructure
  - Provide each new resident with 1-year Capital Bikeshare subscription or a dollar-equivalent rebate for bicycle or bicycle equipment purchases at an authorized bicycle retailer.
  - Secure discounted rates for continued Capital Bikeshare subscriptions per the terms of Capital Bikeshare management.
  - Install secure bicycle storage in the parking garage.
  - Provide secure bicycle racks appropriately located to support bicycle access to retail uses.
- Parking
  - Require all parking costs be unbundled from the cost of leasing commercial space and residential units.
  - Maintain a standing "right of first refusal" offer for spaces in the garage to established car sharing services.
  - When occupied by a car sharing service, make these spaces available to its members, twenty-four hours a day, seven days a week, without restrictions. Request that the City count the car sharing spaces towards the project's parking requirements.
  - Provide a one-time membership fee subsidy in a car sharing program for each residential unit.
- Marketing and Promotions
  - Promote the regional Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.
  - Participate in regionally sponsored clean air, transit, and traffic mitigation promotions by advertising such promotions in a manner and at such locations within buildings acceptable to on-site management.
  - Host events or participate in Bike to Work Day, Try Transit Week, Car Free Day, Earth Day or other events with GO Alex.

Summary and Conclusions

This report concludes that the proposed development will not have a detrimental impact on the surrounding transportation network, assuming that all planned site design elements are implemented.

The development site currently consists of an existing 149-unit residential building (reducing the total unit count from 149 units to 146 units with renovations). The proposed project will preserve and renovate the existing residential building, and construct two (2) new buildings with approximately 135 affordable residential units and 92 affordable residential units in each, for a total of 227 new multifamily residential units. In addition to the resulting 373 dwelling units, the development will include 5,125 square feet of daycare space, serving approximately 100 students.

The development will be supported by a below-grade garage with approximately 289 parking spaces, and a surface lot with approximately 25 surface parking spaces located on the north side of the site, for a total of approximately 314 parking spaces. Vehicular access to the garage as well as access to the loading facilities will be provided along the Private Drive accessible from two (2) curb cuts on Holmes Run Parkway. A six (6) space queuing area for daycare pick-up/drop-off activity will be provided along the east side of the site, accessible from Holmes Run Parkway.

The proposed development will provide one (1) 25-foot loading berth in the east building and one (1) 25-foot loading berth in the west building. The number of on-site loading facilities will accommodate the practical needs of the development.

A number of planned transportation improvements in the vicinity of the 5380 Holmes Run Parkway are expected to be complete by 2026. The full list of improvements is detailed in the report, but most improvements are associated with the Landmark Mall Redevelopment CDD.

A capacity analysis was developed to compare the future roadway network without the proposed development to the future roadway network with the proposed development. Intersection capacity analyses were performed for the morning and afternoon peak hours at study area intersections. Synchro version 10 was used to analyze the study intersections based on the *Highway Capacity Manual* (HCM) 2000 methodology.

Traffic projections for 2026 are based on existing volumes, plus traffic generated by approved nearby background developments, regional growth, and traffic generated by the 5380 Holmes Run Parkway development.

Overall, the future traffic operations in the study area are acceptable overall. Mitigation measures were identified based on City of Alexandria standards and as outlined in the approved scoping document. The proposed development is considered to have an impact at an intersection if any of the outlined conditions are met. Following these guidelines, there are impacts to one (1) intersection, the Duke Street & N Ripley Street (Int. 6). Mitigation measures were explored at this intersection and concluded that the increase in delay at this intersection attributable to the proposed development can be mitigated through signal timing adjustments.

The proposed development has many positive elements contained within its design that minimize potential transportation impacts:

- The proposed development’s proximity to multiple bus lines.
- Improvements to the pedestrian facilities adjacent to the site that provide ample circulation to and around the property.
- The creation of the Private Drive, improving connectivity and circulation within the site for all modes.
- The relocation of the mid-block pedestrian crossing on Holmes Run Parkway, adjacent to the site, and the expanded curb that reduces crossing distance.
- The inclusion of secure long-term bicycle parking that meet zoning requirements.
- The installation of short-term bicycle parking spaces around the perimeter of the site, in highly visible and accessible locations, that meet zoning requirements.
- A Transportation Management Plan (TMP) that aims to reduce the demand of single-occupancy, private vehicles to/from the proposed development during peak period travel times or shifts single-occupancy vehicular demand to off-peak periods.

As noted above, this report concludes that with implementation of proposed mitigation measures, the proposed development **will not have a detrimental impact** on the surrounding transportation network assuming this report’s recommendations are implemented.

Samantha Lockwood

Sent: Saturday, January 22, 2022 3:24 PM
To: Samantha Lockwood; Thomas B Kierl
Cc: Nancy Williams
Subject: FW: ParcVIew II Redevelopment Project at 5380 Holmes Run Parkway

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From: Mary A <qma2013@gmail.com>
Sent: Saturday, January 22, 2022 2:46 PM
Subject: ParcVIew II Redevelopment Project at 5380 Holmes Run Parkway

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed ParcView II redevelopment project at 5380 Holmes Run Parkway that has been docketed for your public hearing on February 1, 2022.

This project involves serious safety concerns for the structural stability of the ParcView building as well for the many other almost 50-year-old buildings housing thousands of nearby residents in this already highly congested area. Given that there will be no loss of affordable housing at ParcView, use of the RMF zoning is improper.

In addition, there are no plans to relocate the ParcView residents while construction is going on, there are no plans for where ParcView residents are supposed to park when their parking lot is taken away to cram two more buildings on their small 3-acre lot, the traffic study shows that two key intercessions are already congested, there is grossly inadequate parking for parents of a proposed day care center (4 spots for parents of 100 kids), and no consideration will be given by the applicant to enhance environmental sustainability as was done at Landmark Mall.

Sincerely,

Maryam Ali
191 Somervelle St
Alexandria, VA 22304
qma2013@gmail.com

Samantha Lockwood

Sent: Monday, January 24, 2022 5:33 PM
To: Samantha Lockwood; Thomas B Kierl
Cc: Nancy Williams
Subject: FW: Rezoning of ParcView Apartments at 5380 Holmes Run Parkway

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From: abl7155@aol.com <abl7155@aol.com>
Sent: Monday, January 24, 2022 5:03 PM
Subject: Rezoning of ParcView Apartments at 5380 Holmes Run Parkway

Dear Chairman Macek and Planning Commissioners,
I write to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.
If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built.
Please consider the quality of life for everyone that would be impacted by this huge project. The last thing this section of Alexandria needs is more housing and congestion.
I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.
Sincerely,
Andrea T.

Samantha Lockwood

Sent: Monday, January 24, 2022 7:15 PM
To: Samantha Lockwood; Thomas B Kierl
Cc: Nancy Williams
Subject: FW: ParkView Opposition

From: Jeff Overholt <joverholt5340@gmail.com>
Sent: Monday, January 24, 2022 7:01 PM
Subject: ParkView Opposition

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built.

I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,

Jeff Overholt

Samantha Lockwood

Sent: Tuesday, January 25, 2022 9:23 AM
To: Samantha Lockwood; Thomas B Kierl
Cc: Nancy Williams
Subject: FW: ParcView II Expansion Project

From: Laura P <perezlaura@hotmail.com>
Sent: Monday, January 24, 2022 11:29 PM
Subject: ParcView II Expansion Project

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built.

I invite you to visit the site, if you haven't already done it. You will see that **there is simply not enough space for such a massive development.** Crowding three high-rise buildings onto ParcView's small lot will create an apartment complex of wall-to-wall concrete with few, if any, amenities for the lower-income people that will be squeezed into these buildings. Furthermore, the construction of these two high-rise buildings will require the driving of heavy piles, jackhammering and dump trucks almost daily for close to two years, sending loud noise and vibrations throughout the neighborhood and threatening the foundations of many neighboring buildings that are over 45 years old. **Please help us avoid a collapse like the one in Surfside, FL!**

I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,

Laura C. Perez

5340 Holmes Run Parkway #209, Alexandria, VA 22304

Samantha Lockwood

Sent: Tuesday, January 25, 2022 8:20 PM
To: Samantha Lockwood; Thomas B Kierl
Cc: Nancy Williams
Subject: FW: Voicing Opposition to ParcView II

-----Original Message-----
From: Janis Timberlake <timberlakejanis@gmail.com>
Sent: Tuesday, January 25, 2022 1:35 PM
Subject: Voicing Opposition to ParcView II

Dear Chairman Macek and Planning Commissioners,

I write to express my strong opposition to the proposed ParcView II redevelopment project at 5380 Holmes Run Parkway that has been docketed for your public hearing on February 1, 2022.

This project involves serious safety concerns for the structural stability of the ParcView building as well for the many other almost 50-year-old buildings housing thousands of nearby residents in this already highly congested area. Given that there will be no loss of affordable housing at ParcView, use of the RMF zoning is improper.

In addition, there are no plans to relocate the ParcView residents while construction is going on, there are no plans for where ParcView residents are supposed to park when their parking lot is taken away to cram two more buildings on their small 3-acre lot, the traffic study shows that two key intercessions are already congested, there is grossly inadequate parking for parents of a proposed day care center (4 spots for parents of 100 kids), and no consideration will be given by the applicant to enhance environmental sustainability as was done at Landmark Mall.

Furthermore, the expected amount of this growth within the environs of Holmes Run Parkway and Duke street will create further safety challenges.

Sincerely
Janis Timberlakes

--

Janis Timberlake, PhD., CPCC, ACC
Timberlake.coach

[EXTERNAL]Alexandria looks closer at Virginia building safety regulations after Florida condo collapse | ALXnow - Alexandria Now

Sandy Buerle <smbuerle@hotmail.com>

Tue 1/25/2022 11:42 AM

To: PlanComm <PlanComm@alexandriava.gov>

Alexandria looks closer at Virginia building safety regulations after Florida condo collapse | ALXnow - Alexandria Now

In the wake of the condominium collapse in Surfside, Florida, Alexandria Mayor Justin Wilson says that Virginia needs to update its building safety regulations. While calling the June 24 collapse of the 40-year-old building a rarity, Wilson tweeted that it has raised safety concerns since Alexand

https://www.alxnow.com/2021/07/06/alexandria-looks-closer-at-virginia-building-safety-regulations-after-florida-condo-collapse/

This is directed to Commissioner Mindy Lyle: in case you missed Mayor Wilson's response to structural stability concerns in July post-Surfside. Regards, Sandy Buerle
Sent from Mail for Windows

Everything Alexandria

NEWS

Alexandria looks closer at Virginia building safety regulations after Florida condo collapse

James Cullum July 6, 2021 at 3:30pm

In the wake of the condominium collapse in Surfside, Florida, Alexandria Mayor Justin Wilson says that Virginia needs to update its building safety regulations.

While calling the June 24 collapse of the 40-year-old building a rarity, Wilson tweeted that it has raised safety concerns since Alexandria has "most of the older high-rise residential buildings in Virginia."

Wilson said. "However, this is an opportunity for us to consider and revisit the issue of building safety, and identify ways to review and potentially enhance building safety."

In Virginia, building owners are not required to have inspections on structural integrity after buildings get a certificate of occupancy when construction is complete. They are only inspected if there is a change in occupancy or alterations that require inspection.

"Currently, there are no requirements to proactively or regularly inspect building structure," City staff said in a **release**.

Wilson told ALXnow that he will soon send Governor Ralph Northam a letter asking his office to look into the matter.

For now, residents with concerns about the structural integrity of a building can contact the **Department of Code Administration**.

"The City is committed to the safety of our residents and I look forward to working with City staff, my City Council colleagues, other localities, members of the General Assembly, members of the Administration and other key stakeholders to identify ways to ensure the safety of buildings and structures in our community and in those across the Commonwealth," Wilson said.

According to the City:

> Virginia's building code requires multiple layers of inspections, reviews and monitoring, particularly related to building structure and integrity, that initially take place during building construction. The inspections are performed by professionally licensed architects, engineers, municipal inspectors, special inspectors, senior engineers, certified technical experts, certified laboratories and certified testing agencies. Once these inspections have been passed, the building will receive a certificate of occupancy.
>
> Building owners are then required to have periodic inspections of certain systems, such as elevators, fire protection and fire alarm systems. Currently, there are no requirements to proactively or regularly inspect building structure. A building that has received a certificate of occupancy is only inspected again if there is a change in occupancy or alterations that require inspection. As part of this inspection process, the statewide building code contains provisions for identifying and correcting

Justin Wilson
@justindotnet

Alexandria has most of the older high-rise residential buildings in the Commonwealth.

The tragedy in Surfside has prompted legitimate questions about how we as a Commonwealth keep residents safe.

We look forward to working with Richmond on this issue.

alexandriava.gov
City of Alexandria Provides Building Safety Inform...
In response to questions from the community about building safety in the days after the collaps...

5:07 PM · Jul 2, 2021

27 Reply Share

Read 3 replies

#apartment building #construction #Justin Wilson #Ralph Northam #safety

[EXTERNAL]January 25, 2022

Sandy Buerle <smbuerle@hotmail.com>

Tue 1/25/2022 1:36 PM

To: PlanComm <PlanComm@alexandriava.gov>

Planning/Zoning Commission
City of Alexandria
Virginia

Ladies and Gentlemen of the Commission:

I am a member of the Holmes Run Civic Association (www.holmesruncivic.org). I plan to attend your meeting on Tuesday, February 1 to protest the rezoning of 5380 Holmes Run Parkway from RC (moderate density) to RMF (maximum density). When I first heard of the plan to convert a parking lot into TWO additional buildings, I thought it was a joke. I stopped laughing on June 24, 2021. Surfside. Sinkholes. Residents' concerns ignored.

Litigation is currently in progress which will determine what impact aggressive construction had on the collapse of Champlain Towers, which took the lives of 98 people. We have witnessed at least two incidents in Washington, DC in the past six months where buildings have collapsed with construction going on next door.

Mayor Wilson is on the record (July 12, 2021) in acknowledging his concern regarding the concentration of ageing condominium and apartment structures and wrote to the Governor to express them. Do the members of this Commission not share the same concerns? Are the safety and wellbeing of Alexandria residents unimportant?

May I point out that those most immediately impacted by this construction are Senior Citizens (Claridge House) and Parc View itself? These are both income-based housing structures, which tells me that the insane notion of building on a parking lot would only be considered if those effected were a) Seniors who could not fight back or b) those who were afraid to lose their housing vouchers by putting their names on a petition or protesting.

What is the purpose of zoning in a community anyway? Well, I was curious about the definition of exactly what zoning is and what it hopes to accomplish. This is what I found in my Google search: *Zoning's fundamental purpose is to protect the health, safety and welfare of the community.* Apparently not in Alexandria.

All views expressed in this letter are mine and mine alone. Thank you for your consideration.

Very truly yours, Sandra Buerle, 5340 Holmes Run Parkway, Alexandria, Virginia and taxpayer and voter since 1985.

Sent from Mail for Windows

[EXTERNAL]Opposition to ParcView II

Kayla Zabowski <kzabowsk@umich.edu>

Tue 1/25/2022 3:20 PM

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

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built.

On-top of this, the Landmark Mall project will be happening at the same time, causing major traffic issues in the area. We cannot have two MAJOR projects taking place within 2 miles of each other over the next 5 years.

I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Respectfully,

Kayla Zabowski

[EXTERNAL]ParcView II project before the Planning Commission on February 1st, 2022

Jen Holland <jenlholland@gmail.com>

Tue 1/25/2022 3:20 PM

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

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

For 15 years I have lived on Holmes Run Pkwy, next to the ParkView Apartments. For those of you unfamiliar with the area, the street is mainly filled with high-rise high density housing across the street from parkland along Holmes Run, included a protected watershed area. In addition to living in this area, I also have a plot in the Holmes Run Community Garden across the street from the ParkView Apartments.

On any given day, it is nearly impossible to find street parking on Holmes Run Pkwy and the surrounding streets. Most buildings have parking for no more than 1 car per unit, leaving people who live in the neighborhood having to find street parking. Most days when I am leaving my parking lot there are illegally parked cars on the street blocking views and nearly causing accidents regularly. My understanding is that construction is going to remove parking from the ParkView Apartments meaning those folks will need to find non-existent street parking and when completed, will not have enough parking for each unit to have one space. Also cramming two additional buildings on to the side of a block that already has 3 high rise complexes is too much.

The parking lot at 5340 Holmes Run Pkwy has already had sinkholes. What impact will construction and digging a below ground parking garage due to the stability of the surrounding infrastructure?

As a gardener in the community garden we already see flooding from the runoff of the buildings across the street due to the slope down from Duke Street to Holmes Run Pkwy. The gardens flood a couple of times a season from this.

What will the impacts to quality of air and outdoor activities during construction? Construction 6 days a week will impact the community's ability to be outside and enjoy the park and garden?

While additional lower income housing is needed, I don't agree that the proposal to build extra buildings on the ParcView II lot is a benefit to the community and the surrounding neighborhood. If redevelopment is needed, I would prefer to see a holistic approach to the entire neighborhood being addressed and not with a property in the middle of existing high density housing without additional infrastructure in the area to accommodate it.

I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,

Jennifer Holland

5340 Holmes Run Pkwy #1017

Alexandria, VA 22304

Sent from my iPhone

[EXTERNAL]Proposed Rezoning for ParcView Apartments, 5380 Holmes Run Parkway

Stacy E. Costello <sec@sacklaw.com>

Tue 1/25/2022 3:34 PM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: Gloria Sitton <Gloria.Sitton@alexandriava.gov>

Dear Chairman Macek and Planning Commissioners,

My name is Stacy Costello and I live in Cameron Station in Alexandria. I am writing today to express my opposition to the proposed ParcView II redevelopment project at 5380 Holmes Run Parkway. This matter is docket item 8 for your public hearing on February 1, 2022.

In my opinion, this project involves serious safety concerns for the structural stability of the ParcView building as well for the many other nearly half-century old buildings that house thousands of nearby residents. Given that there will be no loss of affordable housing at ParcView, I believe that the use of the RMF zoning is improper.

It doesn't make sense to me at all to allow two more high-rise buildings on this small 3-acre lot. Worse yet, there are no plans to relocate the ParcView residents while construction is going on. No consideration has been given to where ParcView residents are supposed to park when their parking lot is taken away. Moreover, the traffic study shows that two key intersections are already congested, and there is grossly inadequate parking for parents of a proposed day care center (4 spots for parents of 100 kids).

I request that this email be made part of the docket materials on ParcView II for the February 1 Planning Commission public hearing. Thank you.

Best regards,

Stacy E. Costello
246 Murtha Street
Alexandria, VA 22304

[EXTERNAL]opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot

MacAdriana BenjaminSalcedo <macadriana@zoho.com>

Tue 1/25/2022 3:39 PM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: Gloria Sitton <Gloria.Sitton@alexandriava.gov>

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed ParcView II redevelopment project at 5380 Holmes Run Parkway that has been docketed for your public hearing on February 1, 2022.

This project involves serious safety concerns for the structural stability of the ParcView building as well for the many other almost 50-year-old buildings housing thousands of nearby residents in this already highly congested area. Given that there will be no loss of affordable housing at ParcView, use of the RMF zoning is improper.

In addition, there are no plans to relocate the ParcView residents while construction is going on, there are no plans for where ParcView residents are supposed to park when their parking lot is taken away to cram two more buildings on their small 3-acre lot, the traffic study shows that two key intercessions are already congested, there is grossly inadequate parking for parents of a proposed day care center (4 spots for parents of 100 kids), and no consideration will be given by the applicant to enhance environmental sustainability as was done at Landmark Mall.

I request that this email be added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,

McDonald Benjamin

[EXTERNAL]Cameron Station Civic Association Opposition to ParcView II Redevelopment Project (Docket Item #8)

Art Impastato <cameronstacivic@gmail.com>

Tue 1/25/2022 5:22 PM

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

1 attachments (240 KB)

Cameron Station Civic Assn Letter to Planning Commission in Opposition to ParcView II 1-25-22.pdf;

Dear Chairman Macek and Planning Commissioners,

I attach for the record a letter from the Cameron Station Civic Association in opposition to the ParcView II redevelopment project which is currently docket item 8 for the Planning Commission public hearing on February 1, 2022. As set forth and explained in more detail in our letter, this project poses numerous safety, traffic, parking, zoning and other issues that should lead you to the conclusion that a much safer and better suited location must be found for placing additional affordable housing.

If there are any questions concerning these comments, please contact the undersigned at cameronstacivic@gmail.com, or by phone at (703) 567-5075.

Sincerely,

/s/

Arthur "Sash" Impastato
President
Cameron Station Civic Association

We would love to have you join the Civic Association. To join, send a check made payable to the Cameron Station Civic Association for $10 per person (ages 18 and older) with your name(s), address, phone number and email address to: Cameron Station Civic Association 200 Cameron Station Blvd, Alexandria, VA 22304. To contact the Civic Association please email cameronstacivic@gmail.com.

Cameron Station Civic Association
200 Cameron Station Blvd.
Alexandria, VA 22304

January 25, 2022

Via Email

Members of the Planning Commission
City Hall
301 King Street
Alexandria, Virginia 22314

Re: Opposition to ParcView II Redevelopment Project (Docket Item #8)

The Cameron Station Civic Association is opposed to the ParcView II redevelopment project since it has very serious and likely insurmountable construction challenges as well traffic, zoning, parking, and other issues. This matter is item #8 on the docket for the February 1, 2022, Planning Commission public hearing.

Executive Summary

ParcView is a 14-story 149-unit multifamily building located at 5380 Holmes Run Parkway, Alexandria, VA 22304. The ParcView II redevelopment proposal by the developer, Wesley Housing ("Applicant"), is to cram two more buildings on a mere 3-acre lot and increase the number of units to 373.

Among the many serious issues with this project that warrant a vote of disapproval are the following:

1. Serious safety issues
2. Excessive density
3. Inappropriate use the residential multifamily zone
4. ParcView and nearby residents will be at risk during construction
5. Lack of adequate parking
6. Traffic study is seriously flawed
7. Day care center will exacerbate traffic congestion
8. Questionable open space calculations
9. Material omissions to the Landlord-Tenant Relations Board and other questionable practices

10. No public participation at either the Landlord-Tenant Relations Board or Alexandria Housing Affordability Advisory Committee
11. Need to consider additional environmental sustainability
12. High cost to Alexandria

The reasons that the ParcView II Development Special Use Permit ("DSUP") #2021-10029, rezoning #2021-00007, and transportation management plan SUP #2021-00088 must be denied are more fully discussed below.

Serious Safety Issues

Residents living in condos next to ParcView have confirmed that there are sinkholes in that area. Such dangerous existing conditions could pose a serious and unacceptable risk if construction were to begin. The DSUP2021-10029 Staff Report for the February 1, 2022, Planning Commission public hearing ("PC Staff Report"), states that the "[p]roject lies entirely within an area described on historical maps as containing marine clays."[1] Further, City staff has said that the stream that powered Cloud's Mill is directly under the ParcView II parking lot.[2] This parking lot is precisely where these two huge new buildings are planned to be built with a new underground parking lot. In addition to sinkholes, marine clay and a stream, what also makes this parcel of land a unique challenge for anything to be safely built is the fact that the "site slopes downward towards Holmes Run Parkway at a 4% grade and the parcel extends across a portion of the Holmes Run Parkway into Holmes Run Park."[3]

It is also worth noting that the heavy pile driving and jackhammering that will be done for ParcView II can easily lead to harmful vibration levels due to construction. The vibration levels to build two more buildings and an underground garage for this project can cause damage to ParcView as well as the other nearby apartment buildings (all of which are almost a half century old). As noted by experts, "vibrational effects can result in cosmetic damage and/or irreparable structural damage."[4]

Plans from a geologist and structural engineer on whether this project can be safely built with sinkholes, marine clay and an underground stream should be publicly disclosed and subject to review **before** the project is voted on by the City. Notwithstanding being told about these above issues at a number of community meetings, Applicant stated at the January 18, 2022, Eisenhower West/Landmark Van Dorn Implementation Advisory Group ("1/18 Advisory Group Mtg.") that they did not intend to have an engineer address these safety

[1] PC Staff Report, page 44, *at* *https://legistar.granicus.com/alexandria/meetings/2022/2/2193_A_Planning_Commission_22-02-01_Docket.pdf*.
[2] See also PC Staff Report, page 54 ("The mill run for Cloud's Mill also passed through the south section of the property…").
[3] PC Staff Report, page 4.
[4] See, https://www.robsonforensic.com/articles/structural-damage-vibration-adjacent-construction-expert. A number of residents close to ParcView have informed us that the confluence of dangerous issues such as sinkholes, marine clay, an underground stream and severe vibration from construction could cause the type of disaster that happened at Surfside, FL, when the Champlain Towers South condo partially collapsed killing 99 people. See https://www.npr.org/2021/12/15/1064647589/surfside-condo-collapse-grand-jury.

concerns until after the project had been approved by the City.[5] Surely the City would want to know that its citizens are safe prior to exposing them to potential danger.

Moreover, the PC Staff Report states that there is the "potential presence of significant archaeological resources on the property, particularly pertaining to a historic nineteenth century farmstead on the property called Glen Mary, an Archaeological Evaluation, consistent with the Exhibit/Scope of Work dated December 20, 2021, is warranted as a next step."[6] If feasible, the Archaeological Evaluation should also be completed **before** the project is voted on by the City.

Excessive Density

The developer is seeking to exceed the current 164 maximum number of apartment units that can be built by right[7] to more than double and jump to a total of 373 units[8] (i.e., 209 new units or an 127% increase in density). They plan to do this by upgrading the 14-story 149-unit apartment building currently on the 3-acre site and adding two other huge apartment building on the same site.[9] As noted in the PC Staff Report, the amount of density proposed is far in excess of that envisioned under the Landmark/Van Dorn Small Area Plan (54.45 units/acre versus the proposed 127.59 units per acre or an increase of 138%).[10]

If this project is allowed to proceed, it is projected that this would bring "a net increase of 186 students (310 students total)"[11] in the Landmark/Van Dorn Small Area Plan ("LVD SAP"). As noted in the PC Staff Report, the nearest schools are all "over capacity."[12]

Inappropriate Use the Residential Multifamily Zone ("RMF")

The Applicant is seeking to re-zone 5380 Holmes Run Parkway from RC to the new RMF zone. The RMF zone is intended to "enhance or preserve" existing affordable housing that is being demolished, literally or effectively, as part of a redevelopment or a substantial rehabilitation; terminated with the ending of subsidies or lower-rent set-asides; or converted to a different use.[13] The original impetus of the RMF zone was to preserve the affordable housing

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[5] 1/18 Advisory Group Mtg. video at https://www.alexandriava.gov/planning/info/default.aspx?id=90965.
[6] PC Staff Report, page 31.
[7] Application for Pre-Development Funds: ParcView II Affordable Housing Apartment Building at: https://alexandria.legistar.com/LegislationDetail.aspx?ID=4629660&GUID=E2C075F0-EE55-40ED-B1A2-E08E52A6CBE7.
[8] ParcView II presentation titled "Eisenhower West/Landmark Van Dorn Implementation Advisory Group Meeting 1/18/2022" at page 4 which can be found at https://www.alexandriava.gov/planning/info/default.aspx?id=90965.
[9] Id.
[10] PC Staff Report, page 6 (the Report also notes that "[c]urrently, the site provides 49.38 units/acre" so that this would be an 158% increase over the current units/acre).
[11] PC Staff Report, page 19.
[12] Id., page 20.
[13] City staff report for Text Amendment # 2018-0013 RMF/Residential Multifamily Zone, page 6, item D, "Zone Purpose", at https://www.alexandriava.gov/uploadedFiles/housing/info/RMFZone_Staff%20Report.pdf. See also Section 3-1400 of the Zoning Ordinance, at

at the Heritage at Old Town and Olde Towne West III rather than be a means to increase density in areas all over the City.[14]

For re-zoning to RMF, the affordable housing must be at risk. The affordable housing units currently at ParcView are not disappearing so this land cannot be re-zoned to RMF. It is also worth noting that the Applicant has stated in formal submissions for the record that the LVD SAP does not envision what is being proposed since the LVD SAP "does not include any specific goals for affordable housing on this site."[15]

ParcView and Nearby Residents Will be at Risk During Construction

The Affordable Housing Plan for ParcView II states that the purpose of ParcView II is to address "the City's goals, as identified in the Housing Master Plan ('HMP')."[16] The safety and habitability of units for ParcView residents and those of its neighbors (as likely required under their leases) have not been adequately addressed in the ParcView II DSUP.

The Relocation Plan mentions that the current residents of ParcView will move after the underground garage and the two new nine-story building are finished in 2026.[17] There is no mention whatsoever of moving current residents out of the construction site, while an underground garage and two new buildings are being constructed. As poignantly noted by the Holmes Run Civic Association, "the owner of ParcView expects the current residents of ParcView, many of whom are seniors and/or disabled, to remain in a 50-year-old, 14-story building, while a deep moat is dug around three sides of their high-rise home so that a two-story underground garage and two large, nine-story buildings can be built a few inches from their home. For these residents, virtually every day for almost two years will consist of constant, high vibration, noisy pile driving."[18]

Not only are the current residents of ParcView expected to live amid very heavy construction for some two years, but they are also going to have to find parking for their cars since their parking spaces will all be taken away to build two large buildings. To date, no provision for any alternate location to park residents' cars off-street have been made even

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https://library.municode.com/va/alexandria/codes/zoning?nodeId=ARTIIIREZORE_DIVBTOMUZO_S3-1400RMREMUZO..

[14] City staff report for Text Amendment # 2018-0013 RMF/Residential Multifamily Zone, page 3.

[15] ParcView II Affordable Housing Plan ("AHP") , December 23, 2021, Item 1.5, at https://www.alexandriava.gov/uploadedFiles/housing/info/AHAACPacketPart1-2022-01.pdf.

[16] Id.

[17] The Relocation Plan is part of the materials for the LTRB meeting on December 1, 2021 which can be found at: < https://www.alexandriava.gov/housing/info/default.aspx?id=74631#LandlordTenantRelationsBoard>. The ParcView II Affordable Housing Plan ("AHP") , December 23, 2021, Item 2.5 also provides a description of the Relocation Plan).

[18] https://www.holmesruncivic.org/parcviewii-background. It is worth noting that the information on the background on ParcView II for this website was primarily prepared by Donna Fossum who is a lawyer and who, after serving 22 years on the City Planning Commission, is an expert on planning and zoning matters in Alexandria.

though this matter has been in the works since at least September 2020.[19] Applicant indicated at the 1/18 Advisory Group meeting that they had just begun to think about addressing parking for residents and that it was unlikely to be resolved before approval of the project by the City. Since there is already minimal on-street parking the Holmes Run Area, the residents of ParcView still don't know where they are supposed to find parking if ParcView II proceeds. As the Holmes Run Civic Association correctly states, "all this appears to add up to 'constructive eviction' from a property supposedly providing them affordable housing backed by the State of Virginia and the Federal Government."[20]

Similarly, residents living in nearby condos that are almost half a century old will also have to endure frequent, high vibration, noisy pile driving for many years. Among the neighboring apartment buildings is Claridge House whose main purpose is senior affordable housing.

Lack of Adequate Parking

There will only be 310 parking spaces for a total of 373 units[21] (the current building has 167 parking spaces for 149 units[22]). As stated previously, there is no provision for any alternate location to park residents' and Applicants have publicly stated that the parking issue was unlikely to be resolved before approval of the project by the City.

The PC Staff Report does not contain any specific plan for how the elimination of all parking spaces for ParcView residents is to be handled other than to state that the Applicant needs to somehow find "temporary off-site parking spaces either (1) within 500 feet of the site or (2) if farther than 500 feet, provide transportation to and from the previous parking spaces until the temporary or final Certificate of Occupancy for the new garage spaces has been received."[23] Moreover, the residents at ParcView will now have to pay extra for getting a parking space if this project is built since "[a]ll residential parking shall be unbundled (i.e., the cost to purchase or lease a parking space is separate from the cost to rent the residential unit)."[24]

As if this weren't enough to ensure severe parking issues, the PC Staff Report recommends that off-street parking be provided "for all construction workers…for each phase of construction."[25] Precisely how this is to be accomplished when there is currently no off-street parking available on Holmes Run Parkway is not discussed.

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[19] Docket item 36 (21-0145) for the September 8, 2020, City Council Legislative Meeting, at https://alexandria.legistar.com/LegislationDetail.aspx?ID=4629660&GUID=E2C075F0-EE55-40ED-B1A2-E08E52A6CBE7&Options=&Search=.

[20] https://www.holmesruncivic.org/parcviewii-background.

[21] PC Staff Report, pages 3 and 16.

[22] Presentation titled "ParcView II Community Meeting 6/22/2021 at page 7 which can be found at: https://wesleyhousing.org/property/parcview-II/.

[23] PC Staff Report, page 33.

[24] Id.

[25] Id., page 47.

At a minimum, plans on how and where parking is to be provided to current ParcView residents for the entire time construction is to occur should be publicly disclosed and subject to review **before** the project is voted on by the City. See also "**Day Care Center Will Exacerbate Traffic Congestion"** section below.

Traffic Study is Seriously Flawed

The traffic study for the redevelopment was initially prepared on August 25, 2021, and revised on October 18, 2021.[26] Wesley did not make it available on its website or in the materials filed for the February 1 Planning Commission public hearing.

The traffic study does not use actual pre-pandemic data for six of seven intersections studied.[27] The intersections for which 2018 data was available are far away from the project and do not involve Holmes Run Parkway which is precisely where traffic congestion would logically be expected to occur.[28] Rather than using actual data, the study made assumptions on percentage of modes of travel from outdated data contained in the 2005 WMATA Development-Related Ridership Survey Report.[29] It is reasonable to assume that a redevelopment that is miles away from a Metro station will have a majority of residents using cars. It is also reasonable to assume that old and disabled tenants living at ParcView will likely travel by car, but no demographics have been provided by the Applicant as to the ages of persons living at ParcView.

Notwithstanding these significant flaws, the traffic study shows that two of seven intersections will be congested during rush hour.[30] Most significantly, one of the two congested intersections (i.e., "LOS E") is that of North Van Dorn and Holmes Run Parkway that will undoubtedly cause a bottleneck going all the way down Holmes Run Parkway not to mention the Van Dorn alternative to I-395 north of Duke Street.

The only two new developments the traffic study purports to consider are Landmark Overlook and Landmark Mall.[31] The traffic study includes phase 1, but it does not include phase 2 of the Landmark Mall development.[32] It cannot be determined from the traffic study whether it also excluded a significant portion of what is planned to be developed at Landmark Overlook such as what is designated in that redevelopment as "Commercial A" and "Commercial B."[33] What can be determined is that a huge nearby project which will affect traffic along Van Dorn is entirely excluded from the traffic study – Pickett Place. Anyone who has driven Holmes Run Parkway during rush hour before the coronavirus

[26] Multimodal Transportation Study 5380 Holmes Run Parkway City of Alexandria, Virginia August 25, 2021 (Revised October 18, 2021) prepared by Gorove Slade ("ParcView II Traffic Study").
[27] ParcView II Traffic Study, pages 5 and 51.
[28] ParcView II Traffic Study, page 51.
[29] ParcView II Traffic Study, page 2.
[30] ParcView II Traffic Study, pages 2, 3 and 65.
[31] ParcView II Traffic Study, page 51.
[32] ParcView II Traffic Study, page 53.
[33] Presentation at the 1/18 Advisory Group Mtg., page 14, at https://www.alexandriava.gov/uploadedFiles/planning/info/EWLVDPPTCombined01182022.pdf.

pandemic knows that this area is already very congested with school buses, City buses and lots of cars.

In short, the traffic study proves little other than by manipulating old data, using old mode of transportation percentages and underreporting nearby projects to be built, that two of seven intersections will be congested. Adding two large apartment buildings on a small 3-acre site will certainly make traffic come to gridlock on Holmes Run Parkway.

Day Care Center Will Exacerbate Traffic Congestion

There is also a plan to put a day care center on the first floor which will mean lots more cars parking while they load and unload kids. The day care center is proposed to serve roughly 100 students.[34] There will only be 25 above ground parking spaces at ParcView II.[35] These few spaces are supposed to serve all the parents coming in and out to the day care center as well as visitors, contractors and deliveries. Only four to six of the 25 parking spaces will be dedicated to the 100 parents bringing and picking up their kids each day.[36] It should be obvious that these circumstances will exacerbate traffic congestion both within ParcView as well as onto Holmes Run Parkway.

Questionable Open Space Calculations

We have been informed that Pavilion on the Park owns land that is under Holmes Run Parkway and inside the park across the street from it. The land that is owned by Pavilion is of consequence to the DSUP application because ParcView II is including that land in its open space calculations for the main property. By doing this, ParcView doesn't have to put as much open space on the ParcView II site.

Material Omissions to the Landlord-Tenant Relations Board ("LTRB") and Other Questionable Practices

The plan to create ParcView II first surfaced publicly on September 8, 2020, before City Council at a Legislative Meeting in which the City was asked to give Wesley Housing a "Predevelopment Loan of $400,000."[37] The purpose of this loan was "to put together a plan to structure and finance a new committed affordable housing development ('Parcview II') using the Residential Multifamily (RMF) Zone to potentially achieve up [to] 354 apartments collocated on the site of the existing Parcview Apartments building."[38] Buried in this docket

[34] ParcView II Community Meeting 9/14/21 presentation, page 18, at https://wesleyhousing.org/property/parcview-II/.
[35] ParcView II Eisenhower West/Landmark Van Dorn Implementation Advisory Group Meeting 1/18/22 presentation, page 4.
[36] Id., page 8.
[37] Docket item 36 (21-0145) for the September 8, 2020, City Council Legislative Meeting.
[38] September 2, 2020, memorandum from Mark Jinks to the Honorable Mayor and members of City Council, page 1, at https://alexandria.legistar.com/MeetingDetail.aspx?ID=793345&GUID=6BD3DBF9-478C-4FF6-9FCF-EDED6165ED91&Options=info|&Search=.

item is a sentence that states, "In the unlikely event that Parcview II does not proceed, the predevelopment loan will be forgiven."[39] Accordingly and as correctly stated by the Holmes Run Civic Association, "the $400K was a payment to Wesley Housing, not a loan."[40]

This docket item shows that the City considers ParcView to be City, not private, property that has been held in "reserve" (i.e., land banked) for development at some time in the future.[41] Accompanying the docket item was an "Application for Pre-Development Funds: ParcView II Affordable Housing Apartment Building" ("ParcView Application for Funds") that was on Wesley Housing stationery but lacked an addressee, a date and a signature.[42] This unusual document describes ParcView as currently having "abundant yet under-utilized land" which presumably refers to the surface parking lot behind ParcView's building that is required to be there by ParcView's current RC zoning.[43] The ParcView Application for Funds also states that the "conceptual budget [for the ParcView II project] assumes an investment of approximately $112,000 per unit from the City."[44] The preliminary budget for the ParcView II project lists a "loan" from the "City of Alexandria" for $32.5 million among the sources of revenue to fund ParcView II.[45] This amount has subsequently grown to $43 million since Wesley has now decided to have a total of 373 units rather than the 291 units originally planned in September 2020. None of this is mentioned in the Applications for Re-Zoning 5380 Holmes Run Parkway and the Development Special Use Permit (DSUP) to build Parkview II that have been filed with the City. Nor was any this mentioned at the December 1, 2021, LTRB meeting or at the January 6, 2022 Alexandria Housing Affordability Advisory Committee ("AHAAC") meeting where the project was approved. Applicant also failed to disclose any of the potential safety issues or the total loss of parking that would occur to ParcView residents during construction at either the LTRB or AHAAC meetings.

As succinctly noted by the Holmes Run Civic Association, the "bottom line, is it that appears that the City has paid Wesley Housing, the nominal owner of ParcView, to prepare and submit a proposal to the City to obtain a re-zoning from the City of land that the City considers to be owned by the City (i.e., ParcView) so that the City can construct two additional buildings on this land to meet the City's affordable housing goals using City money that the City will "loan" to the City via Wesley Housing with the hope of recouping this money via a grant to the City from Virginia Housing's Amazon REACH Fund."[46]

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[39] Id., page 2.
[40] https://www.holmesruncivic.org/parcviewii-background.
[41] Id.
[42] https://alexandria.legistar.com/LegislationDetail.aspx?ID=4629660&GUID=E2C075F0-EE55-40ED-B1A2-E08E52A6CBE7.
[43] Id.
[44] Id.
[45] Id.
[46] https://www.holmesruncivic.org/parcviewii-background.

No Public Participation at Either the LTRB or AHAAC

It is our understanding that both the Affordable Housing and Relocation Plans are drafted by the applicant (i.e., developer) and reviewed by City staff. The Affordable Housing Plan is then presented to the AHAAC, and the Relocation Plan is presented to the LTRB. It is also our understanding that, while meetings of both the AHAAC and the LTRB are open to the public, there is no obligation for an applicant to actively notify neighbors of any meetings in which something of concern in their neighborhood will be discussed. It is further our understanding that, for relocation plans, the applicant must make the plan available to the residents who will be displaced or otherwise impacted by the development. For ParcView II, the Relocation Plan was presented to and approved by the LTRB on December 1, 2021, and the Affordable Housing Plan was presented to and approved by the AHAAC on January 6, 2022. We have been informed that few, if any, of the neighbors knew anything about these presentations and that few, if any, current residents of ParcView knew anything about the discussion of relocation plans before the LRTB. What is known is that there was no public participation whatsoever at either the AHAAC meeting on January 6, 2022[47] or the LRTB meeting on December 1, 2021.[48]

Need to Consider Additional Environmental Sustainability

Wesley should be required to engage in the environmental sustainability practices that Inova Alexandria and Foulger-Pratt are doing for sustainability at Landmark Mall that go beyond the City Green Building Policy. At Landmark Mall, the developers agreed to: (1) have all electric multifamily buildings; and (2) prepare an energy and resilience plan which delineates its proposed concepts, elements, metrics, and phasing for individual building efficiency and site wide energy demand, on site renewable energy, on site district energy, on site electrical storage, off-site renewable energy, building and grid integration and resilience.[49]

Those living in affordable housing should be given the benefit of environmental sustainability not only because they would be living in a healthier environment, but also because many such upgrades will reduce their monthly expenses.

[47] A video of the meeting can be found at: https://www.alexandriava.gov/housing/info/default.aspx?id=74631.
[48] A video of the meeting can be found at: https://www.alexandriava.gov/housing/info/default.aspx?id=74631#LandlordTenantRelationsBoard.
[49] 21-1247 Staff Report on Landmark Mall at page 67 (items 99B and 99C) and page 68 (item 106) , at https://alexandria.legistar.com/LegislationDetail.aspx?ID=5009413&GUID=F3A22A63-9040-48B7-B204-07A573423188&Options=&Search=.

High Cost to Alexandria

Wesley's current proposal envisions "an investment of approximately $112,000 per unit from the City"[50] or roughly $43,000,000 for the 373 proposed units. Surely, we can identify a better use for this large amount of money other than in a highly congested area, with safety issues and enormous hardships to be imposed on those living in the affordable housing units at ParcView and at Claridge House as well as those living in nearby apartment buildings.

Conclusion

In short, the ParcView II project must not be allowed to proceed, and a much safer and better suited location should be found for placing affordable housing.

If there are any questions concerning these comments, please contact the undersigned at cameronstacivic@gmail.com, or by phone at (703) 567-5075.

Sincerely,

/s/

Arthur A. Impastato
President
Cameron Station Civic Association

cc: Karl Moritz
Rob Kerns
Helen McIlvaine
Jared Alves
Maya Contreras

[50] The ParcView Application for Funds discloses this information, at https://alexandria.legistar.com/LegislationDetail.aspx?ID=4629660&GUID=E2C075F0-EE55-40ED-B1A2-E08E52A6CBE7.

[EXTERNAL]Park View Apartments at 5380 Holmes Run Parkway

James Enright <jamesenright13@gmail.com>

Tue 1/25/2022 5:27 PM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built.

I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,

James Enright
395 Cameron Station Blvd
Alexandria, VA 22304

James Enright
Mobile: 202 494 8183

Re: February 1 Docket, Item 8

DAVID BLAKESLEE <dblakesl@comcast.net>

Wed 1/26/2022 1:02 PM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: gloria.sitton@alexandriava.org <gloria.sitton@alexandriava.org>

Dear Chairman Macek and Planning Commissioners,

I am writing to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

In addition to the obvious dangers of digging a huge hole right up to the existing 48 year old ParcView 14-story, 149 unit building, with the residents living in it, there is additional danger to the 40 year old, 12 story, 300 unit senior housing building, The Claridge House property only 43 feet away, as well as the 54 year old, 15 story, 283 unit Pavilion on the Park Condominium property only 40 feet away. We don't need another collapse like in Surfside, FL nor the recent partial collapse of a townhouse in DC as a developer dug a huge hole to build a 35 unit apartment house.

The Claridge House is one of the few affordable senior housing buildings in the City, and the current ParcView Apartments are affordable housing rentals. Next door, the Pavilion on the Park is one of the lowest cost entry level condominiums in the City with many units being rented out at the affordable housing levels. Trying to cram 2 more high rises into the small 3 acre lot so close to all makes no sense. There are better opportunities nearby that wouldn't be so risky or harmful, especially at Landmark Mall/West End, Landmark Overlook, Vulcan Materials, etc. that do not butt up to existing old structures. Even Alexandria City Mayor Justin Wilson wrote in July to then Governor Northam his concerns for the structural integrity of older high rises like those surrounding and including ParcView.

Please consider what the 2-3 years of pile driving, jackhammering, etc will do to the 300 units of seniors at The Claridge House. Many are very frail with all types of ailments, heart problems, asthma, etc. Likewise many of the ParcView residents also fit into that category and will be only inches away from the vibrations and loud noise of the construction FOR UP TO 3 YEARS. We also have a large number of seniors with health problems at the Pavilion on the Park that will also be very negatively affected by this construction. The Alexandria Station 208 EMT's are already kept very busy running calls to these 3 buildings weekly, but expect it to become much more numerous if this project is approved.

Would you approve this project if your parents or grandparents were living at any of these 3 properties? It's not likely that they are, but please consider what you would be condemning them to. Also please note that both The Claridge House and Pavilion on the Park, as such old buildings have building central heating/AC so residents do not have full control when heat/AC changeover is needed. In both Spring and Fall we need to keep our windows open for about 6 weeks to 2 months before seasonal building changeover occurs. The noise and dirt/dust from the construction will be awful anytime, but during those long periods will be totally unbearable while forced to keep the windows open, especially for those with asthma and other conditions.

Personally, I am very disappointed that this ParcView proposal is even being considered since this is such a high density, high traffic area. I worked very hard all my life to purchase my unit

41 years ago at Pavilion on the Park, and have always paid my taxes on time, voted in every election, done my jury duty and been a good citizen. After a lifetime of a stressful work and surviving illnesses I was looking forward to a quiet retirement in my old age. Now 74, if ParcView II is approved, you will be destroying that and the sanity and health of many others in the same situation. I humbly plead with you to reject the proposal to change the zoning at 5380 Holmes Run Parkway from RC to RMF, thereby rejecting the ParcView II expansion plan as proposed.

I would have no problem with ParcView adding the additional 15 units or so that is allowed under the current RC zoning, nor have no problem if they wish to renovate the existing building, but 2-3 years of construction for a 2 level underground garage and 2 new high rise buildings would be extremely detrimental to the community.

If you decide to approve the rezoning and ParcView II proposal, since ParcView is seldom full, why not have them set aside a unit for Planning Commission members' use. Each month during the construction every member that votes to approve, should take turns with their families to live for a month each in said unit and experience first hand what you've forced upon the 732 households immediate to the construction.

I request that this email to be added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022. Thank you.

Sincerely,
David Blakeslee
5340 Holmes Run Pkwy. #407
Alexandria, VA 22304

[EXTERNAL]Support for ParcView II Rezoning and Development (Rezoning #2021-00007 5380)

Brian Goggin <bgoggin@apah.org>

Wed 1/26/2022 4:57 PM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: Nancy Williams <Nancy.Williams@alexandriava.gov>; Carmen Romero <cromero@apah.org>

1 attachments (75 KB)

APAH Letter of Support for ParcView II.pdf;

Dear Alexandria Planning Commission,

On behalf of the Arlington Partnership for Affordable Housing, I am sending the attached letter of support for the ParcView II rezoning and development. This project is scheduled to be heard at next week's February 1st meeting. The project would greatly benefit Alexandria and the region as a whole. Thank you for your time.

Sincerely,
Brian Goggin

Brian Goggin
Associate Project Manager
4318 N Carlin Springs Road, Arlington, VA 22203
571.733.9631 | **www.apah.org**

Arlington Partnership
For Affordable Housing

apah

January 26, 2022

RE: Support for Rezoning #2021-00007 5380 Holmes Run Parkway – ParcView II

Dear Alexandria City Planning Commissioners,

We urge you to support the rezoning and development of the Parc View II affordable housing development by Wesley Housing. As a peer affordable housing owner and developer in the region, we are excited to see this project moving forward, as it advances the mission of all affordable housing advocates regionwide. The project would not only preserve the 149 existing committed affordable homes, but also add an additional 224 new committed affordable homes. This would represent a substantial contribution to Alexandria's goal in its Housing Master Plan to add or preserve 2,000 units of affordable housing by 2025. The project also effectively uses a precious commodity: land owned by non-profit or public agencies. In competitive real estate markets like ours, taking advantage of land owned by mission-oriented providers is a critical for building more affordable housing.

The project will also positively contribute to the community beyond affordable housing. To address any impacts on potential traffic, utility usage, and stormwater runoff, the project promises to make major investments in new stormwater infrastructure, multimodal transportation infrastructure, and new utility undergrounding in and around the site. The project also proposes to add a ground floor daycare facility, which is critically needed in our region, especially within the Beltway. Co-locating this facility with housing offers a great opportunity for families onsite or nearby to have walkable access to childcare.

In sum, the project appears to greatly contribute to Alexandria's goals of affordability, diversity, and inclusion. We urge you to support the rezoning and development as soon as possible.

Sincerely,

carmen romero

Carmen Romero
President and CEO
Arlington Partnership for Affordable Housing

[EXTERNAL]Proposed Rezoning

nmc1234@hotmail.com <nmc1234@hotmail.com>

Thu 1/27/2022 12:05 AM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built.

I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,

Nancy McKenzie
703-566-8631

Samantha Lockwood

Sent: Tuesday, January 25, 2022 5:19 PM
To: Samantha Lockwood; Thomas B Kierl
Cc: Nancy Williams
Subject: FW: Opposition to ParcView II redevelopment

From: yvonne <bonnery@aol.com>
Sent: Saturday, January 22, 2022 1:42 PM
Subject: Opposition to ParcView II redevelopment

Dear Mr. Macek:

I write to express my opposition to the proposed ParcView II redevelopment project at 5380 Holmes Run Parkway that has been docketed for your public hearing on February 1, 2022.

This project involves serious safety concerns for the structural stability of the ParcView building as well for the many other almost 50-year-old buildings housing thousands of nearby residents in this already highly congested area. Given that there will be no loss of affo
of the RMF zoning is improper.

are no plans for where ParcView residents are supposed to park when their parking lot is taken away to cram two more buildings on their small 3-
are already congested, there is grossly inadequate parking for parents of a proposed day care center (4 spots for parents of 100 kids), and no consideration will be given by the applicant to enhance environmental sustainability as was done at Landmark Mall.

Sincerely,

Yvonne Bonner
4950 Brenman Park #212
Alexandria, Va 22314

PLACE One

5500 Holmes Run Parkway
Alexandria, Virginia 22304
PlaceOneCondo@comcast.net
PlaceOneCondo.net
703.370.1776 - T
703.370.1849 - F

January 6, 2022

Planning Commission
City Hall
301 King Street
Alexandria, Virginia 22314

City Council
City Hall
301 King Street
Alexandria, Virginia 22314

Re: Redevelopment proposal for Parc View

Dear Honorable Members:

I am the president of the Board of Directors of Place One Condominium at 5500 Holmes Run Parkway and I share the following objections on behalf of our 300+ Co-Owners regarding the redevelopment plans for the nearby property on Holmes Run Parkway, Parc View.

1. Parking

Street parking is already insufficient and already needs to be reduced to improve intersection sight lines, especially for vehicles turning left from Ripley Street to Holmes Run Parkway. The Plan calls for a reduction of street parking and disincentives for on-site parking in the completed development. No plan has been shared for accommodating dozens (hundreds?) of spaces lost during construction. When construction is finished, there will remain a severe shortage of alternative (street) parking areas for neighboring properties. This will lead to control and enforcement inconveniences (towing!) with attendant costs to the neighbors. None of that will, in any way, improve the community.

2. Traffic

The traffic engineering report probably won't tell you what any (voting!) resident of Place One can: Egress to Holmes Run Parkway is impossible during certain hours of the day. The view from our balconies, the sound of horns blaring, and our first-hand experiences makes us aware of daily near misses every day at our entrance and at the intersection of Holmes Run Parkway and Ripley Street. Increased density will only make these problems worse.

3. Current and Future Pedestrian Safety

Our neighborhood is fortunate to have a popular park across the street. The crosswalk at the corner of Ripley St. and Holmes Run Parkway has limited sight lines due to street parking, which leads to daily walkers reporting regular close calls. Increased traffic and more pedestrians will take Holmes Run Parkway even further beyond any common-sense level of safe capacity than it is already.

4. Site Density

We are in a neighborhood of multiple high-rise buildings, but all of them are situated amid ample open space. None approach the footprint to site size that is being proposed. Aesthetics and community feel will change. Precedent for other properties to expand will be set. It is a density in conflict with the uniqueness of a street laid out along the park. Giving the developer credit for "abandoning" their long, in practice, abandoned property across Holmes Run Parkway is nonsense that the City should be embarrassed to fall for. Anyone could have established an easement by prescription at any time for decades now. They are giving up something they don't use and relieving themselves of liability for what is in every way, except tax records, already public property.

5. Affordable Housing

We expect that others will object to the significant increase in affordable housing concentrated in a small geographic area along with their concerns of its potential negative consequences, and we will leave it to them to make those objections. Our objections are unrelated to the economic makeup of the revised site, so we have no need, at this time, to study or comment on those concerns.

Yours truly,
Place One Condominium

Valerie Spiegler
President

[EXTERNAL]Rezoning #2021-00007 -- Planning Commission Hearing, 2/01/2022

June and Eric Stowe <estowe@comcast.net>

Thu 1/27/2022 4:52 PM

To: PlanComm <PlanComm@alexandriava.gov>

January 27, 2022

RE: Rezoning #2021-00007 (Item #8 on the Docket)

Dear Planning Commission:

As long-time residents of Seminary Valley, we are writing to express our support for the proposed rezoning that is needed for additional construction at ParcView Apartments at 5380 Holmes Run Parkway.

Since 2000, Alexandria has lost 88% of its market affordable housing stock and, therefore, has a very large need for additional affordable housing. Wesley Housing's request for approval of the new RMF zone will not only preserve the existing affordability of the current apartments but will increase the number of committed units to 373. This project will make a significant contribution to the City's affordable housing goals.

Wesley Housing is an experienced and respected developer that should be granted approval for the RMF zoning in support of these housing goals.

Thank you for your consideration.

Sincerely,
Eric and June Stowe

[EXTERNAL]ParcView Development

Valerie Proute <potsbyval@aol.com>

Thu 1/27/2022 5:17 PM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built.

I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,

Valerie L. Proute
200 N. Pickett St, Apt 802
Alexandria VA 22304

[EXTERNAL]Opposition to ParcView II rezoning project

Durene LeFlouria <dleflouria05@gmail.com>

Thu 1/27/2022 7:16 PM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: Gloria Sitton <Gloria.Sitton@alexandriava.gov>

Dear Chairman Macek and Planning Commissioners:

I am writing to express my opposition to the proposed rezoning of Parcview Apartments located at 5380 Holmes Run Parkway in Alexandria, Virginia. This is docketed for your meeting on February 1, 2022.

Approval of this project will threaten, disrupt, and jeopardize the lives and safety of everyone in this community with the use of heavy pile driving equipment. Severe damage will occur to each and every one of the buildings on this block, all of which are at least 40 years of age and 12 stories high. This area is already densely populated and approval of this project will only destroy this beautiful and diverse community.

Thank you in advance for adding this email to the docket materials regarding the ParcView II project to the planning commission for your February 1, 2022 meeting.

Sincerely,

~Durene LeFlouria

[EXTERNAL]Opposition to the proposed rezoning of ParcView 5380 Holmes Run Pkwy

Alejandra Bustamante <a.busta716@gmail.com>

Thu 1/27/2022 7:20 PM

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

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built.

I have lived in this neighborhood since 1995 and cannot express how much of a gem this area is to me and its residents. I beg the City to please reconsider another area in Alexandria to build.

I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,

Alejandra

[EXTERNAL]ParcViewIi

Bobette Lein <bobette.lein@yahoo.com>

Thu 1/27/2022 9:14 PM

To: PlanComm <PlanComm@alexandriava.gov>

Please don't do this. The traffic is going to be incredible. This has been a relatively nice neighborhood. Nearly every day, I see fire department or police at that building. It brings to mind the safety of our residents on this street. I am imploring you not to approve this. There have been many other projects that have warranted extra funds for Alexandria. We do not need this one. Is everything about money? That's very sad if it is. Alexandria is one of the oldest cities in the United States. We need to keep it nice and clean, and yet have a nice area to live with an expansive Park area which we are so proud of. Please reconsider what you are doing, it could really ruin our neighborhood. So family-oriented. Summer time's are family gathering for an outdoor barbecuing at the park. We have already endured the many years of construction with the bridge, and the improvements on the creek. I thank you for listening.

Sent from Yahoo Mail on Android

[EXTERNAL]Opposition to ParcView II

Nakpan Tama <ntama6@gmail.com>

Fri 1/28/2022 10:00 AM

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

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built.

I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Thank you,

Nakpan Tama

5340 Holmes Run Pkwy unit# 909

[EXTERNAL]Opposition to ParcView II from a close neighbor

Daniel Morales <miadan85@hotmail.com>

Fri 1/28/2022 11:29 AM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built.

I understand the need for affordable housing, **but cramming more people in the West End is irresponsible and inappropriate**. West End/Holmes Run already has the highest density in the area and Holmes Run Parkway, Ripley St., and other nearby roads already experience very heavy traffic.

I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,
Daniel Morales
5500 Holmes Run Parkway, 915
Alexandria, VA 22304

Samantha Lockwood

Sent: Friday, January 28, 2022 12:12 PM
To: Samantha Lockwood; Thomas B Kierl
Cc: Nancy Williams
Subject: FW: Support proposed Parcview Affordable Housing Project

From: Gerry Hebert <ghebert1949@gmail.com>
Sent: Thursday, January 27, 2022 11:33 PM
Subject: Support proposed Parcview Affordable Housing Project

Dear Chair Nathan Macek and Members of the Planning Commission,

I am a resident of Cameron Station and support the proposed Parcview project. So many who work in Alexandria and want to live in our City cannot afford to do so: police, firefighters, teachers and so many others. The Cameron Station Civic Association's opposition makes a lot of arguments that are often made when such a project is proposed. But the fact remains that none of those alleged concerns—many of which are pure speculation—is insurmountable. What is insurmountable is the ability of so many to afford the cost of affordable housing in Alexandria. I urge you to approve this proposal. Thank you for your consideration, Gerry Hebert

Green Building

General Approach

Wesley Housing is currently receiving proposals for a Green Building consultant to join the Development team. As such, we have not made a firm determination of the certification to be pursued. Certifications under consideration include all those accepted under the City's Green Building Policy. The design and construction teams have ample experience in a variety of certifications, including EarthCraft Multifamily and LEED; additionally, both Wesley Housing and Bonstra Haresign Architects include LEED AP's on their teams assigned to this project. The project, as currently conceived, includes a number of features that contribute towards the shared sustainability goals of the development team and the City. These include:

- Infill redevelopment site
- Development is less than 100 feet from a bus line (Holmes Run Parkway) AT-7
- Development is less than 100 feet from a bike path (Holmes Run Trail)
- Development is less than 100 feet from public open/ green space (Brook Valley Park)
- Development is less than ½ mi from 4 or more missed uses. (Duke Street)
- Reduce light pollution, all exterior (on site) lights will be full cut off.
- Outdoor community gathering spaces.
- Bike racks, covered storage and support will be provided.
- On site recycling program.
- Building will meet or exceed ASHARE 90.1.
- Building wall insulation will contain 25% min recycled content.
- Many interior finishes will contain recycled context (carpet etc)
- Air filters will be a minimum MERV 8.
- Low VOC materials will be used on interior finishes. (see below)
- High performance exterior envelope.
- Energy Star Qualified heat pumps (HVAC) for new construction.
- High efficiency hot water generation and storage.
- LED lighting in common areas and dwelling units.
- Drought tolerant native landscaping and plants.

Energy

The primary external façade of the two proposed new buildings will have Southwest and Southeast orientation, respectively, which will help reduce heating bills in the colder months. Consideration was also given to wind patterns to ensure no wind-tunnel effect is created, which could have a negative impact in air circulation.

While the design effort has not yet reached a point where decisions can be made regarding renewable energy production, the ample roof space provided by the combined three buildings presents an opportunity to install solar panels and/or solar water heaters. We will continue to explore these possibilities in the coming months.

Water

Landscape plantings will be selected with low irrigation requirements. Urban Bio-retention planters will be provide stormwater management benefits and be used for building foundation landscaping.

WaterSense fixtures will be employed throughout the project and in every unit. Additionally, water will be sub-metered wherever possible to encourage water-conserving behaviors.

Indoor Environmental Quality

The design team seeks strategies to implement enhanced ventilation and filtration in the new buildings which have been top of mind this year to better support occupant health in light of the pandemic. Managing indoor air quality is an important part of operating a sustainable building development. The team will seek to implement the following approaches to enhanced indoor air quality:

- Dehumidification, relative humidity will seek to me maintained between 40% and 60%.
- Reduced CO2 concentrations, high indoor CO2 concentrations indicate inadequate ventilation or crowding. Building standards (e.g., ASHRAE 62, EN 16798-1) have consistently sought to encourage greater ventilation to dilute indoor pollutants and pathogens.
- Use of low VOC finishes will help reduce concentrations of chemical contaminants that can damage air quality, human health, productivity, and the environment.

EarthCraft Multifamily New Construction Workbook

Project Name: ParcViewII

Architect:	Bonstra | Haresign Architects	Building Address:	5380 Holmes Run Parkway
Superintendent:		City, State, Zip:	Alexandria, VA 22304
Phone:	202-588-9373	Technical Advisor:	
E&S Control Contact		TA Phone #:	
EC Project Manager:		TA Email:	

Permit Date:		Pre-Drywall Inspection Date:	
Design Review Date:		Final Inspection Date:	
ECMF Kick Off Date:			

EarthCraft Program Levels: / **Point Thresholds:**	Certified	Gold	Platinum
	100	150	200

***Choose Level Below

Project Points	Project Score	
	Planned	Actual
SITE PLANNING (SP)	35	0
CONSTRUCTION WASTE MANAGEMENT (CW)	7	0
RESOURCE EFFICIENCY (RE)	8	0
DURABILITY AND MOISTURE MANAGEMENT (DU)	12	0
INDOOR AIR QUALITY (IAQ)	8	0
HIGH PERFORMANCE BUILDING ENVELOPE (BE)	29	0
ENERGY EFFICIENT SYSTEMS (ES)	57	0
WATER EFFICIENCY (WE)	7	0
EDUCATION AND OPERATIONS (EO)	7	0
INNOVATION (IN)	2	0
Totals	**172**	**0**

EarthCraft Multifamily Level: Gold

****CHOOSE DESIRED LEVEL FROM DROP DOWN****

EarthCraft Multifamily (ECMF) is a builder led certification program that utilizes third-party program verrification. In consideration of EarthCraft Multifamily certification, each project will be evaluated based on full compliance with the following:

I. Submission of a field verified worksheet with 100 points (Certified), 150 points (Gold), or 200 points (Platinum) depending on the level of certification sought with all worksheet requirements achieved specific to the certification tier;

II. Project design and specification:
A. Certified tier projects must comply with a target HERS Index of 75
B. Gold certified projects must fully comply with ENERGY STAR Target HERS Index
C. Platinum certified projects must fully comply with ENERGY STAR Target HERS Index
D. Projects at all tiers must exceed all 2015 International Energy Conservation Code minimum requirements and applicable state amendments;
E. Projects at all tiers must submit Manual J designs and fresh air ventilation designs reaching current program standards, install heating and air and ventilation matching the submitted designs, and achieve all additional EarthCraft Multifamily program requirements;

III. Each project must follow the process as outlined in the EarthCraft Multifamily Manual in order to be eligible for certification completing the following:
A. An initial design review;
B. A construction kick off meeting;
C. All air sealing and final inspection requirements as outlined in the current worksheet and manual;
D. Submit necessary documentation to confirm program requirements and points tracked in the EarthCraft Multifamily worksheet

IV. Any practices or elements outlined as requirements by EarthCraft and/or the 2015 IECC, must be incorporated into non-residential areas of the project and within any stand alone buildings (e.g. clubhouse, stairwells, common areas, corridors, storage areas, etc)

V. Any points tracked within this worksheet must be incorporated into non-residential areas of the project and within any stand alone buildings where applicable (ie, ventilation, windows, lighting, water efficient appliances, insulation, combustion zones, etc)

VI. Any discrepancies between code requirements, EarthCraft, or will result in the more stringent requirement being enforced (special consideration will be

General Contractor - By accepting the EarthCraft Multifamily certification, I pledge that this project has been constructed to the standards listed within this EarthCraft Worksheet.

General Contractor Signature _____ date _____

Technical Advisor Signature _____ date _____

Owner/Developer Signature _____ date _____

10/12/2021 ParcView II

EarthCraft Multifamily Construction Worksheet		Points	Planned	Status	Documentation
SITE PLANNING (SP)					
SP1: SITE SELECTION					
OPTIONAL AT ALL LEVELS					
SP 1.0	Type of site:	Select all that apply:			Site Plan
	1. Brownfield site	3			
	2. Previously developed site	1	1		
	3. Infill site	Select one:			
	A. >50%	1	1		
	B. >75%	2			
SP 1.1	Dwelling units per acre:	Select one:			Site Plan
	1 ≥ 15 dwelling units per acre	1	3		
	2 ≥ 20 dwelling units per acre	2			
	3. ≥ 25 dwelling units per acre	3			
SP 2: SITE DESIGN					
OPTIONAL AT ALL LEVELS					
SP 2.0	Connectivity to:	Select One:			Site Plan, Location
	1. Walking distance to bus line (≤1/2 mile)				
	A. Existing	2	2		
	B. Planned	1			
	2. Walking distance to rail/rapid transit (≤1/2 mile)	Select One:			
	A. Existing	3	1		Landmark
	B. Planned	1			
	3. Biking distance to bike path (≤1/2 mile)	Select One:			
	A. Existing	2	2		Holmes Run
	B. Planned	1			
	4. Walking distance to public openspace or greenspace ≥3/4 acre in size (≤1/2 mile)	Select One:			
	A. Existing	2	2		Holmes Run Park Across the street
	B. Planned	1			
	5. Walking distance to mixed uses (≤1/2 mile)	Select One:			
	A. 6 or more mixed uses	2	1		
	B. 4 or more mixed uses	1			
SP 2.1	Shade at least 50% of hardscape within 30' of building	2	2		Calculation
SP 2.2	Reduce light pollution - all exterior lights full cutoff	4	4		
SP 2.3	Permanent stormwater control:	Select one:			Calculation
	A. ≥25% of onsite impervious surface areas	2	4		
	B. ≥50% of onsite impervious surface areas	3			
	C. ≥75% of onsite impervious surface areas	4			
SP 2.4	Street Trees are ≤ 40' on center at minimum	1	1		
SP 2.5	Connectivity to adjacent sites:	Select all that apply:			
	1. Vehicular access (2+ connections)	1	0		
	2. Dedicated pedestrian and bike access	1			
SP 2.6	Community Gardens	1	1		Across the street
SP 2.7	Outdoor Community gathering space	2	2		
SP 2.8	Install plant species that serve as pollinators on site for regional wildlife and/or local endagered species for a minimum of 20% of plantings	1			
SP 2.9	Parking reduced below local ordinance (1:1 ratio)	1	0		Ratio @ .8/ DU
SP 3: SITE PREPARATION AND PRESERVATION MEASURES					
REQUIRED AT ALL LEVELS					
SP 3.0	Workshop on erosion and sediment control	-	-		Certificate
SP 3.1	Site assessment identifying all greenspace and tree save potential	-	-		Greenspace/Tree survey
SP 3.2	Erosion and sedimentation control plan	-	-		
SP 3.3	Do not install invasive plants on site	-	-		Plant list
SP 3.4	Comply with all federal, state, and local government erosion control and tree protection measures	-	-		
SP 3.5	Phase I environmental testing and remediation plan (if applicable)	-	-		Phase I
SP 3.6	On-call personnel designated for erosion control during rain events	-	-		
SP 3.7	Downstream water quality testing (if applicable)	-	-		
SP 3.8	Label all storm drains or storm inlets to discourage dumping of pollutants	-	-		
SP 3.9	Road/vehicle cleaning protocols posted and enforced	-	-		
OPTIONAL AT ALL LEVELS					
SP 3.10	Tree preservation and protection measures employed on site	2			Site plan
SP 3.11	Leave site undisturbed and protect greenspace from future development (min 25%)	2			Site plan
SP 3.12	Mill cleared logs (100%)	1			Contract
SP 3.13	Grind stumps and limbs for mulch (≥80%)	1	1		Photographs
SP 3.14	Tree planting (12 trees per acre; trees ≥3" diameter)	2	2		Site plan
SP 4: ALTERNATIVE TRANSPORTATION ACCOMODATIONS					
OPTIONAL AT ALL LEVELS					
SP 4.0	Bike racks	1	1		
SP 4.1	Covered bike storage facility	1	1		
SP 4.2	Tenant access to business center	1	1		
SP 4.3	Covered bus stop	2	2		
SP 4.4	Electric vehicle charging facility	2	2		
SITE PLANNING TOTAL			35	0	
CONSTRUCTION WASTE MANAGEMENT (CW)					
REQUIRED AT ALL LEVELS					
CW 1.0	No construction materials burned or buried on site	-	-		
CW 1.1	Only state-approved landfills may be utilized	-	-		
OPTIONAL AT ALL LEVELS					
CW 1.2	Post waste management plan and divert 75% from landfill of:	Select all that apply:			Waste mgmt. plan, pick up tickets

	1. Wood	2	2		
	2. Cardboard	1	1		
	3. Metal (including beverage containers)	1	1		
	4. Drywall (recycle or grind and spread on site)	2	2		
	5. Plastic (including beverage containers)	1	1		
	6. Shingles	2			n/a
CW 1.3	Central Cut Area	2			
CW 1.4	Previously developed site: divert ≥25% of demolition waste from landfill	2	2		
CONSTRUCTION WASTE MANAGEMENT TOTAL			7	0	
RESOURCE EFFICIENCY (RE)					
RE 1: RESOURCE EFFICIENT DESIGN					
REQUIRED AT ALL LEVELS					
RE 1.0	Limit framing at all windows and doors	-	-		
RE 1.1	Engineered roof framing (90%)	-	-		
REQUIRED AT PLATINUM AND GOLD, OPTIONAL AT CERTIFIED					
RE 1.2	Advanced Framing:	Select all that apply:			
	1. 2-stud corners where structurally feasible	3	0		Not sure this is applicable for the chosen construction type
	2. Ladder T-walls where structurally feasible	2	0		Not sure this is applicable for the chosen construction type
	3. Size headers for loads (non-structural headers in non-load bearing walls)	1	0		Not sure this is applicable for the chosen construction type
OPTIONAL AT ALL LEVELS					
RE 1.3	Average floor area of unit:	Select one:			
	A. < 800 square feet	2	1		
	B. 800-1100 square feet	1			
RE 1.4	Floor joists are 24" on center (≥80%)	1			
RE 1.5	Non-load bearing wall studs are 24" on center	1			
RE 2: ADVANCED FRAMING PRODUCTS					
OPTIONAL AT ALL LEVELS					
RE 2.0	Precast insulated foundation walls (≥90%)	2			
RE 2.1	Insulated concrete forms or precast autoclaved aerated concrete (≥90%):	Select all that apply:			
	1. Foundation walls	2			
	2. Exterior walls	3			
RE 2.2	Engineered wall framing (≥90%)	1			
RE 2.3	Deliver panelized construction or SIPs to the site pre-framed (≥90%):	Select all that apply:			
	1. Floors	2			
	2. Exterior walls	2			
	3. Roof	2			
	4. Modular construction	2			
RE 2.4	Structural headers are steel or engineered wood (≥90%)	2			Not sure this is applicable for the chosen construction type
RE 3: LOCAL, RECYCLED AND/OR NATURAL CONTENT MATERIALS					
OPTIONAL AT ALL LEVELS					
RE 3.0	Use recycled concrete or alternate material as aggregate in foundation	1			Product literature
RE 3.1	Replace ≥25% of cement in concrete with fly ash or slag:	Select all that apply:			Product literature
	1. Slab and/or foundation walls (100%)	1	0		
	2. Exterior cladding and trim (≥75%)	1			
RE 3.2	Lumber/Millwork/Flooring: Use No Tropical Wood	2	0		
RE 3.3	Use building materials extracted, processed and manufactured ≤500 miles from site (1 point per product maximum 5 points)	1-5	1		
RE 3.4	Reused, recycled, MDF with no added urea-formaldehyde, local species or FSC certified wood in all:	Select all that apply:			Product literature
	1. Cabinet faces	2	2		
	2. Countertops	2	0		
RE 3.5	Exterior cladding and trim (≥25% recycled content material on ≥75% area)	2			Product literature
RE 3.6	Insulation (≥25% recycled content material)	1	1		
RE 3.7	Flooring:	Select all that apply:			Product literature
	1. Cork, natural linoleum, sealed concrete or bamboo flooring (≥20% of total floor area)	2			
	2. Recycled content tiles (≥30% recycled content material on 100% of tile floor area)	2			
	3. Carpet (≥50% recycled content material on ≥50% of all carpeted floor area)	1	1		
	4. Biodegradable carpet and backing (≥50% of all carpeted floor area)	2			
RE 3.8	Engineered trim:	Select all that apply:			Product literature
	1. Interior (≥80%)	1	1		
	2. Exterior, including soffit, fascia and trim (≥75%)	1	1		
RE 3.9	Roofing material (≥50% recycled content material on ≥90% area)	2			Product literature
RE 4: BUILDING REUSE					
RE 4.0	Gut Rehab (project exposing wall cavities or removing exterior cladding) or Adaptive Reuse (for adaptive reuse see addendum to worksheet)	8			
RESOURCE EFFICIENCY TOTAL			8	0	

DURABILITY AND MOISTURE MANAGEMENT (DU)					
DU 1: PRODUCTS AND APPLICATIONS					
REQUIRED AT ALL LEVELS					
DU 1.0	All roof valleys direct water away from walls, dormers, chimneys, etc.	-	-		
DU 1.1	Install drainage plane per manufacturer's specifications	-	-		
DU 1.2	Integrate drainage plane with:	All must comply:			
	1. Window and door pan flashing at sills and side flashing	-	-		
	2. Window and door head/top flashing	-	-		
DU 1.3	Double layer of building paper or housewrap behind cementitious stucco, stone veneer or synthetic stone veneer on framed walls	-	-		
DU 1.4	Roof gutters discharge water ≥5' from foundation	-	-		
DU 1.5	Flashing:	All must comply:			
	1. Self-sealing bituminous membrane or equivalent at valleys and roof deck penetrations	-	-		
	2. Step and kick-out flashing at wall/roof and wall/porch intersections, flashing ≥4" on wall surface and integrated with wall and roof/deck/porch drainage planes	-	-		
DU 1.6	Continuous foundation termite flashing (Required if slab edge is insulated)	-	-		
DU 1.7	Maintain 2" clearance between wall siding and roof surface	-	-		
DU 1.8	Install air conditioner condensing unit pad	-	-		
DU 1.9	Roof drip edge with ≥1/4" overhang	-	-		
DU 1.10	Drain pan for water heaters and washing machines	-	-		
REQUIRED AT PLATINUM, OPTIONAL AT GOLD AND CERTIFIED					
DU 1.11	Enclosed crawlspace, if applicable to design	2			
DU 1.12	Moisture-resistant wallboard in bathrooms	2	2		
DU 1.13	Flashing at bottom of exterior walls integrated with drainage system	2	2		
OPTIONAL AT ALL LEVELS					
DU 1.13	Alternative termite treatment with no soil pretreatment	2			
DU 1.14	Non-toxic pest treatment:	Select all that apply:			
	1. All lumber in contact with foundation (≥36" above foundation)	1			
	2. All lumber	2			
	3. Mold inhibitor with warranty applied to all lumber	1			
DU 1.15	Vented rain screen behind exterior cladding	2	2		
DU 1.16	Install termite mesh system	3			
DU 1.17	Exterior cladding (≥75% facade) with ≥ 30-year warranty	2	2		Warranty
DU 1.18	Windows, doors and skylights with ≥25-year warranty	1	0		Warranty
DU 1.19	Insulate cold water pipes ≥R-2	1			
DU 1.20	All entrance doors have overhang ≥3' depth	1			
DU 1.21	Roofing warranty:	Select one:			Warranty
	1. ≥40-year	1	1		
	2. ≥50-year	2			
DU 2: MOISTURE MANAGEMENT					
REQUIRED AT ALL LEVELS					
DU 2.0	Gravel bed (57's, no fines) beneath sub-grade slabs, on grade slabs, or raised slabs	-	-		Photographs
DU 2.1	100% coverage of ≥6mil vapor barrier beneath all slabs, in all crawlspaces	-	-		Photographs
DU 2.2	Foundation drain on top of sub-grade footing	-	-		
DU 2.3	Patio slabs, walks and driveways sloped ≥1/4" per 1' away from building for ≥10' or to the edge of the surface, whichever is less	-	-		
DU 2.4	Final site grade sloped ≥1/2" per 1' away from home for ≥10' or to the edge of the site, whichever is less	-	-		
DU 2.5	Do not install wet or water-damaged building materials	-	-		
DU 2.6	Capillary break between foundation and framing at exterior walls	-	-		
DU 2.7	Drainage board and damp proofing for below-grade walls	-	-		
DU 2.8	Design for additional dehumidification: rough-In electrical and plumbing for dehumidifier	-	-		
REQUIRED AT PLATINUM AND GOLD, OPTIONAL AT CERTIFIED					
DU 2.9	Additional dehumidification system: Basement or sealed crawlspace system	2			
DU 2.10	Foundation drain at outside perimeter edge of footing surrounded with 6" clean gravel and fabric filter	2			Photographs
OPTIONAL AT ALL LEVELS					
DU 2.11	Install whole-house ENERGY STAR dehumidifier	4			Product literature
DU 2.12	Slab and crawlspace vapor barrier ≥10 mil or reinforced	1			Photographs
DU 2.13	Humidistat or thermidistat used with whole-house variable speed cooling system	2			n/a
DU 2.14	Capillary break:	Select all that apply:			
	1. Between ground/footing or footing/foundation	2	2		
	2. Between foundation and framing for all walls	1	1		
DURABILITY AND MOISTURE MANAGEMENT TOTAL			12	0	

INDOOR AIR QUALITY (IAQ)					
IAQ 1: COMBUSTION SAFETY					
REQUIRED AT ALL LEVELS					
IAQ 1.0	No unvented combustion fireplaces, appliances, or space heaters	-	-		
IAQ 1.1	All fireplaces have outdoor combustion air supply and masonry-built fireplaces have gasketed doors	-	-		
IAQ 1.2	No atmospherically vented water heaters or furnaces	-	-		
IAQ 1.3	Sealed-combustion or electric water heater, must be installed in conditioned space	-	-		
IAQ 1.4	Carbon monoxide detector required if combustion appliances exist	-	-		
REQUIRED AT PLATINUM AND GOLD, OPTIONAL AT CERTIFIED					
IAQ 1.5	If installed, all fireplaces meet indoor air quality guidelines and have gasketed doors	2			Product literature
IAQ 2: INDOOR POLLUTANT CONTROL					
REQUIRED AT ALL LEVELS					
IAQ 2.0	Protect all ducts until construction is complete	-	-		
IAQ 2.1	Filter(s) easily accessible for property maintenance to service	-	-		
IAQ 2.2	Provide rodent and corrosion proof screens with mesh ≤0.5" for all openings not fully sealed or caulked	-	-		
IAQ 2.3	All outdoor supply air crosses filter prior to distribution	-	-		
IAQ 2.4	All interior paints are ≤ 100g/L VOC content	-	-		Product literature
IAQ 2.5	No carpet in below grade units	-	-		
REQUIRED AT PLATINUM AND GOLD, OPTIONAL AT CERTIFIED					
IAQ 2.6	Filters are ≥ MERV 8	1	1		Product literature
REQUIRED AT PLATINUM, OPTIONAL AT GOLD AND CERTIFIED					
IAQ 2.7	Certified low or no VOC materials:	Select all that apply:			Product literature
	1. Interior paints	1	1		
	2. Stains and finishes on wood floors	2			
	3. Sealants and adhesives	2	2		
	4. Carpet	1	1		
	5. Carpet pad	1			
	6. Carpet pad adhesive	2			
IAQ 2.8	Protect all bath fans until floor/wall finishing is complete	1	1		
OPTIONAL AT ALL LEVELS					
IAQ 2.9	No added urea-formaldehyde:	Select all that apply			Product literature
	1. Insulation	1			
	2. Subfloor	1			
	3. All cabinets, shelves, and countertops	2			
IAQ 2.10	Seal all particle board surfaces with water-based sealant	1			
IAQ 2.11	No carpet in all units	3	0		
IAQ 2.12	No carpet in main living area of all units	1	1		
IAQ 2.13	Permanent walk-off mats installed at each entry	1	1		
INDOOR AIR QUALITY TOTAL			8	0	
HIGH PERFORMANCE BUILDING ENVELOPE (BE)					
REQUIRED AT ALL LEVELS					
BE 0.1	IECC adopted by jurisdiction plus applicable state amendments	-	-		
BE 0.2	Certified level projects must achieve a confirmed HERS Index ≤ 75	-	-		
BE 0.3	Gold and Platinum level projects must achieve a confirmed HERS Index ≤ the ENERGY STAR Multifamily New Construction Target HERS Index	-	-		
OPTIONAL AT ALL LEVELS					
BE 0.4	Confirmed HERS Index ≤ Zero Energy Ready Home Target HERS Index	5			
BE 1: AIR SEALING MEASURES					
REQUIRED AT ALL LEVELS - DESIGN FOR UNIT COMPARTMENTALIZATION					
BE 1.0	Vapor barriers installed under slabs and crawls only and not on any vertical surfaces	-	-		n/a
BE 1.1	Seal bottom plates to subfloor or foundation for entire unit envelope	-	-		
BE 1.2	Block and seal joists cavities:	All must comply:			
	1. Above supporting walls at cantilevered floors	-	-		
	2. Under attic kneewalls	-	-		
	3. Above attached garage walls	-	-		
BE 1.3	Block stud cavities at change in ceiling height	-	-		
BE 1.4	Install blocking and baffles in insulated and vented attics	-	-		
BE 1.5	Seal penetrations through:	All must comply:			
	1. Foundations and exterior wall assemblies	-	-		
	2. Top and bottom plates	-	-		
	3. Band and rim joists	-	-		
	4. Insulated subfloor	-	-		
	5. Sheathing	-	-		
	6. Walls and ceilings in attached garages	-	-		
	7. All ceilings	-	-		
BE 1.6	Seal penetrations around:	All must comply:			
	1. Shower, sinks, toilets and tub drains	-	-		
	2. HVAC supply and return boots sealed to subfloor or drywall (floor, walls, or ceilings)	-	-		
	3. Window and door rough openings	-	-		
	4. All drywall penetrations (common walls between attached units included)	-	-		
	5. Exhaust fans to drywall	-	-		
	6. Attic pull-down stairs, scuttle holes and kneewall doors	-	-		
	7. Chases	-	-		
BE 1.7	Seal seams and gaps in:	All must comply:			
	1. Band joist sheathing	-	-		
	2. Exterior wall sheathing	-	-		
	3. All seams in SIP's	-	-		
BE 1.8	Install rigid air barriers:	All must comply:			
	1. Behind tubs and showers on insulated walls	-	-		

	2. At attic kneewall on attic-side (including skylight shafts)	-	-		
	3. At chases in contact with the building envelope (including fireplace chases)	-	-		
	4. Along staircases on insulated walls	-	-		
	5. Along porch roofs	-	-		
	6. At dropped ceiling/soffit	-	-		
	7. At all band joists above unit separation walls	-	-		
BE 1.9	Install weather-stripping at:	All must comply:			
	1. All exterior doors (if not included in door assembly)	-	-		
	2. Attic kneewall doors, scuttle holes and pull down stairs	-	-		
BE 1.10	All recessed can lights must be air tight, gasketed at all floors and also IC-rated in insulated ceilings; in Climate Zone 4, insulate exterior surface of fixture to ≥R-10	-	-		
BE 1.11	Fire rated assemblies that do not use draft block in band areas must comply with Air Tight Drywall approach	-	-		
BE 1.12	Units adjacent to CMU walls: framing and sub-floor at unit envelope, including interstitial space, must be sealed to CMU	-	-		
REQUIRED AT PLATINUM AND GOLD, OPTIONAL AT CERTIFIED					
BE 1.13	Seal top plate to drywall at the attic level	2	0		
OPTIONAL AT ALL LEVELS					
BE 1.14	Comply with Air tight drywall approach (required if band area draft blocking is not used)	4	4		
BE 1.15	Gypcrete on all framed floors separating unit envelopes	1			
BE 1.16	Two pour application of gypcrete to include areas blocked by drywall	1			
BE 1.17	Firewalls/party walls that eliminate air gap (UL 370 or equivalent)	2	2		
BE 2: BLOWER DOOR TEST					
REQUIRED AT ALL LEVELS					
BE 2.0	Air Changes per Hour ≤ 5 ACH50	-	-		
OPTIONAL AT ALL LEVELS					
BE 2.1	Air Changes per Hour ≤ 4 ACH50	7			
BE 2.2	Air Changes per Hour ≤ 3 ACH50	10			
BE 3: INSULATION					
REQUIRED AT ALL LEVELS					
BE 3.0	Floors:	All must comply:			
	1. Framed ≥ R-19	-	-		
	2. Cantilevered ≥ R-30	-	-		
	3. Podium/Elevated Slab ≥ R-19	-	-		
BE 3.1	Walls:	All must comply:			
	1. Exterior walls and band joists ≥ R-15	-	-		
	2. Elevator walls adjacent to dwelling units ≥ R-13	-	-		
	3. Foundation walls ≥ R-10 continuous or ≥ R-13 cavity	-	-		
BE 3.2	Ceilings/Roof:	All must comply:			
	1. Vented Flat: Climate Zone 4 ≥ R-38	-	-		
	2. Continuous Roof Deck: Climate Zone 4 ≥ R-20	-	-		
	3. Sloped: Climate Zone 4 ≥ R-38	-	-		
BE 3.3	Attic/Roof:	All must comply:			
	1. Install wind baffles at eaves in every vented bay, or equivalent air barrier at edge of ceiling	-	-		
	2. Energy heel trusses or raised top plate	-	-		
	3. Attic platforms allow for full-depth insulation below	-	-		
BE 3.4	Attic kneewall:	All must comply:			
	1. Doors ≥ R-19	-	-		
	2. Insulation and attic-side air barrier ≥ R-19	-	-		
BE 3.5	Attic pull-down/scuttle hole ≥ R-38	-	-		
BE 3.6	When installing loose-fill attic insulation, card and rulers must be installed	-	-		
BE 3.7	Steel framed buildings require thermal break ≥ R-7.5	-	-		
BE 3.8	Grade II insulation quality at all building envelope locations	-	-		
BE 3.9	Slab edge insulation ≥ R-10	-	-		
REQUIRED AT PLATINUM AND GOLD, OPTIONAL AT CERTIFIED					
BE 3.10	Insulation installation quality (floors, walls and ceilings):	Select one:			
	1. Grade I	3	2		
	2. Grade II with insulated sheathing ≥ R-3 (100%)	2			
BE 3.11	Corners ≥ R-6	1	1		
BE 3.12	Headers ≥ R-3	1	1		
BE 3.13	Fiberglass batts are unfaced/friction fit	1	0		
OPTIONAL AT ALL LEVELS					
BE 3.14	Insulate with foam applied insulation:	Select all that apply:			
	1. Exterior walls including band area	4			
	2. Floor system over crawlspace or basement	2			n/a
BE 3.15	Walls:	Select all that apply:			
	1. Seal and insulate crawlspace walls ≥ R-10 continuous	2			n/a
	2. Insulate unfinished basement walls instead of ceiling	1			n/a
	3. Insulate basement walls with continuous insulation	2			n/a
	4. Insulate exterior walls and band joist ≥ R-19	2	2		
	5. Insulate with spray foam insulation: Flash and batt insulation including band area	2			
	6. Insulate exterior walls and band joist ≥ R-20 or ≥ R-13 cavity plus R-5 insulated sheathing	3			
BE 3.16	Continuous exterior insulation:	Select one:			
	1. ≥R-3	5	5		
	2. ≥R-5	7			
BE 3.17	Ceilings:	Select one:			
	1. Flat Vented: Climate Zone 4 ≥ R-49	2	2		
	2. Continuous Roof Deck: Climate Zone 4 ≥ R-30	2			
	3. Sloped: Climate Zone 4 ≥ R-49	2			
BE 3.18	Attic kneewall insulated ≥ R-22	2			
BE 3.19	Insulate roofline ≥ R-30	4	4		
BE 4: WINDOWS					

REQUIRED AT ALL LEVELS					
BE 4.0	Door U-factors and SHGC:	All must comply:			
	1. U-factor ≤0.35	-	-		
	2. SHGC ≤ 0.30	-	-		
BE 4.1	Window U-factor and SHGC:	All must comply:			
	1. U-factor ≤0.35	-	-		
	2. SHGC ≤ 0.30	-	-		
BE 4.2	Skylight U-factor and SHGC:	All must comply:			
	1. U-factor ≤0.55	-	-		
	2. SHGC ≤ 0.30	-	-		
BE 4.3	NFRC certified doors, windows and skylights with label	-	-		
REQUIRED AT PLATINUM AND GOLD, OPTIONAL AT CERTIFIED					
BE 4.4	Door U-factor:	Select all that apply:			
	1. Opaque door: U factor≤ 0.21	2			
	2. Door with ≤ 50% glass: U-factor ≤ 0.27	1			
	3. Door with > 50% glass: U-factor ≤ 0.32	1	1		
BE 4.5	Window U-factor and SHGC:	Select all that apply:			
	1. U-factor ≤0.32	1	1		
	2. SHGC ≤0.27	2	2		
BE 4.6	Skylight U-factor and SHGC:	Select all that apply:			
	1. U-factor ≤0.55	1			
	2. SHGC ≤0.27	2			
OPTIONAL AT ALL LEVELS					
BE 4.7	Window U-factor and SHGC:	Select all that apply:			
	1. U-factor ≤0.25	2			
	2. SHGC ≤0.24	3			
BE 4.8	Skylight U-factor and SHGC:	Select all that apply:			
	1. U-factor ≤0.43	2			
	2. SHGC ≤0.24	3			
BE 4.9	Glazing facing:	Select all that apply:			
	1. West ≤ 2% of floor area	1			
	2. East ≤ 3% of floor area	1			
BE 4.10	1.5' overhangs over ≥80% of south windows	1			
BE 4.11	Solar shade screens (min all east and west windows)	2			
BE 4.12	Certified passive solar design (25% load reduction)	4			
BE 4.13	Window area is ≤15% of conditioned floor area (all units)	2			
BE 5: ROOF					
REQUIRED AT GOLD, OPTIONAL AT CERTIFIED					
BE 5.0	If Ducts located in unconditioned attic:	Select one:			Product Literature
	1. Attic Side Radiant Barrier	2	2		
	2. ENERGY STAR qualified roof (≥75% of total roof area)	2			
OPTIONAL AT ALL LEVELS					
BE 5.1	Install green roof system:	Select one:			
	1. ≥ 20% of roof area	2			
	2. ≥ 40% of roof area	3			
	3. ≥ 60% or above	4			
HIGH PERFORMANCE BUILDING ENVELOPE TOTAL			29	0	
ENERGY EFFICIENT SYSTEMS (ES)					
ES 1: HEATING AND COOLING EQUIPMENT					
REQUIRED AT ALL LEVELS					
ES 1.0	Size and select all HVAC equipment in accordance with ACCA Manuals J and S:	All must comply:			
	1. Complete Room by Room load calculation utilizing ACCA Manual J 8th Edition Software or later or current ASHRAE based software (Trane Trace or Carrier HAP) and submit to EarthCraft for review prior to issuing construction drawings. Loads must include detailed inputs.	-	-		Load Calculations
	2. Based on worst case unit orientation per unit type	-	-		
	3. Use 2009 ASHRAE Handbook of Fundamentals Climate Design Information or later for outdoor design temperatures	-	-		
	4. Indoor temperatures 70˚F for heating and 75˚ for cooling	-	-		
	5. Base infiltration on project team selected infiltration goal	-	-		
	6. Use actual area, U-factor and SHGC for windows and doors, actual area and R-values of floors, walls , and ceilings	-	-		
	7. Base mechanical ventilation on ASHRAE 62.2- 2010 standard	-	-		
	8. Cooling equipment and/or single-stage heat pump between 95%-125%	-	-		
	9. Provide OEM data for each unique system type	-	-		
	10. Internal loads that reflect design and occupancy ≤2400 Btu/h	-	-		
ES 1.1	If programmable thermostat installed for heat pump, include adaptive recovery technology	-	-		Product literature
ES 1.2	AHRI performance match all indoor/outdoor coils	-	-		AHRI Certificate
ES 1.3	Non-CFC and non-HCFC refrigerant	-	-		
ES 1.4	No electric resistant heat as primary heat source or reheat	-	-		
ES 1.5	Heat pump efficiency ≥ 8.2 HSPF or equivalent COP	-	-		
ES 1.6	Furnace efficiency ≥ 90 AFUE	-	-		
ES 1.7	Cooling equipment ≥ 14 SEER or 11 EER	-	-		
REQUIRED AT PLATINUM AND GOLD, OPTIONAL AT CERTIFIED					
ES 1.8	Heating equipment efficiency:	Select one:			AHRI match
	1. ENERGY STAR qualified furnace(s) ≥95 AFUE and within 40% of load calculation	2	2		
	2. ENERGY STAR qualified heat pump(s) ≥8.5 HSPF and within 25% of load calculation	2			
ES 1.9	Verification of proper refrigerant charge with subcooling deviation ±3°F or superheat deviation ±5°F	1	1		Test results
ES 1.10	ENERGY STAR qualified cooling equipment ≥SEER 14.5	2	2		
OPTIONAL AT ALL LEVELS					

ES 1.11	Use ACCA Approved Residential Load Calculation Software to produce loads	2			ACCA Approved Software
ES 1.12	Load Calculations comply with ES 1.0 at first submission (no revision required)	2			
ES 1.13	Variable speed blower	2	2		
ES 1.14	Ground-source heat pump(s) ≥ EER 17	3			
ES 1.15	ENERGY STAR qualified cooling equipment ≥ SEER 16	3	3		
ES 1.16	Heat pump efficiency ≥9.0 HSPF	2			
ES 1.17	Dual-stage compressors	3			
ES 1.18	Condenser units are spaced 2 feet apart	2	2		
ES 1.19	Varible Refrigerant/Mini-Split system utilized for primary heating and cooling	6	6		
ES 2: DUCTWORK / AIR HANDLER					
REQUIRED AT ALL LEVELS					
ES 2.0	Seal air handlers and duct systems with mastic	-	-		
ES 2.1	Code approved solid connector for all flex-to-flex connections	-	-		
ES 2.2	Fully duct all supply and return ducts	-	-		
ES 2.3	Duct insulation:	All must comply:			
	1. ≥ R-6: Ducts in conditioned and interstitial spaces (between floors)	-	-		
	2. ≥ R-8: Ducts in unconditioned space	-	-		
ES 2.4	No ducts in exterior walls or vaulted ceilings and no plenum within 2' of roofline.	-	-		
ES 2.5	Locate all air handlers within conditioned space	-	-		
ES 2.6	Indoor coil protected until finished floor installed	-	-		
ES 2.7	Minimize pressure imbalance within units ≤ 6 Pa between bedroom and return	-	-		
ES 2.8	No duct take-offs within 6" of supply plenum or supply trunk cap	-	-		
ES 2.9	Design and construct mechanical closets accessible for service and maintenance requirements	-	-		
REQUIRED AT PLATINUM AND GOLD, OPTIONAL AT CERTIFIED					
ES 2.10	Install ducts per ACCA Manual D duct design	3	3		Manual D
ES 2.11	Minimize pressure imbalance within units:	Select all that apply:			
	1. Install fully ducted jumper ducts, transfer grills, or dedicated return for each bedroom	2	2		
	2. Measured pressure differential ≤ 3 Pa between bedroom and return	3	3		Test results
ES 2.12	Install rigid duct work or pull all flex ducts with no pinches and support at intervals≤ 5'	2	2		
ES 2.13	Measure and balance airflow for each duct run (±20% of design)	3	3		
ES 2.14	Verify supply and return duct static pressure	2	2		
ES 2.15	HVAC system and ductwork is dry and clean	1	1		
REQUIRED AT PLATINUM, OPTIONAL AT GOLD AND CERTIFIED					
ES 2.16	Locate entire duct system within conditioned space	5	5		
OPTIONAL AT ALL LEVELS					
ES 2.17	Duct design and installation:	Select all that apply:			
	1. Rigid metal supply trunk line	2	0		
	2. Space all supply duct take-offs ≥6" apart	1			
	3. Install rigid circular duct as supply plenum	2			
ES 2.19	Duct insulation in unconditioned spaces ≥R-10	1			
ES 2.20	Return plenum duct take-off free area is 120% of supply plenum duct take-off free area	2			
ES 3: DUCT LEAKAGE TEST RESULTS					
REQUIRED AT ALL LEVELS					
ES 3.0	Test duct leakage based on conditioned floor area (CFA):	All must comply:			Test results
	1. Leakage to outside ≤ 4%	-	-		
	2. Total leakage ≤ 6%	-	-		
REQUIRED AT PLATINUM, OPTIONAL AT GOLD AND CERTIFIED					
ES 3.1	Test duct leakage based on conditioned floor area (CFA):	Select all that apply:			
	1. Leakage to outside ≤ 2%	8			Test results
	2. Total leakage ≤ 4%	8			
ES 4: VENTILATION					
REQUIRED AT ALL LEVELS					
ES 4.0	Install exhaust fans in all bathrooms and duct to outside	-	-		
ES 4.1	Gas kitchen range vented to exterior ≥100 cfm fan	-	-		Test results
ES 4.2	Outside air ventilation strategy complies with ASHRAE 62.2-2010	-	-		
ES 4.3	When installed to achieve ES 4.2, design and install fresh air intakes:	All must comply:			
	1. ≥10' away from exhaust outlets , vehicle idling zones, parking garages	-	-		
	2. ≥ 2' above grade	-	-		
	3. When run to soffit the duct must be extended and affixed through the soffit vent	-	-		
	4. Fresh air duct may not be run to the roof	-	-		
	5. Fresh air shutoff may not be controlled by humidistat	-	-		
	6. Install rigid duct with insulation	-	-		
	7. All intakes must be ducted to exterior of building	-	-		
ES 4.4	Seal seams of all intake and exhaust ducts with mastic	-	-		
ES 4.5	Duct clothes dryers to outside	-	-		
ES 4.6	No power roof vents	-	-		
ES 4.7	Back-draft dampers for kitchen and bathroom exhaust	-	-		
REQUIRED AT PLATINUM AND GOLD, OPTIONAL AT CERTIFIED					
ES 4.8	If installed, ceiling fans must be ENERGY STAR qualified (1/bedroom and 1 in living room)	1			Product literature
ES 4.9	ENERGY STAR bath fans with properly sized ductwork and measured airflow ≥50 cfm	2	2		Test results
ES 4.10	Electric kitchen range vented to exterior ≥ 100 cfm fan	3	3		Test results
ES 4.11	Verify outdoor air supply ventilation airflow test within +/- 20% of design values	2	2		Test results
ES 4.12	Install and label accessible ventilation controls, with override controls for continuously operating ventilation fans	1			
ES 4.13	Supply/exhaust fans rated at ≤3 sones (intermittent) and ≤1 sone (continuous)	1	1		
REQUIRED AT PLATINUM, OPTIONAL AT GOLD AND CERTIFIED					
ES 4.14	Radon resistant construction:	Select all that apply:			
	1. Passive, radon/soil gas vent system labeled on each floor	1			
	2. Radon test of building prior to occupancy	1			
ES 4.15	Exhaust fan wired with light in bathroom	1	1		
ES 4.16	Duct all exhaust fans with rigid duct	1	1		

OPTIONAL AT ALL LEVELS					
ES 4.17	Automatic (timer and/or humidistat) bathroom exhaust fan controls	2			
ES 4.18	Energy recovery ventilator	3			
ES 4.19	Vent storage room to outside	1			
ES 5: WATER HEATER					
REQUIRED AT ALL LEVELS					
ES 5.0	If gas, direct vent	-	-		
ES 5.1	Heat trap on all storage water heaters	-	-		
ES 5.2	Water heater efficiencies: Tank Size / Gas EF / Electric EF / Gas UEF / Electric UEF 20- 55 gal / 0.65 / 0.95 / 0.61 / 0.92 55- 100 gal / 0.75 / 1.97 / 0.76 / 2.03 < 2 gal / 0.82 / 0.93 / 0.81 / 0.91	-	-		AHRI Certificate
ES 5.3	Pipe insulation on first 2'	-	-		
REQUIRED AT PLATINUM, OPTIONAL AT GOLD AND CERTIFIED					AHRI Certificate
ES 5.4	High efficiency storage water heater: Tank Size / Gas EF / Electric EF / Gas UEF / Electric UEF ≤55 gallon / ≥0.67 / ≥2.00 / ≥0.64 / ≥2.00 >55 gallon / ≥0.77 / ≥2.20 / ≥0.78 / ≥2.20	Select one from chart: 2			
ES 5.5	Tankless gas water heater ≥ .90 EF or ≥ .87 UEF	4			
OPTIONAL AT ALL LEVELS					
ES 5.5	Type of water heater:	Select one:			
	1. Solar domestic (≥40% annual load based on unit demand)	6			Product literature
	2. High efficiency tankless water heater (≥ .92 EF) with insulated buffer tank	4			AHRI Certificate
	3. ENERGY STAR qualified heat pump hot water heater	4			
ES 5.6	Hot water piping insulation ≥R-4 (100%)	2			
ES 6: LIGHTING/APPLIANCES					
REQUIRED AT ALL LEVELS					
ES 6.0	High-efficacy lighting in 100% of all permanent fixtures	-	-		
ES 6.1	If installed, ENERGY STAR dishwasher	-	-		Product Literature
ES 6.2	If installed, ENERGY STAR refrigerator	-	-		Product Literature
REQUIRED AT PLATINUM AND GOLD, OPTIONAL AT CERTIFIED					
ES 6.3	If installed, ENERGY STAR qualified clothes washer	2			Product literature
ES 6.4	If installed, high efficiency clothes dryer with moisture sensor (not applicable to commercial dryers)	2			Product literature
OPTIONAL AT ALL LEVELS					
ES 6.5	Fixtures and bulbs:	Select one:			
	A. ENERGY STAR qualified compact fluorescent fixtures or LED bulbs (100%)	2	2		
	B. Ballasted compact fluorescents or LED bulbs at all recessed light fixtures	1			
ES 7: COMMON AREA LIGHTING/APPLIANCES					
REQUIRED AT PLATINUM AND GOLD, OPTIONAL AT CERTIFIED					
ES 7.0	100% LED bulbs in all corridor/breezeway and all common spaces	2	2		
OPTIONAL AT ALL LEVELS					
ES 7.1	Control systems:	Select all that apply:			
	1. Automatic indoor lighting controls	2			
	2. Automatic outdoor lighting controls	2	2		
ES 7.2	High Efficiency Exterior Lighting:	Select all that apply:			
	1. Design to Reach IES guidelines: Lighting For Exterior Environments	2			
	2. Achieve 50% reduction based on Advanced Energy Design Guide (ASHRAE/IES)	1			
	3. High efficiency exterior lighting using 100% LED bulbs	2	2		
ES 7.3	High efficiency elevators	2	0		
ENERGY EFFICIENT SYSTEMS TOTAL			57	0	

WATER EFFICIENCY (WE)					
WE 1: INDOOR WATER USE					
REQUIRED AT ALL LEVELS					
WE 1.0	Meet National Energy Policy Act low flow standards for all fixtures	-	-		
WE 1.1	Detect no leaks at any water-using fixture, appliance or equipment	-	-		
WE 1.2	Low-flow fixtures (units and common facilities):	Select all that apply:			
	1. WaterSense labeled toilet (≤1.28 avg. gal/flush)	-	-		Product literature
	2. WaterSense labeled urinal (≤0.5 gal/flush)	-	-		
	3. WaterSense lavatory faucet and accessories (≤1.5 gpm at 60 psi)	-	-		
	4. WaterSense labeled Showerhead (≤2.0 gpm)	-	-		
REQUIRED AT PLATINUM , OPTIONAL AT GOLD AND CERTIFIED					
WE 1.3	If installed, water treatment system NSF certified, ≥85% efficient	2			
WE 1.4	If installed, water softeners certified to NSF/ANSI Standard 44	2			
WE 1.5	Store ≤0.5 gal of water between water heater and fixture (not applicable to central systems)	2			Test results
WE 1.6	WaterSense labeled Showerhead (1.75 gpm)	1			Product literature
OPTIONAL AT ALL LEVELS					
WE 1.7	Toilet (≤1.1 avg. gal/flush)	2	2		
WE 1.8	Waterless urinals in common areas	2	2		
WE 1.9	Greywater system for toilet flushing	4			
WE 1.10	Rainwater harvest system for indoor water use	4			
WE 1.11	Unit water pressure ≤60 psi	2			
WE 1.12	Hot water demand ≤0.13 gal of water between loop and fixture and ≤2 gal of water in loop between water heater and furthest fixture (not applicable to central systems)	2			Test results
WE 2: OUTDOOR WATER USE					
REQUIRED AT ALL LEVELS					
WE 2.0	Cover all exposed soil with 2"-3" mulch layer	-	-		
WE 2.1	Irrigation system:	All must comply:			
	1. Must have rain sensor shutoff switch	-	-		
	2. Provide operating manual to property management	-	-		
	3. Provide irrigation system layout to property management	-	-		
WE 2.2	If installed, ornamental water features must recirculate water and serve beneficial use	-	-		
WE 2.3	Install plants to maintain distance ≥2' from home at maturity	-	-		Landscape plan
REQUIRED AT PLATINUM, OPTIONAL AT GOLD AND CERTIFIED					
WE 2.4	Landscape design:	Select one:			
	1. Turf ≤ 40% of landscaped area	2	2		Landscape plan
	2. Use WaterSense water budget tool to design landscape	2	0		Calculator
WE 2.5	Vegetate slopes exceeding 4:1	1	0		Landscape plan
WE 2.6	If installed, irrigation system is: (Max 4 points)	Select all that apply:			
	1. Design, install, and audit irrigation system by WaterSense Irrigation Partner with no leaks	2	0		
	2. Micro-irrigation system (e.g., drip irrigation) includes pressure regulator, filter and flush end assemblies	2	0		
	3. Distribution uniformity ≥65% lower quarter	2	0		
	4. Install sprinklers only on turfgrass, pop-up height ≥4"	1	0		
	5. Establish grow-in phase and post landscape seasonal water schedules at irrigation controller	2	0		
WE 2.7	Drought-tolerant/native landscaping turf and plants	1	1		Plant list
OPTIONAL AT ALL LEVELS					
WE 2.8	Test and amend soil	1			Test results
WE 2.9	Irrigation: (Max 5 points)	Select all that apply:			
	1. Greywater irrigation system	3			
	2. Rainwater irrigation system	3			
	3. Zone irrigation system for specific water needs in each planting area	2			
	4. Provide weather station or soil moisture sensor on irrigation system	2			
WE 2.10	Timer on exterior water spigots	1			
WATER EFFICIENCY TOTAL			7	0	

EDUCATION AND OPERATIONS (EO)					
EO 1: EDUCATION					
REQUIRED AT ALL LEVELS					
EO 1.0	Provide property manager with project-specific owner's manual	-	-		Copy
OPTIONAL AT ALL LEVELS					
EO 1.1	Local recycling contact	1	1		Contact
EO 1.2	Community Recycling Facility	2	2		Picture
EO 1.3	Household hazardous waste resources	1	1		
EO 2: OPERATIONS AND MANAGEMENT					
REQUIRED AT ALL LEVELS					
EO 2.0	Provide all subcontractors with EarthCraft Multifamily worksheet	-	-		
OPTIONAL AT ALL LEVELS					
EO 2.1	Property Maintenance Staff representative attends design review and/or kick off meeting	1			
EO 2.2	Market EarthCraft Multifamily program	1	1		Signage
EO 2.3	Provide pre-occupancy briefing for tenant	2			
EO 2.4	Project participates in post occupancy project debriefing	2			
EO 2.5	Environmental management and building maintenance guidelines for staff	2			Copy
EO 2.6	Landscape maintenance guide for maintenance and management personnel	2			
EO 3: THIRD PARTY PROGRAMS					
OPTIONAL AT ALL LEVELS					
EO 3.0	ENERGY STAR Multifamily New Construction	2	2		
EO 3.1	Indoor airPLUS	2			
EO 3.2	Qualify for WaterSense New Homes	1			
EO 3.3	EarthCraft Community Certification	3			
EO 3.4	EarthCraft Light Commercial for Community Center	2			
EO 3.5	EarthCraft Light Commercial Ready Spaces	1	0		
EO 3.6	Building America Builders Challenge	1			
EDUCATION AND OPERATIONS TOTAL			7	0	
INNOVATION (INV)					
OPTIONAL AT ALL LEVELS					
IN 1.0	On-site fuel cell or co-generation system	4			System design
IN 1.1	Solar-ready design	2	0		System design
IN 1.2	Wind and/or Solar electric system (10% of project requirements)	5			System design
IN 1.3	100% of stormwater kept on site and used for development operations	4			System design
IN 1.4	Common areas use solar and/or wind electric system (80% of demand)	4			System design
IN 1.5	Housing Affordability:	Select one:			
	1 ≥20% total units	1	2		
	2 ≥50% total units	2			
IN 1.6	Developer contracts for at least 12 months post construction energy monitoring	4	0		Unit Level Utility Data
IN 1.7	Project specific innovation points: builder submits specifications for innovative products or design features to EarthCraft prior to construction completion	TBD			
INNOVATION TOTAL			2	0	
WORKSHEET TOTAL			172	0	

[EXTERNAL]Opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF

bastilleea <bastilleea99@gmail.com>

Fri 1/28/2022 3:59 PM

To: PlanComm <PlanComm@alexandriava.gov>; gloria.sitton@alexandriava.org <gloria.sitton@alexandriava.org>

Dear Chairman Macek and Planning Commissioners,

We write to express our opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built.

Our condo unit at Place One is sitting atop multiple columns supporting half of our building (with underground parking below). We worry that the heavy pile driving could affect the structural integrity of our 45+ year old building potentially causing a collapse of our building such as the condo that collapsed in Florida threatening our safety. Also the condo prices and rental prices are already low enough in our entire neighborhood to support affordability. Even today, there is dense enough traffic that adding 2 more buildings to Parcview would cause too much congestion and street parking is already limited and does not need to be exacerbated. Our condo had several foundation cracks from a very brief earthquake in the area in 2011, a prolonged construction and vibrations from pile driving could be severely detrimental to individual condo unit owners and to the structural support of our building.

We request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,

Elinor and Jack Abraham (Place One Condo)

[EXTERNAL]Petition against ParcView II redevelopment

Alana <alana.t.wong@gmail.com>

Fri 1/28/2022 4:11 PM

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

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed ParcView II redevelopment project at 5380 Holmes Run Parkway that has been docketed for your public hearing on February 1, 2022.

This project involves serious safety concerns for the structural stability of the ParcView building as well for the many other almost 50-year-old buildings housing thousands of nearby residents in this already highly congested area. Given that there will be no loss of affordable housing at ParcView, use of the RMF zoning is improper.

In addition, there are no plans to relocate the ParcView residents while construction is going on, there are no plans for where ParcView residents are supposed to park when their parking lot is taken away to cram two more buildings on their small 3-acre lot, the traffic study shows that two key intercessions are already congested, there is grossly inadequate parking for parents of a proposed day care center (4 spots for parents of 100 kids), and no consideration will be given by the applicant to enhance environmental sustainability as was done at Landmark Mall.

Sincerely,
Alana Wong
4951 Brenman Park Dr.

[EXTERNAL]Proposed construction of Parkview ll Holmes Run Parkway Alexandria

Kathleen Stark <knstark72@gmail.com>

Fri 1/28/2022 4:31 PM

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

Dear Commissioners and Ms Sitton: I am writing to you to ask that you not approve the construction of two more apartment buildings at Parkview Apartments on Holmes Run Parkway. I realize that more affordable housing is very much needed in Northern Virginia. Crowding more buildings into an already overcrowded area is not the answer. The people who already live here need green space, clean air and a safe environment for themselves and their children. Adding more people, cars and congestion will not provide these things. It will only diminish the quality of life for all of us. Please consider these things when you make your decision. There must be another solution to the issue of affordable housing in our area. Thank you . Kathleen Stark 5500 Holmes Run Pkwy, Alexandria, VA 22304 knstark72@gmail.com

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[EXTERNAL]Letter of support for ParkView II

Michelle Krocker <michellekrocker@nvaha.org>

Fri 1/28/2022 9:09 PM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: CRatinetz@aslandcap.com <CRatinetz@aslandcap.com>; dcalisto@aslandcap.com <dcalisto@aslandcap.com>; James Simmons <jsimmons@aslandcap.com>

1 attachments (147 KB)

Letter of Support - ParcView II v2.pdf;

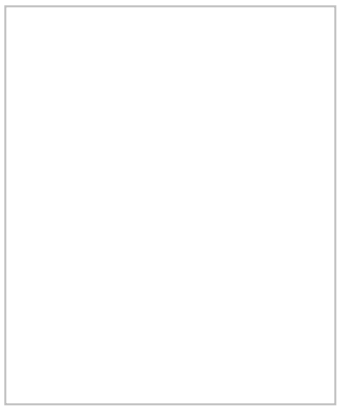
Planning Commissioners,

Please see this letter of support from Asland Capital Partners for the Febuary 1 hearing; item #8 Rezoning #2021-00007 Development Special Use Permit #2021-10029, Wesley Housing's ParcView II redevelopment.

The link on the City's website to provide comments to the Planning Commission is not working.

Thank you,

Michelle



Michelle Krocker | Executive Director
Northern Virginia Affordable Housing Alliance

The delta between our housing affordability crisis and what we're doing about it is huge - and growing.
Let's Solve this!

571.572.2238 (office)
703.919.0049 (mobile)
www.nvaha.org | @LinkedIn/MichelleKrocker

ASLAND

January 27, 2022

Alexandria City Council
301 King Street
Alexandria, VA 22314

Dear Alexandria Planning Commission and City Council,

The preservation and creation of Affordable housing is one of the most critical issues facing the city of Alexandria today. As owners and stakeholders, we are well aware of the loss of its market affordable housing stock and the destabilizing effects it has on the residents of the city. On behalf of Asland Capital Partners, I am writing to support the ParcView II project and Wesley Housing, a mission driven nonprofit affordable housing developer.

The RMF Zone is an important tool that makes is possible to both preserve and create deeply affordable housing for the city's most vulnerable and essential residents as an alternative to funding affordable housing through tax revenue from Alexandria residents. Recently the city's forethought and innovative creation of the RMF Zoning tool was celebrated by the nationally renowned organization Urban Land Institute as the city was bestowed with the 2021 Robert C. Larson Award for its leadership in creating and preserving affordable housing opportunities for its most vulnerable residents.

As our firm's mission is centered in the preservation and creation of high-quality housing for all, we fully support Wesley Housing in its quest to develop ParcView II.

Sincerely,

James H. Simmons III
Asland Capital Partners
Founder & CEO

[EXTERNAL]ParcView II Redevelopment

K'Le Lebron <kle.lebron2@gmail.com>

Sat 1/29/2022 11:02 AM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: Gloria Sitton <Gloria.Sitton@alexandriava.gov>

Dear Chairman Macek and Planning Commissioners,

I am writing to express my opposition to the proposed ParcView II redevelopment project at 5380 Holmes Run Parkway, docketed for your public hearing on February 1, 2022. The redevelopment project does not consider the negative impact to the local community.

I have been a resident of Alexandria's West End for almost 10 years. I have lived on Holmes Run Parkway and now I live near Holmes Run Parkway, so I know the area well. The City of Alexandria may have good intentions to add affordable housing units; however, this redevelopment will diminish the quality of life in the community. I have serious concerns about the negative effects on congestion, traffic/safety, the environment, and quality of life in the area.

Holmes Run Parkway is already too busy and congested with vehicular traffic from residents and drivers traveling to/from Duke Street and Van Dorn Street. Additional residential units will add more vehicular traffic to this densely populated area, which is not safe. It will not be safe for residents, pedestrians, or cyclists on the Parkway. Furthermore, parking in the area is a challenge. On any given day, Holmes Run Parkway has cars parked bumper-to-bumper. How can the area accommodate even more vehicles?

My concerns are also for the environmental impact during construction and sustainability issues beyond construction. Construction is unpleasant. It is even more unpleasant when the new building does not benefit the local community with environmentally, sustainable features.

Is this the vision of affordable housing in Alexandria? Are we going to be a city that crams more people into already dense areas, so they can have affordable housing? Will it foster a quality community or will the unattractive, overcrowding chase residents away?

I hope that you will take these concerns into account. Thank you for your consideration.

Sincerely,

Kysha LeBron

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re: ParcView II

Christine Cardellino <ccllino@gmail.com>

Sat 1/29/2022 4:01 PM

To: PlanComm <PlanComm@alexandriava.gov>

I was astonished to learn about the proposed and very large addition to the ParcView Apartment building on Holmes Run Parkway. It seems to me that this project was conceived with scant consideration for the people who would actually live there—including current residents-- or the neighborhood and its buildings, which would be negatively impacted by such an extensive undertaking. It's worth asking whether or not the need for more affordable housing necessitates cramped and crowded, and likely unpleasant and poorly accommodated units for the very people the City wishes to serve.

Respectfully,
Christine Cardellino
5500 Holmes Run Parkway, #1016
Alexandria, VA 22304

[EXTERNAL]Stop Parkview II Now!

melanie <mweiser0001@gmail.com>

Sat 1/29/2022 10:41 PM

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

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built.

Having lived in Alexandria for the better part of 38 years, the past 10 split between Cameron Station Blvd and Holmes Run Pkwy, I am extremely fearful and dismayed with the approved proposal of adding an additional building on HRP to house 200+ more residents along an already struggling corridor of Duke, Holmes Run, and Van Dorn feeding to 395. Traffic is always horrendous, crime is up, and you are creating a powder keg waiting to explode. On top of that, the new hospital is going to add to the mess on one- and two-lane roadways which are already bursting at the seams. Additionally, the need of the Mayor and Council to continue to fill every inch of the West End with density is astounding to me. The city in which I used to think I would grow old, is now making me look elsewhere … far away from City Leadership who clearly don't care about the policies and decisions which don't affect them. First it was bike lanes, then bus lanes, and now the hospital and building a residential high-rise where there is literally no room for the amount of People to travers to and from! I am saddened that the City I grew up in is not the same anymore; I do not, and would never, recommend it to live.

I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Regards,

Melanie Weiser

[EXTERNAL]Support of ParcView Development at Holmes Run

Nicole Radshaw <nicole.radshaw@gmail.com>

Sun 1/30/2022 10:57 AM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Members of the Alexandria Planning Commission,

I am writing in **support** of the planned development at the Parc View apartment complex on Holmes Run Parkway because of the increase in affordable housing and new day care center as well as improvements to the existing buildings.

Northern Virginia and Alexandria are growing and we need **more affordable housing**. Since 2000, the City has lost 88% of its market affordable housing stock. This ParcView proposal preserves affordability through redevelopment and increases the number of affordable homes, in perpetuity, for a total of 373 units. Teachers, nurses, restaurant employees, and more workers are consistently priced out of Alexandria. They end up driving from far away and causing more congestion. Let's give people a quality of life where they can work where they live. There will certainly be some growing pains- construction and noise. But we live next to 395, a fire station, and trains- it is alway noisy! Another benefit to this development is a **new childcare center**. Currently, childcare options are a challenge. Families were struggling with options before the pandemic, but now it is even harder. Businesses need workers, and workers have children that need taking care of!

Please also tell the developers in partnership with the City to bring **safety upgrades and connectivity to the bicycle and pedestrian infrastructure**. One such example would be to paint a crosswalk from the north side of Holmes Run to the south side at the most western open entrance. It is located right after you cross the Ripley Bridge. Many folks walk their dogs and the south side has bus stop. It is not located at an intersection, and therefore is a safer place to cross, since people only look for side-to-side traffic and not turning cars. HAWK signals may even add some added safety features. In addition, both the developers and the City need to keep on track and task to complete the fix of the Holmes Run Trail beneath Van Dorn and 395. Finally, with additional people, the developers and the City should add **park improvements** like blue recycling cans next to trash cans, tables with chessboards, and other community gathering choices.

In conclusion, this development will help families, children, workers, businesses, and our community. Thank you for serving our City!

Nicole Radshaw
5340 Thayer Avenue
703-850-9728

[EXTERNAL]Request to add this email to the docket materials for the ParcView II project before the Planning Commission on Feb 1, 2022

Joan E. Snavely <jesintime@verizon.net>

Sun 1/30/2022 1:20 PM

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

Dear Chairman Macek and Planning Commissioners,

I am writing to express my strong opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built. As an owner and resident at Place One – 5500 Holmes Run Parkway, therefore a direct neighbor, our Community will be negatively affected by years of construction, building/infrastructure impacts, and increased population density from this redevelopment project if approved. Additionally it will have negative environmental impacts to include relocation of rodents and pests; blowing dirt, dust, and particulates; enhanced noise pollution and fewer wind barriers via removal of existing ParcView trees; change to water table levels and increase in flooding due to underground garage creation; as well as disturbance of surrounding wildlife in Holmes Run and the park. The neighborhood will also be impacted by simultaneous expansion efforts nearby (e.g. Landmark Mall/West End, Landmark Overlook); increased population density in an already crowded neighborhood; more traffic on Holmes Run Pkwy, especially day care drop off/pick up; fewer street parking spots; and no parking for current ParcView residents during construction phases. Most trees and amenities will be removed to pack people into very cramped quarters. The lot will become wall-to-wall concrete. ParkView II is bad for our neighborhood and the entire West End.

I request that this email be added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,

Joan E Snavely

Joan E. Snavely
5500 Holmes Run Pkwy, Unit 1406

Alexandria, VA 22304
jesintime@verizon.net

[EXTERNAL]Opposition to the ParcView II Redevelopment Project

Fran Vogel <fran.vogel@verizon.net>

Sun 1/30/2022 3:49 PM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: Gloria Sitton <Gloria.Sitton@alexandriava.gov>

Dear Chairman Macek and Planning Commissioners,

I am writing to express my opposition to the proposed ParcView II redevelopment project at 5380 Holmes Run Parkway that has been docketed for your public hearing on February 1, 2022.

This project involves serious safety concerns for the structural stability of the ParcView building as well for the many other almost 50-year-old buildings housing thousands of nearby residents in this already highly congested area. Given that there will be no loss of affordable housing at ParcView, use of the RMF zoning is inappropriate in that for re-zoning to RMF, the affordable housing must be at risk and clearly the affordable housing units currently at ParcView are not diminishing. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing.

In addition, there are no plans to relocate the ParcView residents while construction is going on, there are no plans for where ParcView residents are supposed to park when their parking lot is taken away to cram two more buildings on their small 3-acre lot. More so, the traffic study shows that two key intercessions are already congested, there is grossly inadequate parking for parents of a proposed day care center that will accommodate 100 children, and no consideration will be given by the applicant to enhance environmental sustainability as was done at Landmark Mall.

The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built.

Respectfully,

Fran Vogel
41 N. Early Street
Alexandria, VA

I request that this email be included with the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

[EXTERNAL]STOP PARCVIEW II

Irene Jones <irenejones44@gmail.com>

Sun 1/30/2022 4:05 PM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built. I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

--
Rena Jones
5500 Holmes Run Pkwy, apt 711
Alexandria, VA 22304
703-461-8934

[EXTERNAL]ParcView II

Susan Cardellino <scllino1@gmail.com>

Sun 1/30/2022 4:26 PM

To: PlanComm <PlanComm@alexandriava.gov>; gloria.sitton@alexandrava.gov <gloria.sitton@alexandrava.gov>

Dear Chairman Macek and Planning Commissioners,

I am writing to express my opposition to the proposed rezoning of the ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF which would allow the construction of two more high-rise buildings on this small lot. This issue will be discussed at the February 1, 2022 meeting.

The construction of two new high-rise buildings will impact the lives of all people living in the Holmes Run area of Alexandria. The use of heavy pile driving equipment will jeopardize the structural stability of all nearby buildings. Most of these buildings are over 12 stories high and are over 40 years old. All 3,100+ housing units in the Holmes Rund area qualify as affordable or workforce housing, so please do not threaten the safety of all people living in this area to simply add approx. 220 more affordable housing units to the city's stockpile of such housing . The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by ParcView II to be built.

The quality of life of Holmes Run Parkway community will be altered forever. There will be traffic and parking issues. Even though the ParcView plan is to include parking, there already is an issue with on street parking when family and friends come to visit. Also, the closeness of the buildings on the small lot will impact the lives of the residents of ParcView. Also of concern is the impact that the hardscape associated with ParcView will have on the environment.

I request that this email be added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,
Susan A Cardellino
5500 Holmes Run Parkway
Apt 1016
Alexandria, VA 22304

[EXTERNAL]opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF

Webster, Jared <Jared.Webster@siriusxm.com>

Mon 1/31/2022 1:35 AM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: Gloria Sitton <Gloria.Sitton@alexandriava.gov>

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing.

The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built.

I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,

Jared Webster
5340 Holmes Run Parkway #801
Alexandria, VA 22304

Public Comment re: Docket Item #8 at 2/1/22 Meeting: Parc View II at 5380 Holmes Run Parkway

Alex Goyette <alexmgoyette@gmail.com>

Mon 1/31/2022 9:59 AM

To: PlanComm <PlanComm@alexandriava.gov>

Good morning,

I'm writing to support the Parc View project, item #8 on the docket for the planning commission's meeting tomorrow (2/1). I live nearby and frequently walk, run, bike and drive right past this site.

This project is exceptional in that it benefits our city by both providing housing and removing paved area for parking. It's no secret that Alexandria desperately needs more housing stock, but the importance of replacing an underused surface parking lot should also not be understated. The lot's impermeable surface contributes to runoff during rainstorms, while encouraging people to own and use cars instead of active or public transportation. Building dense housing with less parking will help ease congestion and improve residents' health, and is especially important given the project's proximity to both Holmes Run trail and the planned Duke Street BRT line.

Beyond the benefits of more housing and a shift away from car-dependency, the project is also planned to add a new daycare facility to the city. As a new parent who just finished an exhausting search for childcare, I speak from experience when I say that this is desperately needed! The city should do all it can to support the creation of additional childcare options, including by approving the Parc View project.

Thank you,
Alex

--
Alex Goyette
AlexMGoyette@gmail.com
111 S Jordan St.

[EXTERNAL]ParkView II proposal

Jeffrey Thompsen <jethompsen@me.com>

Mon 1/31/2022 11:46 AM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Chairman Macek and Planning Commissioners,

I oppose the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF that is docketed for your meeting on February 1, 2022.

Too dense for the site and too dense for the neighborhood.

Too dangerous during construction for existing ParcView resident and for thousands of residents in nearby, quite old high-rise buildings.

Too dangerous for the community.

This is a huge mistake built, perhaps, on a foundation of good intentions. But a huge mistake, nonetheless.

I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,
/Jeff
Jeffrey E. Thompsen
5500 Holmes Run Parkway
Alexandria VA 22304

[EXTERNAL]PARC VIEW - A VERY BAD IDEA

Alexa Kastantin <ahvk@icloud.com>

Mon 1/31/2022 1:03 PM

To: PlanComm <PlanComm@alexandriava.gov>

1. Have you considered the Seniors on Holmes Run Parkway??? You are considering giving a go ahead to a construction site between a Senior
residence and a Condo where many people are over 60 years old. NOISE IS VERY DETRIMENTAL TO OLDER FOLKS!!!

Yes we moved here because the bus service was good when we were working. We had a beautiful park where we could walk and sit and even garden. Now we are retired and would like to have peace and quiet BUT THAT MIGHT NOT BE!

Please turn down this request for building 2 more apartment houses on such a small piece of property!!!

2. After the DISASTER IN Miami we feel very threatened. The PAVILION ON THE PARK IS AN OLD BUILDING. With simple age, storms and wear and tear, we have had cement window sills fall onto the parking lot. We have had balconies develop cracks and mortar and bricks come loose. What will happen when there is pile driving and other construction going on for 2/3 years??? Is the Developer of Parc View going to give us guarantees that we will not have further damage to our property??? If he can't then PLEASE REFUSE The Developer HIS REQUEST!

Very sincerely,
Alexa Kastantin
Pavilion on the Park
Unit # 1208
(703) 244-4838

Sent from my iPhone

[EXTERNAL]Public Comment for Parc View II

David Byrd <davidreidbyrd@gmail.com>

Mon 1/31/2022 1:16 PM

To: PlanComm <PlanComm@alexandriava.gov>

Hi,

I know there's probably been a lot of discussion regarding the Parc View II plans. I just wanted to write in to say that I wholeheartedly support this effort. Affordable housing is one of the most urgent needs in the area, and I am thrilled to see Council taking an active stance in addressing it. Without additional supply of this kind of housing, there will be no way to preserve or grow the existing communities in this city.

To be honest, many of the complaints about noise, construction, etc. seem overblown. I'm confident that the development process can reduce the negative side effects of this very necessary work. So thank you for putting in the effort!

-David Byrd
807 Second St
Alexandria VA 22314

[EXTERNAL]Feb 1, 2022 Meeting Docket #8

Rebecca Loesberg <rebecca.loesberg@gmail.com>

Mon 1/31/2022 2:18 PM

To: PlanComm <PlanComm@alexandriava.gov>

1 attachments (78 KB)

Grassroots ParcView II Statement.pdf;

Dear Planning Commission,

Please see attached letter from Grassroots Alexandria regarding Docket #8 at tomorrow's (2/1/22) Planning Commission Meeting. Please include in the feedback materials for this item.

Warmly,

Rebecca Loesberg, Member, Grassroots Alexandria

January 31, 2022

Dear Alexandria Planning Commission,

Grassroots Alexandria agrees with the recommendation of city staff to approve the proposal by Wesley Housing. Since 2000, Alexandria has lost 88% of its market affordable housing stock. This drastic decrease requires that Alexandria takes every action possible to both preserve and increase affordable housing across the city. This development does just that. Through use of RMF zoning, Wesley Housing is able to achieve the exact intent of this policy: to preserve existing affordable housing and include additional deeply affordable units by providing 373 units at 30-80% AMI.

Wesley Housing's proposal is in line with both the Small Area Plan for this area, with height well under 150 ft., as well as the Housing Master Plan. Density is a required tool in order to preserve affordable housing in the city. In addition to reinforcing the necessary and continued commitment to affordable housing, this project offers other benefits to the city, including improvements in the stormwater system, increased transportation opportunities including a Capital Bikeshare station and bus shelter, and additional childcare opportunities.

Grassroots Alexandria urges you to support the development of ParcView II by Wesley Housing.

We thank you for your time and attention.

Sincerely,

Rebecca Loesberg, Member, Grassroots Alexandria

Grassroots Alexandria, 6a E Mason Ave, Alexandria, VA 22301
GrassrootsAlexandria.org
703 477 4186

[EXTERNAL]OPPOSITION to the proposed rezoning of ParcView Apartments

Natasha Leyton <natasha.leyton@gmail.com>

Mon 1/31/2022 3:30 PM

To: PlanComm <PlanComm@alexandriava.gov>; gloria.sitton@alexandriava.org <gloria.sitton@alexandriava.org>

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

This is complete madness for an already intensely populated area. This should be rejected, and not allowed to continue.

I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,

Natasha Leyton

[EXTERNAL]Say NO to ParcView II

THOMAS COLLELO <collelo@comcast.net>

Mon 1/31/2022 3:40 PM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Commission Members,

Having grown up in public housing in New Jersey and experiencing first hand a situation in which too many people are living too close together, **I urge you to oppose the plan for ParcView.** I don't know an RC from an RMF, but I do know that having dump trucks, cranes, and more vehicles on Duke Street and Holmes Run Parkway will create a traffic nightmare in our neighborhood.

I am no stranger to the Holmes Run area. I've lived on both sides of the stream for 50 years, in a rental townhouse, in a single-family home, and in a condominium. I've delivered for Meals on Wheels to just about every building on Holmes Run Parkway. While I applaud the intention of adding more affordable housing in the city, **please do not add more density and traffic to one of the city's most densely populated districts.**

Sincerely,

Thomas Collelo
200 N. Pickett St. #604
Alexandria, VA 22304

[EXTERNAL]Opposition to ParcView II Rezoning

Tatjana Cvijanovic <TAJCI1103@msn.com>

Mon 1/31/2022 3:42 PM

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

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built.

I am a condominium owner at the nearby 5500 Holmes Run Pkwy (Place One) building. With respect to my fellow neighbors, this area is already very congested and over-populated and does not need more people. Furthermore, we do not need any more traffic congestion in the Holmes Run Parkway region. And most importantly, the safety of myself, my family, and my neighbors is extremely important to me and I hope that you will understand my concerns.

I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,

Tatjana Cvijanovic

City of Alexandria, Virginia

MEMORANDUM

DATE: 1/31/2022

TO: CHAIR MACEK AND MEMBERS OF THE PLANNING COMMISSION

FROM: KARL MORITZ, DIRECTOR; DEPARTMENT OF PLANNING & ZONING

SUBJECT: DSUP #2021-10029 / PARCVIEW II, 5380 HOLMES RUN PARKWAY

ISSUE:

During the briefing with Commissioner Koenig, he asked for a clarification on the sustainability features of the ParcView II project. Specifically, Commissioner Koenig asked to confirm that the buildings will be all electric with limited exceptions. Staff confirmed that the buildings will be all electric but acknowledged that the recommended conditions did not include one to codify this design.

STAFF RECOMMENDATION:

Staff recommends adding Condition 42.A as shown below to codify the all-electric design of the ParcView II buildings. The ParcView II applicant has agreed to this recommended condition.

42.A The buildings shall use electricity except for limited accessory elements of the buildings such as retail use, food and beverage uses, emergency generators, and common areas systems/amenities. For these limited accessory elements, the buildings shall support low cost and easy conversion from fossil fuel to electricity in the future. (P&Z) (T&ES)

STAFF:
Karl Moritz, Director, Planning & Zoning
Robert M. Kerns, AICP, Chief of Development
Maya Contreras, Principal Planner
Jared Alves, AICP, Urban Planner III

[EXTERNAL]Opposition to Parc View II

Janice Sienkiewicz <jtsienkiewiczvts@gmail.com>

Mon 1/31/2022 4:54 PM

To: PlanComm <PlanComm@alexandriava.gov>

As a homeowner at Place One Condominium on Holmes Run Pkwy, I am writing to voice my opposition to the proposed Parc View II project. My opposition is based on all the many reasons cited in the in the recent Holmes Run Civic Association letter to the Commission. I am also deeply concerned about the lack of public notice about or opportunities for public comment on the project. Please include my notice of opposition among those noted at Tuesday's meeting.

Janice Sienkiewicz
Home Owner
Place One Condominium

FW: Opposition to Alexandria City Re-Zoning to facilitate ParcView II High Rises

Sheri Holthouse <sheri@metroarch.com>

Mon 1/31/2022 5:03 PM

To: PlanComm <PlanComm@alexandriava.gov>; gloria.sitton@alexandriava.go <gloria.sitton@alexandriava.go>

Cc: cmelloklein@alextimes.com <cmelloklein@alextimes.com>; gazette@connectionnewspapers.com <gazette@connectionnewspapers.com>; mary@thezebra.org <mary@thezebra.org>; mike.semel@washpost.com <mike.semel@washpost.com>; krissah.thompson@washpost.com <krissah.thompson@washpost.com>

Dear Chairman Macek and Planning Commissioners,

I'm writing to express my opposition to the proposed re-zoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two additional high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened. The construction of two new high-rise buildings on ParcView's small lot, using heavy pile-driving equipment, will jeopardize the structural stability of every nearby building, most of which are 12+ stories high and over 40 years old.

All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing. To jeopardize those units, and the lives of the people living in them for the sake of adding about 220 more affordable housing units... it makes no sense. Neither does creating a concrete jungle on this tiny lot, in this already densely populated area . It is a prime example of sacrificing quality of life to make a buck.

This area is also one of the most diverse neighborhoods in the city, a fact that should be celebrated, not destroyed by allowing ParcView II to be built.

How long has the Landmark Mall project been stalled? Put the new high rises there. Why would you jeopardize the stability of existing buildings, and the lives of so many when you've got a giant empty lot LITERALLY a few hundred feet away? If this re-zoning is approved, and a neighboring building is damaged, or falls down, the lawsuits will bankrupt the city.

Yet another example of the West End getting dumped on. Why don't you put your high rises in Old Town? add some "affordable" housing there?

I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,

Sheri K. Holthouse

[EXTERNAL]Opposition to 5380 Holmes Run Pkwy rezoning

Allison Fielding Taylor <allisonmccue@hotmail.com>

Mon 1/31/2022 5:08 PM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Chairman Macek and Planning Commissioners,

I am writing to ask you to please reconsider the ParcView II proposal. This issue has been docketed for your meeting on February 1, 2022. I have two primary concerns: structural issues and the way affordable housing is being handled.

I have lived and worked in the City of Alexandria since 2008. In 2016, I became a home owner (Place One, 5500 Holmes Run Pkwy). Owning a home in the City where I live and work has been a dream come true. My building is 16+ stories and is approaching its 50th birthday. Just this year, I've had $5,000 of work done to repair damage to my concrete balcony based on settling. In the past several years, Holmes Run has flooded at the corner of Holmes Run Parkway and Van Dorn. The massive damage to the trail is yet unrepaired (not complaining – I know it's on the list!). The City has also been out to replace a lane-sized sink hole on Holmes Run Parkway itself – between my building and the proposed ParcView II. Up Ripley itself, you can see the sliding of a retaining wall outside The Assembly (apartments). Our HOA dues increased almost 10% this year, in part to do much needed structural repair work to our underground garage. All of the buildings already on the park, including mine, are doing a valiant job keeping up our buildings. I've worked a long time to be able to afford my home and this is the nicest place I've ever lived. My biggest concern with the project is that the amount of disruption to an already precarious piece of land (pile driving, vibrations, greatly increased additional structural weight) will endanger buildings like mine already on the park.

My second concern related to ParcView II is the affordable housing issue. All of my working life in Alexandria has been with nonprofits. Affordable housing is an issue close to my heart from my time at the Christ Church in Old Town and my volunteer work with Rebuilding Together and St. Clement's Hypothermia Shelter. I wholeheartedly support more affordable housing units in the City and, before I became a homeowner, lived in two complexes that had affordable housing units (Foxchase and EOS21/now the Mason at Van Dorn). Those units were always indistinguishable from their peers and were a part of the very fabric of the community – as it should be. One of my best friends from the church lived in affordable housing – first off Quantrell and most recently, until her November 2021 death, in the now-converted hotel property across from Place One – the Broadstone on Van Dorn. My concern with ParcView II is that it does a disservice to those who need affordable housing. Instead of folding them seamlessly into the community in aesthetically pleasing units that let them enjoy the feel of the neighborhood (like you've done with Foxchase, the Mason, or Broadstone), it warehouses them in a concrete jungle that most of their neighbors see as a scourge on the landscape or a threat to their own buildings' structural integrity and not at all in keeping with the feel of our neighborhood. We take a lot of pride in our community on the park. Place One's even won the City's beautification award a few times! The park is a beautiful place to live – I want everyone to feel that too and I want my neighbors to see affordable housing as something that can be done in a considered and compassionate way for all involved.

This project should not proceed since the safety concerns for other structures have not been fully addressed and since the expansion doesn't allow for greenspace, parking, and other amenities – both for those in affordable housing and their neighbors.

Many thanks for allowing me to voice my concerns and thank you for the work you do on behalf of our City!

Best,
Allison Taylor

[EXTERNAL]ParcView II Oposition

A. Rodriguez <prdancer@gmail.com>

Mon 1/31/2022 5:39 PM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built.

This area is currently over-populated and will grow even further once the Landmark development is complete. Which already includes affordable housing. This will cause further deterioration of our community which already has, I believe, sufficient affordable housing in this area. Infrastructure will also be affected by this as traffic will increase much further than it already is. And our electrical grid will continue growing to capacity to the detriment of all. And with more people who would not be able to afford the cost of maintaining these infrastructures. There has to be a balance of average and affordable housing so it will support the long-term cost of maintaining these areas and keeping them from becoming a run-down community.

It is interesting, how we move fast to approve for these types of communities in areas like ours, but we don't see any type of these developments in more affluent communities. They should also contribute with land to support affordable housing, as many of these communities already have sufficient lands so agreeing to some portion of that land wouldn't affect them as adversely as our dense areas. But of course, that couldn't be as it sounds like the typical "Let's build affordable housing, but, not in our neighborhood" type of attitude.

Is it that affordable housing is to be relegated to lower/middle-class areas because they don't deserve to live in lush green areas but in densely populated cement forests? Again,

do only those who have millions have the privilege of living in the expanse of land that most of us get to pay for but not enjoy?

Or is this the typical political strategy to justify votes? Seems like money is valued more than the security and well-being of the community that already lives here.

I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,

Alejandro Rodriguez

[EXTERNAL]ParcView 2 - Please Don't!

Andrew D. Holub <ua.alien@gmail.com>

Mon 1/31/2022 8:16 PM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built.

I request that this email to be added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,

Andrew Holub

5340 Holmes run parkway unit 1109

--

Andrew D. Holub

[EXTERNAL]ParcView II

Virginia Otero <virginia.otero1@gmail.com>

Mon 1/31/2022 10:20 PM

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

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built.

I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,

Virginia Otero

The Pavillion on the Park resident

[EXTERNAL]Hope

ron4520@aol.com <ron4520@aol.com>

Mon 1/31/2022 10:22 PM

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

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built. I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,
Ronald Gochenour Alexandria Va

[EXTERNAL]Park view

Julio Morillo <julioandresmorillo@gmail.com>

Mon 1/31/2022 10:33 PM

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

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built.

I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,

Julio Morillo

The Pavillion on the Park resident

[EXTERNAL]Park view

Luis m Morillo cabrera <mclmaximiliano@icloud.com>

Mon 1/31/2022 11:31 PM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built.

I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,

Luis Morillo Cabrera

The Pavillion on the Park resident

Sent from my iPhone

[EXTERNAL]Opposition to rezoning of ParcView Apartments at 5380 Holmes Run Parkway

C Amh <c.mischehoeges@gmail.com>

Tue 2/1/2022 3:04 AM

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

Dear Chairman Macek and Planning Commissioners and esteemed City Council Members, and Mayor and Vice Mayor:

I requested that this email be added to the docket materials for the ParcView II project before the Planning Commission on February 1, 2022.

I request that this email be added to the docket materials for the ParcView II project before the City Council on February 12, 2022.

I write to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1, 2022.

There are numerous reasons to be opposed to the project, such as the danger of construction structurally destabilizing the other buildings in the area, but everyone else is writing about those issues. I am writing because the project's extreme lack of parking, .**81 spaces per unit** is going to turn the new buildings into a poverty trap for the people who live there. The future residents of these buildings will find that their job prospects have been severely limited by the parking situation and lack of sufficient public transportation. **Anything less than providing two spaces of off street parking per new unit is unacceptable and inequitable to the future residents of ParcView.** I want to share with you my experiences of being a shift worker living on Holmes Run Parkway for twelve years, so that you can understand the economic obstacles that the project in its current form will create for the prospective residents of ParcView, not to mention for the current residents of Holmes Run Parkway, who will lose access to the street parking currently available to them.

When I first decided to move to Holmes Run Parkway, I was a shift worker employed in Washington, DC. As a working class neighborhood, Holmes Run Parkway is populated by people whose jobs take place outside of normal working hours, which includes those with low income jobs. I remember helping a neighbor who is a nurse dig his car out at 2 am in a snow storm so he could go to his shift at the hospital. Holmes Run Parkway appealed to me because I could get downtown in twelve minutes in my car outside of rush hour, but I also recognized that I was sacrificing access to public transportation by choosing that location. However, as a shift worker, I knew that Metro did not open early enough or stay open late enough to accommodate my irregular schedule, so I was okay with that, but I knew I would not be able to maintain my employment without my car. To illustrate this point, here are some examples of why public transportation is not a realistic option for shift workers on Holmes Run Parkway. The public transportation travel times are calculated by the app Moovit, and the drive times are calculated by Googlemaps.

Working in Downtown DC:

A person who works the late shift at a restaurant in Chinatown, who is free to leave work at 12:30 am on a weeknight would need approximately **2 hours** to arrive home to Holmes Run Parkway using public transportation, and the trip would involve 20-40 minutes of walking between the hours of 2 and 3 am.

Driving a vehicle from Chinatown to Holmes Run Parkway takes **17 minutes.**

Working at Amazon Logistics in Springfield, VA:

A person who is free to leave work at 10 pm would require **45 minutes to 90** minutes to arrive home at Holmes Run Parkway, and the commute would involve about a half hour and up to 1.7 miles of walking between the hours of 10 pm and 11 pm.

The trip takes **8 minutes** by car.

Working at the Chart House in Old Town Alexandria:

The Chart House closes at 11:30 pm. A person closing, who is free to leave work at 12:30 am, would require **58 minutes** to arrive home and have to walk 2.3 miles between the hours of 12:30 am and 1:30 am.

The trip takes **16 minutes** by car.

Working in Del Ray:

A person who is free to leave work in Del Ray at 12:30 am on a weeknight would require **77-88 minutes** to arrive at Holmes Run Parkway, and would spend 17 - 22 minutes walking between the hours of 12:30 am and 2 am.

The trip takes **13 minutes** by car.

Working in Shirlington:

A person who is free to leave work at 12:30 am would require about **one hour** to arrive at Holmes Run Parkway, and would spend up to 42 minutes walking between the hours of 12:30 am and 1:30 am.

The trip takes **10 minutes** by car.

Working at National Harbor:

A person who is free to leave work at 12:30 am **would have to wait until 5 am** to be able to take public transportation, and then it would take about an hour to arrive at Holmes Run Parkway.

The trip takes **15 minutes** by car.

Working in Clarendon:

A person free to leave work at 12:30 am would require **90-105 minutes (one and a half to two and a half hours)** to arrive at Holmes Run Parkway.

The trip takes **14 minutes** by car.

As you can see, shift workers, who are forced to rely on public transportation have to devote much larger sums of time to their commutes, and they often have to walk long distances at night at the risk of their personal safety. As Alexandria has experienced rising crime rates and robberies and shootings are becoming more common place in the area of Holmes Run Parkway, especially as a woman, I would not feel safe walking home for long distances alone at night. Forcing low income workers to rely on insufficient public transportation will cause them to have to choose between their employment and their personal safety in many circumstances.

Owning a car as a shift worker Holmes Run Parkway:

I own a unit in 5340 Holmes Run Parkway. This building is supposed to offer two parking spaces per unit, but there are not quite enough, and so anyone who comes home late may have to park on the street. When my shift ended at 4 am, I always had to park on the street, and I often spent thirty minutes or more searching the neighborhood side streets for parking, only to end up having to park my car in one of the commercial lots on Duke Street, which is about a quarter of a mile walk away, which meant that I would get home at about 5 am. If I did not get up in time to move my car by seven am (a mere 2 hours after finding parking it would be towed to the lot on Vine Street, at a cost of about $125, plus the cost of whatever parking ticket I got from the city. Even worse, each day that the car is at the tow lot costs an additional $125. So if being unable to come up with the money the first day could mean having to pay $250, plus the ticket, plus the cost of using Uber or public transportation for the two days the car was impounded. To put this in perspective, a person making minimum wage in Virginia earns $88 dollars a day, so the penalty for oversleeping could easily be two days wages or more, plus the cost in time and money of getting to the tow lot on Vine Street, which I can say from experience is 2.1 miles and a 40 minute walk away from Holmes Run Parkway. This was a frequent enough occurrence for me, that I nicknamed it “the long walk to Vine Street”. I would also point out that the City of Alexandria does not permit any vehicle to remain parked on a public street for more than 72 hours. Any person who relies exclusively on street parking risks being ticketed and towed if for some reason (such as a hospital visit) they are unable to move their car. Furthermore, getting a flat tire or a battery that needs to be replaced becomes a serious financial hazard if the car is parked on public space and potentially subject to being ticketed and towed if the owner cannot manage to acquire and change the tire or battery within 72 hours. I know personally an 80 year old woman in Washington, DC, who is forced to park her vehicle on public space. While she was sick with Covid-19, her vehicle was towed by the city, and she did not find out about it for six days. During those six days, the storage fees for the vehicle were accumulating. There is nothing theoretical about the scenarios I have laid out, and for people on a limited income it can become a nightmare that could cost them their vehicles and their jobs.

As you can see, the cost of owning a vehicle that one is forced to park on overcrowded public space is quite high. Holmes Run Parkway currently qualifies as overcrowded public space for parking purposes, and will become much worse if the ParcView project is permitted to proceed.

In my experience on Holmes Run Parkway, many of my neighbors earn their living by operating vehicles. There are many taxi drivers, most of whom have to park their taxis on the street. It is also worth pointing out that there has been an explosion of demand for drivers with their own vehicles because of Uber and various delivery services. These are some of most easily attainable and flexible jobs available, but the ParcView project would make it all but impossible for their low income residents to avail themselves of these opportunities.

Other disadvantage of Public Transportation during normal Business hours:

When I took public transportation to work in Washington, DC during normal business hours, it still doubled my commute time. I would also point out that a current low wage job that is in demand are home health aides. Because they have to commute to the homes of disabled people the workplaces of home health aides may be very far from public transportation routes. Furthermore, people who use public transportation are also more likely to be exposed to Covid-19 and thereby miss days of work than those who travel to work in vehicles.

If the Parking Situation Were Not Reason Enough, Alexandria City Public Schools are Already Failing Low Income Families thereby Perpetuating Inequality in the City

Lastly, I would point out that low income and working class people are entirely reliant on the promise of the government to provide their children with quality education. Unfortunately, Alexandria City is a jurisdiction where people know that they need to be prepared to send their children to private school because it is one of the poorest performing jurisdictions in the state, in spite of all of the opulent wealth that exists here. The failure of the City to deliver on the promise of education to its residents further exacerbates inequality in the city, and also has the effect of ensuring that those who are born into low income families will also have low incomes as adults. I was saddened to learn that the City was planning to put so much tax payer money into this ill advised project that is only going to perpetuate inequality, while ignoring the fact that the sorry state of the public schools is having the same effect on low income people.

For these reasons, as well as the myriad of reason such as the threat of building collapse that my neighbors have brought to your attention, I am against the ParcView II project in its current form.

Sincerely,

Carolyn Mische-Hoeges

[EXTERNAL]Opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway

Barbara Rosen <bxrosen@aol.com>

Tue 2/1/2022 7:20 AM

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

Cc: Barbara Rosen <bxrosen@aol.com>

Dear Chairman Macek and Planning Commissioners,

I am writing to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old.

All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built.

I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,

Barbara Rosen | Realtor™ | Licensed in Virginia
Weichert, Realtors | 121 N. Pitt St. | Alexandria, VA
(C) 703-407-6481 | bxrosen@aol.com | www.bxrosen.com

Home Address: 200 North Pickett Street, #809, Alexandria, VA 22304

[EXTERNAL]ParcView Project

Vanessa Christiansen <vcchristiansen@gmail.com>

Tue 2/1/2022 7:25 AM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built.

I have been an owner/resident in my building for the last 8 years part of the reason I was attracted to the area was the peace, quiet and tranquility that surrounded my building. Unfortunately, within my time in Alexandria, I have developed a life threatening medical condition that causes high levels of anxiety, mobility issues, and many other side effects. I have since been working from home and the possibility of the loud construction sounds that would result from this project will in fact threaten my employment as a crisis counselor. The stress of the noise, traffic and potential damage to my dwelling has caused multiple issues with my already extremely high anxiety, and I am certain that any of the sounds will cause panic. I am in need of regular medical assistance and the traffic will make it harder for emergency assistance to reach me. If a structural emergency were to happen in my building, I would not be able to evacuate in a timely manner, due to my issues with mobility. As you can see, the list of cons for many, like myself, heavily outweigh the pros of this project.

I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,

Vanessa Christiansen

Sent from my iPhone

[EXTERNAL]Parcview apartments project

Natalie Rogers <724nado@gmail.com>

Tue 2/1/2022 8:00 AM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built.

After the collapse of the condo building in Florida, which it is believed to have happened because of nearby pike drivers, that could potentially happen here.

I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,

Natalie Rogers

Hallmark condominium
Sent from my iPhone

[EXTERNAL]Citizen writing in support of ParcView II

Luca Gattoni-Celli <potentiaeromanorum@gmail.com>

Tue 2/1/2022 9:30 AM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Alexandria Planning Commission,

I live near the site of the proposed ParcView II affordable housing development and strongly support it. Our area is suffering from a housing affordability crisis and we should take all available measures to combat it, especially for our neighbors who are low-income. Increasing housing supply is the only way we will pull ourselves out of the terrible situation we find ourselves in. This development has many attractive features starting with its close proximity to the Landmark redevelopment, which will allow residents to do grocery shopping and even travel to medical appointments on foot.

Neighborhood concerns about parking can be addressed through mechanisms such as pricing or a permit system. But the simple fact is our area has a housing crisis, not a parking crisis, and we should not lose sight of the most important priorities burdening Alexandrian and DC-area families.

Thank you for your attention in this important matter,

Luca Gattoni-Celli
Founder, Northern Virginia YIMBYs
Visit us on Facebook Sign up to advocate
843-793-7106 (Mobile/Signal)
LinkedIn Twitter Medium

[EXTERNAL]ParcView II Project

William Lichliter <williamlichliter@yahoo.com>

Tue 2/1/2022 9:44 AM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Chairman Macek and Planning Commissioners,

I wish to express my opposition to the ParcView II Project and would ask you, as those entrusted with the responsibility to ensure that Alexandria moves responsibly forward into the future, to also oppose this proposal.

Although the ParcView II Project uses the rhetoric of community improvement, diversity, and affordable housing, in reality the proposal ignores the project's impact on the already diverse neighborhood. It ignores the views of the Holmes Run residents. It gives inadequate consideration to the environmental impact on the area. It ignores the potential structural damages that may occur to the older condominiums along Holmes Run. It ignores the significant traffic congestion that would result from the increased population density. It ignores the impact of the planned Landmark development which will also increase density and traffic flows.

Provision of more diverse and livable housing for Alexandria is a desirable goal but this goal needs to be achieved by a balanced development throughout the city. To add such an increase of apartments to one of the most densely populated areas of the city, when other options exist, is not sensible. It is not in the interest of the city.

Looking at the development proposal which eliminates almost all green space on the property and replaces it with a triangle of multistory apartments and which also requires a change in zoning reveals the real goal of the proposal. It is not to improve livability and the quality of life within the city of Alexandria. The goal is to enrich the developers at the expense of the neighborhood, the environment, and the city itself.

I urge you to oppose this proposal.

Thank you,

Dr. William Lichliter

[EXTERNAL]STRONG OPPOSITION TO PARCVIEW II

Jacquelyn Bsharah <jbsharah1@yahoo.com>

Tue 2/1/2022 9:58 AM

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

Cc: Ted Langley <ted@thelangleys.net>

Dear Chairman Macek and Planning Commissioners,

I write to STRONGLY OPPOSE the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise building on the small lot!!!

This issue is docketed for your meeting on February 1, 2022.

I understand the importance of affordable housing, but allowing two more high-rise buildings in an already DENSELY POPULATED area is unsafe and unlivable for everyone!

The act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built.

AGAIN, I AND MY NEIGHBORS STRONGLY OPPOSE THE PLAN! The builders can choose a location that is not as densely populated and doesn't house high-rises that are more than 40 years old. We saw what happened in Florida when care wasn't taken, please please please do not create a health and safety hazard for people who are living in this area!!!!!!

I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,

Jacquelyn Bsharah, Ph.D.

571-217-7693

[EXTERNAL]February 1, 2022 meeting on Parc View Project

Sandy Buerle <smbuerle@hotmail.com>

Tue 2/1/2022 10:45 AM

To: PlanComm <PlanComm@alexandriava.gov>

I request that this email be added to the docket materials for the Parc View Project before the Planning Commission on February 1, 2022. Thank you, Sandy Buerle

Sent from Mail for Windows

January 25, 2022

Planning/Zoning Commission

City of Alexandria

Virginia

Ladies and Gentlemen of the Commission:

I am a member of the Holmes Run Civic Association (www.holmesruncivic.org). I plan to attend your meeting on Tuesday, February 1 to protest the rezoning of 5380 Holmes Run Parkway from RC (moderate density) to RMF (maximum density). When I first heard of the plan to convert a parking lot into TWO additional buildings, I thought it was a joke. I stopped laughing on June 24, 2021. Surfside. Sinkholes. Residents' concerns ignored.

Litigation is currently in progress which will determine what impact aggressive construction had on the collapse of Champlain Towers, which took the lives of 98 people. We have witnessed at least two incidents in Washington, DC in the past six months where buildings have collapsed with construction going on next door.

Mayor Wilson is on the record (July 12, 2021) in acknowledging his concern regarding the concentration of ageing condominium and apartment structures and wrote to the Governor to express them. Do the members of this Commission not share the same concerns? Are the safety and wellbeing of Alexandria residents unimportant?

May I point out that those most immediately impacted by this construction are Senior Citizens (Claridge House) and Parc View itself? These are both income-based housing structures, which tells me that the insane notion of building on a parking lot would only be considered if those effected were a) Seniors who could not fight back or b) those who were afraid to lose their housing vouchers by putting their names on a petition or protesting.

What is the purpose of zoning in a community anyway? Well, I was curious about the definition of exactly what zoning is and what it hopes to accomplish. This is what I found in my Google search: *Zoning's fundamental purpose is to protect the health,*

safety and welfare of the community. Apparently not in Alexandria.

All views expressed in this letter are mine and mine alone. Thank you for your consideration.

Very truly yours, Sandra Buerle, 5340 Holmes Run Parkway, Alexandria, Virginia and taxpayer and voter since 1985.

[EXTERNAL]OPPOSITION TO PARKVIEW II

Kuulei Stockman <kuustock@gmail.com>

Tue 2/1/2022 12:53 PM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built.

I will be 74 years old next month and just recently purchased my condo. I also hold down a full-time job and plan to die with my boots on. It took me a long time to save money in order to buy my condo. I do NOT want this horrendous act of greed and lack of consideration to jeopardize my mental, physical and emotional health and, above all, my safety! At my age, these are NOT things I should be worrying about!

I request that this email to added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,

Kuulei Stockman
200 N. Pickett St., #305
Alexandria, VA 22304

[EXTERNAL]Please support the ParcView II project

Allen Irwin <allen.irwin@gmail.com>

Tue 2/1/2022 1:46 PM

To: PlanComm <PlanComm@alexandriava.gov>

Commissioners,

I am writing to ask that you support the ParcView II project (item #8) in tonight's meeting. This project will add affordable housing in a location with excellent and improving transportation access, public services, and recreational opportunities. Moreover, it will do so at minimal impact to neighbors.

The city has few opportunities to convert underutilized and climate degrading land uses, such as this parking lot, into community amenities that address our affordable housing crisis. Please don't let this one die.

Thank you,
Allen Irwin

[EXTERNAL]ParcView II Project

B Wilson <bwilmcn@gmail.com>

Tue 2/1/2022 1:59 PM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Chairman Macek and Planning Commissioners,

I write to express our opposition to the proposed rezoning of ParcView Apartments at 5380 Holmes Run Parkway from RC to RMF to facilitate the construction of two more high-rise buildings on this small lot. This issue has been docketed for your meeting on February 1st, 2022.

If ParcView II is approved, the lives of everyone in the Holmes Run area of Alexandria will be threatened, as the simple act of constructing two new high-rise buildings on ParcView's lot using heavy pile driving equipment, will jeopardize the structural stability of every nearby building, as most of these buildings are over 12 stories high and over 40 years old. All 3,100+ dwelling units in the Holmes Run area qualify as affordable or workforce housing, so please do not threaten my safety or that of my family and neighbors simply to add ~220 more affordable housing units to the City's stockpile of such housing. The Holmes Run Area is one of the most diverse and densely populated communities in the City. This fact should be celebrated, not destroyed by allowing ParcView II to be built.

My wife and I have lived on Holmes Run Parkway for close to 18 years, and we know the street very well. I travel the street at least every work day to head to my teaching job at a local private school. Our main concern is the increase in density this project will cause to an already densely populated street. The traffic going up and down the street is heavy at rush hour and constant the rest of the day. There are many elderly folks and young children who live here. City and Metro buses use the street, as well as school buses that pick up and drop off the children. Crossing an intersection when taking a walk along the street means being extremely careful to look for cars entering and exiting the various properties.

Besides the impact to other residents of Holmes Run, the impact on the people who currently live in the existing building will be great. They will lose their parking, lose their existing amenities, and lose the surroundings they are used to, and be forced to endure the noise and upset that construction always brings. Imagine what it would be like to have your world turned upside down by two additional large structures almost on top of you, with the result that you are looking at a lot of concrete. It seems the City of Alexandria has not thought at all about the quality of life these people will have. People with limited resources still deserve and should be able to expect a certain level of quality to their surroundings.

I request that this email be added to the docket materials for the ParcView II project before the Planning Commission on February 1st, 2022.

Sincerely,

William McNiel

Samantha Lockwood

Sent: Tuesday, February 1, 2022 4:17 PM
To: Samantha Lockwood; Thomas B Kierl
Cc: Nancy Williams
Subject: FW: DOCKET ITEM #8 - 5380 Holmes Run Parkway - ParcView II (2/1/2022)

From: Donna Fossum <donna.fossum@verizon.net>
Sent: Tuesday, February 1, 2022 4:13 PM
Subject: DOCKET ITEM #8 - 5380 Holmes Run Parkway - ParcView II (2/1/2022)

Nate —

Nice talking with you yesterday. Today, I write to you as both a former member of Alexandria's Planning Commission (1990-2013) and as a current member of the Holmes Run Civic Association.

Over the years, there have been several plans prepared to address land use, development, zoning, etc. in the Landmark-Van Dorn portion of the City. All of these plans note that the incurable congestion on the **only** two arterial streets north of the railroad tracks in the City's West End – Duke Street and Van Dorn Street – requires that development in the neighborhood where these two streets intersect – i.e., the Holmes Run Area -- be very limited so as to not further exacerbate the existing problems on these streets.

When the current Landmark-Van Dorn Small Area Plan (SAP) was approved in 1992, I was a member of Alexandria's Planning Commission, and because I live in the Landmark-Van Dorn area, I took the lead preparing this SAP. In this capacity, I made sure that this SAP took the unusual step of specifying both the maximum height and the maximum density allowed in each zoning category – Industrial, Residential and Commercial. In Residential areas, this allowed "development at densities up to 54.45 units/acre density and heights up to 150 feet" (1992 Landmark-Van Dorn Small Area Plan, page 9; now also Sections 3-905(A) and 3-906(D) of Alexandria Zoning Ordinance). Since virtually all of the Holmes Run Area was already built-out in 1992, the five tallest buildings (14-15 stories high) along Holmes Run Parkway (including the current ParcView building) were used as the basis for calculating the maximum density that would be allowed in a residential zone – namely, "a minimum of 800 square feet of land area for each dwelling unit" (Alexandria Zoning Ordinance, Section 3-905(B)(1)).

In most instances, the above noted requirements for the City's highest density residential zone (i.e., RC zone) only come into play through the application of the City's Zoning Ordinance. In the case of the Holmes Run Area, however, they also come into play via the Landmark-Van Dorn SAP that is a chapter of the Alexandria Master Plan. This is critical because the newly created zone – RMF/Residential multifamily zone – claims that "a request for increased density under the RMF zone will trigger compliance with applicable Small Area Plans and other City plans and policies" (DOCKET ITEM #6, Text Amendment #2018-0013, RMF/Residential Multifamily Zone, page 7).

Since the currently pending proposal to build ParcView II requests that the lot at 5380 Holmes Run Parkway be re-zoned from RC to RMF to advance the Housing Master Plan, the question boils down to which will prevail – the Alexandria Master Plan or the Housing Master Plan? Will the City follow the recommendations of the Landmark-Van Dorn SAP as it promised to do in the Text Amendment, or will the City ignore its pledge and approve a residential development that is over twice the density allowed by City Code. If the latter, is the City prepared to deal with constant gridlock, most especially after the completion of the new nearby Landmark Mall, on the **only** two arterial streets north of the railroad tracks in the City's West End?

Best regards --

Donna

Samantha Lockwood

Sent: Tuesday, February 1, 2022 5:08 PM
To: Samantha Lockwood; Thomas B Kierl
Cc: Nancy Williams
Subject: FW: Opposition to ParcView II Redevelopment Project

Importance: High

From: Ken Naser/Cris Naser <kcnaser@comcast.net>
Sent: Tuesday, February 1, 2022 4:47 PM
Subject: Opposition to ParcView II Redevelopment Project
Importance: High

Dear Chairman Macek and Planning Commissioners,

I write to express my opposition to the proposed ParcView II redevelopment project at 5380 Holmes Run Parkway that has been docketed for your public hearing on February 1, 2022.

This project involves serious safety concerns for the structural stability of the ParcView building as well for the many other almost 50-year-old buildings housing thousands of nearby residents in this already highly congested area. Given that there will be no loss of affordable housing at ParcView, use of the RMF zoning is improper.

In addition, there are no plans to relocate the ParcView residents while construction is going on, there are no plans for where ParcView residents are supposed to park when their parking lot is taken away to cram two more buildings on their small 3-acre lot, the traffic study shows that two key intercessions are already congested, there is grossly inadequate parking for parents of a proposed day care center (4 spots for parents of 100 kids), and no consideration will be given by the applicant to enhance environmental sustainability as was done at Landmark Mall.

Sincerely,
Cristeena Naser
191 Somervelle Street
Alexandria, Va 22304