



***DOCKET ITEM #8***  
***Development Special Use Permit 2018-0011***  
***Chatham Square Amendment***

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

**Purpose of Application**

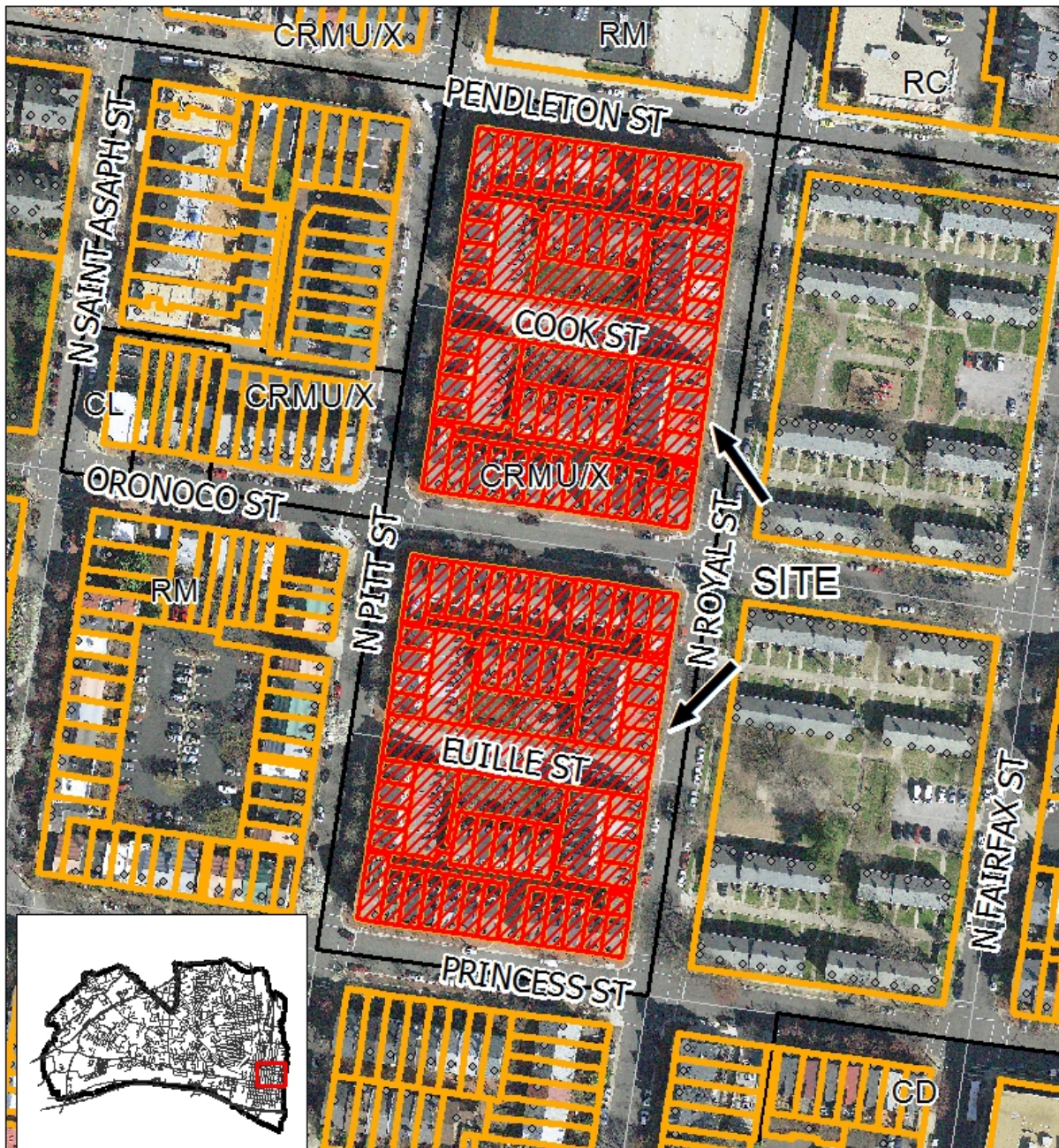
Consideration of a request for a Development Special Use Permit to amend DSUP #2002-0029 to delete conditions prohibiting residents from obtaining residential parking permits.

**Staff Recommendation: APPROVAL WITH CONDITIONS**

**Staff Reviewers:**

Katie North, AICP, Principal Planner, T&ES [Katie.North@alexandriava.gov](mailto:Katie.North@alexandriava.gov)  
Gary Wagner, PLA, ASLA, Principal Planner, P&Z [Gary.Wagner@alexandriava.gov](mailto:Gary.Wagner@alexandriava.gov)





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



0 65 130 260 Feet

PROJECT LOCATION MAP



## **I. SUMMARY**

### ***A. Recommendation***

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

### ***B. General Project Description& Summary of Issues***

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

## **II. BACKGROUND**

### ***A. Creation of the Policy***

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

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



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

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

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

### ***B. Policy Details***

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

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

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

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



### *C. Developments Approved Since the Policy was Approved*

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

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

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

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

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



### ***D. Chatham Square Approvals***

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

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

### ***E. Site Context***

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

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



### **III. STAFF ANALYSIS**

#### ***A. Consideration under the policy***

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

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

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

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



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

### ***B. Scope of Parking Survey***

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

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

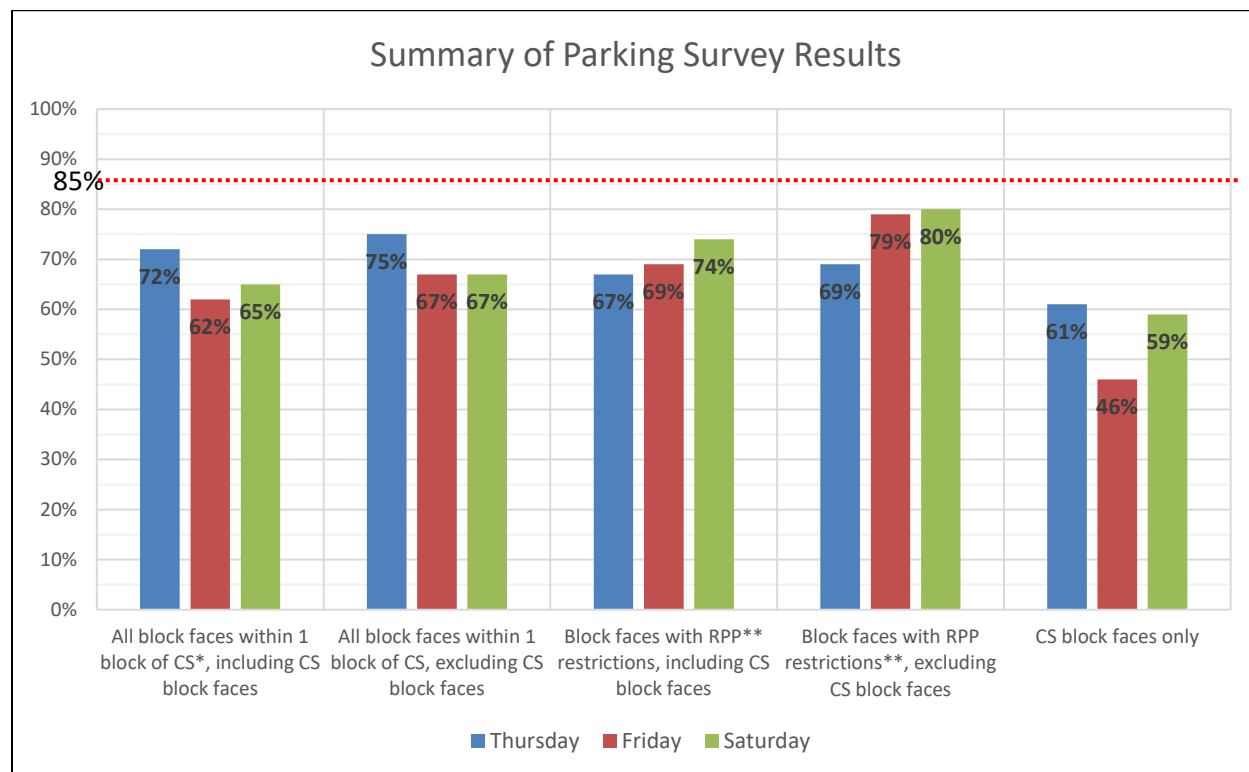
Several blocks surrounding Chatham Square have parking restrictions during the week for street sweeping. These restrictions prohibit parking for 2 hours on either Monday or Tuesday. The consultant selected Thursday for the survey to be clear of any abnormalities that might occur as a result of these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

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



### C. Analysis of Parking Survey Results

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



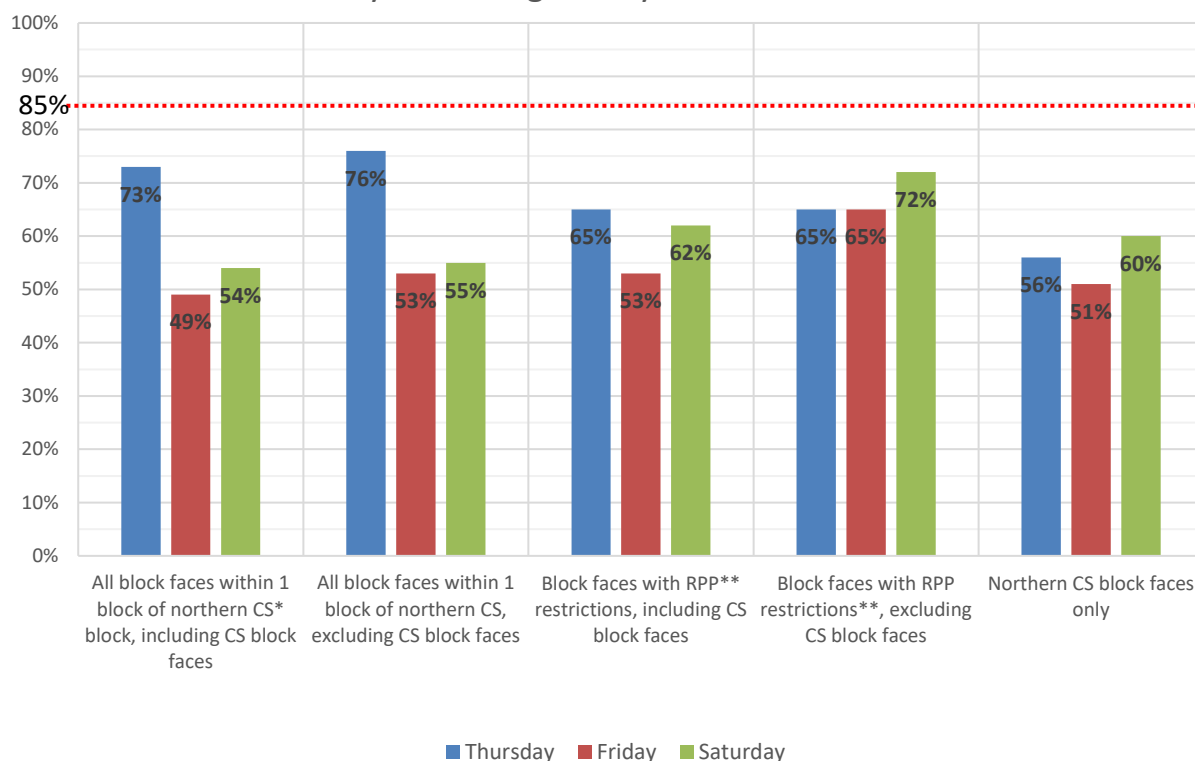
\*CS = Chatham Square

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

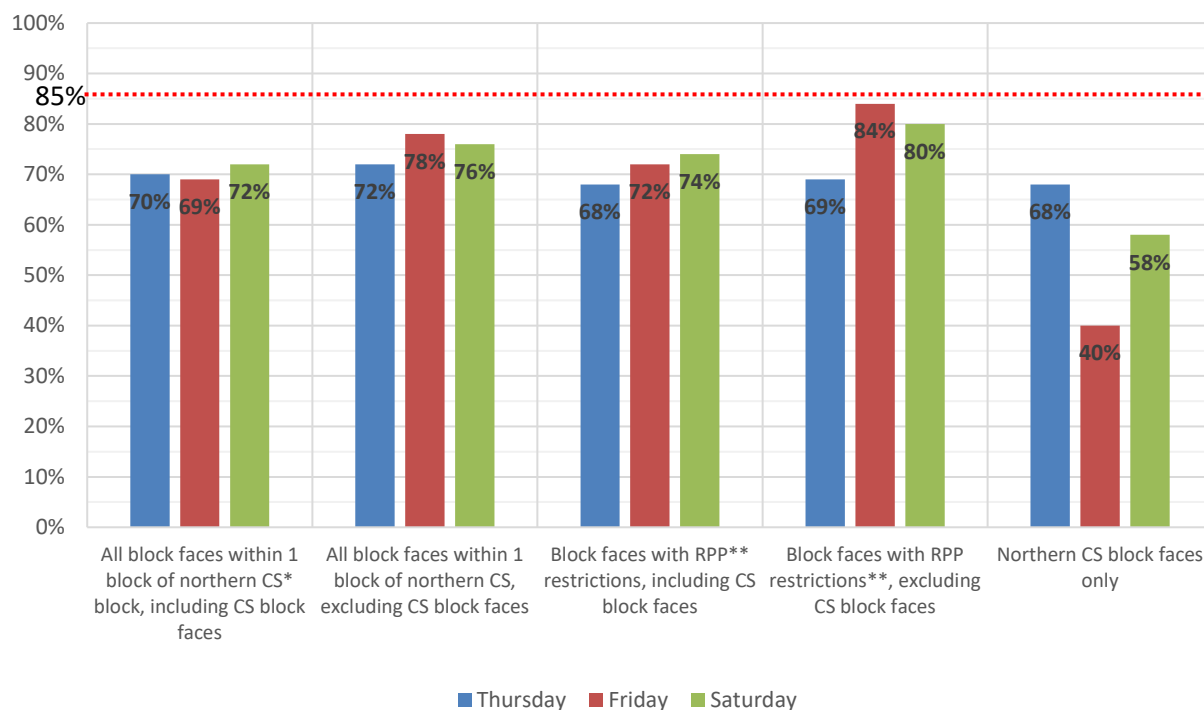
A concern mentioned by the public has been the survey area is too large and by including so many blocks, the higher occupancy parking conditions at some blocks is minimized. To address this concern, staff reviewed the data collected and assessed it separately for the north and south blocks. However,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



### Summary of Parking Survey Results - North Block



### Summary of Parking Survey Results - South Block





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

#### ***D. Parking Management Options***

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

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

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



#### **IV. COMMUNITY**

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

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

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

#### **V. CONCLUSION**

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



## **VI. STAFF RECOMMENDATIONS**

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

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



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



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



- sufficient arable soil volume to support adequate moisture for the tree. A planting trough for a single tree shall contain a minimum of 300 cubic feet of soil. Troughs shall be a minimum of thirty inches deep and six feet wide from the face of curb.
- b. An irrigation system shall be provided for the tree troughs.
  - c. The street trees shall be a minimum of 4" caliper at the time of planting.
  - d. The developer shall be responsible for the installation and maintenance of trees adjacent to the public streets through bond release. This maintenance shall include, but not be limited to, pruning, watering, pest control, and removal and replacement of street trees as necessary.
  - e. The tree wells shall be a minimum dimension of 4 ft. x 6 ft. as generally depicted on the preliminary plan.
  - f. The tree wells shall include City standard decorative tree grates.
  - g. The trees for the internal courtyards shall be a minimum of 5"-6" caliper at the time of planting.
  - h. deleted by Planning Commission.
  - i. deleted by Planning Commission.
  - j. deleted by Planning Commission.
  - k. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space.
  - l. The location of all light poles shall be coordinated with the street trees.
  - m. As private trees mature they are to be limbed up by the HOA to a minimum 6 feet. Trees are not to be planted under or near light poles.
  - n. The maximum height for the shrubs is 36 inches.
  - o. All landscaping shall be maintained by the HOA in good condition and replaced as needed.
  - p. All plant materials and specifications shall be in accordance with the current and most up to date edition of the American Standard for Nursery Stock (ANSI Z60.1) as produced by the American Association for Nurserymen, Washington, D.C. (P&Z) (Police) (PC)
16. The applicant shall prepare and submit a plan that delineates a detailed phasing plan and construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES and Code Enforcement prior to the release the first final site plan for the project. At a minimum, the plan shall include the following:
- a. Phasing for each block and each required public improvement (streets, traffic signals, sidewalks, etc.).
  - b. A Traffic Control Plan detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging.
  - c. A plan for temporary pedestrian and vehicular circulation during construction.
  - d. A parking plan for construction workers will be prepared that provides on-site parking for workers. Only after best efforts are made to provide sufficient parking on-site for the construction workers to the satisfaction of the Director of P&Z, will construction workers be allowed to park along the curbs abutting the development site.
  - e. Provisions in the event construction is suspended for 6 months or more for:
    - 1. temporary streetscape improvements



2. removal of debris
  3. screening and barrier protection of construction areas and interim open space improvements.
- f. All other necessary phasing parameters deemed necessary by the Directors of P&Z, T&ES and Code Enforcement. (P&Z) (PC)
17. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with all adjoining property owners to review the hauling routes, location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. Copies of plans showing the hauling route, construction worker parking and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor before they commence work on the project. (P&Z)
18. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site, and to the Directors of P&Z and T&ES. (P&Z)(T&ES)
19. All existing and proposed utility poles and overhead electrical/telephone lines for both blocks shall be located underground and the cost of such undergrounding shall be the sole responsibility of the developer. All transformers shall be located adjacent to the internal alleys as depicted on the preliminary plans or as approved by the Director of P&Z and T&ES. (P&Z)(PC)
20. Prior to the release of the first certificate of occupancy for the project, the City Attorney shall review and approve the language of the Homeowner's Agreement to ensure that it conveys to future market rate homeowners and public housing residents the requirements of this development special use permit, including the restrictions listed below. The HOA language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this special use permit approved by City Council.
  - a. Individual townhouse garages and spaces within the partially below grade parking garages may be utilized only for parking; storage which interferes with the use of the garages for vehicle parking is prohibited.
  - b. Vehicles shall not be permitted to park on sidewalks, in driveways which obstruct sidewalks, on any emergency vehicle easement, or on any portion of the interior alley. The Homeowner's Association shall maintain a contract with a private towing company to immediately remove any vehicles violating this condition.
  - c. **[CONDITION RECOMMENDED FOR DELETION BY STAFF] ~~Market rate and public housing residents of this development are not eligible for any on-street permit parking permits.~~**
  - d. No decks shall be permitted, except the rooftop decks shown on the approved site plan.



- e. Exterior changes or additions to units shall not be permitted without approval of City Council or the Director of Planning and Zoning, as determined by the Director.
  - f. No balconies, bay windows, or any other improvements shall be allowed to encroach into the space above an emergency vehicle easement.
  - g. All landscaping and screening shown on the final hardscape plan shall be maintained in good condition and may not be reduced without approval of City Council or the Director of Planning and Zoning, as determined by the Director.
  - h. The Homeowners Association documents shall disclose to all prospective buyer(s) through the sales literature and documents, sales contracts etc. that the internal public access easement including the streets and sidewalks will be for general public use and the potential liability for the easement. (P&Z)
21. A perpetual public access easement and vehicle ingress/egress easement shall be recorded by the applicant for the entire portion of the internal private street and adjoining sidewalks depicted as "Parcel B" and "Parcel E" of the preliminary plan. The easement shall provide public vehicular and pedestrian access. A plat showing the easement and all required documentation shall be submitted to the City Attorney with the final site plan submission. The easement shall approved by the City Attorney and recorded among the land records prior to the release of the final site plan to the satisfaction of the City Attorney. (P&Z)
22. A perpetual parking easement shall be provided for lot 13, lot 55, lot 69 and lot 111 as depicted on the preliminary subdivision plan to enable perpetual parking rights for the adjoining market rate units. The easement language shall be depicted on the approved subdivision and approved by the City Attorney prior to the release of a building permit. A parking management plan shall be submitted by the applicant at the time of submission to ensure the proper designation of parking spaces between the market rate and public housing units at the time of submission of the final site plan to the satisfaction of the Director of P&Z. (P&Z)
23. Freestanding subdivision or development sign(s) that differentiates the proposed development from the existing neighborhood shall be prohibited. (P&Z)
24. A temporary informational sign shall be installed on the site prior to the approval of the final site plan for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z)
25. A plat of consolidation and final subdivision plan shall be consistent with the final site plan, and shall be approved and recorded prior to the release of the final site plan. The subdivision plan and all easements shall be submitted as part of the final site plan submission. (P&Z)
26. The applicant shall attempt to secure mail delivery to individual homes from the USPS. If such delivery cannot be secured, two ganged mailboxes per block shall be permitted



within the development located within the alley to the satisfaction of the Director of P&Z. (P&Z)(PC)

27. The applicant shall be allowed to make minor adjustments to the building locations if the changes do not result in the loss of parking, open space, or an increase in the building height or building footprint. (P&Z)
28. General Note # 13 on sheet C-4 that states “all site plans are subject to revisions by the developer” shall be eliminated. All changes to the site plan where will require a minor or major site plan amendment as defined by the Zoning Ordinance. (P&Z)
29. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z)
30. Submit a building location survey to the Planning and Zoning staff prior to applying for a certificate of occupancy permit for each unit. (P&Z)
31. Temporary construction trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. A separate sales trailer will require approval of a special use permit approved by City Council. (P&Z)
32. Temporary structures for sales personnel, as well as sales/marketing signs, shall be permitted, with the size and site design for such temporary structures, including signs, subject to approval by the Director of Planning and Zoning. (P&Z)
33. The applicant shall attach a copy of the final released site plan to each building permit document application and be responsible for insuring that the building permit drawings are consistent and in compliance with the final released site plan prior to review and approval of the building permit by the Departments of Planning and Zoning and Transportation and Environmental Services. (P&Z)
34. All utility structures (except fire hydrants) shall be located out of view of public property and rights-of-ways and shall be screened to the satisfaction of the Director of Planning and Zoning. (P&Z)
35. To provide an historical record of the existing buildings, the applicant shall submit large scale 4" x 5" negative black and white record photographs to Historic American Building Survey Standards of the facades of the buildings of Samuel Madden within each block. Two sets of these photographs together with the one set of negatives shall be deposited at both the Special Collections, Alexandria Library as well as the Alexandria Archives and Record Center prior to the issuance of a building permit; physical design detail elements to be determined at the discretion of the Director of the Lyceum are to be removed and deposited in the collections of the Lyceum in consultation with staff of the Department of Planning & Zoning; preparation of a history of the buildings and its occupation shall be



prepared by an historian meeting the Secretary of the Interior's qualifications and approved by Planning & Zoning staff prior to the issuance of a building permit. (P&Z)

36. The proposed street trees adjacent to the public street, internal private streets and alley intersections shall be setback and additional 5 ft. from the intersections and be limbed up to the satisfaction of the Director of T&ES, the Director of P&Z, and the City Arborist to ensure adequate visibility. The relocated tree and the adjoining tree will be spaced approximately 25 ft. on-center. The remaining street trees will continue to be 30 ft. on-center as depicted on the preliminary landscape plan. The number, species and type of street trees depicted on the preliminary landscape plan shall continue to be provided on the final landscape plan. (P&Z)
37. Developer to comply with the peak flow requirements of Article XIII of Alexandria Zoning Ordinance. (T&ES)
38. Solid waste services shall be provided by the City. In order for the city to provide solid waste service, the following conditions must be met. The development must meet all the minimum street standards. The developer must provide adequate space within each unit to accommodate a City Standard super can and recycling container. The containers must be placed inside the units or within an enclosure that completely screens them from view. The developer must purchase the standard containers from the city or provide containers that are compatible with city collection system and approved by the Director of Transportation and Environmental Services. (T&ES)
39. All refuse/recycling must be placed at the City right-of-way or at locations within the alley entrance throats approved by the Director of T&ES. Refuse collection shall be permitted from the public streets provided that refuse is not stored adjacent to or visible from the street prior to collection. (P&Z)(T&ES) (PC)
40. Provide a site lighting plan to the satisfaction of the Director of T&ES in consultation with the Chief of Police. The plan shall show the existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in Lumens or Watts. Provide manufacturer's specifications for the fixtures. Provide lighting calculations to verify that lighting meets city standards and are located to prevent excessive spillover lighting and glare from adjacent properties. (T&ES) (P&Z)
41. The applicant shall modify the concrete "bump-outs" within the proposed alleys maximize turning movements into the townhouse garages, to the satisfaction of the Director of T&ES. (T&ES)(PC)
42. The internal private street entrances shall be 14' wide and provide 25' turning radius for solid-waste trucks. The internal portion of the streets can continue to be 13 ft. as depicted in the preliminary site plan. (T&ES)(P&Z) (PC)
43. The applicant shall provide two (2) stamped asphalt pedestrian crossings, one at N. Royal Street and Pendleton Street and one at N. Royal Street. and Princess Street., or the



applicant shall provide \$8,000 for T&ES to install pedestrian crossings. The amount shall be paid prior to the release of the final site. (T&ES)

44. Remove and relocate all sanitary sewers from private alleys to public and private streets, and show on plans the sanitary sewer laterals. (T&ES)
45. Provide a separate sanitary sewer lateral for each unit. (T&ES)
46. The applicant is advised that all storm water designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
47. Provide all pedestrian and traffic signage to the satisfaction of the Director of T&ES. (T&ES)
48. Plan must demonstrate to the satisfaction of Director of T&ES that adequate storm water outfall is available to the site or else developer is to design and build any on or off site improvements to discharge to an adequate outfall. (T&ES)
49. All driveway entrances and sidewalks in public ROW or abutting public ROW shall meet City standards. (T&ES)
50. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)
51. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
52. Provide sixteen (16) city standard street cans, to the satisfaction of the Director of T&ES. (T&ES)
53. A new sanitary sewer main shall be constructed resulting in the separation of the sanitary sewer and discharge of sewage into the Potomac Interceptor. At a minimum the main shall be designed and constructed in conformance with the following: (1) the sanitary sewer main shall be a gravity sewer, and (2) the sanitary sewer shall accept all the sewage flows from the proposed development and from the separated sanitary sewers currently discharging into the combined sewer at the intersection of Royal Street and Princess Street. The final size and alignment shall be approved by the Director of Transportation and Environmental Services. Preliminary analysis estimates the size of the sewer to be 12-inch. Cost for construction can be applied against sewer tap fees (estimated \$420,000). If the cost is greater than the tap fee the remainder can be applied against the requirements for the City's Chesapeake Bay Program. Cost for Chesapeake Bay program will be figured by estimating total BMP treatment cost for project (estimated \$435,000).



The estimate for total BMP treatment cost may be reduced if the applicant demonstrates to the satisfaction of the Director of T&ES that on-site BMP treatment meeting the water quality treatment requirements would be less than \$435,000. The Monies not encumbered in the construction of the sewer main will be paid into the City's Environmental Restoration Fund. By completion of this requirement applicant will comply with the City's Chesapeake Bay Program. (T&ES)(PC)

54. Due to the historic uses at the site and the potential for contamination, the applicant shall design and install a vapor barrier and ventilation system for the buildings and parking areas to prevent the migration or accumulation of methane or other gases under parking areas or into buildings, or conduct a study and provide a report signed by a professional engineer showing that such measures are not needed to the satisfaction of Directors of T&ES and Code Enforcement. (T&ES)
55. The final site plan shall not be released and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
  - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, the contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the proposed site.
  - b. Submit a Risk Assessment indicating any risks associated with the contamination.
  - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "Clean" backfill shall be used to fill the utility corridors.
  - d. Submit a Health and Safety Plan indicating measures to be taken during any remediation and/or construction to minimize the potential risks to workers, the neighborhood, and the environment. Submit 5 copies of each of the above. The remediation plan must be included in the Final Site Plan. (T&ES)
56. Due to the close proximity of the site to airport traffic the following conditions shall be included:
  - a. The applicant shall prepare a noise study identifying the levels of noise residents at the site will be exposed to the present time and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD)
  - b. Identify options to minimize noise exposure to future residents at the site, including special construction methods to reduce noise transmission, i.e.:
    1. Triple-pane glazing for windows
    2. Additional wall and roofing insulation.
    3. Installation of resilient channels between the interior gypsum board leaf and the wall studs.
    4. Others as identified by the applicant.
    5. If needed, install some combination of the above-mentioned noise mitigation measures or others to the satisfaction of the Directors of Planning & Zoning and T&ES. (T&ES) (P&Z)



57. Submit a Health and Safety Plan (HASP) indicating measures to be taken during any remediation and/or construction to minimize the potential risks to workers, the neighborhood and the environment. Submit 5 copies for review, and include approved HASP in final site plan. (T&ES)
58. All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. (T&ES)
59. The stormwater collection system is part of the Potomac River watershed. All stormwater inlets shall be duly marked to the satisfaction of the Director T&ES. (T&ES)
60. The applicant is advised that all stormwater designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
61. A “Certified Responsible Land Disturber” must be named on the erosion and sediment control plan prior to release of the final site plan in accordance with Virginia Erosion Control Law. (T&ES)
62. If fireplaces are to be included in the development, the applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys.  
(T&ES)
63. Developer shall install bicycle racks for the development per the following criteria: one (1) space per 10 residential units and one (1) visitor space per 50 residential units, or portion thereof to the satisfaction of the Director of T&ES. (T&ES)
64. An emergency vehicle easement conforming to standards for emergency vehicle easements of 18 ft. shall be provided in the following locations: 1) Running from North Royal to North Pitt Street between Proposed Buildings 3 & 6, and Proposed Buildings 5 & 8. 2) Running from North Royal to North Pitt Street between Proposed Buildings 13 & 16, and Proposed Buildings 15 & 18. (Code Enf) (PC)
65. An automatic sprinkler system shall be provided for this project. (Code Enf)
66. The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) fire department connections (FDC) to each building, one on each side/end of the building; c) fire hydrants located within one hundred (100) feet of each FDC; d) on-site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on-site; e) emergency vehicle easements (EVE) with an eighteen (18) foot minimum width;



- f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. (Code Enf) (PC)
67. Prior to submission of the Final Site Plan, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. (Code Enf)
68. Walls and floors that separate dwelling units shall have an STC and/or ITC rating of at least 60. (Code Enf) (PC)



## **VII. ATTACHMENTS**

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



## **Residential Permit Parking for New Development Policy**

*Approved by City Council June 13, 2017*

### **Purpose:**

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

### **Policy:**

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

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

### **Additional Details:**

#### *Average On-Street Occupancy:*

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

#### *Ground Floor Street Frontage:*

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

### **Application:**

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



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

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

**Timeframe:**

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



### Developments Approved WITH Restriction

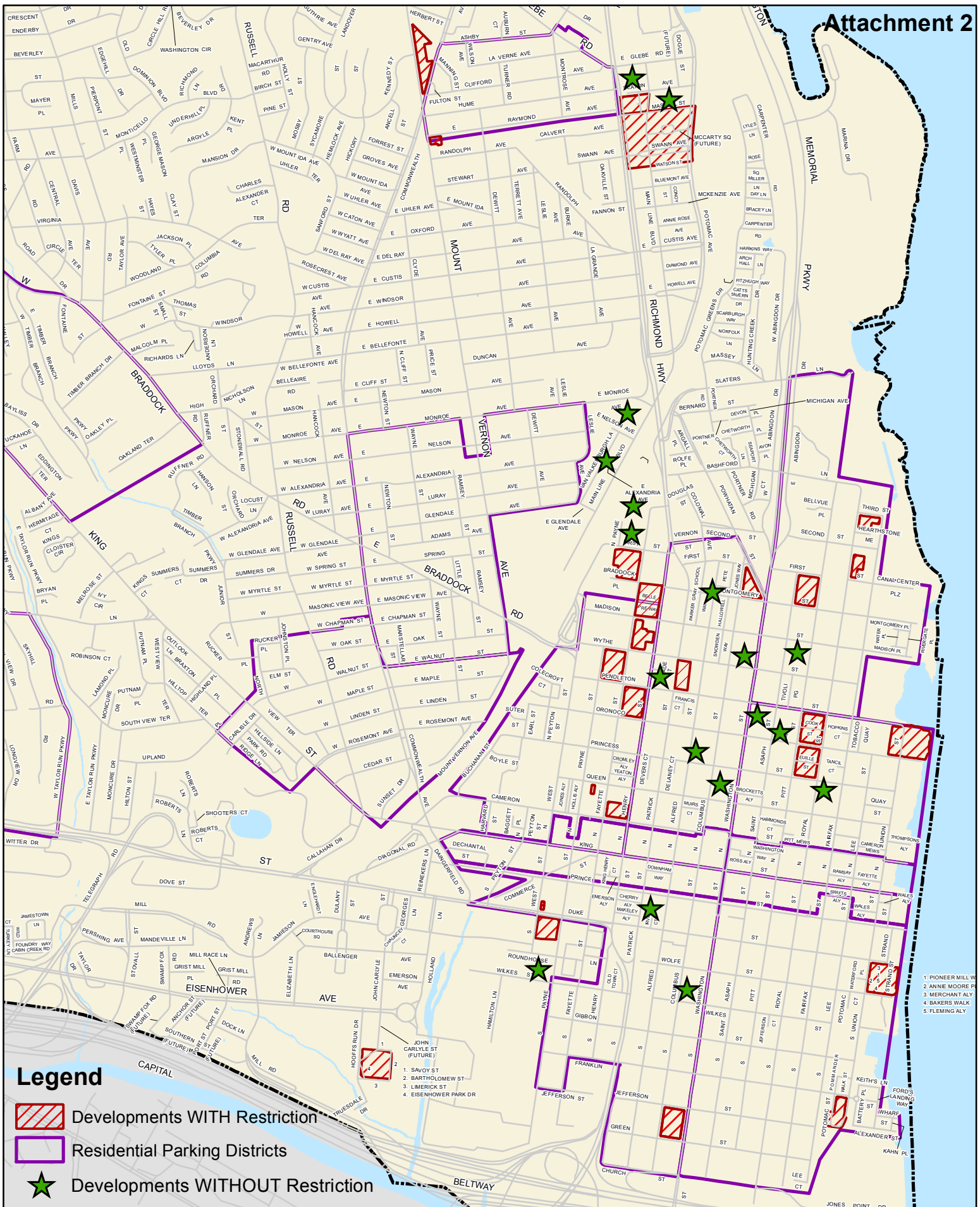
	Development Name	Address	Date approved	Parking District	Notes
1	Backyard Boats	700 block S. Union St	June 2000	1	
2	Braddock Lofts	705 N. Fayette St	September 2000	5	
3	Northampton Place Apartment	4390 King Street	November 2001	8	
4	Meridian At Braddock	1201 Braddock Pl & 1200 First St	October 2002	n/a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



### Developments Approved WITHOUT Restriction

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





## Residential Permit Parking Districts and Approved Developments

0.5

0.25

0

0.5 Miles





## City of Alexandria, Virginia

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MEMORANDUM

**DATE:** JUNE 7, 2017

**TO:** THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

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

**DOCKET TITLE:**

**TITLE**

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

**BODY**

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

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

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

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



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

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

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

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

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

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



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

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

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

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

#### Existing Developments with the Restriction:

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

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



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

*Other Parking Management Tools:*

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

*Public Outreach:*

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

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

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

**ATTACHMENTS:**

Attachment 1: Draft Policy

Attachment 2: Residential Permit Parking Map



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

**STAFF:**

Emily A. Baker, Deputy City Manager

Yon Lambert, AICP, Director, T&ES

Karl Moritz, AICP, Director, P&Z

Carrie Sanders, Deputy Director, T&ES

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

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



## Attachment 4 – Summary of Parking Survey Results

### Both Blocks

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

\*CS = Chatham Square

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

### Northern Chatham Square Block

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



Southern Chatham Square Block

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



## Attachment 5

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

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



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

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



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

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



**APPLICATION****DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN****DSUP #** 2002-0029**Project Name:** Towns at Chatham Square (original DSUP name, Samuel Madden Homes)**PROPERTY LOCATION:** 409 North Pitt Street (Blocks bounded by N. Pitt, N. Royal, Princess, & Pendleton)**TAX MAP REFERENCE:** 64.02**ZONE:** CRMU/X**APPLICANT:****Name:** Chatham Square Home Owners Association**Address:** P.O. Box 52358, Phoenix, AZ 85072-2358**PROPERTY OWNER:****Name:** Cardinal Management Group, INC**Address:** 4330 Prince William Parkway, Suite 201 Woodbridge, Virginia 22192**SUMMARY OF PROPOSAL** Request to amend DSUP 2002-0029 to eliminate language which restricts residents of the Towns at Chatham Square from eligibility for on-street parking permits. Request is made in light of new guidelines adopted by City Council, dated June 2017.**MODIFICATIONS REQUESTED** Request to strike Conditions 9 and 20c**SUP's REQUESTED**☒ **THE UNDERSIGNED** hereby applies for Development Site Plan with Special Use Permit approval in accordance with the provisions of Section 11-400 of the Zoning Ordinance of the City of Alexandria, Virginia.☒ **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.☒ **THE UNDERSIGNED** also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his/her knowledge and belief.WILLIAM M. JACOBS

Print Name of Applicant or Agent

414 PENDLETON ST

Mailing/Street Address

ALEXANDRIA, VA 22314

City and State

Zip Code

Signature

571-269-1521

Telephone #

Fax #

WILLIAM.MICHAEL.JACOBS@MAIL.COM

Email address

5/10/2018

Date

**DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY**

Application Received: \_\_\_\_\_

Received Plans for Completeness: \_\_\_\_\_

Fee Paid and Date: \_\_\_\_\_

Received Plans for Preliminary: \_\_\_\_\_

ACTION - PLANNING COMMISSION: \_\_\_\_\_

ACTION - CITY COUNCIL: \_\_\_\_\_



**ALL APPLICANTS MUST COMPLETE THIS FORM.**

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

**1. The applicant is: (check one)**

☐ the Owner    ☐ Contract Purchaser    ☐ Lessee or    ☒ Other: HOA president of the subject property.

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

N/A

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

☐ **Yes.** Provide proof of current City business license.

☐ **No.** The agent shall obtain a business license prior to filing application, if required by the City Code.



## OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1.		
2.		
3.		

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

Name	Address	Percent of Ownership
1.		
2.		
3.		

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

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

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

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

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

William M. Jacobs  
Signature



2. **Narrative description.** The applicant shall describe below the nature of the request in **detail** so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 6-9. (Attach additional sheets if necessary.)

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

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

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

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

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

-The parking study is attached to this application.

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

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

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

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

N/A

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

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

N/A

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

Day

Hours

Day

Hours

N/A

**6. Describe any potential noise emanating from the proposed use:****A. Describe the noise levels anticipated from all mechanical equipment and patrons.**

N/A

**B. How will the noise from patrons be controlled?**

N/A

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

N/A



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

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

N/A

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

N/A

C. How often will trash be collected?

N/A

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

N/A

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

☐ Yes. ☐ No.

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

N/A

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

☐ Yes. ☐ No.

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

N/A



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

N/A

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**ALCOHOL SALES**

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

☐ Yes.      ☐ No.

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

N/A

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**PARKING AND ACCESS REQUIREMENTS**

**13. Provide information regarding the availability of off-street parking:**

A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?

N/A

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

N/A	Standard spaces
	Compact spaces
	Handicapped accessible spaces
	Other



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

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

N/A

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

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

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

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

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

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

N/A

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

N/A

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

N/A

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

N/A



## MEMORANDUM

TO: Towns at Chatham Square Home Owners Association

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

DATE: May 10, 2018

SUBJECT: Towns at Chatham Square On-Street Parking Study

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### Introduction

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

### Background

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

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

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

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



City staff provided the following data collection guidelines:

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

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

### Findings

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

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

### Conclusion

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



Figure 1: Study Area (in orange)





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

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



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

Development Proximity	Street	Block	Side	Posted Restrictions	Number of Spaces	Updated Number of Spaces (March 2018)	Number of Parked Vehicles	Number of Vehicles with a District 2 Sticker	Number of Vehicles with Other District Sticker	Number of Vehicles with Only City Decal	Number of Non-City Vehicles	Overall Parking Occupancy	% of District 2 Vehicles	% of Only City Decal Vehicles	% of Non-City Vehicles
Across	N. Pitt	400 West		3HR 8-5 M-F ex D-2	13	13	12	6	0	3	3	92%	50%	25%	25%
Across	N. Pitt	500 West		3HR 8-5 M-F ex D-2	9	8	4	3	0	0	1	50%	75%	0%	25%
Across	N. Pitt	500 West		No Restrictions	4	4	2	2	0	0	0	50%	100%	0%	0%
Across	N. Royal	400 East		No Restrictions	12	13	6	2	0	1	3	46%	33%	17%	50%
Across	N. Royal	500 East		No Restrictions	12	14	9	1	0	6	2	64%	11%	67%	22%
Across	Pendleton	400 North		No Restrictions	4	4	1	0	0	1	0	25%	0%	100%	0%
Across	Princess	400 South		2HR 8-2 M-S, 11-2 Sun, ex D-2	12	12	10	7	0	0	3	83%	70%	0%	30%
					66	68	44	21	0	11	12	65%	48%	25%	27%
Adjacent	N. Pitt	400 East		3HR 8-5 M-F ex D-2	12	13	5	0	0	1	4	38%	0%	20%	80%
Adjacent	N. Pitt	500 East		3HR 8-5 M-F ex D-2	12	13	8	2	0	2	4	62%	25%	25%	50%
Adjacent	N. Royal	400 West		3HR 8-5 M-F ex D-2	12	10	7	3	0	2	2	70%	43%	29%	29%
Adjacent	N. Royal	500 West		3HR 8-5 M-F ex D-2	12	14	6	2	0	2	1	43%	33%	50%	17%
Adjacent	Oronoco	400 North		3HR 8-5 M-F ex D-2	10	9	9	0	1	3	5	100%	0%	33%	56%
Adjacent	Oronoco	400 South		3HR 8-5 M-F ex D-2	8	8	0	N/A	N/A	N/A	N/A	0%	#VALUE!	#VALUE!	#VALUE!
Adjacent	Pendleton	400 South		3HR 8-5 M-F ex D-2	8	9	4	0	0	1	3	44%	0%	25%	75%
Adjacent	Princess	400 North		2HR 8-2 M-S, 11 Sun-2pm M, ex D-2	9	9	11	1	0	5	5	122%	9%	45%	45%
					83	85	50	8	1	17	24	59%	16%	34%	48%
Within 1 Block	N. Pitt	300 East		2HR 8-2 M-Sa, 11-11 Sun ex D-2	15	15	12	11	0	0	1	80%	92%	0%	8%
Within 1 Block	N. Pitt	300 West		2HR 8-2 M-S, 11 Sun-2pm M, ex D-2	13	14	13	11	0	0	2	93%	85%	0%	15%
Within 1 Block	N. Pitt	600 East		No Restrictions	16	16	3	0	0	2	1	19%	0%	67%	33%
Within 1 Block	N. Pitt	600 West		No Restrictions	13	11	5	0	0	2	3	45%	0%	40%	60%
Within 1 Block	N. Royal	300 East		2HR 8-2 M-S, 11 Sun-2pm M, ex D-2	12	16	15	12	1	1	1	94%	80%	7%	7%
Within 1 Block	N. Royal	300 West		2HR 8-2 M-S, 11 Sun-2pm M, ex D-2	15	14	13	11	0	0	2	93%	85%	0%	15%
Within 1 Block	N. Royal	600 East		2HR 9-5 M-Sa	11	14	5	0	0	3	2	36%	0%	60%	40%
Within 1 Block	N. Royal	600 West		2HR 9-5 M-F	17	13	5	0	0	3	2	38%	0%	60%	40%
Within 1 Block	Oronoco	300 South		3HR 8-5 M-F ex D-2	11	11	6	1	0	2	3	55%	17%	33%	50%
Within 1 Block	Oronoco	300 North		3HR 8-5 M-F ex D-2	11	9	5	2	0	0	3	56%	40%	0%	60%
Within 1 Block	Oronoco	500 South		3HR 8-5 M-F ex D-2	4	11	7	4	0	0	3	64%	57%	0%	43%
Within 1 Block	Oronoco	500 North		3HR 8-5 M-F ex D-2	6	6	5	2	0	1	2	83%	40%	20%	40%
Within 1 Block	Pendleton	300 South		3HR 8-5 M-F ex D-2	11	11	6	1	0	4	1	55%	17%	67%	17%
Within 1 Block	Pendleton	300 North		No Restrictions	9	10	5	0	0	3	2	50%	0%	60%	40%
Within 1 Block	Pendleton	500 North		3HR 8-5 M-F ex D-2	9	8	9	0	4	2	3	113%	0%	22%	33%
Within 1 Block	Pendleton	500 South		3HR 8-5 M-F ex D-2	10	6	6	2	1	2	1	100%	33%	33%	17%
Within 1 Block	Princess	300 South		2HR 8-2 M-S, 11 Sun-2pm M, ex D-2	10	10	8	8	0	0	0	80%	100%	0%	0%
Within 1 Block	Princess	300 North		2HR 8-2 M-S, 11 Sun-2pm M, ex D-2	11	11	9	1	0	3	5	82%	11%	33%	56%
Within 1 Block	Princess	500 North		2HR 8-2 M-S, 11 Sun-2pm M, ex D-2	12	11	9	6	0	1	2	82%	67%	11%	22%
Within 1 Block	Princess	500 South		2HR 8-2 M-S, 11 Sun-2pm M, ex D-2	7	10	8	8	0	0	0	80%	100%	0%	0%
					223	277	154	80	6	29	39	68%	52%	29%	25%
TOTAL					372	380	248	109	7	57	75	67%	44%	23%	30%
Total on RPP Streets					274	281	207	104	7	36	60	74%	50.2%	17.4%	29.0%
Total on Unrestricted Streets					70	72	31	5	0	15	11	43%	16.1%	48.4%	35.5%



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

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



# Chatham Square residents parking revision

Ann Carney <ann@anncarney.com>

Tue 8/28/2018 3:27 PM

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

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

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

Thank you

Ann Carney



# Parking revision for Chatham Square Residents

Barry Kessel <barrylk@me.com>

Sat 8/25/2018 12:11 PM

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

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

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

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

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

Thank you for hearing me out.

b.

Barry Kessel  
[barrylk@me.com](mailto:barrylk@me.com)

202 300 6340



To Whom it Should Concern:

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

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

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

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

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

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

Regards,

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



# I say no to Chatham Sq

Cathleen Curtin <ccurtin1@comcast.net>

Wed 8/15/2018 4:38 PM

To: PlanComm <PlanComm@alexandriava.gov>;

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

Commissioners,

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

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

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

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

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

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

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

Cathleen Curtin RA AIA

Principal Architect

501 Princess Street Alexandria VA 22314

[Cathleen@CathleenCurtinArchitects.com](mailto:Cathleen@CathleenCurtinArchitects.com)



# Chatham Sq request for parking revision on DSUP

Cathleen Curtin <ccurtin1@comcast.net>

Mon 8/6/2018 7:58 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Dear Commissioners,

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

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

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

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

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

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

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

The community will fight this.

Best regards,

Cathleen Curtin RA AIA

7039309322

501 Princess St.

Cathleen Curtin RA AIA

7039309322

Sent from my iPhone



18.6

17.0

FIAT  
500

FORD  
EXPLORER

1.3

16.0

1.3

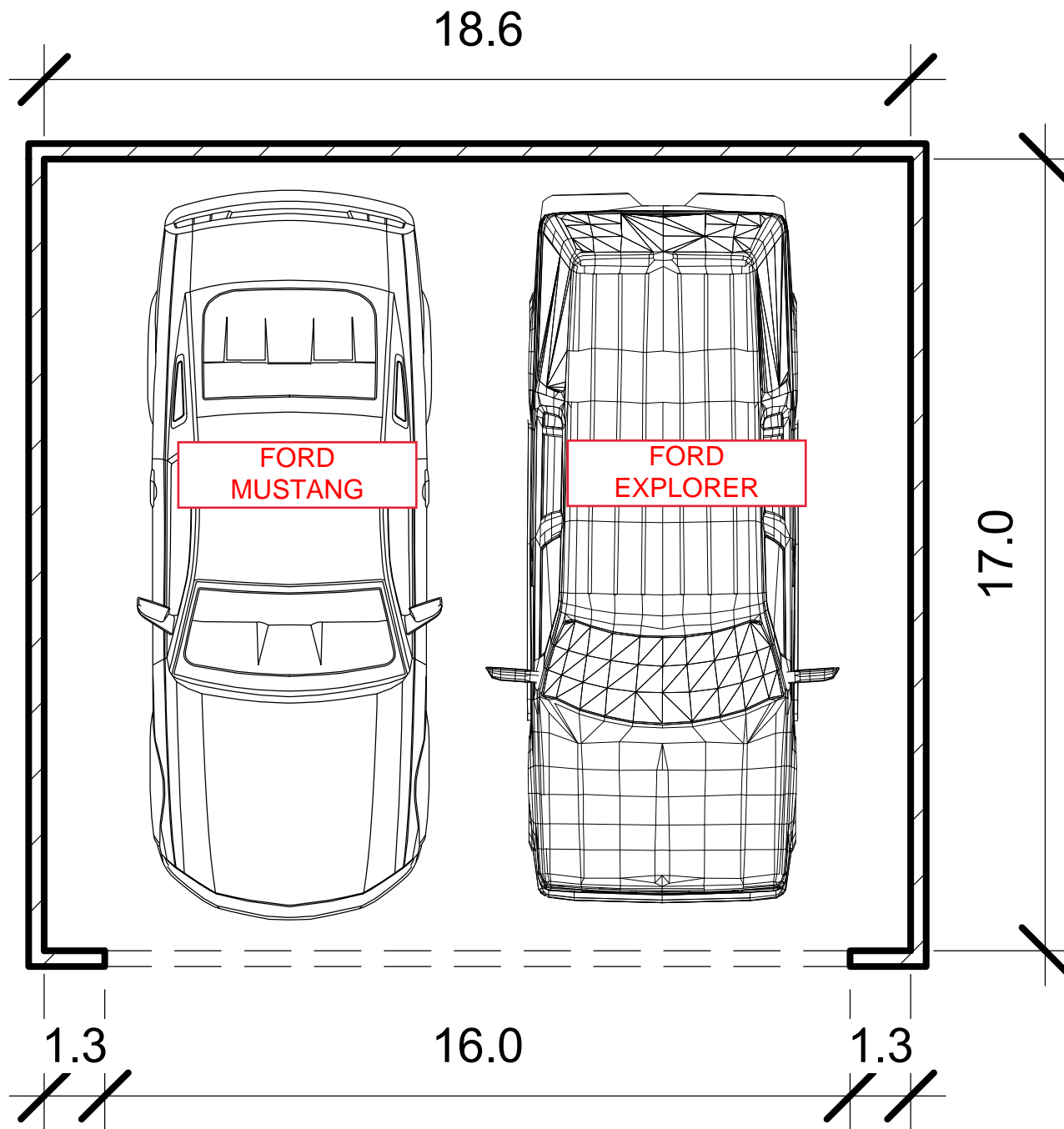


© 2014 Fiat  
Fiat 500 (2014-2015)



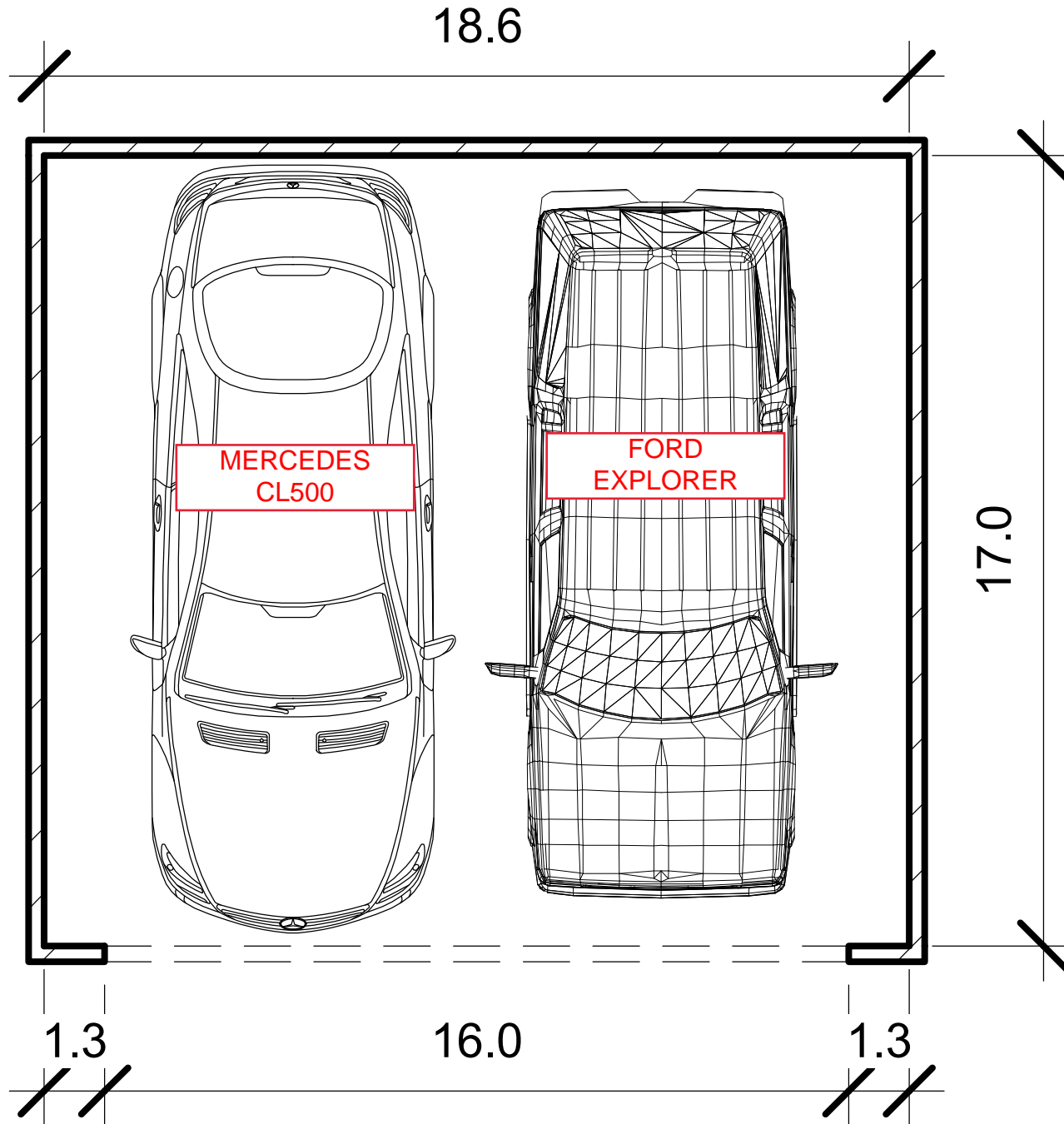
© 2014 Ford  
Ford Explorer (2014-2015)





REAR VIEW





HYUNDAI



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

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

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



9/17/2018

DSUP 2018-0011

Jeffrey Dienno <jdienno@aol.com>

Mon 9/17/2018 11:41 AM

To: PlanComm <PlanComm@alexandriava.gov>;

 1 attachments (14 KB)

Parking Statement.docx;

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

Regards, Jeff

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



Mr. Chairman and members of the Planning Commission,

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

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

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

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

Jeffrey B. Dienno  
418 Princess Street  
Alexandria, VA 22314



# Chatham Square Parking Revision

Jodie Ochwatt <jodie.ochwatt1@verizon.net>

Tue 8/21/2018 9:04 AM

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

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

Jodie Ochwatt



# Chatham Square Proposed Parking Revision: NO!

Matthew Melmed <summit2000m@gmail.com>

Fri 8/24/2018 2:18 PM

To: PlanComm <PlanComm@alexandriava.gov>;

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



Dear Mr. Macek:

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

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

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

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

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

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

Merrie Schippereit, 340 N. Pitt Street



# Chatham Square

Paul Ostrowski <baybud22@gmail.com>

Wed 8/22/2018 8:49 AM

To: PlanComm <PlanComm@alexandriava.gov>;

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

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

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

V/R Paul Ostrowski

Sent from my iPhone



# Chatham Square--Proposed street parking permits

Robert Rowe <roweflight@mindspring.com>

Mon 8/20/2018 11:15 AM

To: PlanComm <PlanComm@alexandriava.gov>;

August 18, 2018

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

Subject: Proposed street parking permits grant for Chatham Square

From: Robert Rowe, homeowner at 507 Princess St.

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

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

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

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

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

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



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

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

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

Robert Rowe

507 Princess St.  
Bulfinch Square HOA

Attachment:

### **RESIDENTIAL PARKING PERMITS 2018 ~ CHATHAM SQUARE ~ BRIEF NOTES**

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

#### **Ample garage and street parking for CS residents.**

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

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

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

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

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



Mr. Macek,

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

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

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

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

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

Thank you for your time.

Respectfully,  
Ted & Patty Larsen



9/10/2018

## Fwd: Chatham Square Request

Victoria Doran <[victoriadoran@gmail.com](mailto:victoriadoran@gmail.com)>

Mon 9/10/2018 11:50 AM

To: PlanComm <[PlanComm@alexandriava.gov](mailto:PlanComm@alexandriava.gov)>;

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

From: **Victoria Doran** <[victoriadoran@gmail.com](mailto:victoriadoran@gmail.com)>

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

Subject: Chatham Square Request

To: <[PlannComm@alexandriava.gov](mailto:PlannComm@alexandriava.gov)>, <[Katie.North@alexandriava.gov](mailto:Katie.North@alexandriava.gov)>

Hello,

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

Thanks for listening and your consideration,

Vicki Doran



**Memorandum to Planning Commission**

**September 19, 2018**

**To:**

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

Mindy Lyle  
Melissa McMahon  
Maria Wasowski

**From:** Residents and owners of The Townhomes at Chatham Square

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

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

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

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

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

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

Sincerely,



William M. Jacobs

President, Homeowners Association for The Townhomes at Chatham Square

**Attached Supporting Signatories:**

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



Attachment 1: Chatham Square DSUP Supportive Residents

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

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

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

Resident (Please Print Name): Jeffrey Gromada  
Address: 402 ORONOCO STREET  
Signature: [Signature]

Resident (Please Print Name): MARK MAYHEW  
Address: 412 ORONOCO ST.  
Signature: [Signature]

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

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

Resident (Please Print Name): Shoa Mulla  
Address: 420 ORONOCO ST  
Signature: [Signature]

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

Resident (Please Print Name): Harold Adams  
Address: 500 Pendleton ST ALEXANDRIA 22304  
Signature: [Signature]



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

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

Special

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

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

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

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

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

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

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

Resident (Please Print Name): \_\_\_\_\_  
Address: \_\_\_\_\_  
Signature: \_\_\_\_\_



Resident (Please Print Name): JAMES M. DOLL

Address: 402 PENDLETON ST

Signature: Jm Doll

Resident (Please Print Name): Josh Blakeman

Address: 410 N Royal St

Signature: J Blakeman

Resident (Please Print Name): Amanda Fox

Address: 440 N Royal St

Signature: A Fox

Resident (Please Print Name): CHERYL CRATE

Address: 424 N Royal St

Signature: Cheryl A. Crate

Resident (Please Print Name): JESSICA KARODE

Address: 418 N Royal St

Signature: J Karode

Resident (Please Print Name): HAJIM MOHDALE

Address: 426 N ROYAL ST ALEX VA 22314

Signature: H. Mohdale

Resident (Please Print Name): LaQuan flodd

Address: 434 COOL ST alexandria V.A.

Signature: LaQuan Flodd

Resident (Please Print Name): Edward D'Alessio

Address: 404 Oronoco Street, Alexandria, VA 22314

Signature: E. D'Alessio

Resident (Please Print Name): Alexandra Gambill

Address: 404 Pendleton St

Signature: A. Gambill

Resident (Please Print Name): Amy L. Gambill

Address: 404 Pendleton St. Alexandria, VA 22314

Signature: Amy L. Gambill



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

Resident (Please Print Name): Kelly Logazino  
Address: 407 Princess Street, Alexandria VA 22314  
Signature: K Logazino

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

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

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

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

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

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

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

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



Resident (Please Print Name): MARSHA E. MALONE  
Address: 425 WOODHOLM ST., ALEX., VA. 22314  
Signature: Marsha E. Malone

Resident (Please Print Name): Anne Caldwell  
Address: 423 WOODHOLM STREET ALEX VA 22314  
Signature: Anne Caldwell

Resident (Please Print Name): LEE LILLY  
Address: 519 N. PITT ST  
Signature: Lee Lilly

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

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

Resident (Please Print Name): MARTHA M. JACOBS  
Address: 414 PENDERSON STREET  
Signature: Martha M. Jacobs

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

Resident (Please Print Name): DONNA K LILLY  
Address: 519 N. PITT ST  
Signature: Donna K Lilly

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

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



① Resident (Please Print Name): JOHN A. Wells  
Address: 422 Cook St.  
Signature: John A. Wells

② Resident (Please Print Name): Julia S Hardinger  
Address: 424 Cook Street Alexandria, VA  
Signature: Hardinger

③ Resident (Please Print Name): Adam Hardinger  
Address: 424 Cook Street  
Signature: Adam Hardinger

④ Resident (Please Print Name): ELVA M Romero  
Address: 410 COOK ST 22314  
Signature: \_\_\_\_\_

⑤ Resident (Please Print Name): Todd A. Worms  
Address: 418 Cook St, Alexandria, VA 22314  
Signature: Todd A. Worms

⑥ Resident (Please Print Name): Tina C. Worms  
Address: 418 Cook St, Alexandria, VA 22314  
Signature: Tina C. Worms

⑦ Resident (Please Print Name): BRIAN LYACEL  
Address: 420 COOK ST ALEXANDRIA VA 22314  
Signature: Brian Lyacel

⑧ Resident (Please Print Name): Danielle Clarke  
Address: 420 COOK ST. Alexandria VA 22314  
Signature: Danielle Clarke

⑨ Resident (Please Print Name): Hayley Byington  
Address: 511 N Pitt St, Alexandria, VA 22314  
Signature: Hayley Byington

Resident (Please Print Name): \*Banning JERRATT = CHATHAM ST. RESIDENT\*  
Address: 423 Cook St  
Signature: Banning Jerratt



Resident (Please Print Name): Mike Robertson

Address: 419 N. Pitt

Signature: [Signature]

Resident (Please Print Name): RITA MARANDINO

Address: 403 PRINCESS ST

Signature: [Signature]

Resident (Please Print Name): RODERIC FLEISHER

Address: 418 Euille St.

Signature: [Signature]

Resident (Please Print Name): Richard Lombardi

Address: 415 Euille St

Signature: [Signature]

Resident (Please Print Name): Nariman Rizh

Address: 419 Euille St.

Signature: [Signature]

Resident (Please Print Name): PAUL ROGERS

Address: 419 EUILLE ST

Signature: [Signature]

Resident (Please Print Name): LORAIN WU

Address: 417 Euille Street

Signature: [Signature]

Resident (Please Print Name): Brandon Uek:

Address: 517 North Pitt

Signature: [Signature]

Resident (Please Print Name): Vince Giamprato

Address: 403 Oronoco St, Alexandria VA

Signature: [Signature]

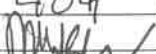
Resident (Please Print Name): Andrew Shaw

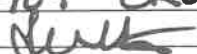
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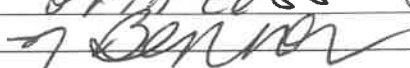
Signature: [Signature]


8

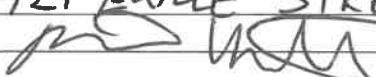


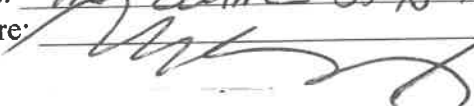
Resident (Please Print Name): MIRIAM B. RIBDMUEN  
Address: 409 ORONOCO ST. ALEX VA 22314  
Signature: 


Resident (Please Print Name): Dale White  
Address: 407 ORONOCO STREET  
Signature: 

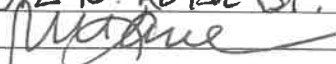
Resident (Please Print Name): TANCY Benner  
Address: 417 PRINCESS ST  
Signature: 

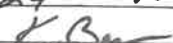
Resident (Please Print Name): CHRISTINA J. BICKLEY  
Address: 423 PRINCESS STREET  
Signature: 

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

Resident (Please Print Name): Mary Maydosz  
Address: 414 EULE ST ALEXANDRIA, VA  
Signature: 

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

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

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

9



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

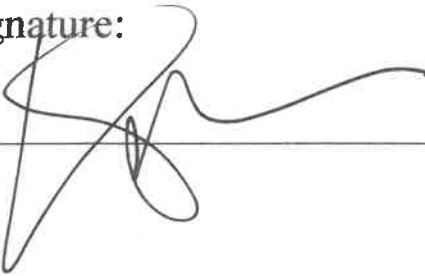
**ARHA CEO**

Mr. Keith Pettigrew:

Address:

401 WYTHE STREET  
ALEXANDRIA, VA 22314

Signature:





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

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

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

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



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

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

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

11 A



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

Resident (Please Print Name):

Address: 255.8 1/2 St, ALEXANDRIA, VA 22301

Signature:

Resident (Please Print Name):

Address: 1023 N. ROYAL, ALEXANDRIA, VA

Signature:

Resident (Please Print Name):

Address: 212 S. ROYAL

Signature:

Resident (Please Print Name):

Address: 1306 CHETWORTH CT, ALEXANDRIA VA 22314

Signature:

Resident (Please Print Name):

Address: 209 Madison Street, Alexandria VA 22314

Signature:

Resident (Please Print Name):

Address: 500 PENDLETON ST

Signature:

Resident (Please Print Name):

Address: 615 TIVOLI PSG

Signature:

Resident (Please Print Name):

Address: 522 NORTH FAIRFAX ST. ALEXANDRIA

Signature:

Resident (Please Print Name):

Address: 106 W. PENDER ST., Alexandria

Signature:

Resident (Please Print Name):

Address: 106 PENDER ST

Signature:

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

Resident (Please Print Name):

Address: 756.8 + 8314, ALEXANDRIA, VA 22301

Signature:

Resident (Please Print Name):

Address: 1023 N. ROYAL, ALEXANDRIA, VA

Signature: 22314

Resident (Please Print Name):

Address: 212 S. ROYAL

Signature:

Resident (Please Print Name):

Address: BARBARA J BARGER  
1306 CHETWORTH CT, ALEXANDRIA VA 22314

Signature:

Resident (Please Print Name):

Address: Melissa L. Robinson  
209 Madison Street, Alexandria VA 22314

Signature:

Resident (Please Print Name):

Address: HAROLD ADAMS  
500 PENWICK ST

Signature:



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

Resident (Please Print Name):

Address: 2568 LESLIE, ALEXANDRIA, VA 22301

Signature:

Resident (Please Print Name):

Address: Anne O'Connor  
1023 N. ROYAL, ALEXANDRIA, VA

Signature: 22314

Resident (Please Print Name):

Address: LINDA BANTON  
212 S. ROYAL

Signature:

Resident (Please Print Name):

Address: BARBARA J BARGER  
1306 CHETWORTH CT, ALEXANDRIA VA 22314

Signature:

Resident (Please Print Name):

Address: Melissa L. Robinson  
209 Madison Street, Alexandria VA 22314

Signature: Melissa L Robinson

Resident (Please Print Name):

Address: HAROLD ADAMS  
500 PENDERLETON ST

Signature: