

Alexandria City Planning Commissioners,

I strongly oppose your approval of subject DSUP modification. I also oppose your approval of any request that would increase the number of District 1 Parking Permits until changes are made to existing City policies and ordinances affecting parking in District 1.

The changes I recommend are as follows:

1. Limit parking permits to one "free" permit per household throughout District 1 but allow the permit to be "mobile" (i.e., transferable from one vehicle to another).
2. Allow additional parking permits to be purchased. The first additional permit would cost twice the property tax of the highest of vehicle property taxes paid to the City. The second would cost thrice the property tax of the highest etc. I think we should realize that if this was done, it should be grandfathered in to give residents to dispose of or arrange for storage of vehicles and the BAR would have to ease up on permits from those who want to convert portions of their property from gardens etc. to driveways.
3. Modify City ordinances as necessary to ticket and fine anyone parking more than one foot from the legal corner parking. (i.e., this is to discourage those who park 1/2 a car link from street corners and thereby reduce the total number of available spaces by 1.
4. Review all "Loading Zone" areas in the City and replace the signs with electronic signs at merchant expense. Review should include a survey to determine how much time is actually used for loading and unloading and restrict the "loading zone" time period to what is required. By using electronic signs, merchants could change the signage as needed to the times when their suppliers/distributors are actually using the zones.
5. Establish a City ordinance that specifies the length of an "average" vehicle. Much smaller vehicles such as Smart cars and the small Alpha Romeo should pay no property tax.
6. I think that as part of paying the City's property tax for vehicles, residents ought to be required to complete a survey specifying where they and their household commute to, how often, and the form of transportation used. This would give you, the Planning Commission, a much more timely and accurate way to assess the parking needs of City residents.

Listed above are merely some of the brain storms I've had. I'm sure there are others that wiser and at least saner people have had. I would therefore welcome a public hearing on parking in general.

Regards,
Rick Metzer
728 S Lee St

Chatham Square Parking Revision

Vickie Moore <vickie.moore@lochlinpartners.com>

Sat 9/22/2018 10:02 AM

To: PlanComm <PlanComm@alexandriava.gov>;

Cc: Katie North <katie.north@alexandriava.gov>;

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 am directly impacted currently by cars parked along Pitt Street. Just last month a car parked there had the alarm going off all evening long. The same thing happened a second night late into the evening until finally the police were called to tow the car.

Allowing even more cars to park along Pitt Street is very unfair to the residents of Bullfinch Square especially since the owners were well aware when they purchased those homes that they came with two garage spaces! Allowing even more of those residents would overwhelm the limited parking that's currently available.

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

Vickie Moore and Tom Ahern
416 N. Pitt St.
Bulfinch Square HOA



Vickie Moore
703-584-3214 | Vickie.Moore@LochlinPartners.com



8484 Westpark Drive, Suite 630 | McLean, VA 22102
www.lochlinpartners.com

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I'd like to kindly express my concerns regarding the parking Proposed Street Parking Changes for the Chatham Square Community. I live at 314 N Royal St in the old town historic district just 1/2 block away from the Chatham Square Community.

There are many common sense reasons why this proposed amendment does not make any sense and hurts the nearby owners of historic homes:

- The residents in the historic district across the street rely 100% on street parking. Historic homes across from Chatham Square do not have garages or off street parking.
- By granting new permits to Chatham Square, it's making an already crowded parking situation worse
- This is obvious -- but the Chatham Square neighborhood has 2 car garages already for their primary parking. If they get permits, they will likely use the garage for storage and make a parking mess on the street for the historic home neighbors.
- There's actually nearby spots to Chatham Square where they can already street park unrestricted ([source](#))
- The historic district already has to manage way more home rules in favor of public city preservation than those outside the district. Please don't lax the rules of the modern townhomes at the expense of the historic homes who have more rules.

In short -- finding parking around our area is tough enough on Royal st. between Princess and Queen. Please do not take away the primary available parking from Alexandria historic homes in favor of giving street parking to Chatham Square HOA Residents -- who already own garages for parking.

Thank you,

-Patrick Rodjom

September 24, 2018

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

Subject: Proposed street parking permits grant for Chatham Square

From: Joel & Suellen Newman, 519 Princess Street homeowners

We are writing to register our objection to Chatham Square's proposal that the City grant District 2 street parking permits to its residents. When the DSPU was negotiated with the builders, the City provided a rezoning of the site for high-density, allowed a reduction in open-space and allowed a waiver for on-site parking. All of these concessions were granted based on a permanent prohibition against the Chatham Square residents obtaining street parking permits.

We are residents of the Bulfinch Square townhomes, directly across N. Pitt St. from Chatham Square. In 2005, 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.

Our understanding is that when the City updated the parking policy in 2017, this was intended to apply to new developments, not to rescind agreements reached in good faith in return for easing several standard building requirements.

Chatham Square residents currently have two car garage parking for 100 units and an average of 1.8 parking spaces for the remaining 52 units. In addition, they also have liberal on street parking for some surrounding streets. 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 block face 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 Bulfinch Square residents, I shudder to think how nearby homeowners who have NO off-street parking options would be affected.

The parking permit restriction was put in place at the time of the building approval for very good reasons and the Chatham Square residents were provided with on-site parking as a result. These residents were also aware of this restriction when they purchased their homes.

Considering reversing this negotiated DSUP would be a significant detriment to the surrounding neighbors. 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.

We urge you to uphold the originally negotiated DSPU agreement, maintain the faith in our City Governance and deny Chatham Square's request for any District 2 parking permits.

Joel & Suellen Newman

507 Princess St.
Bulfinch Square HOA

Chatham Square Parking Revision

Ashley Leichner <asl@alum.lehigh.edu>

Thu 9/27/2018 2:39 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Dear Planning Commission,

As you will be having a hearing next week and plan to make a recommendation to the city council, I am contacting you to express my full opposition to the request of Chatham Square HOA in their request to reverse the DSUP conditions that restrict their eligibility for District 2 on-street parking permits. My home is on the 500 block of Oronoco St, which has both residents and businesses, this block and the small surrounding neighborhood is zoned for District - 2 on street parking. At my residential address we DO NOT HAVE OFF STREET PARKING, or any options for parking other than on the street in District 2. At present, I can share with you that it is often difficult to find parking on my block, and I am forced to park further down the street making accessibility to my home burdensome. Changes to the current parking situation would mean that I would need to park even further away, it is not feasible to walk four blocks just to park my car and enter my home.

There are many factors which play into my position:

- 1) Many new residential developments are planned for this area and on-street parking is limited, so I do not want this dangerous precedent set for those trying to retroactively change agreements with the city and residents.
- 2) Chatham Square already offers 2 car garages for each resident and residents can park on the street already overnight and during two and three hour windows without district two parking permits.
- 3) Chatham Square residents were notified prior to purchasing property that they would not be eligible for District 2 parking, and waived their rights to District 2 parking 16 years ago.
- 4) Changes to the parking rules or eligibility in this area will reduce ability for residents and customers of local businesses to park in District 2. Convenience for residents and customers is a key reason why we live and shop in this neighborhood.

Any other position beyond opposition to the request of the Chatham Square HOA is irresponsible, short sighted and without consideration of the residents and patrons of this neighborhood. I urge you to consider my position, as it reflects the position of many in the neighborhood and make a recommendation the city council that this request made by the Chatham Square HOA is not approved.

Thank you,
Ashley Leichner

CHATHAM SQUARE PARKING COMPLAINTS, 2018

Complaint: Chatham Square garages are too small.

Facts in Response:

a) Chatham Square garage sizes meet industry standards. Garage measurements prove that a large SUV *plus* a full-size sedan will fit properly into the garages.

b) Chatham Square owners knew the garage sizes when they purchased the home. If some in Chatham Square find their home does not suit their needs the city has no obligation to provide a remedy that would overcrowd street parking thereby jeopardizing the only parking available to other neighborhood residents and violating the legal agreement the city made with those neighbors in 2002.

c) The Chatham Square 2002 DSUP says their garages may not be used for storage.

Complaint: Chatham Square dinner guests and others may park for only 2 hours.

Facts in Response:

a) In 2013 the city changed guest and visitor permit laws to allow all parking district residents to obtain 24-hour guest parking permits and 30-day visitor permits regardless of whether the resident has a parking district permit.

b) 88 Chatham Square homes face streets where parking is unlimited every evening after 5:00 p.m. and all Saturday and Sunday; weekday street parking is three hours between 11:00 a.m. and 5:00 p.m.

c) Only 12 Chatham Square homes face Princess St. where non-resident parking is two hours. However, unlimited evening and weekend parking is within half a block, as is three-hour mid-day parking on weekdays.

Complaint: Chatham Square and residents who pay city taxes have a right to park on a public street.

Facts in Response:

a) Being a city resident or taxpayer entitles Alexandrians to send their children to the public schools; to police, fire, and emergency services; to use of public libraries and recreational facilities.

b) Street parking is not a taxpayer entitlement. It is regulated by city authorities. Provision of off-street private parking versus on-street parking is determined by city authorities during the real estate development process; their determination is a legally-binding condition of the development and is written into the DSUP.

* * * * *

NOTE: City data shows that 237 cars are registered to the 100 Chatham Square private homes with 2-car garages. Thus, overall car ownership averages 2.37 cars per home. This data suggests that many Chatham Square residents are seeking street parking permits for their third or fourth car.

Dear Ms. Lyle, Ms. Lyman, Mr. Macek, Ms. McMahon, Ms. Wasowski,

I am writing in regard to the Oct. 3 Planning Commission docket item seeking to overturn a DSUP under which, in 2002, the city denied residential district parking permits for homes in “Chatham Square.” Please deny this request. Residents of Chatham Square have advanced several complaints about their parking situation as the reasons for their request. In the attachment to this message, I address these complaints and explain the relevant facts. You will see none of their complaints is borne out by facts.

This is my situation: For 45 years I have lived in one of 20 townhouses built between 1968 and 1971 at the corner of Princess St. and N. Royal St. None of our homes has off-street parking. I reach my front door from the 400 block of Princess St. We park on Princess St. or the 300 blocks of Royal or Pitt (usually full).

Chatham Square’s 100 private homes have 2-car garages; 12 face the north side of Princess St. If each of these 12 homes put one car on Princess St. they would take up more than half of all parking there. Thus, if you approve the DSUP change, you can see I have a lot of street parking access to lose; Chatham Square residents would gain street parking, and they want to take it at my expense. They have garages too!

However, there is a larger policy issue here, and I suggest that you give it careful thought. It is this: **What are the city’s policy objectives regarding residential street parking in Old Town?** Is the city seeking policies that will encourage residents to park long-term on the street? Should the city encourage multi-car ownership among residents? (Note that almost 40% of Chatham Square residents have 3 or more cars.)

Approval of long-term street parking for Chatham Square residents answers these questions with a resounding “YES.” YES, we want residents to park on the street rather than in their garages! YES we want to encourage Old Town residents to own three or more cars! You probably know that in 2015 City Council established the Old Town Area Parking Study group. They considered policies that would restrain residential street parking in Old Town. Suggestions included extreme options like extraordinarily high fees for a third car permit, or tricky computer-activated parking systems, *but they never considered undoing existing policies that have been effective in limiting the number of cars residents park on the street!* In fact, back in 2002 I participated in the negotiations that resulted in denial of street permits for residents of the high-density Chatham Square development. That denial was approved for two reasons: it furthered the city’s policy objective to minimize Old Town residential street parking, and it protected street parking for nearby residents in older homes with no off-street parking. Please do not undermine the city’s ongoing Old Town parking policy. Vote to disapprove the request.

-Carolyn Merck

I'd like to kindly express my concerns regarding the parking Proposed Street Parking Changes for the Chatham Square Community. I live at 314 N Royal St in the old town historic district just 1/2 block away from the Chatham Square Community.

There are many common sense reasons why this proposed amendment does not make any sense and hurts the nearby owners of historic homes:

- The residents in the historic district across the street rely 100% on street parking. Historic homes across from Chatham Square do not have garages or off street parking.
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- This is obvious -- but the Chatham Square neighborhood has 2 car garages already for their primary parking. If they get permits, they will likely use the garage for storage and make a parking mess on the street for the historic home neighbors.
- There's actually nearby spots to Chatham Square where they can already street park unrestricted ([source](#))
- The historic district already has to manage way more home rules in favor of public city preservation than those outside the district. Please don't lax the rules of the modern townhomes at the expense of the historic homes who have more rules.

In short -- finding parking around our area is tough enough on Royal st. between Princess and Queen. Please do not take away the primary available parking from Alexandria historic homes in favor of giving street parking to Chatham Square HOA Residents -- who already own garages for parking.

Thank you,

-Patrick Rodjom

Additional Signatures by Chatham Square Residents

Mark Abramson <mark.abramson@comcast.net>

Mon 10/1/2018 2:43 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Cc: Katie North <katie.north@alexandriava.gov>; Patrick Silva <Patrick.Silva@alexandriava.gov>;

Categories: Red Category

 1 attachments (380 KB)

Chatham Square Resident Signatures.pdf;

I have attached additional signatures in support of Docket Item #8 requesting an amendment to the Chatham Square SUP to permit residents to obtain residential parking permits.

We have now obtained a total of 73 signatures by Chatham Square residents.

Sincerely, Mark Abramson

Mark A. Abramson
Leadership Inc.
409 Princess Street
Alexandria, VA 22314

Phone: 571/527-0138

Cell: 703/347-4425

Website: www.thoughtleadershipinc.com

Attachment I: Signatures by Chatham Square Residents

Resident (Please Print Name): Barbara Bush Cooper
Address: 415 Oronoco Street Alexandria, VA 22314
Signature: Barbara Bush Cooper

Resident (Please Print Name): Douglas A. Cooper
Address: 415 Oronoco St. Alex. VA 22314
Signature: [Signature]

Resident (Please Print Name): ROSALVA FRANCO
Address: 424 PENDLETON ST. ALEXANDRIA VA
Signature: Rosa

Resident (Please Print Name): CESAR SANDAN
Address: 424 PENDLETON ST. ALEXANDRIA VA
Signature: [Signature]
Address: _____

Resident (Please Print Name): CATHLEEN FISHER ^{RESIDENT}
Address: 423 COOK ST. ALEXANDRIA VA 22314
Signature: Cathleen

Resident (Please Print Name): Maria (Mery) P. Bustinza
Address: 422 Pendleton St. Alexandria VA 22314
Signature: [Signature]
Address: _____
Signature: _____

Resident (Please Print Name): _____
Address: _____
Signature: _____

Resident (Please Print Name): _____
Address: _____
Signature: _____

As homeowners at 318 North Royal Street, where we are home is on the next block south of Chatham Square, we are writing you to voice our opposition to a revision of the Development Special Use Permit (DSUP) restricting residents of Chatham Square from obtaining residential parking permits.

First, let's start with the on- and off-street parking these residents already have.

Each unit has a two-car off-street garage whose dimensions and width are compatible with space requirements for garages located in semi-urban locations. In addition, on three of the four sides of the Chatham Square development, the residents have access to 3-hour parking windows from 8 am to 5 pm (workday hours), unrestricted parking overnight and on the weekends.

This is the travesty of the request to amend the DSUP. Chatham Square owners can utilize their garages as well as unrestricted parking on three sides of the block: only on the Southern facing side of Chatham Square there are District 2 parking restrictions, affecting maybe 11 townhomes fronting Princess Street. It is difficult to believe that their request is truly motivated by parking needs. Are Chatham Square owners using their garages as storage units (in violation of their own condo rules)? Are they driving over-the-top cars that do not fit in their garages, while causing damage to Alexandria's roads?

Across the street on Princess Street, in the development located on a former sawmill site, individual homeowners do not have access to garages. Unlike the residents in Chatham Square, they have no other option than to park on the street. They would suffer a direct negative impact from an amendment of the DSUP.

Second, let's consider the effect on trust in the community.

It already says much about your fidelity to agreements that you are even taking this matter under consideration.

Residents all wonder: Why is the Planning Commission publicly and vocally degrading itself by even considering breaking its word? By publicly signing off on breaching an agreement? Where is its moral compass?

Please show restraint and keep your word.

David Levine
Daniela Gressani

Good evening. My name is Heather Dinwiddie and my family has owned 412 Princess St. since the mid-1970's. The houses in the 400 block of Princess St., as well as those on adjacent blocks of N. Royal St. and N. Pitt St., were built at a time when the city did not require off-street parking for such developments. Consequently, we do not have garages and the only parking available to us, then as now, is on the neighborhood streets. For two years from 2000-2002 the homeowners of these 1960- and 1970-era homes negotiated in good faith with the city, with ARHA (Alexandria Redevelopment Housing Authority), and with the developers of Chatham Square to minimize street parking impacts of this large development that replaced the low density Samuel Madden homes. We, the homeowners compromised on three points: 1) we accepted the site to be rezoned for high density; 2) we accepted a reduction in open space; 3) we accepted a waiver of on-site visitor parking. *In exchange, the city wrote into the DSUP a permanent prohibition against the residents of the new development obtaining on-street parking permits.* I repeat, the current DSUP includes a permanent prohibition against on-street parking permits for Chatham Square residents. In addition, the Chatham Square HOA manual clearly states their ineligibility for on-street parking permits. This arrangement, made in good faith, has worked well since Chatham Square was built and occupied in 2005.

None of the reasons for the Chatham Square parking restrictions have changed. No new on-street parking spaces have been created in the neighborhood. In fact, if you look at the parking survey data for both sides of Princess St. for all 3 dates, the average density on both sides of the street is 90%, which exceeds the 85% threshold. The garages provided with Chatham Square homes meet all current industry size standards for two cars. I ask all of you, why should the city change a permanent restriction for the entire 152-unit Chatham Square development because some of the residents have suddenly discovered they have no off-street parking for their 3rd car or find their garage too small because they are using it for storage, which is specifically prohibited by their own covenant? I strongly urge you to please deny this unnecessary request to amend the existing DSUP.

Street	Block	Side	inventory	Thursday 12PM		Friday 7PM		Saturday 11AM		Average density all days
				total parked	Per Opponent Supply v. Demand	total parked	Per Opponent Supply v. Demand	total parked	Per Opponent Supply v. Demand	
Princess	400	South	12	7	58%	12	100%	10	83%	80.6%
Princess	400	North	7	2	29%	8	114%	11	157%	100.0%
Both sides			19	9	47%	20	105%	21	111%	90.3%
Adding 1 additional car on Thursday and Saturday to South side	#	#	#	8	67%	12	100%	11	92%	86.1%

Parking issue

Sean Dwyer <dwyers@gmail.com>

Tue 10/2/2018 12:02 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Dear Planning Commission,

Regarding the meeting tonight, which I unfortunately will not be able to attend - I strongly urge you to oppose the request of the Chatham Square HOA to reverse the DSUP conditions that restrict their eligibility for District 2 on-street parking permits. I live on Oronoco St between Pitt and Asaph, a mixed residential/commercial block proximate to Chatham Square. I just moved here in May, and sufficient parking was certainly a consideration, especially since there are no off street parking options. We are in Zone 2, which still allows 3 hour parking, as well as overnight parking, for not permitted cars. Parking can often be a challenge when loading/unloading, but is not overly burdensome except on rare occasion when there are city parades or celebrations.

The Chatham Square requested parking changes would make it much more difficult to park. Please do not set a precedent for those trying to retroactively change agreements with the city and residents. Chatham Square already offers 2 car garages for each resident and residents can park on the street overnight and during two and three hour windows without district two parking permits. Residents were also notified prior to purchasing property that they would not be eligible for parking permits.

Thank you,
Sean Dwyer

Dear Sir/Madam:

As members of the Old Town Civic Association we are writing to you to express our thoughts regarding the request by the Chatham Square Home Owner's Association for street parking permits for their residents. Having read the Alexandria City staff report on this issue we hope you will consider denying or at least deferring this request for the following reasons:

1. Chatham owners each have between 1.8 and 2 parking spaces per unit, which is more than adequate in our city environment, which offers a wealth of public transportation and is far less car dependent than suburban neighborhoods.
2. Other residents in the neighborhood have no off street parking at all and the resulting competition for spaces would become even more difficult for them.
3. The parking survey results in the south block are very close to reaching the 85% threshold on some days on certain blocks.
4. Allowing Chatham to change terms that were agreed to as a condition for building the development, and that purchasers knew were in place when they bought their units, sets a worrisome precedent that other developments can point to in order to abrogate their agreements with the City and our community.
5. The City has started a comprehensive review of the residential permit parking program, so this request should at a minimum be deferred until it can be considered in light of the changes to the program that result.

Thank you very much for your consideration.

Kind regards,

Christine and Charlie Murray
321 Duke Street
Alexandria, Virginia 22324

Docket Item #8 DSUP 2018-0011 tabled until Thursday, October 4

Heather Dinwiddie <heather.dinwiddie@gmail.com>

Wed 10/3/2018 5:43 PM

To: dwbapc@gmail.com <dwbapc@gmail.com>; Stephen Koenig <swkoenig@icloud.com>; mindyllyle@comcast.net <mindyllyle@comcast.net>; mslyman@verizon.net <mslyman@verizon.net>; Nathan Macek <natemacek@hotmail.com>; mmmcmahonpc@gmail.com <mmmcmahonpc@gmail.com>; Maria Wasowski <mariawasowski@comcast.net>; PlanComm <PlanComm@alexandriava.gov>;

Dear Commissioners,

I attended Tuesday night's planning commission hearing and was scheduled to speak in opposition to the proposed amendment to Chatham Square's DSUP #2002-0029. I am unable to attend the hearing on Thursday and so I would like to offer some additional comments regarding this issue.

Based on the discussion on Tuesday regarding Docket #7, it appears that the commission's current opinion about amending an existing DSUP that was originally negotiated in good faith between the city and neighborhood residents and businesses is that "a DSUP is not a promise. A DSUP can be changed if conditions change fundamentally." The staff's recommendation to approve the Chatham Square amendment is completely devoid of any credible evidence that the on-street parking situation has **fundamentally** changed since the DSUP was approved. In fact, the only parking issues that have changed since the DSUP was originally negotiated are 1) that some residents of Chatham Square have more than 2 cars and 2) on-street parking availability near our homes for those of us with no off-street parking has become more challenging with the increased planning commission and city council approved high density development in the area. Approving this amendment will fundamentally change the second of those issues for the worse.

The staff and the applicant have used the Kimley-Horn parking survey as the basis for their argument that the average parking density for the entire Chatham Square area does not exceed the 85% threshold. This is incredibly misleading for several reasons: 1) There are several areas, including the south side of Princess St. adjacent to my home, where the parking density was at **or above(!!!)** 100%. (I do wonder how a density above 100% is even possible.) Why should the residents of the homes in these areas have to now compete with Chatham Square residents in the same area for limited parking spaces when the city promised us that we would not have to? Perhaps they would allow us to park in their garages so that they can park on the street. 2) There are many instances in the survey data where the parking density is just under the 85% threshold, but adding just one car would put it well above the threshold. The difference between 80% and 85% is not even 1 car.

The staff recommendation states that "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." I am curious about how the staff can make the assumption that not all or even a large number of Chatham Square residents will request parking permits, especially given the 73 resident signatures submitted in support of amending the DSUP. I also wonder how they can possibly know that those residents who do receive parking permits will have to park blocks away from their home. My assumption is that the residents facing Princess St. will want to park on Princess St., thus competing for the already limited Princess St. parking spaces with those of us on the south side of the street who have no alternative to on-street parking.

Lastly, I would like to assert that changing the rules is quite likely to lower the value (and reduce the property tax income to the city) of my property and the other area properties with no off-street parking.

I again strongly urge you to deny this amendment.

I also strongly urge you to postpone the discussion of this docket item until the next scheduled planning commission meeting in order to allow everyone who was prepared to speak on Tuesday the opportunity to do so. You set a new date without extending the courtesy of asking those of us who were ready to speak if we were available on the new date.

Heather Dinwiddie
Family owner of 412 Princess St.

Members of the Planning Commission,

I am a resident of Old Town Alexandria and I am concerned about the modifications being considered that would allow homeowners in Chatham Square to apply for District 2 parking permits.

Putting aside the fact that these owners knew what the parking situation was when they bought the home, there are many reasons why I am against any modification being made.

Old Town is a wonderful place to live and visit. It has desirable neighborhoods and historic and natural entertainment for visitors. But every time a new apartment building goes up or restrictions that keep Old Town quaint are modified the allure of Old Town is marred. If you look at each new building or modification individually they seem reasonable but as they pile up it's too much. This is all going to back fire on us.

Do not allow the modification for parking permits for Chatham Square homeowners. They're only the first to request this. Once you say yes then the flood gates will open.

Old Town is thriving already. Don't continue with modifications that will increase density of people and cars.

Regards,

Karen O'Hern
726 South Lee Street

Personal Statement regarding Development Special Use Permit (DSUP) 2018-0011
Chatham Square Amendment

To the City of Alexandria Planning Commission:

My name is Karen Skelton-Trayers. My husband and I own the townhome on 414 Princess Street, directly across the street from the Chatham Square development. Our block is at the greatest risk of parking saturation by Chatham Square residents if DSUP #2002-0029 is amended, which is why I am writing to urge the Commission to deny Chatham Square's request.

When we purchased our home in 2012, we fully researched and considered the parking issue. We trusted in the 2002 DSUP and believed it would ensure that street parking would remain manageable. Over the past six years, we've noticed an increase in cars parking on the 400 block of Princess. The parking survey data confirms that parking along Princess Street currently exceeds the 85% density threshold.

I do not believe that the staff reviewers (Katie North and Gary Wagner) have fully researched nor considered the impact to parking in this specific neighborhood—specifically to the residents who rely solely on street parking. There are several unanswered questions, like what analysis has been done to estimate the growth in block occupancy percentage assuming a portion of Chatham Square cars are allowed to park on the street (i.e., assessment with an additional 25, 50, 75, 100 cars, etc.).

The president of Chatham Square Homeowners Association offers a rationale of “consistent and equitable” in his memo to the Planning Commission dated September 19, 2018. Instead, please consider the following facts:

1. The parking study conducted by law firm Kimley Horn is biased and was conducted on behalf of Chatham Square HOA.
2. The Residential Permit Parking for New Development Policy, dated June 13, 2017, applies to new developments. The DSUP for Chatham Square was approved and codified in 2002, and does not meet the policy standard.
3. Chatham Square residents were fully aware of the street parking restriction clearly stated in their Homeowners Association manual.
4. Chatham Square townhomes currently have 2-car garages and the option of overnight street parking and during liberal time ranges without a District 2 sticker.

If the Commission approves Chatham Square's request, the result will have a **negative impact** on the quality of life for every resident who lives on the south side of the 400 block of Princess Street and the west side of the 300 block of Royal Street—all of whom rely 100% on street parking (we have no garages), and several of whom are elderly.

I urge the Commission to please deny this amendment and uphold the legally enforceable DSUP parking limitation. Doing so will help strengthen and maintain the civic trust Alexandria residents have in our city government.

Kind regards,
Karen Skelton-Trayers

Re: Chatham Square street parking matter

Thu 10/4/2018 9:32 PM

To: PlanComm <PlanComm@alexandriava.gov>;

To whom this may concern,

My name is Stella Kim and I'm the owner of Oronoco Dental, which is located at 516 Oronoco Street Alexandria, VA 22314.

I have been informed that Chatham Square has requested more street parking spaces in addition to their own two garage spaces.

I would like to ask that you please oppose this request because this street parking is very important for my patients as this is the only place they can park that is convenient for my dental office.

Approval of this request will likely have serious negative repercussions on my business as my patients will have significant difficulty finding a parking space.

Thank you.

Sincerely,

Stella Kim DDS

October 2, 2018

I am attending tonight's Planning Commission meeting 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.

Overturning 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.

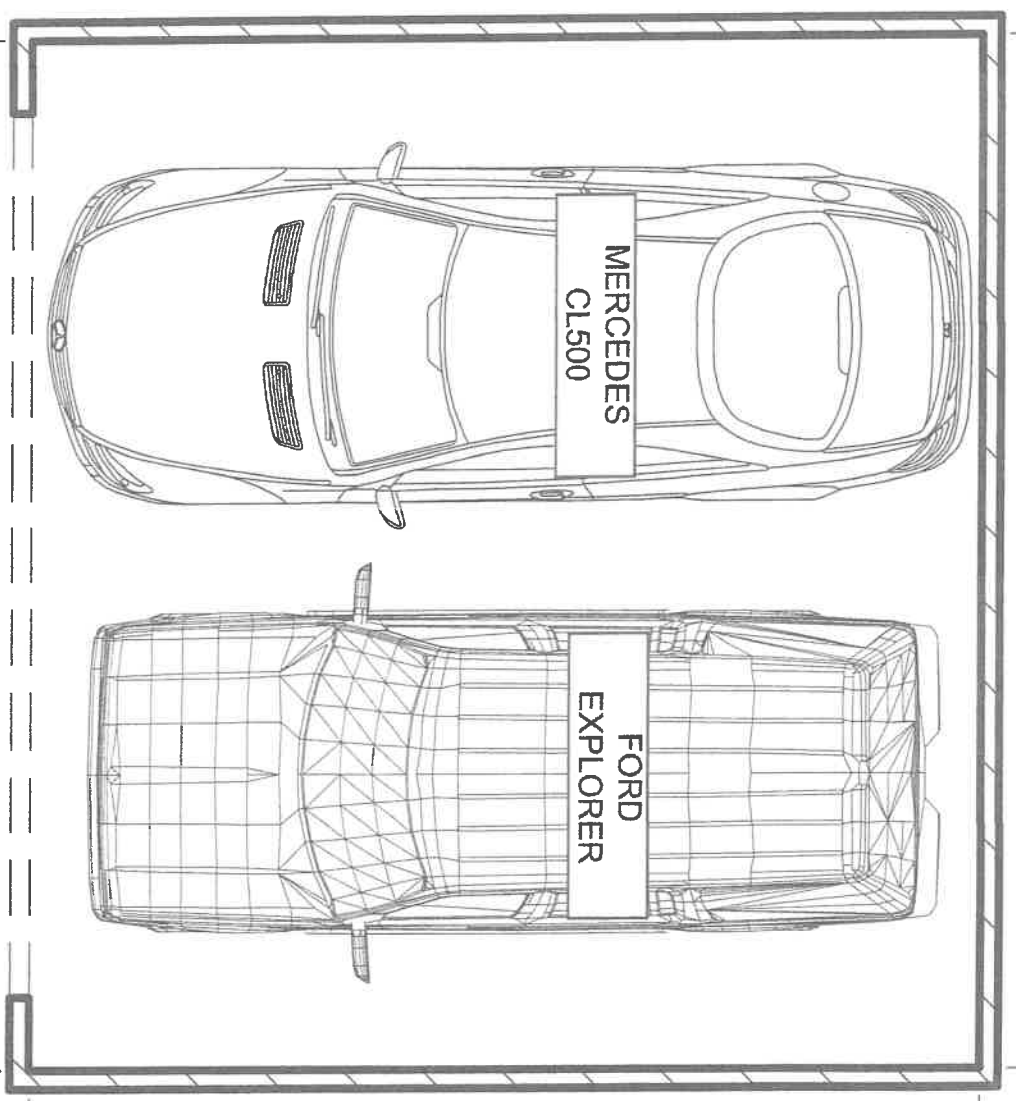
As a resident, taxpayer and voter, I ask that you reject the proposed modification to Chatham Square's DSUP.

Thank you.

Merrie Schippereit, 340 N. Pitt Street

18.6' (223.2")

17.0' (204")



197" x 73" W



198.7" x 90.2" W

18.6' (223.2")

17.0' (204")

FORD
MUSTANG

FORD
EXPLORER

1.3

16.0

1.3



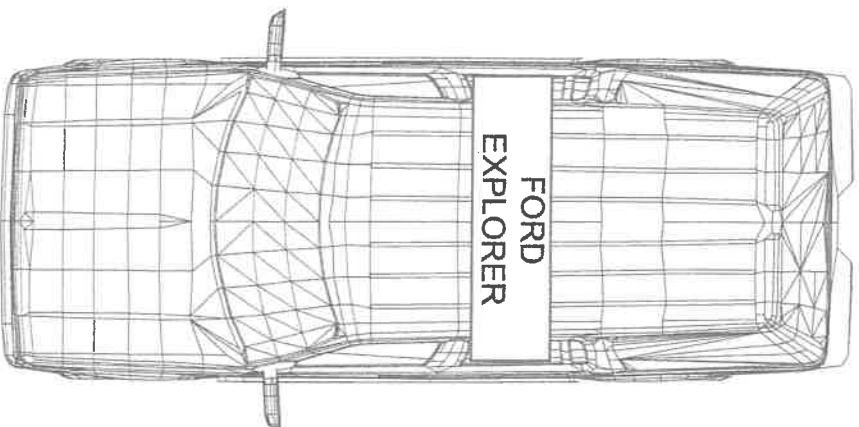
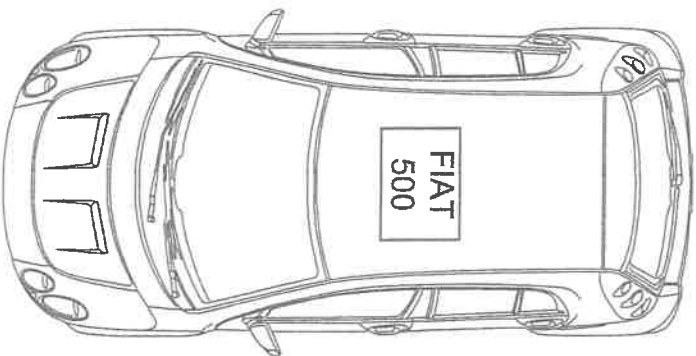
188.5" x 92" w



198.7" x 90.2" w

18.6 (223.2")

17.0 (204")



144" x 64" w



198.7 x 90.2" w

1.3

16.0

1.3

RE: Chatham Square DSUP 2018-0011 – Re: Residential Parking Permit Restriction

I recommend you deny this request. I'll talk about these 3 areas:

- Current Parking Supply v. Current Parking Demand
- Current Parking Supply v. Future Parking Demand
- Original Chatham Square DSUP Condition of Guest Parking Reduction was No Residential Parking Permits

Current Parking Supply v. Current Parking Demand

The parking study submitted by the Chatham Square applicants supporting their request for residential parking district 2 permits included 34 block faces in the parking study area. 7 of those block faces were in residential parking district 9 and 27 were in parking district 2. To analyze the impact of their request in parking district 2, the data from district 9 was removed from the parking study analysis. The analysis of the remaining 27 block faces revealed the parking study inventory/supply did not reflect the legal on-street parking space supply. After measuring each block face and applying City parking ordinances, a revised list of legal on-street parking supply was added to the Parking Study Analysis and occupancy percentages were calculated with the current demand. *(See [A] Parking Study Analysis, [B] City Parking Ordinances and [H] Block Face Parking Space Calculations.)*

Current Supply v. Future Demand Impact

The City staff report only addressed current supply v. current demand. This DSUP request is about future parking demand. June 13, 2017, when City Council approved the Residential Permit Parking for New Developments Policy that is being used for the first time here, it is NOW evident the policy is missing KEY industry standard analytical calculations critical to determining the viability of the future parking demand request. Current supply v. future demand calculations must be computed, analyzed and the impact factored into the decision making process. This is industry standard when a large future demand contributes significantly to a parking demand change. *(See [C] Parking Study Types and Vienna, Virginia Parking Study Methodology.)*

- The Parking Study Analysis indicates the average demand is 76%. With just 22 more vehicles the study area hits 85% occupancy. 22 vehicles equals 15% of the Chatham Square parking on the street.
- With 65 vehicles, the demand exceeds parking supply. 65 vehicles equals 43% of Chatham Square parking on the street.

(See [D] Impact Analysis of Current Supply v. Future Demand and [E] Impact Analysis Current Supply v. Future Demand Chart.)

Chatham Square Original DSUP Parking – Guest Parking on Street AND No Residential Parking Permits

Listed in the original DSUP 2002-0029, condition #6 and #7 states the 100 market rate townhouses must have 2 garage spaces and the ARHA residents will have garage spaces and spaces on the private streets.

Also in the DSUP 2002-0029, page 6 asked for a parking reduction of 55 spaces: a 46 space reduction of all guest parking to be accommodated on the streets and a 9 space reduction of residential parking. Page 7 states:

“Therefore, staff is recommending that a condition of the parking reduction approval be that none of the market-rate or public housing residents of the development be eligible for or receive any residential parking permits pursuant to City Code Sec. 5-8-1.”

This is the agreement. (See, [F] Residential Parking District 2 Map, [G] DSUP 2002-0029 pages 6 & 7.)

Residential Parking District Purpose

A residential parking permit program exists to manage parking. **The residential parking district 2 program is currently working.**

The original DSUP parking agreements for Chatham Square were established to ensure the developers provided Chatham Square residents with sufficient on-site parking since guest parking would be on the street. By reversing the residential parking permit restriction, the parking demand would now exceed the current supply resulting in the residential parking program no longer working as intended.

Conclusion

The Chatham Square DSUP 2018-0011 request of residential parking district permits would result in a significant parking demand change onto the current supply of parking changing supply/demand percentages beyond the 85% industry standard threshold for saturation and exceeding parking supply. The parking study area parking supply cannot accommodate the future demand of on-street parking the Chatham Square residents are requesting. Please deny this request.

Ellen Mosher

October 2, 2018

Chatham Square Parking Study submitted with DSUP for Residential Parking District 2 Permits. Analysis edits removed 7 Parking District 9 block faces and calculated legal parking space supply for all 27 block faces. See attached support for Supply count edits.

Development Proximity Street Block Side

Per SUP Parking Study - Across

N. Pitt 400 West

N. Pitt 500 West

N. Pitt 500 West

N. Pitt 400 East

N. Royal 500 East

Pendleton 400 North

Pendleton 400 North

Princess 400 South

Per SUP Parking Study - Adjacent

N. Pitt 400 East

N. Pitt 500 East

N. Royal 400 West

N. Royal 500 West

Oronoco 400 North

Oronoco 400 South

Pendleton 400 South

Princess 400 North

Per SUP Parking Study - Within 1 Block

N. Pitt 300 East

N. Pitt 300 West

N. Pitt 600 East

N. Pitt 600 East

N. Pitt 600 West

N. Pitt 600 West

N. Royal 300 East

N. Royal 300 West

N. Royal 600 East

N. Royal 600 East

N. Royal 600 West

N. Royal 600 West

Oronoco 300 South

Oronoco 300 North

Oronoco 500 North

Oronoco 500 South

Pendleton 300 South

Pendleton 300 North

Pendleton 300 North

Pendleton 500 North

Pendleton 500 North

Pendleton 500 South

Princess 300 South

Princess 300 North

Princess 500 North

Princess 500 South

[A]

See attached block face worksheets to support edits of on-street parking inventory/supply count where it differs from Applicant.

[B] See attached Peak Demand Illustrated on Parking District 2 Map

Development Proximity Street Block Side	Per Applicant total Inventory	Per Applicant Mar 2018 Revised Inventory/Supply	Per Opponent Edited Inventory/Supply [A]	Thursday 12PM		Friday 7PM		Saturday 11AM PEAK DEMAND [B]	
				total parked Thur 12 pm	Mar 2018 Supply v. Demand	total parked 7pm	Mar 2018 Supply v. Demand	total parked Sat 11am	Mar 2018 Supply v. Demand
					Per Opponent Supply v. Demand		Per Opponent Supply v. Demand		Per Opponent Supply v. Demand
Per SUP Parking Study - Across	66	64	60	45	70%	42	66%	43	67%
N. Pitt 400 West	13	13	12	6	46%	11	85%	12	92%
N. Pitt 500 West	9	8	8	5	63%	4	50%	4	50%
N. Pitt 500 West	4	4	3	3	75%	3	75%	2	50%
N. Royal 400 East	12	13	12	12	92%	6	46%	6	46%
N. Royal 500 East	12	14	13	12	86%	6	43%	9	64%
Pendleton 400 North	4	4		5		1		1	
Pendleton 400 North	4	4		5		1		1	
Princess 400 South	12	12	12	7	58%	12	100%	10	83%
Per SUP Parking Study - Adjacent	83	85	75	52	61%	39	46%	50	59%
N. Pitt 400 East	12	13	13	13	100%	4	31%	5	38%
N. Pitt 500 East	12	13	12	3	23%	7	54%	8	62%
N. Royal 400 West	12	10	10	10	100%	4	40%	7	70%
N. Royal 500 West	12	14	12	11	79%	6	43%	6	43%
Oronoco 400 North	10	9	8	8	89%	5	56%	9	100%
Oronoco 400 South	8	8	6	2	25%	0	0%	0	0%
Pendleton 400 South	8	9	7	3	33%	5	56%	4	44%
Princess 400 North	9	9	7	2	22%	8	89%	11	122%
Per SUP Parking Study - Within 1 Block	223	155	137	110	71%	121	76%	122	78%
N. Pitt 300 East	15	15	14	10	67%	13	87%	12	80%
N. Pitt 300 West	13	14	13	12	86%	13	93%	13	93%
N. Pitt 600 East	16	16		16		4		3	
N. Pitt 600 East	16	16		16		4		3	
N. Pitt 600 West	13	11		12		6		5	
N. Pitt 600 West	13	11		12		6		5	
N. Royal 300 East	12	16	14	15	94%	17	106%	15	94%
N. Royal 300 West	15	14	13	12	86%	15	107%	13	93%
N. Royal 600 East	11	14		8		5		5	
N. Royal 600 East	11	14		8		5		5	
N. Royal 600 West	17	13		9		6		5	
N. Royal 600 West	17	13		9		6		5	
Oronoco 300 South	11	11	10	4	36%	9	82%	6	55%
Oronoco 300 North	11	9	9	5	56%	7	78%	5	56%
Oronoco 500 North	4	11	10	9	82%	6	55%	7	64%
Oronoco 500 South	6	6	5	7	117%	5	83%	5	83%
Pendleton 300 South	11	11	10	5	45%	0	0%	6	55%
Pendleton 300 North	9	10		8		5		5	
Pendleton 300 North	9	10		8		5		5	
Pendleton 500 North	9	8		8		7		9	
Pendleton 500 North	9	8		8		7		9	
Pendleton 500 South	10	6	6	5	83%	5	83%	6	100%
Princess 300 South	10	10	9	7	70%	9	90%	8	80%
Princess 300 North	11	11	10	7	64%	9	82%	9	82%
Princess 500 North	12	11	10	7	64%	7	64%	9	82%
Princess 500 South	7	10	4	5	50%	6	60%	8	80%

Sec. 5-8-160 - Purpose and scope of article.

B

- (a) The purpose of this article is to lessen congestion on, to facilitate the safe and expeditious movement of vehicular traffic along, and to ensure the ability of emergency services vehicle to move without delay on the public streets of the city. To achieve this purpose, the article sets forth standards for the size of parking spaces located on the public streets of the city and for the amount of travel way available to vehicular traffic on such streets. The article also sets forth a procedure for the application of these standards which is designed to ensure that the standards are applied to streets or portions of streets where existing conditions pose a threat to public safety and the general welfare.
- (b) This article shall apply to all public streets in the city, except such streets or portions thereof located within the R-20, R-12, R-8, R-5 and R-2-5 residence zones. (Ord. No. 3201, 4/11/87, Sec. 1)

Sec. 5-8-161 - Standards; enforcement.

- (a) The following standards apply to parking spaces located on public streets, to the travel way available to vehicular traffic on public streets and to sidewalks adjacent to public streets:
 - (1) Travel way on one-way streets, with parallel parking only, shall be a minimum width of 16 feet.
 - (2) Travel way on one-way streets, with perpendicular parking on either side, shall be a minimum width of 20 feet.
 - (3) Travel way on two-way streets, with parallel or perpendicular parking, shall be a minimum width of 24 feet.
 - (4) Travel way on four-lane arterial and/or four-lane collector streets, exclusive of parking, shall be a minimum width of 44 feet, except in the Old and Historic District where the travel way shall be a minimum width of 40 feet.
 - (5) Perpendicular parking spaces for full-size cars shall be a minimum of nine feet wide by 18 feet long.
 - (6) Perpendicular parking spaces for compact cars shall be a minimum of eight and one-half feet wide by 16 feet long.
 - (7) Parallel parking spaces for full-size cars shall be a minimum of eight feet wide by 22 feet long.
 - (8) Parallel parking spaces for compact cars shall be a minimum of seven (7) feet wide by 20 feet long.

Sec. 10-4-2 - Permitting vehicle to remain parked contrary to the directions of official sign.

It shall be unlawful for the operator of any vehicle or any person in whose name a vehicle is registered to cause, allow, permit or suffer a vehicle to remain in a parking space contrary to the directions of an official sign. (Code 1963, Sec. 22-98.1, as amended by Ord. No. 2456, 4/12/80)

Sec. 10-4-4 - Stopping so as to obstruct traffic or on crossing.

Vehicles shall not be stopped in such manner as to block and obstruct the orderly and lawful passage of other traffic, nor upon any crossing. (Code 1963, Sec. 22-101)

Cross Reference: Taxicabs or for-hire vehicles stopping at intersections to load or unload so as to interfere with traffic, Sec. 9-12-75.

Sec. 10-4-14 - Use of bus stops.

No person, except as hereinafter provided, shall stop, stand or park a vehicle other than a bus in a bus stop, when such bus stop has been officially designated and appropriately signed. The driver of a passenger vehicle may stop temporarily therein for the purpose of and while actually engaged in loading or unloading passengers. The driver of a taxicab may stop temporarily in a bus stop for the purpose of and while actually engaged in loading or unloading passengers, and not for the purpose of soliciting passengers. The driver of a United States mail truck may stop temporarily in a bus stop for the purpose of and while actually engaged in collecting mail from a mailbox placed adjacent to the bus stop; provided, that such collection is made according to the then current and official time schedule of the United States Postal Service. (Code 1963, Sec. 22-110)

Sec. 10-4-28 - Parking across lines designating parking space.

It shall be unlawful for any person to park any vehicle across any line or marking designating a parking space. (Code 1963, Sec. 22-134)

Sec. 10-4-40 - Location of parked vehicles.

No person shall park a motor vehicle on any street except close to and parallel to the right curb or the right edge of the roadway; provided, that a vehicle may be stopped close to and parallel to the left curb or left edge of the roadway on one-way streets and may be parked at an angle to a curb or roadway edge where permitted by proper authority and where the space is clearly marked for such parking. (Ord. No. 3402, 9/16/89, Sec. 91)

Sec. 10-4-41 - Parking prohibited at certain locations.

No person shall park a motor vehicle or permit a motor vehicle to stand, whether attended or unattended, on a street in front of any part of a private driveway or, at any intersection of streets, within 20 feet from the intersection of curb lines or, if none, within 15 feet of the intersection of the surfaced portions of the streets. (Ord. No. 3402, 9/16/89, Sec. 92)

Sec. 10-4-42 - Parking prohibited near fire hydrant, etc.

No person shall park a motor vehicle or permit a motor vehicle to stand, whether attended or unattended, in a fire lane or on a street within 15 feet of a fire hydrant or of an entrance to a fire station or to a plainly designated building housing rescue squad equipment or an ambulance. For purposes of this section, the term "fire lane" refers to an area designated as such in accordance with section F-313.0 of the Virginia Statewide Fire Prevention Code. (Ord. No. 3402, 9/16/89, Sec. 93)

C

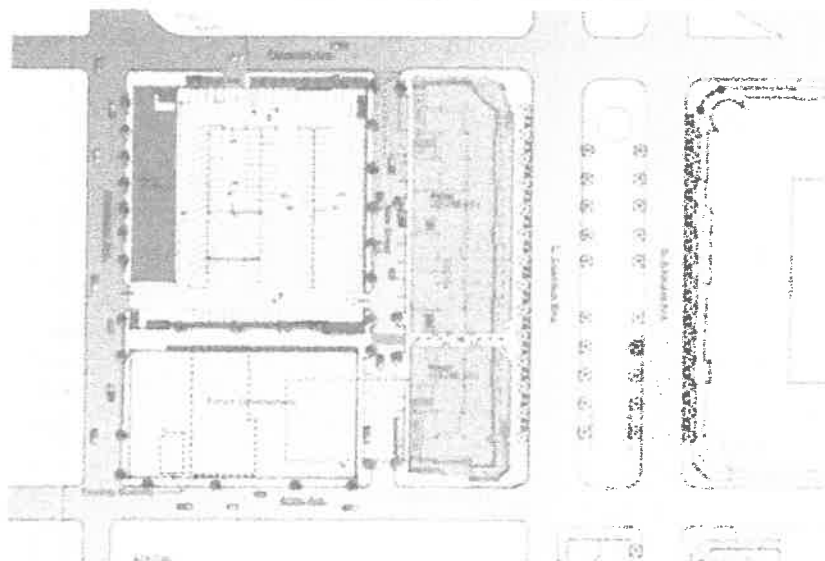
timhaahs.com

What are the types of parking studies and what value does each provide?

admin

4-5 minutes

4 years ago by in [Planning](#), [Parking Studies](#)



There are many types of parking studies that can be valuable to improving the parking situation in community. It is often easy to overlook the preliminary steps needed to make a neighborhood, campus, or development a success. Countless details must be considered before design and development, and parking is a critical component that provides infrastructure to support it.

Understanding these issues as a whole is an essential part of developing a successful project. The following are some of the most important, and common, types of parking studies:

Supply / Demand

- ✖ • Analyze current parking conditions and determine if they are sufficient to support growth and development ✖
- ✖ • Examine parking supply and anticipate future shortages ✖
- ✖ • Assess the ability of an existing supply to meet existing peak demand ✖
- ✖ • Project future demand ✖
- ✖ • Identify future deficit or surplus ✖
- ✖ • Develop parking demand ratios to calculate current and future parking demand ✖

Financial Feasibility

- Determine the cost to add and operate new parking
- Predict types of parking revenue
- Assess proposed rates and market value
- Determine whether the parking facility will be self-supporting
- Establish fee structures, annual growth rates, and revenues
- Identify user types and rates, turnover, and hours of operation

Shared Analysis

- Identify actual parking demand and user characteristics to mitigate cumulative parking demand
- Analyze land uses including total square footages by land use, tenant mix, number of units, etc.
- Identify reductions in parking per unit of land use as a result of individuals patronizing more than one destination on a single trip

**PARKING ANALYSIS
CHURCH STREET PEDESTRIAN DISTRICT**

**PREPARED BY THE
CHURCH STREET PARKING STUDY GROUP
TOWN OF VIENNA PLANNING COMMISSION**

**FOR
THE VIENNA TOWN COUNCIL
(Virginia)**

October 1, 2008

In the Town's C-1A commercial areas, the general on-site parking requirement for commercial offices, professional offices, and retail establishments is 1 space per 200 square feet of total floor area; restaurants are required to provide 1 space for every 4 seats. The substantial reduction in required parking spaces for redevelopment under the Church Street Vision Standards allows the landowner more space for development, up to a FAR of 0.7. The standard parking requirement (including restaurant parking) in other commercial areas of the Town, coupled with building height limitations, has limited the opportunities for individual parcels to reach a FAR of 0.7.³ The bonus provisions allow the landowner, with Council approval, to obtain additional reductions in requirements for lot coverage and parking (but not building height).

STUDY METHODOLOGY

The Commission's Study Group reviewed parking associated with businesses located on and fronting Church Street between Lawyers Road NW and Dominion Road NE. The study also included parking on those portions of Center Street North and Dominion Road NE that are adjacent to properties fronting on Church Street. The geographical extent of the study area, shown in Figure 1, does not include the entire Church Street Pedestrian District.

The parking analysis consisted of three major parts: (1) collection of data on current parking demand and supply and other parking issues; (2) projection of future parking demand and supply; and (3) examination of alternatives to improve near-term and long-term parking in the Church Street corridor.

Part 1: Data Collection – Current Parking Demand and Supply and Parking Habits

- Develop, from Town records, an inventory of properties, businesses, land uses, and available parking within the defined study area.
- Conduct field survey to verify inventory of on-site and on-street parking spaces.
- Survey property owners and business owners/managers regarding customer and employee parking practices. (A survey instrument was mailed to all property owners and business owners/managers, and was also posted on the Town's web site.)
- Survey the general public about their parking experiences in the study area. (A survey instrument was included in the Town's March 2008 Newsletter and also posted on the Town's web site.)
- Conduct field survey of utilization of on-street and on-site parking.

Part 2: Project and Analyze Future Parking Demand and Supply

- Project future parking needs based on 1 space for every 200 square feet of floor area in the District (1:200 is the Town standard for commercial/retail establishments, except for those redeveloping under the Church Street Vision Standards, where the ratio is 1:600). This projection will assume that, over 20 years, most parcels would redevelop at the higher density levels allowed under the provisions of the Church Street Vision Standards.

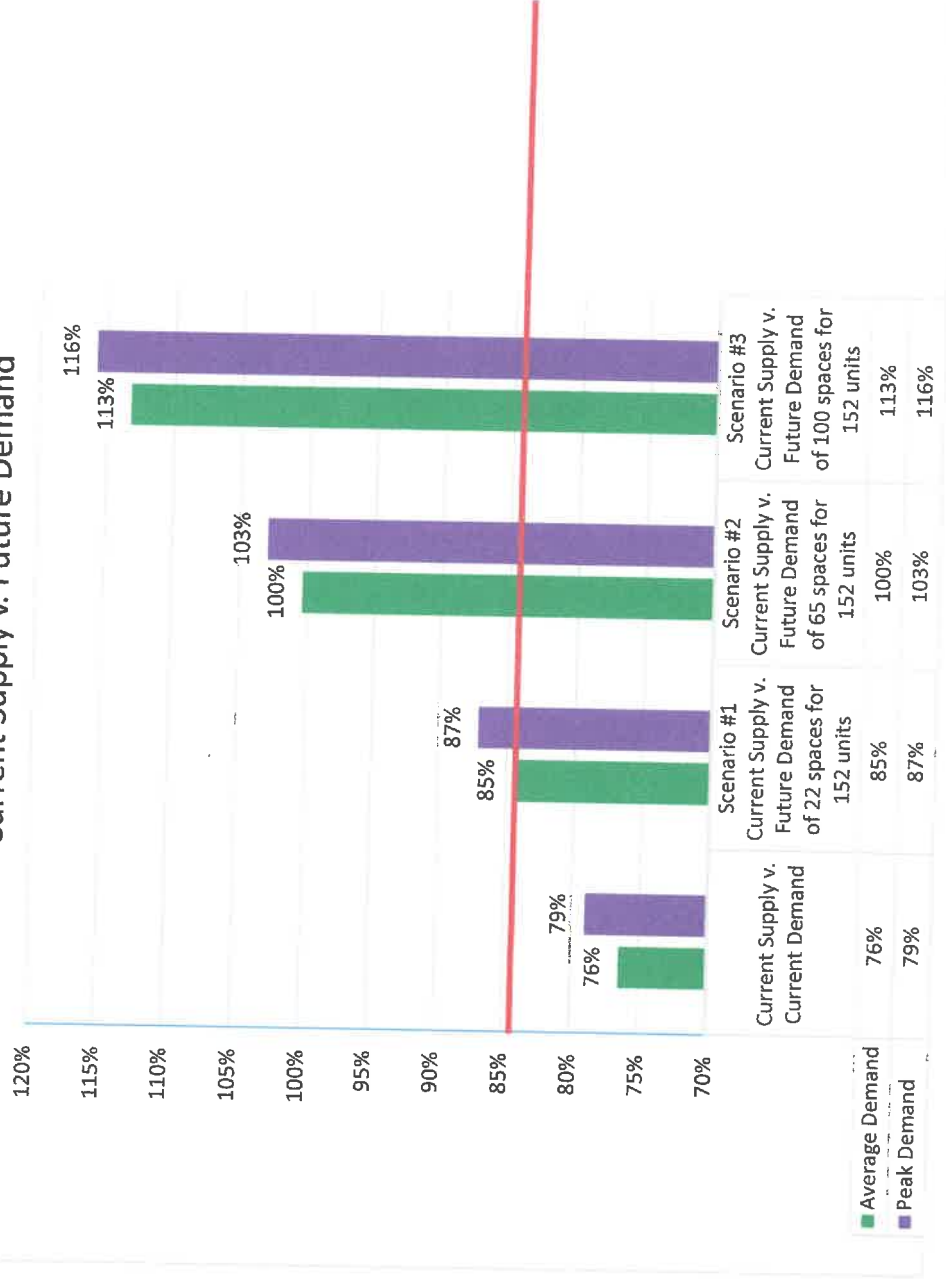
³ The small number of commercial buildings in Vienna that approach or exceed an FAR of 0.7, such as the White Oak office condominium, typically have obtained waivers from required parking standards, and predate the current height limitations.

IMPACT ANALYSIS
CURRENT SUPPLY V. FUTURE DEMAND

Current Supply of On-Street Parking v. Current and Future Demand Scenarios for 27 Block Faces in Parking Study [A]		Inventory/ Supply (Spaces)	Average Demand (Spaces)	Average Surplus (Deficiency) (Spaces)	Average Occupancy %	Peak Demand (Spaces)	Peak Surplus (Deficiency) (Spaces)	Peak Occupancy %
Current Supply v. Current Demand Within 1 Block of Chatham Square-14 block faces		137	118	19	86%	122	15	89%
Current Supply v. Current Demand Parking Study Area:		272	208	64	76%	215	57	79%
Scenario #1								
Current Supply v. Current Demand		272	208			215		
+ 22 for Applicant's Future Demand Increase. 1 space x 152 Units x 15% = 22. NOTE: 285 vehicles are registered to Chatham Square residents. [B]								
Current Supply v. Future Demand of 22 spaces for 152 units:		272	230	42	85%	237	35	87%
Scenario #2								
Current Supply v. Current Demand		272	208			215		
+ 65 for Applicant's Future Demand Increase. 1 space x 152 Units x 42% = 65. NOTE: 285 vehicles are registered to Chatham Square residents. [B]								
Current Supply v. Future Demand of 64 spaces for 152 units:		272	273	(1)	100%	280	(8)	103%
Scenario #3								
Current Supply v. Current Demand		272	208			215		
+ 100 for Applicant's Future Demand Increase. 1 space x 152 Units x 66% = 100. NOTE: 285 vehicles are registered to Chatham Square residents. [B]								
Current Supply v. Future Demand of 100 spaces for 152 units:		272	308	(36)	113%	315	(43)	116%
Notes								
[A] Parking Study Analysis prepared by Chatham Square Residents with an added column of Edits by Opponents of the request to supply and corresponding occupancy calculations columns. The data from the edited columns were used in this worksheet.								
[B] Per Katye North, City of Alexandria records states 285 vehicles with Chatham Square addresses have registered vehicles in the City of Alexandria.								
See attached Impact Analysis Current Supply v. Future Demand chart illustrating data.								

IMPACT ANALYSIS

Current Supply v. Future Demand



Future Demands exceeding 22 spaces for Average Demand and 15 spaces for Peak Demand meets the critical 85% threshold indicating parking study area is at capacity. Additional space demands exceeding these amounts cannot be supported by current on-street parking supply.

[illegible]

Staff supports the proposed level of ground level open space contingent upon additional amenities to enhance the usability of the passive open space through the provision of additional landscaping, benches, special pavers, etc.

The other issue is the provision of active recreational equipment for the children in the public housing and market-rate units. The applicant has proposed children's "tot lot" play equipment within the internal courtyards. Staff is recommending that one of the "tot lots" be designed to accommodate the younger children (ages 1-4) and the other "tot lot" to accommodate the intermediate age groups (ages 5-8). The internal "tot lots" will need to be designed to be a safe, convenient useable space for the children of the public housing and market-rate units.

The approval of the open space modification should be contingent upon additional amenities and improvements for the internal courtyards and providing two "tot lots" within the internal courtyards.

Parking:

Through the conceptual review process, staff raised the issue that the public housing units did not have direct stair access to the partially below-grade parking structures and, therefore, residents would be more likely to use the more conveniently located street parking. To accommodate this concern, stairs were added to the parking structure, resulting in a loss of parking spaces. As a result, the applicant is requesting a nine-space parking reduction. The parking reduction would be only for the public housing units that are providing 1.8 sp./unit. Each of the market-rate townhouses is providing the required 2 sp./unit. The applicant also is requesting that the typically required 15% (46) visitor parking be accommodated on the adjoining public streets.

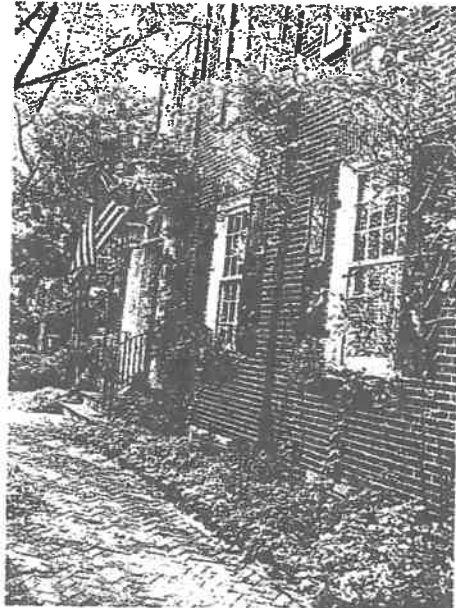
Based on the availability of visitor parking within the adjoining blocks as evidenced by the attached parking study prepared by Kimley-Horn dated November 7, 2002, which also indicates that the parking demand for other public housing facilities in the city is an average of .8 sp/unit, staff is recommending approval of the proposed parking reduction. In addition, based upon the parking study staff is recommending approval of the provision of visitor parking on the adjoining public streets. The reason the parking reduction is being requested is that stairs are being provided for the underground space to provide more convenient access to the parking space and, therefore, make the spaces more useable.

Although staff believes that the approximately 80 parking spaces provided on the public streets can accommodate the expected number of periodic visitors, staff is concerned that the residents adjoining the streets will find it more convenient to park on the streets rather than within the garages.

Therefore, staff is recommending that a condition of the parking reduction approval be that none of the market-rate or public housing residents of the development be eligible to apply for or receive any residential parking permits pursuant to City Code Sec. 5-8-71. This condition is similar to that which was required for other developments such as the recently approved Braddock Lofts development (under construction).

High Quality Design and Materials:

Ensuring high quality architectural design and materials is essential to ensuring that the development will be compatible with the adjoining developments of Old Town. Staff recommends providing higher quality materials, such as brick and precast, and prohibiting materials, such as vinyl siding. This recommendation is consistent with other adjoining developments, such as Portners Landing, Bullfinch Square and Garretts Mill (under construction). Staff finds that this recommendation also is consistent with the intent of the Old Town North Urban Design Guidelines, to "create richness in architectural elements and details of individual structures."



The level of detail and materials recommended by staff will not result in changes to the overall building footprint or size of the units, simply the exterior treatment of the buildings. In addition to being consistent with the adjoining developments, the high quality design and materials will also ensure that adjoining sites that could be redeveloped, such as the W.M.A.T.A. bus facility and the Health Department site, also will be developed in the same high quality manner as the existing neighborhood.

ATTACHMENT H

**BLOCK FACE
PARKING SPACE
CALCULATIONS**

N. Pitt 400 West



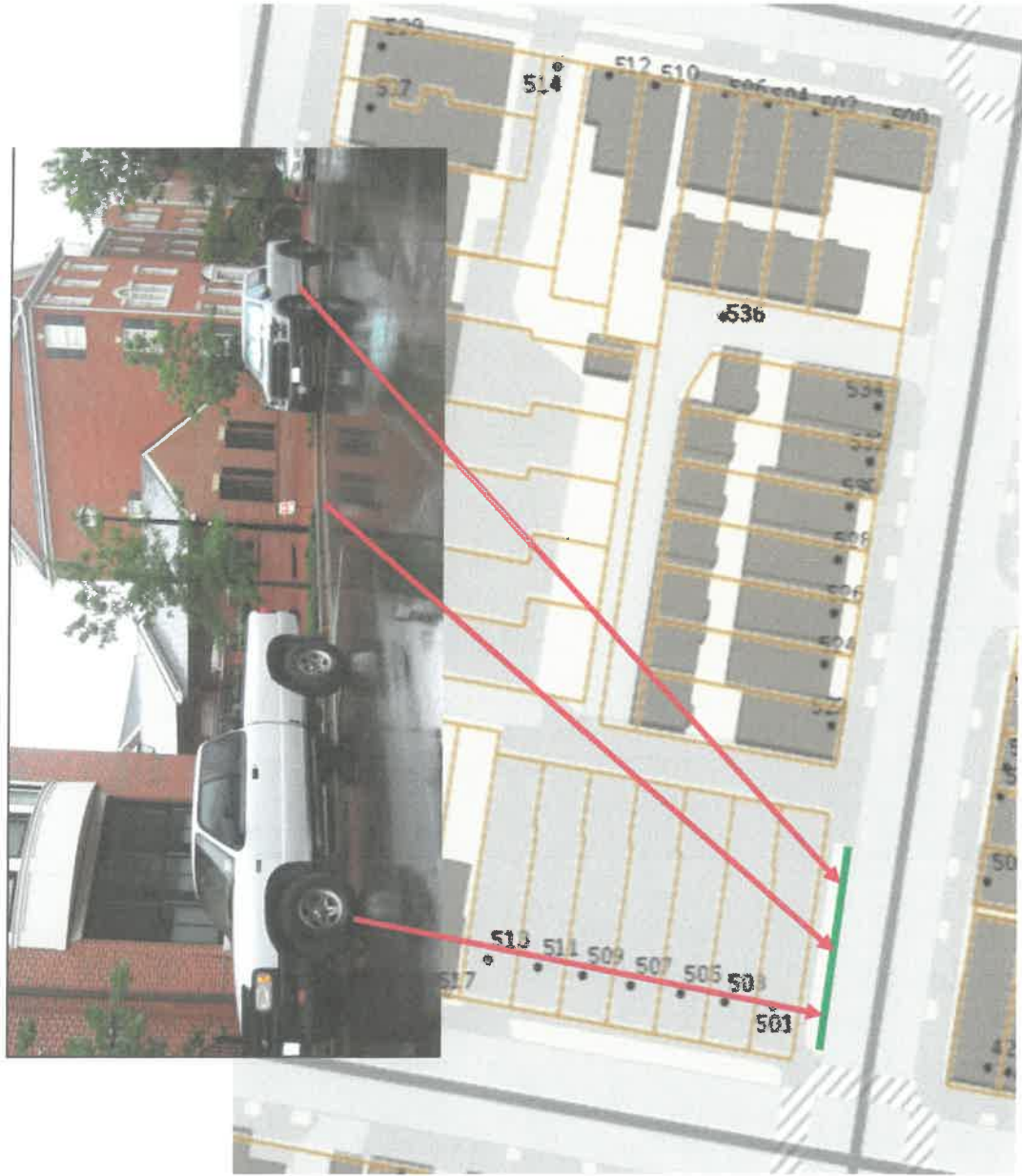
NO
PARKING
20 FT
FROM
CORNER
PER CITY
CODE

NO
PARKING
FROM
SIGN TO
CORNER
30 FT

LENGTH	DIVIDED BY FEET PER SPACE	# OF SPACES FOR AREA
216	20	10
48	20	2
TOTAL LEGAL PARKING SPACES		12
INVENTORY PER PARKING STUDY		13

N. PITT 400 WEST

N. Pitt 500 West



N. PITT 500 WEST

UNRESTRICTED PORTION OF BLOCK FACE			
	LENGTH	DIVIDED BY FEET PER SPACE	# OF SPACES FOR AREA
STREET LINED SPACES			3
TOTAL LEGAL PARKING SPACES			3
INVENTORY PER PARKING STUDY			4

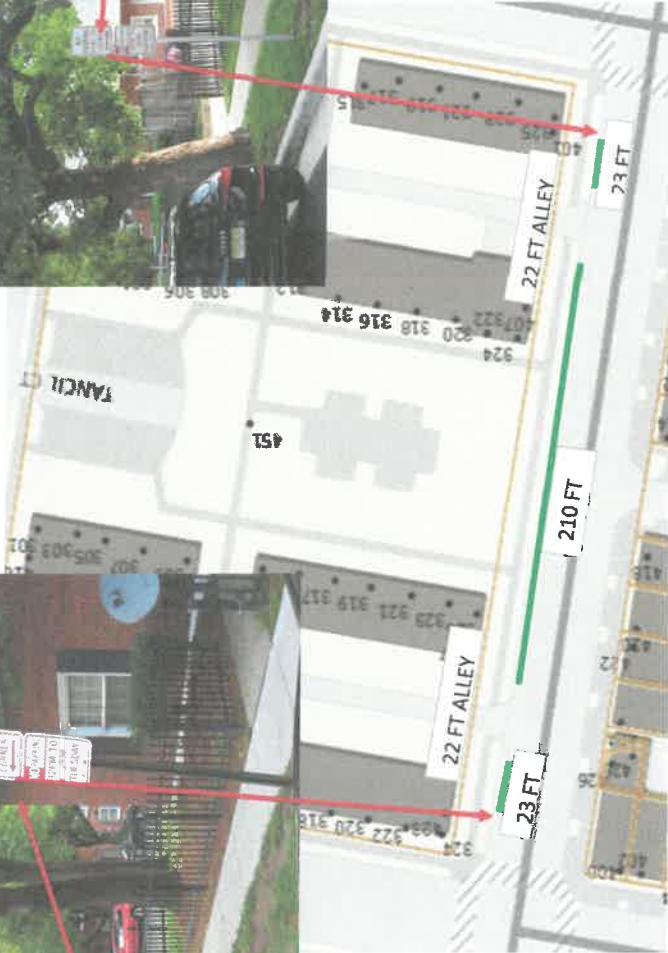
N. Royal 400 East



NO
PARKING
FROM
SIGN TO
CORNER
38 FT



NO
PARKING
FROM
SIGN TO
CORNER
40 FT



N. ROYAL 400 EAST

	DIVIDED BY FEET PER SPACE	# OF SPACES FOR AREA
LENGTH	23	1
	210	10
	23	1
TOTAL LEGAL PARKING SPACES		12
INVENTORY PER PARKING STUDY		13

N. Royal 500 East

NO
PARKING
FROM
SIGN TO
CORNER
40 FT

NO
PARKING
20 FT
FROM
CORNER
PER CITY
CODE



N. ROYAL 500 EAST

	LENGTH	DIVIDED BY FEET PER SPACE	# OF SPACES FOR AREA
	23	20	1
	210	20	10
	41	20	2
TOTAL LEGAL PARKING SPACES			13
INVENTORY PER PARKING STUDY			14

N. Pitt 500 East



HYDRANT
LOCATED
15 FT
FROM
CORNER



PARKING
15 FT
FROM
HYDRANT
PER CITY
CODE



NO
PARKING
20 FT
FROM
CORNER
PER CITY
CODE

PARKING
15 FT
FROM
HYDRANT
PER CITY
CODE

N. PITT 500 EAST

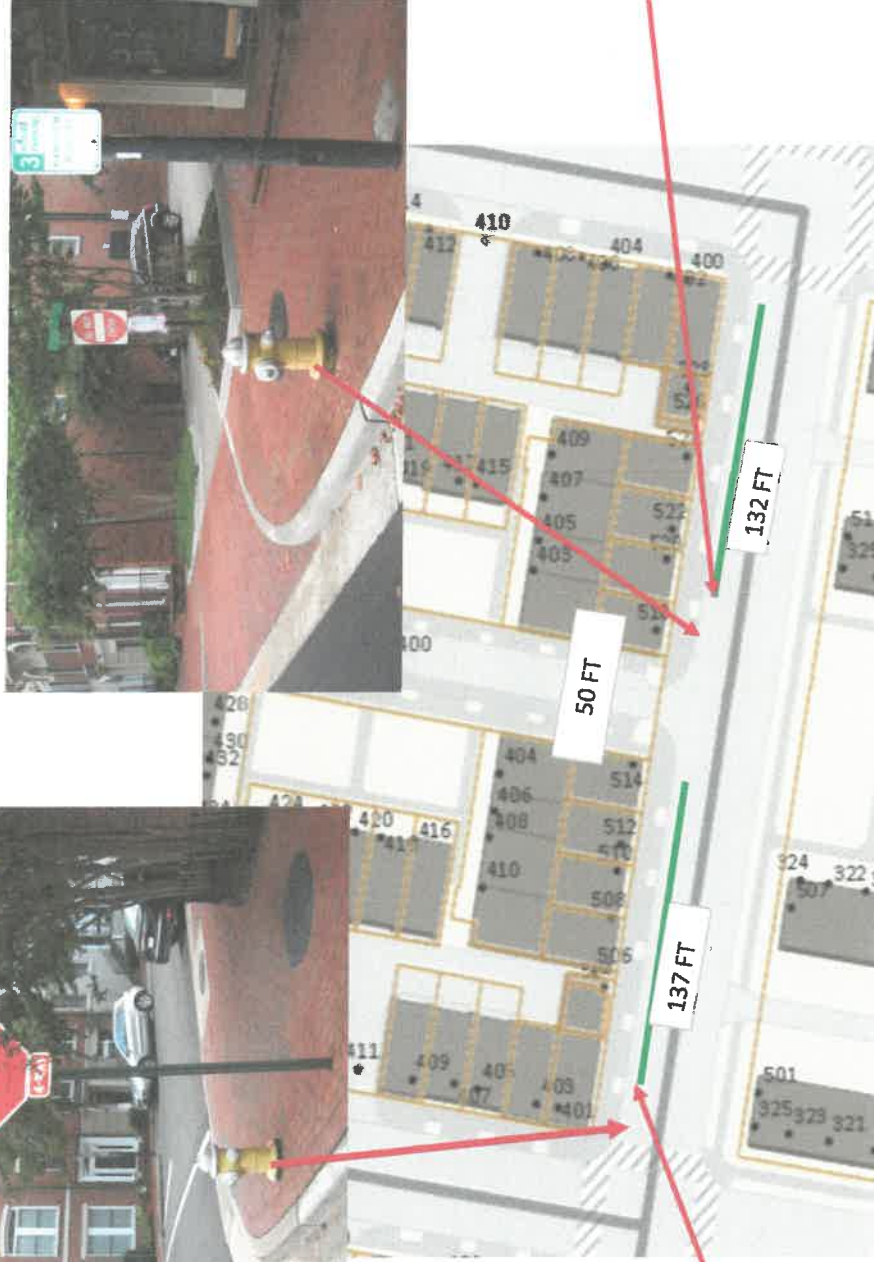
	LENGTH	DIVIDED BY FEET PER SPACE	# OF SPACES FOR AREA
	129	20	6
	134	20	6
TOTAL LEGAL PARKING SPACES			12
INVENTORY PER PARKING STUDY			13

N. Royal 500 West



HYDRANT
LOCATED
14 FT
FROM
CORNER

PARKING
15 FT
FROM
HYDRANT
PER CITY
CODE



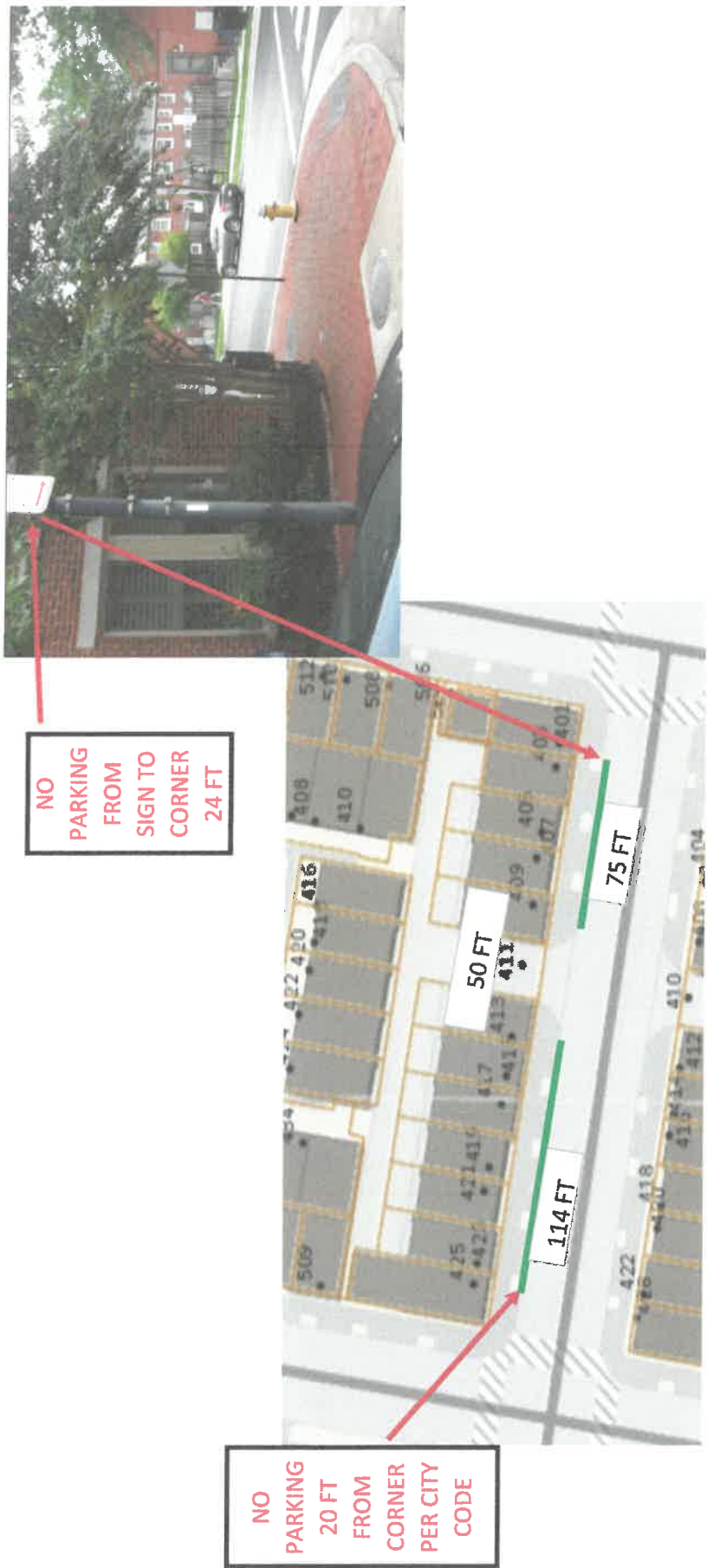
HYDRANT
LOCATED
15 FT
FROM
CORNER

PARKING
15 FT
FROM
HYDRANT
PER CITY
CODE

N. ROYAL 500 WEST

	LENGTH	DIVIDED BY FEET PER SPACE	# OF SPACES FOR AREA
	132	20	6
	137	20	6
TOTAL LEGAL PARKING SPACES			12
INVENTORY PER PARKING STUDY			14

Oronoco 400 North



ORONOCO 400 NORTH

	LENGTH	DIVIDED BY FEET PER SPACE	# OF SPACES FOR AREA
	114	20	5
	75	20	3
TOTAL LEGAL PARKING SPACES			8
INVENTORY PER PARKING STUDY			9

HYDRANT LOCATED 15 FT FROM CORNER

NO PARKING FROM SIGN TO CORNER 24 FT

HYDRANT LOCATED 15 FT FROM CORNER

73 FT

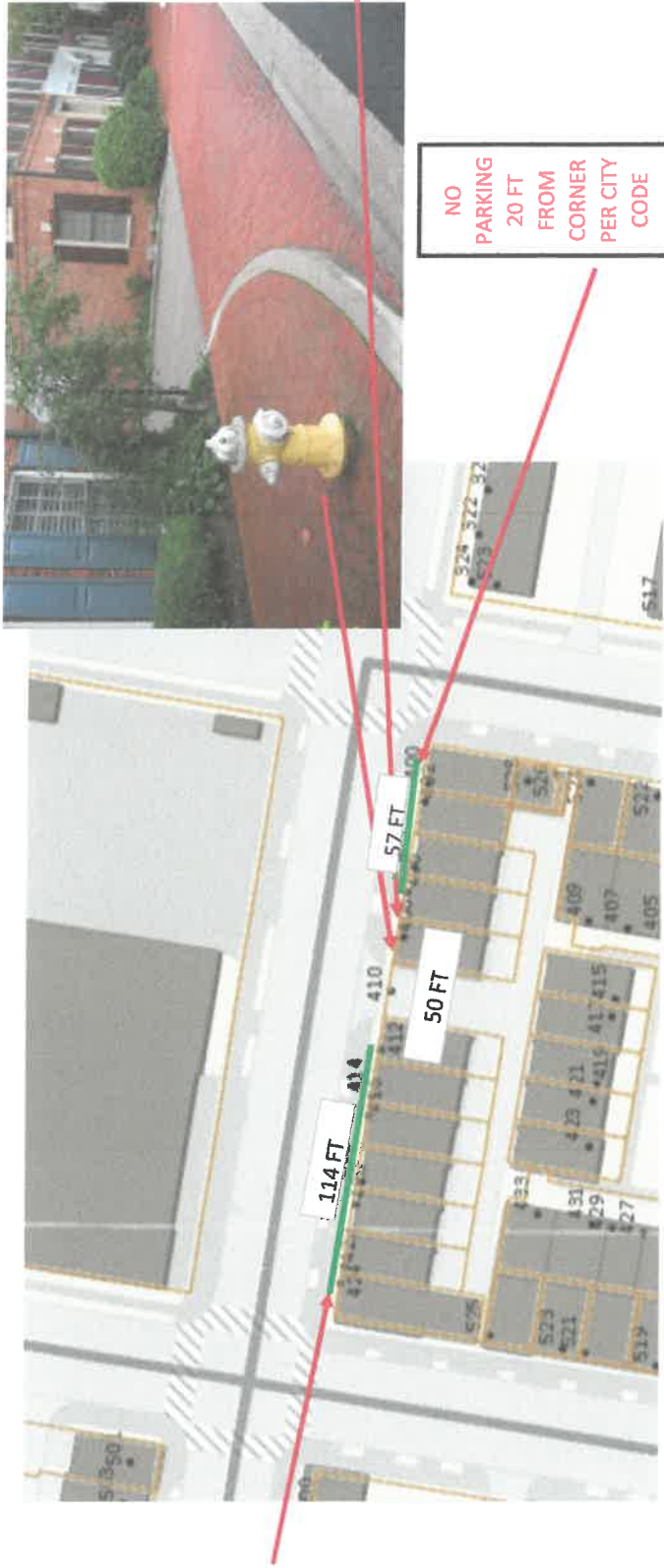
50 FT

76 FT

PARKING 15 FT FROM HYDRANT PER CITY CODE

ORONOCO 400 SOUTH

Pendleton 400 South



NO
PARKING
20 FT
FROM
CORNER
PER CITY
CODE

HYDRANT
LOCATED
7 FT
FROM
CORNER

PARKING
15 FT
FROM
HYDRANT
PER CITY
CODE

NO
PARKING
20 FT
FROM
CORNER
PER CITY
CODE

PENDLETON 400 SOUTH

	LENGTH	DIVIDED BY FEET PER SPACE	# OF SPACES FOR AREA
	114	20	5
	57	20	2
TOTAL LEGAL PARKING SPACES			7
INVENTORY PER PARKING STUDY			9

Princess 400 North



HYDRANT
LOCATED
25 FT
FROM
CORNER

NO
PARKING
15 FT
FROM
HYDRANT
PER CITY



NO
PARKING
20 FT
FROM
CORNER
PER CITY
CODE

PRINCESS 400 NORTH

	LENGTH	DIVIDED BY FEET PER SPACE	# OF SPACES FOR AREA
	96	20	4
	77	20	3
TOTAL LEGAL PARKING SPACES			7
INVENTORY PER PARKING STUDY			9

N. Pitt 300 East



HYDRANT
LOCATED
12 FT
FROM
CORNER

NO
PARKING
15 FT
FROM
HYDRANT
PER CITY

NO
PARKING
20 FT
FROM
CORNER
PER CITY
CODE

N. PITT 300 EAST

	DIVIDED BY FEET PER SPACE	# OF SPACES FOR AREA
LENGTH		
155	20	7
140	20	7
TOTAL LEGAL PARKING SPACES		14
INVENTORY PER PARKING STUDY		15

27 FT

STEEL PLATES AHEAD

130 FT

40 FT

104 FT

		DIVIDED BY FEET	# OF SPACES
	LENGTH	PER SPACE	FOR AREA
	104	20	5
	40	20	2
	130	20	6
TOTAL LEGAL PARKING SPACES			13
INVENTORY PER PARKING STUDY			14

N. PITT 300 WEST

N. Royal 300 East



N. ROYAL 300 EAST

	LENGTH	DIVIDED BY FEET PER SPACE	# OF SPACES FOR AREA
	75	20	3
	235	20	11
TOTAL LEGAL PARKING SPACES			14
INVENTORY PER PARKING STUDY			16

N. Royal 300 West



N. ROYAL 300 WEST

	LENGTH	DIVIDED BY FEET PER SPACE	# OF SPACES FOR AREA
	84	20	4
	57	20	3
	46	20	2
	20	20	1
HC	22	22	1
	57	20	2
TOTAL LEGAL PARKING SPACES			13
INVENTORY PER PARKING STUDY			14

Oronoco 300 South



NO
PARKING
FROM
SIGN TO
CORNER
40 FT



NO
PARKING
20 FT
FROM
CORNER
PER CITY
CODE



192 FT

HC

ORONOCO 300 SOUTH

	DIVIDED BY FEET PER SPACE	# OF SPACES FOR AREA
	192	9
HC	22	1
TOTAL LEGAL PARKING SPACES		10
INVENTORY PER PARKING STUDY		11

Oronoco 300 North



SCHOOL DAY PARKING INVENTORY

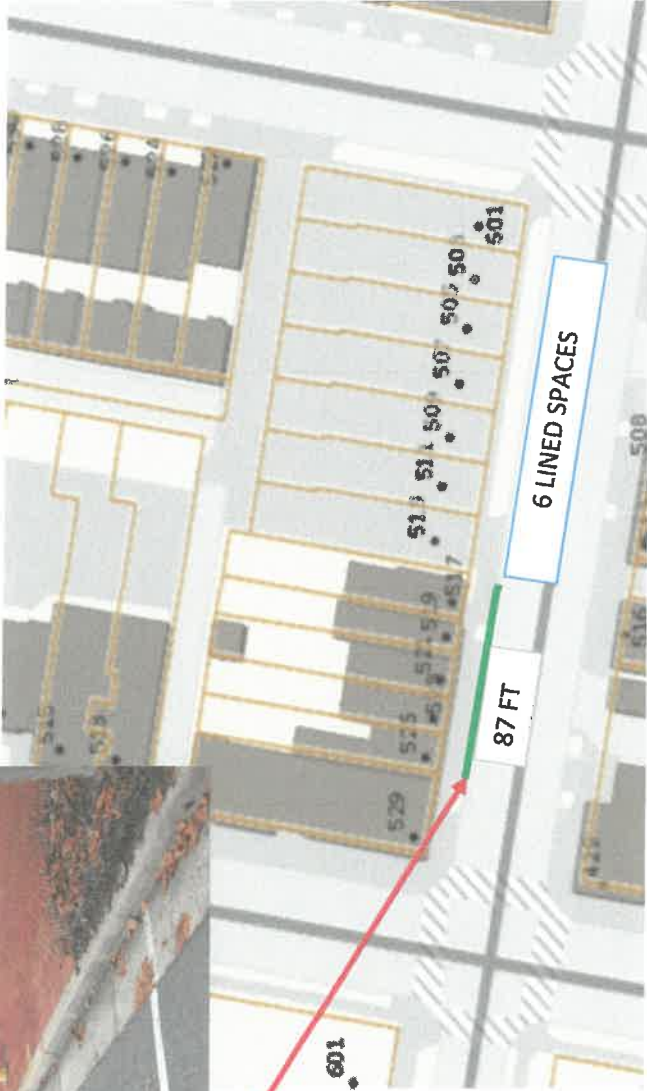
	LENGTH	DIVIDED BY FEET PER SPACE	# OF SPACES FOR AREA
	86	20	4
N/A	50	0	
	58	20	2
TOTAL LEGAL PARKING SPACES			6
INVENTORY PER PARKING STUDY			9

ORONOCO 300 NORTH

Oronoco 500 North



NO
PARKING
FROM
SIGN TO
CORNER
35 FT



ORONOCO 500 NORTH

	LENGTH	DIVIDED BY FEET PER SPACE	# OF SPACES FOR AREA
	87	20	4
STREET LINED SPACES		22	6
TOTAL LEGAL PARKING SPACES			10
INVENTORY PER PARKING STUDY			11

Oronoco 500 South



ORONOCO 500 SOUTH

	LENGTH	DIVIDED BY FEET PER SPACE	# OF SPACES FOR AREA
	48	20	2
	20	20	1
	57	20	2
TOTAL LEGAL PARKING SPACES			5
INVENTORY PER PARKING STUDY			6

Pendleton 300 South



NO
PARKING
20 FT
FROM
CORNER
PER CITY
CODE



PENDLETON 300 SOUTH

	LENGTH	DIVIDED BY FEET PER SPACE	# OF SPACES FOR AREA
	219	20	10
TOTAL LEGAL PARKING SPACES			10
INVENTORY PER PARKING STUDY			11

Princess 300 South

NO
PARKING
FROM
SIGN TO
CORNER
37 FT



NO
PARKING
20 FT
FROM
CORNER
PER CITY
CODE



PRINCESS 300 SOUTH

	LENGTH	DIVIDED BY FEET PER SPACE	# OF SPACES FOR AREA
	124	20	6
	73	20	3
TOTAL LEGAL PARKING SPACES			9
INVENTORY PER PARKING STUDY			10

Princess 300 North

NO
PARKING
20 FT
FROM
CORNER
PER CITY
CODE



217 FT

NO
PARKING
FROM
SIGN TO
CORNER
37 FT



PRINCESS 300 NORTH

	LENGTH	DIVIDED BY FEET PER SPACE	# OF SPACES FOR AREA
	217	20	10
TOTAL LEGAL PARKING SPACES			10
INVENTORY PER PARKING STUDY			11

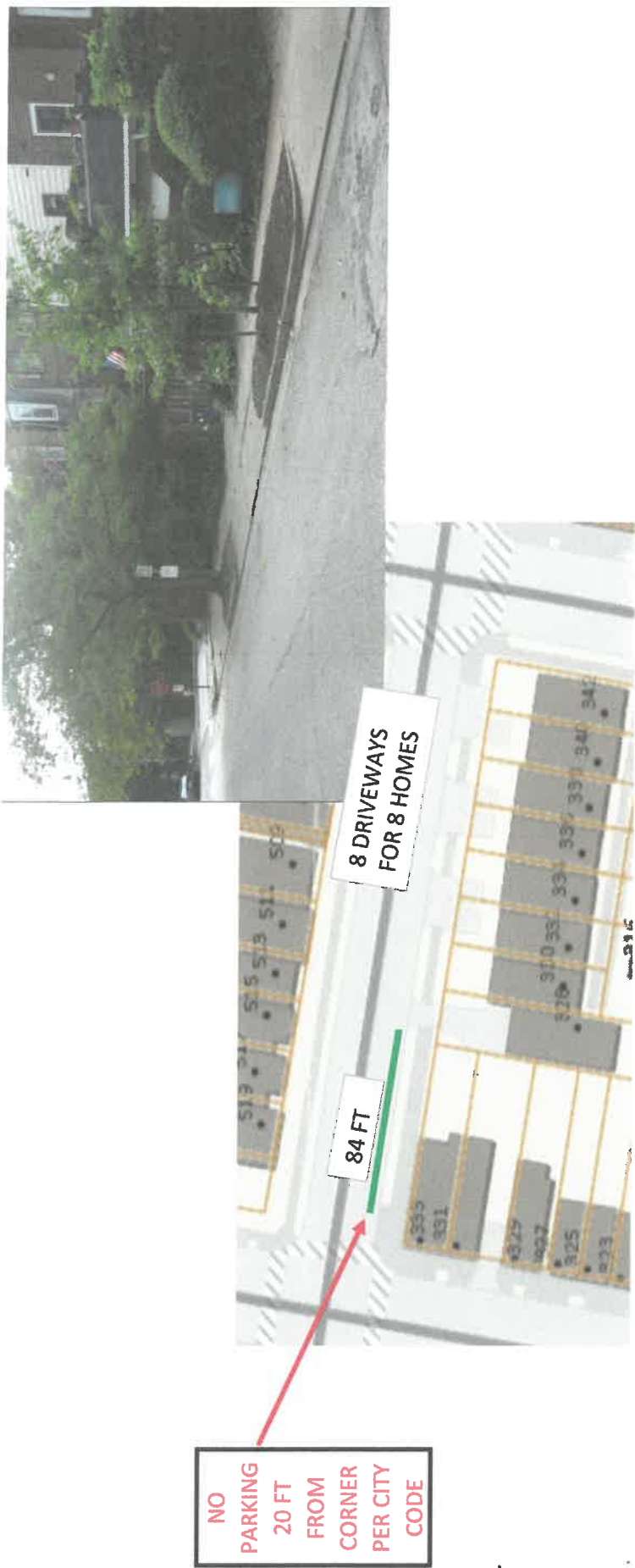
Princess 500 North



PRINCESS 500 NORTH

	DIVIDED BY FEET PER SPACE	# OF SPACES FOR AREA
LENGTH	217	10
TOTAL LEGAL PARKING SPACES		10
INVENTORY PER PARKING STUDY		11

Princess 500 South



PRINCESS 500 SOUTH

	LENGTH	DIVIDED BY FEET PER SPACE	# OF SPACES FOR AREA
	84	20	4
TOTAL LEGAL PARKING SPACES			4
INVENTORY PER PARKING STUDY			10