

Members of the Planning Commission:

Currently the City has no policy regarding “best use” of open spaces when churches or other property owners make them available. The City has other needs in addition to affordable housing that do not place demands on already overwhelmed public resources and services, such as our tree canopy, open space, parking, and schools. In this case, an alternate use of this space could have provided needed educational facilities or an historic park, since the site likely has artifacts about Menokin and perhaps graves, such as those found in Fort Ward Park.

Neighbors tried unsuccessfully to work with the applicant in planning future use of this space, but their signed petition and the Mayor’s request to put a neighbor on the planning board were denied. When the applicant gave its community outreach presentations, neighbors were allowed to make only RESTRICTED comments.

This space is in Area 9, Outer Defense Area, identified as a historical resource area in the City of Alexandria. No archeological/historical assessment report was ever made available to the neighbors. The site plans only say that preservation methods will be completed prior to ground disturbing activity. Even the Safeway redevelopment (King Street and W. Braddock Road), which was constructed in the space of a pre-existing development, prepared such a report. The proposed development will involve disturbing one of the largest remaining contiguous areas of green space in Area 9. An archeological assessment should be required for this project.

Nevertheless, neighbors of this plan are not opposed to having affordable housing built there but are concerned that the planned structure is too dense for the zoning—even with allowances for affordable housing—and lacks the required open space. The plan calls for paving over more than a half-acre of contiguous green space for parking, driveways, and construction. Neighbors’ questions about conflicting information in the documents filed with the City need clarification:

1. On how many acres was the FAR calculated? The project narrative on page 10 of the DSUP application says that 2.5 acres are available for the building and the City's affordable housing multiplier, yet the FAR seems to be calculated on 3 acres.
2. Does the total FAR for the property include the vaulted ceilings and steeple of the Church?
3. Which DSUP and figures—gross or net—were used when assessing the affordable housing building for computation of the FAR? The DSUP2017-00006 application and the DSUP2017-00006 site plan have discrepancies in calculation of net and gross square footage. The site plan reports the size of the proposed apartment building to be 100,909 net square feet and 136,924 gross square feet, while the DSUP application states the building will be 98,048 net square feet and 133,679 gross square feet. These are big differences.
4. The Church has indicated it will put on additions to their building—a new entrance and new wing—and “phase in” future parking. Page 7 of the site plan depicts a larger amount of open space than what the finished plans promise, and no dimensions are indicated in the open space for these additions to the Church and its new parking lot.

5. The new playground will be enclosed with a fence, and neighbors are concerned that usage of this space will be limited—the current playground had restricted hours—and not available as open space.
6. If the new playground is fenced off and no longer available to the public, will it still count as open space?
7. The location of the dumpster shared by the Church and new building should be away from the neighbors' homes and adjacent to the Church or in the affordable housing complex.
8. Rear setback is "required" to be 8 feet but on the site plan it says the set back is "N/A." Instead, a parking garage ramp is all that separates the south end of the property from Braddock Lee. Why isn't a setback required?
9. Fire trucks lack access to the rear of this building. The only access in the back is a parking garage ramp, which would not be suitable space for a fire truck to use.
10. Will the proposed building have a King Street address even though it really is on Menokin? If so, is that because it cannot meet the required frontage from the street?
11. Although a loading dock not required in Zone RA, this building will clearly have a need for this feature. Two of the parking spaces allocated for residential are short-term parking; will they accommodate a moving van/large truck?
12. Please cite the exact part of City code that allows the bonus density for construction of **rental** buildings for 60% AMI. The City code section 7-700 reads:

Sec. 7-700 - Allowance for increases in floor area ratio, density and height and reductions in required off-street parking as incentive for provision of low- and moderate-income housing.

7-701 - Definitions. For the purposes of this section 7-700, low- and moderate-income housing units shall be determined in accordance with regulations which are issued by the city manager and approved by the city council and **which reflect the following guidelines:**

- (A) *Low- and moderate-income rental units are rental units for which the combined cost of rent and utilities does not exceed 30 percent of the maximum income limits used by the United States Department of Housing and Urban Development for its section 8 and Housing Voucher programs, as adjusted for family size and corresponding number of bedrooms, and which are occupied by persons or households whose gross income does not exceed the limits applicable to the section 8 program.*
- (B) *Low- and moderate-income sales units are units with sales prices for which a person or household whose gross annual income is at or below the median income for the Washington, D.C., Metropolitan Statistical Area, adjusted for family size, could qualify using the lending criteria applied by the Virginia Housing Development Authority in its single-family mortgage assistance program and which are occupied by persons or households whose gross annual income is at or below such median income.*

Neighbors wish to make the Planning Commission aware of a number of constraints of this site:

- This property has no on-street parking spaces; buses use the service road on King Street and would not be able to turn to or from Menokin Drive if cars were parked there.
- Currently the overflow of residential parking at the Braddock Lee Garden Apartments fills on street spaces on Menokin Drive and spills onto N. Early Street.
- No through trucks—such as trash trucks, vans, and construction vehicles—are allowed on N. Early Street, which connects Menokin Drive to W. Braddock Road.

- The plan has no parking available for residents' visitors.
- The plan will remove 24 mature trees from the canopy of Seminary Hill.
- The plan will increase the use of the storm-water sewers and the Church's fee because of the loss of water permeable surfaces.
- The open space should reference what it would total with and without the school's playground, the use of which is limited on weekdays.

In conclusion, neighbors ask that the Planning Commission to:

- Scale back this affordable housing building so that it fits in with Zone RA, which requires more open space for residents than other higher density zones. This enormous building would be detrimental to the character of the neighborhoods. Furthermore, if the building is not scaled back, its residents will have significantly less open space than all of their neighbors—potentially as low as 300 square feet per unit, while their neighbors have at least the required 800—and they will lack adequate places to park—while their neighbors have at least one space per unit with the option of renting more.
- Provide a revised assessment of open-space calculations based on usable open space for the residents and neighbors after future construction is completed.
- Make available the archeological/historical assessment report.
- Provide a detailed accounting of how available FAR was determined.
- Provide the Transportation Management Plan (TMP) and assess how limited parking on King Street, Menokin Drive, and N. Early Street will be impacted.
- Respond to the other concerns and questions raised in this letter.

Regards from concerned residents in two communities adjacent to this property—Fairlington Town and Seminary Hill Association Area 6—many of whom signed a petition asking to be involved in the planning of the project.

If you need more information, please contact:

Nan Jennings, President
 Seminary Hill Association, Inc.
 Home: (703) 820-6930
 Email: nrjennings@comcast.net

From: president@fca-fairlington.org
Sent: Monday, October 29, 2018 7:00 AM
To: Maya Contreras
Cc: Sara Brandt-Vorel; Juli Wilson-Black; Judith Cabelli
Subject: Fairlington Presbyterian Church Proposal

Ms. Contreras,

I am writing to provide the views of the Fairlington Citizens Association (FCA) on the proposal by Fairlington Presbyterian Church and Wesley Housing Development Corporation to develop 81 units of affordable housing on a portion of the church's parking lot. FCA is the civic association that represents the 8 condominium and homeowners associations in North and South Fairlington, as well as Park Shirlington and Shirlington House, with roughly 7500 residents.

The history of Fairlington Presbyterian Church stretches back almost as far as that of the Fairlington community itself. Our that time, the church has charitably and compassionately met the needs of local residents and strived to improve the surrounding neighborhood. A number of our residents attend Fairlington Presbyterian, with several of them serving in leadership roles at the church. For the past several years the church has been a sponsor of the Fairlington Farmers Market, one of the important unifying activities in our neighborhood. In short, the church has been a valued and supportive member of the larger Fairlington community.

As the plans for affordable housing on the church's property have developed, the church and Wesley Housing Development Corporation have invited FCA to community briefings on the project. In addition, they provided FCA a special presentation on plans for the development last year.

While the FCA Board takes no position on the specific design of the pending proposal--though we have heard no complaints about it from any of our residents--we believe it aligns well with the church's history and mission. The FCA also supports the effort to provide affordable housing, which is essential to the sustainable growth of our community, and believes that the proposal would make an important contribution to expanding affordable housing in this part of Alexandria.

We appreciate the City's effort to keep us informed as this proposal has gone forward, and we thank you for the time that you and Sara Brandt-Vorel have given FCA in briefing us on proposed development in the part of Alexandria that borders Fairlington.

Guy Land

President, Fairlington Citizens Association

Docket item DSUP #2017-0006 and TMPSUP #2018-0048

Tricia Rodgers <triciarodgers85@yahoo.com>

Mon 10/29/2018 3:32 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Dear Members of the Commission:

My name is Tricia Rodgers. I first moved to Alexandria when I was six months old and have lived in Seminary Hill on North Early Street for the last 10 years. I am writing about the above named docket item. I support the development of the affordable housing project at Fairlington Presbyterian Church but have reservations about two aspects of it. First, traffic in the neighborhood is already very heavy and there have been several accidents on North Early in the past few years. Because of *existing* traffic volume, I am currently unable to make a left from North Early Street onto Braddock Road to get to my job in Old Town during rush hour. Instead, I have to take Early to Menokin to King, where I routinely sit through two or more traffic light cycles at the intersection of Menokin and Van Dorn. One day last week, because of an accident on 395, drivers cut through our neighborhood, and traffic to get to King Street extended from King, up Menokin, to Early -- almost to Braddock Road. The neighborhood can't absorb any more traffic. The City's calculations of the traffic entering and existing the proposed complex simply don't make sense given the number of units the project will contain. Second, I have concerns about the limited parking that will be available to residents of the project. On-street parking on Menokin is already at capacity and nearing capacity on N. Early. And since there is no parking on the service road that parallels King Street, where are residents to park?

I ask that you consider these serious safety and quality of life issues as you discuss the project, and seek modifications to mitigate these concerns.

Patricia A.E. Rodgers
2240 N. Early Street

Resolution of the Board of Directors of Seminary Hill Association, Inc.

Re: Development Special Use Permit #2017-0006 with Site Plan and Transportation Management Plan Special Use Permit #2018-0048 and 3846 King Street – Fairlington Presbyterian Church

Whereas, the Alexandria Planning Commission is to consider on November 1, 2018: (A) a development special use permit (DSUP) and site plan to construct an 82-unit multifamily 4-story residential building including a special use permit (SUP) to increase the floor area ratio (FAR) in exchange for affordable housing units pursuant to Section 7-700 of the Zoning Ordinance; and (B) a special use permit (SUP) for a tier 1 transportation management plan (TMP); and (C) modification of the ground level open space requirements of the RA Zone regulations.

Whereas, Seminary Hill Association, Inc., is not opposed to affordable housing projects and has some within its small area plan, the Seminary Hill/Strawberry Hill Small Area Plan (SHSHSAP); and

Whereas, the proposed structure would represent a significant intensification of existing use in the SHSHSAP area to the detriment of the single-family homes on North Early Street. The land is currently zoned residential multifamily and this proposal within the SHSHSAP is inconsistent with the City's master plan recommendations for Planning District III; i.e. "1. Uphold the present zoning pattern to maintain the character of existing single-family sections." and

Whereas, the applicant is proposing to provide much less than the required open and usable space that is characteristic of Zone RA neighborhoods and would be inconsistent with the City's master plan recommendation for Planning District III; i.e. "2. Encourage the provision of ample open space and of in-structure parking in future apartment developments." The City has not adequately evaluated this private open space for possible alternative uses as laid out in the SHSHSAP; and

Whereas, on-street parking is scarce in the area near the proposed development thus providing less than the standard required parking for multi-family building in Zone RA neighborhoods will place the residents at a disadvantage and cause a burden on neighbors. The proposed development has allocated only 72 spaces for as many as 315 residents plus 2 short-term spaces. In addition, only the required minimum of 72 spaces are allocated for church and school use.

Whereas, the results of the City's traffic study titled Fairlington Presbyterian Church Multifamily Residential Development Traffic Impact Analysis (April 2, 2018) are insufficient for affected residents to have confidence in them. The study found that "The proposed development program of the subject site at Fairlington Presbyterian is **generally** consistent with the recommendations of the" SHSHSAP (p.4). The word "generally" is too vague and does not meet the obligation the City has to determine impacts that may be greater than anticipated. Given the plan has 146 parking spaces, residents doubt the accuracy of the City's trip generation model that

expects only 21 trips from this site in the am rush and 23 trips into the site during the pm rush, and

Whereas, the City, as a partner through financing of this project, bears a heavy responsibility to correctly estimate the effect of this project on residents, it has yet to assess its impact on the school populations; in particular, MacArthur Elementary School which is already at overcapacity and will require major structural renovation in the near future.

Now therefore: The Board of Directors of Seminary Hill Association, Inc., respectfully request that Docket item DSUP #2017-0006 and TMPSUP #2018-0048 scheduled for Thursday, November 1, 2018, be withdrawn from consideration until concerns regarding adverse impacts to neighboring residents be fully considered and mitigated.

Adopted by the Board of Directors on October 26, 2018

Comments re King St Development

Shirley Marshall <marshallkab@yahoo.com>

Sun 10/28/2018 9:23 PM

To: PlanComm <PlanComm@alexandriava.gov>;

1. Planning Commission meeting on "1 Nov 2018"
2. Docket Item # "6"
3. Case # " Development Special Use Permit #[2017-0006](#) with Site Plan and Transportation Management Plan Special Use Permit #[2018-0048](#) and 3846 King Street – Fairlington Presbyterian Church. "

We write to express our support of the proposed affordable housing development referenced above. While acknowledging the neighbors concerns, loss of affordable housing in Alexandria and surrounding areas is too important a social and economic issue to await perfection. Access to affordable rental homes is essential for residents just starting their careers, for those with low skills, and those facing other barriers to higher income. The proposed development has many benefits, including walking access to shops and frequent bus service.

We are not immediate neighbors of the property but we believe our response if we lived closer would still be the same. There are not many larger tracts of land available for housing and we applaud the church's planned use of their space.

Shirley Marshall and John Hardies
506 Robinson Ct, Alexandria VA 22302

Shirley Marshall

New Housing Project Near Menokin, Van Dorn and King Streets

Jon Hrobsky <jonhrobsky@yahoo.com>

Tue 10/30/2018 2:41 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Hello,

My name is Jon Hrobsky and I live in Alexandria at 4024 Ellicott Street.

I am writing in regards to the Planning Commission meeting on November 1st, Docket Item #6, Case # Development Special Use Permit #2017-0006 with Site Plan and Transportation Management Plan Special Use Permit #2018-0048 and 3846 King Street - Fairlington Presbyterian Church.

Specifically, I request this plan be withdrawn until concerns regarding adverse impacts to neighboring residents be fully considered and mitigated.

As you know, Menokin and Early streets face a significant amount of traffic they were never designed for with current residents using street parking. Adding vehicles for 80 units will cause parking and traffic issues in a congested traffic situation (Often cars can't currently advance forward during morning rush hour on green lights at the Menokin and Van Dorn intersection due to Van Dorn traffic blocking access).

Thank you for your consideration!

Sincerely,

Jon

-



COMMUNITY PLANNING HOUSING AND DEVELOPMENT

Planning Division

2100 Clarendon Boulevard, Suite 700, Arlington, VA 22201
TEL 703-228-3525 FAX 703-228-3543 www.arlingtonva.us

October 31, 2018

Robert M. Kerns, AICP, Chief of Development robert.kerns@alexandriava.gov
Maya Contreras, Principal Planner maya.contreras@alexandriava.gov
Sara Brandt-Vorel, Urban Planner Sara.BrandtVorel@alexandriava.gov
City of Alexandria Department of Planning and Zoning

Re: Fairlington Presbyterian Church, 3846 King Street

- Development Special Use Permit #2017-0006
- Transportation Management Plan Special Use Permit #2018-0048

Dear Ladies and Gentlemen:

Thank you for the opportunity to comment on the above referenced project. We understand that the development proposal includes:

- 81 affordable housing units;
- Conversion of a surface parking lot into a new multi-family building and open space;
- Increased tree canopy; and
- Undergrounding of overhead utilities.

The proposed development site is adjacent to Arlington's southwest boundary between I-395 and Wakefield Street on the Alexandria side of King Street. The Fairlington neighborhood is across King Street to the North.

Arlington County staff have reviewed the proposed plans and have the following comments.

Land Use

Arlington's General Land Use Plan in the area adjacent to this site on the north side of King Street calls for "Low-Medium" Residential uses at 16-36 units per acre, and is zoned RA14-26. This area is currently developed as townhomes in the Fairlington community. The County has no current area plan for this area and does not anticipate change. This area is also designated as an historic district on the National Register.

The proposed development in Alexandria is zoned RA/Multi-family at a density of 27 DU/AC. This is slightly higher than the density allowed on the Arlington side of King Street at 24DU/AC allowed by Arlington's RA14-26 zoning. This slight difference in density is not considered to be impactful.

Building Form

The proposed residential building will be located at the rear of the 3.0 acre site behind the existing church building. The proposed four-story structure at that location should have minimal impact on the existing development on the north side of King Street.

Arlington County Department of Environmental Services has reviewed the proposal from a transportation perspective and have no comments at this time.

Arlington County staff forwarded notification of the public hearings to the Fairlington Civic Association. Staff is aware that the applicant has met with the Fairlington Civic Association as a part of the review process and that they plan to submit a letter regarding the proposed development.

Thank you again for the opportunity to comment on the proposed plan.

Sincerely,

A handwritten signature in black ink, appearing to read 'Robert J. Duffy', with a large, stylized flourish extending to the right.

Robert J. Duffy, FAICP, Planning Director

CC: Samia Byrd, Deputy County Manager, CMO
Claude Williamson, Director, CPHD
Dennis Leach, Deputy Director, Transportation and Development, DES
Jennifer Smith, Comprehensive Planning Supervisor, CPHD
Leon Vignes, Associate Planner, CPHD
Rob Gibson, Principal Planner, DES

October 30, 2018

RE:DSUP #2017-0006

Dear Members of the Alexandria Planning Commission:

We strongly endorse the proposed redevelopment request from Wesley Housing Development Corporation and Fairlington Presbyterian Church.

We have both attended the public meetings at Fairlington Presbyterian Church and have heard the concerns of the neighbors. We have also noted that Fairlington Presbyterian Church has worked diligently to address those concerns.

Since 2000, Alexandria has lost 16,000 units of affordable housing which has made rental housing an impossibility for some families, seniors, and workers. Although this project is a modest proposal, we commend both Fairlington Presbyterian Church and Wesley Housing for their goal of constructing high-quality affordable rental housing units. The church sees this construction as an extension of the church's mission and we see it as a long-lasting benefit to Alexandria's low and moderate income population.

Sincerely,

Eric and June Stowe
5007 Richenbacher Ave.
Alexandria, VA 22304

Comments for Nov. 1 meeting, Doc #6

Thurber2@msn.com

Wed 10/31/2018 3:15 PM

To: PlanComm <PlanComm@alexandriava.gov>;

 1 attachments (275 KB)

CCF_000056.pdf;

This submission to the Planning Commission pertains to the proposed Fairlington Presbyterian Housing Development: docket # 6.

We are owner-occupants of the residence at 2241 N. Early Street, which intersects Menokin Drive and provides access to the proposed housing development from Braddock Road.

We strongly oppose the proposed housing development as planned for the following reasons:

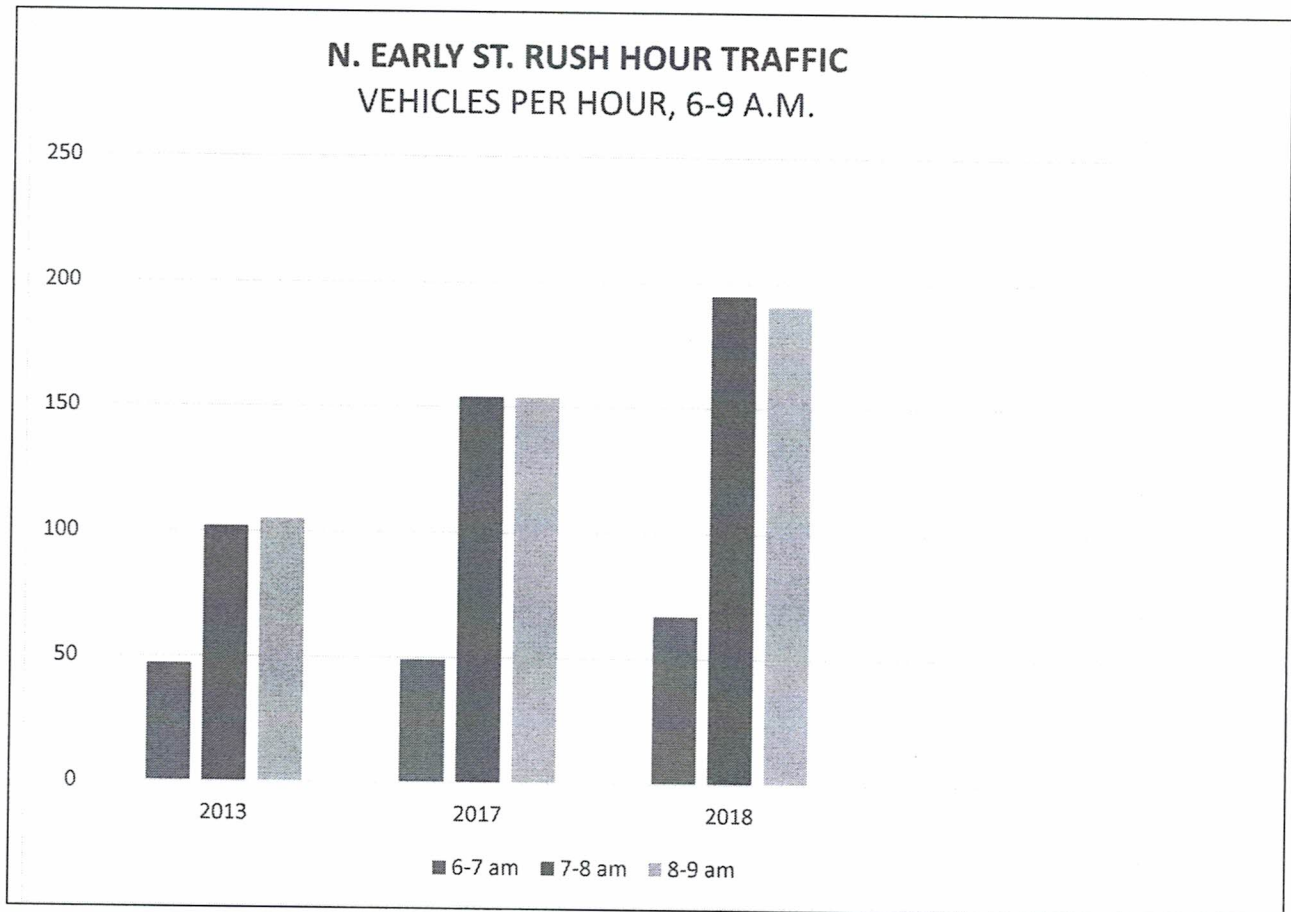
- The proposed development will erode the aesthetic quality of the Bradlee neighborhood by the introduction of a massive structure on a mere two and one-half acres, a structure reminiscent of an ugly Soviet-style human warehouse, with no amenities and no architectural value. At five stories when mechanicals are taken into consideration, this monstrosity will be seen from our backyard and will dominate the immediate landscape. Instead of a relatively bucolic entre' to Alexandria from the West on King Street, complete with mature trees, one will see a treeless visage and an imposing visual pollutant out of scale with the surrounding neighborhood. Additional aesthetic losses will stem from noise-inducing mechanicals atop this structure.
- The proposed development will overcrowd the Bradlee subdivision with hundreds of additional people, housing on a postage stamp roughly the same number of people currently spread over approximately 15 acres in Braddock-Lee Apartments.
- There will be insufficient parking available to prospective residents of the development, forcing competition for limited parking on Menokin Drive, already close to capacity, and shunting vehicles onto N. Early Street, which shall deny residents parking for guests and, given heavy traffic, make it less safe for them to go to and from their own homes. The development's plan in fact absurdly calls for N. Early St. (a narrow, local residential road) to be used as an overflow parking area. Unfortunately, the city has transformed N. Early into a pressure relief valve for local traffic going to and from I-395 at rush hour. This development will add thousands of annual vehicular trips up and down N. Early Street, a street already overburdened by over 600 thousand vehicular trips per year. It cannot be both a parking lot for the new development and a speedy thoroughfare for cut-through traffic.
- The development will add to the overburdened, gridlocked intersection of Menokin and Van Dorn Street, lengthening commutes and dwell times. The traffic analysis done for the project feasibility study showing little to no impact on surrounding streets is biased and without merit, based on little more than made up data and fantasy. Traffic counts done by the author from 2013-18 show a veritable explosion of vehicular traffic on N. Early street headed toward the aforementioned gridlocked intersection of Menokin and Van Dorn (see accompanied data showing exponential growth in traffic during the 6-9 a.m. rush hour period). The traffic analysis posits "organic growth" of traffic on Van Dorn Street of less than 1 percent per annum (based on what we are not sure). However, our data, taken from 2013-18, show a growth in annual traffic

volume on N. Early of over 12 percent per annum. Both of these figures cannot possibly be correct, and the city's own traffic counts (of 1200 vehicals/day on N.E. in 2014 and 1725/day in 2017) suggest our data are accurate and the consultant's data bogus.

- The residents of the West End, and specifically the Bradlee subdivision, are being asked to bear an unfair burden to make way for affordable housing purposely (by governmental policy) displaced from Old Town. The city's "vision" of replacing lost affordable housing is in fact our burden. It is inequitable and has already resulted in the insidious erosion of property value for those most immediately affected (recent research by Stanford University supports the contention of permanent home value erosion from proximity to affordable housing). By another description, this amounts to a "creeping" taking of property. It is unjust, and without prompt, adequate and effective compensation, a violation of the U.S. Constitution.

James Wallace (and Carolyn Wallace)

Photos and video being sent in another e-mail



Total Rush-Hour Vehicles, 6-9 a.m.

		<u>% Change Fr Previous Period</u>	<u>Average Annual Increase</u> 2013-18
2013	254	---	
2017	357	40.6 %	
2018	453	26.9 %	12.3 %

Maximum Hourly Vehicular Traffic

2013	153 (6-7 p.m.)
2017	220 (7:30-8:30 a.m.)
2018	261 (7:30-8:30 a.m.)

Fairlington Presbyterian/Wesley Housing DSUP

Heather Daley Rao <hmd412@gmail.com>

Thu 11/1/2018 10:19 AM

To: PlanComm <PlanComm@alexandriava.gov>;

Cc: Ray Biegun <raybiegun@gmail.com>; Juli Wilson-Black <pastor@fpcusa.org>;

Good morning,

I am writing in support of the proposed DSUP for the Fairlington Presbyterian Church/Wesley Housing Corporation proposed residential building. Unfortunately I am unable to attend the hearing for this application tonight.

I am both a member of the Fairlington Presbyterian Congregation and a Design Professional, and I have served as a member of the Design Working Group (DWG) since its formation in early 2017. I believe strongly that the construction of affordable housing on the church's property is an important extension of the church's ministry to the community. This building will benefit the City of Alexandria and the local community by allowing more residents access to affordable housing,

From a design perspective, I also believe strongly that the new building will improve the church's property and the overall experience of King Street. Our building now sits between a large lawn area and an even larger surface parking area. Our playground is well used by the neighborhood as well as by the church members and Potomac Crescent Waldorf School students. The new building gives us the chance to rebuild a parking area that is appropriate for the number of users, to improve our current landscaping and site drainage, and also to provide as much space for playground and green space as possible. The DWG worked closely with Wesley Housing's Design team throughout the process to ensure that the relationship of the new building to the church will be sympathetic and will create a unified campus.

In my professional role as an Architect with Cunningham | Quill Architects, I have become very familiar with the City's affordable housing goals and practices. I believe that the new Affordable Housing Building at Fairlington Presbyterian Church's site will advance these goals and be an extension of the recently completed and planned new affordable residential buildings in the City.

Thank you for your consideration of this application.

Sincerely,

Heather Rao

Request for deferral of hearing on Development Special Use Permit #2017-0006 Docket Item # "6"

K Rowley <kjrowley@verizon.net>

Thu 11/1/2018 11:49 AM

Inbox

To: PlanComm <PlanComm@alexandriava.gov>;

Members of the Planning Commission,

Re: Development Special Use Permit #2017-0006, Docket Item #6

The neighborhood has many questions and concerns about the proposed development that have not been addressed by the applicant, and new concerns emerged after the detailed site plan and application for DSUP2017-0006 was recently released to the public. A list of the items was submitted in a letter to the Planning Commission by Nan Jennings on October 24. Until each of these concerns is fully addressed, I respectfully request that the committee defer a vote on the applicant's proposal.

Sincerely,

Katie Rowley
Seminary Hills Resident

Additional Comments

Thurber2@msn.com

Thu 11/1/2018 1:46 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Regarding the Fairlington Presbyterian Housing Development: Supplemental Comments for the Planning Commission

Members of the Planning Commission,

The Alexandria City Council will most likely implement whatever you recommend regarding affordable housing projects. Therefore, in your hands is the future of an established, stable neighborhood in Alexandria's West End, generally known as Bradlee. The proposed Fairlington Presbyterian Housing Development, totally out of scale with its surroundings, ugly and utilitarian, will disrupt and completely transform the Bradlee neighborhood, creating overcrowded conditions, traffic tie-ups, and visual blight.

A bit of history:

N. Early Street houses were built in the mid 1950s, modest houses where "middle-class" families live. We've seen the community change in the 18 years we've lived here, from some original owners who raised their families here, to a younger generation of people coming to raise their families here. We are a diverse community, and we embrace our neighbors. We live right beside Braddock Lee Apartments, a market-affordable rental community with 253 units. Braddock Lee residents walk down our street with their children and their dogs because N. Early Street is the only residential street that connects to their community, a tree-lined lovely street, and because it is the pathway to Fort Ward Park. The Braddock Lee tenants have no clue this project may be heading their way, and they will be heavily impacted. Renters don't pay attention to city planning, even when signs are put up. They don't "get" what the impact will be. They are the ones who park along Menokin Drive, and they will have to "fight" for their spaces along the street, shoving many onto N. Early Street (a much more narrow street than Menokin, making it dangerous to get in/out of the car), much further from their residences. Plus, their visual happiness will be ruined. Braddock Lee Apartments are garden-style apartments with a lot of green space. That is a main reason people choose to live there. And, of course, exiting vehicles from the new development and traffic will increase their delays coming from and going to their apartments.

People on N. Early Street, many years ago, in the 1950s, fought to get Braddock Lee Apartments built as garden-style apartments with green space (as opposed to a mid-rise or high-rise community) and they won, because Alexandria City Officials listened and made the right decision for the planning of the community. They also fought to keep the other side of N. Early Street from becoming a high-rise or mid-rise community, and they won again, because once again, Alexandria City Officials listened and made the right decision for the community. Large houses were built in the area on the other side, and even though those houses are much larger than the N. Early Street "ramblers" and "tower over" the residents on that side of the street, the community there is much better than an actual "tower" like the proposed project will be. So, historically N. Early Street has been encroached upon, but the City of Alexandria officials have listened, understanding the impact any such community would have on this tiny little street and the established neighborhood, and also understanding the original planning of the West End Bradlee area. N. Early Street, though tiny, is a unique street, and those who live here deserve to be respected and listened to. Now, more than ever, our community cannot withstand a large development. In the past there was little traffic cutting through, but now there is an ever-increasing volume of traffic due to new development in the surrounding area, including the BRAC/Mark Center. N. Early Street was never meant to be a corridor to commuters and heavy traffic, yet it is now, due to one planning flaw of the past, allowing Menokin Street to be opened up to N. Early, which in-turn allowed Van Dorn/King Street/I-395 on one end and Braddock Road on the other to be connected by one tiny little residential (Local) street, N. Early Street.

A few more notes:

It is our understanding that the 100 members of the Fairlington Presbyterian Church voted to turn down a perfectly generous offer from Habitat For Humanity, which would have provided substantially more front-end cash (and been embraced and assisted by the neighborhood), and instead chose the present course, which will provide a continuing source of revenue from rental property, as well as the personal enrichment of the project's bondholders and Wesley officials. This seems to be

turning a house of worship into a money-making rental industry. Further, this decision was favored by a mere 8 votes, including votes of people who are not residents of Alexandria and therefore not city taxpayers. Astoundingly, this city is prepared to completely disrupt an established neighborhood on the whims of 8 people, many or most of which don't even live here. This completely contorts the principle of "no taxation without representation," wherein non-citizens of Alexandria are given "representation without taxation." Where is the fairness, equity and democracy in this?

Lastly...Renters, whether in luxury apartments/condos, market-affordable rentals (like Braddock Lee) or income-restricted rentals (like the development being discussed at the meeting tonight), deserve to live in an environment where they feel the place they live in is their "home." Study after study shows that green space or open space is imperative for "happiness" and harmony in any community. Please don't allow this development (as it is proposed now) to be built. Who will be happy? Not the renters in Braddock Lee Apartments, not the home owners in the area, and not even the tenants who would be living in the proposed building. It is just too large-scale and bleak. Happiness for having a "new" place to live will quickly turn to disappointment once they realize they are living on a very-busy intersection in a place with no amenities (especially no usable outdoor space), having to walk blocks (often in bad weather conditions) because they have no parking space available, not being able to have friends/family over because they will have no place to park, fighting traffic to get in/out of their community, finding the local stores overcrowded (Bradlee Shopping Center already has a parking-lot problem, at certain times of the day it is impossible to find a parking space near the stores, and people trying to get to Starbucks or any of the stores along that section have a very difficult time crossing through the lot and the main entrance roadway).

Final Thoughts:

We understand and agree with the need for affordable housing, but please don't make the mistake of allowing this over-sized development to be built in an already over-taxed community. Scale it way back and change the look of it to be part of the community, or completely veto it and tell the Presbyterian Church to consider other options that can fulfill their vision without disrupting the surrounding communities. Their vision should not be our burden. We live here. They just "visit" from time-to-time.

Please come see the area yourselves if you still want to consider this project as it stands, even after all of the valid reasons why it should not go forward. Walk the neighborhood during morning and evening rush-hour. See where the development will be positioned and what trees will be cut down. And, while you walk the neighborhood, remember that this once was a plantation, Menokin, owned by Cassius Lee, cousin to Robert E. Lee, built in 1854. Do you know if any of the existing trees that are going to be cut down are "witness trees"? At any rate, this area where the development is planned was the back of the plantation and could very likely be where the slaves lived, that section of the plantation.

Thank you,

James (and Carolyn) Wallace

Archaeological Significance:

Question:

- This space is in Area 9, Outer Defense Area, identified as a historical resource area in the City of Alexandria. No archeological/historical assessment report was ever made available to the neighbors. The site plans only say that preservation methods will be completed prior to ground disturbing activity. Even the Safeway redevelopment (King Street and W. Braddock Road), which was constructed in the space of a pre-existing development, prepared such a report. The proposed development will involve disturbing one of the largest remaining contiguous areas of green space in Area 9. An archeological assessment should be required for this project.

Staff Response:

- *The City's Archaeology Department participated in all reviews of the applicant's submission and provided continuous feedback to staff and the applicant team.*

The archeological/historical assessment report was required for the Safeway redevelopment because the existing grocery store was part of Bradlee Shopping Center and the project site was located at a historically important transportation crossroads. Archaeology staff noted that the Safeway redevelopment also had the "call if finds" condition, and the contractor did call when they uncovered a cinder block foundation that predated the original Safeway, which Archaeology staff then came out and recorded.

In the instance of the Fairlington site, Archaeology staff conducted preliminary background research on the property and determined that an archaeology assessment report was not warranted there. They expressed their appreciation of the concerns of the public that an open area of this part of the City could have buried archaeological resources but noted the reality that not all open areas have a high potential for archaeology sites. Until the mid-twentieth century the Fairlington area of Alexandria was rural with an abundant amount of open land.

Question:

1. On how many acres was the FAR calculated? The project narrative on page 10 of the DSUP application says that 2.5 acres are available for the building and the City's affordable housing multiplier, yet the FAR seems to be calculated on 3 acres.

Staff Response:

As noted in the staff report, the applicant team is utilizing a land condominium agreement whereby Fairlington Presbyterian Church maintains site ownership and ownership of the existing church structure and permits Wesley Housing to develop a portion of the site. By utilizing a land condominium to facilitate development, all zoning regulations are applied across the entire site, which in this case is three (3) acres.

2. Does the total FAR for the property include the vaulted ceilings and steeple of the Church?

Staff Response:

Staff Response:

As the church building is not proposing any physical changes or additions the building was not required to submit floor plans. To determine the square footage of the building, a conservative approach was utilized by doubling the church's footprint to provide the gross square footage; resulting in a gross square footage of 21,215 square feet. This approach overestimates the square footage of the structure as no deductions are taken, such as mechanical areas, stairwells, bathrooms and the area of the sanctuary has been counted twice. As FAR is based on the net square footage (after deductions) the actual square footage of the church is lower than estimated.

3. Which DSUP and figures—gross or net—were used when assessing the affordable housing building for computation of the FAR? The DSUP2017-00006 application and the DSUP2017-00006 site plan have discrepancies in calculation of net and gross square footage. The site plan reports the size of the proposed apartment building to be 100,909 net square feet and 136,924 gross square feet, while the DSUP application states the building will be 98,048 net square feet and 133,679 gross square feet. These are big differences.

Staff Response:

Per standard practice for calculating FAR, the multi-family's net square footage was utilized to determine FAR. The Net FAR for the multi-family building includes permitted deductions, including the underground parking garage and stair shafts.

4. The Church has indicated it will put on additions to their building—a new entrance and new wing—and “phase in” future parking. Page 7 of the site plan depicts a larger amount of open space than what the finished plans promise, and no dimensions are indicated in the open space for these additions to the Church and its new parking lot.

Staff Response:

If the Church opts to request the noted addition or to extend the parking area, they will need to submit for a Development Site Plan or a Special Use Permit, respectively. These would be heard at publicly noticed meetings. These items were mentioned in the current staff report to alert the PC, the CC and the community that they may be future requests.

5. The new playground will be enclosed with a fence, and neighbors are concerned that usage of this space will be limited—the current playground had restricted hours—and not available as open space. If the new playground is fenced off and no longer available to the public, will it still count as open space?

Staff Response:

The proposed playground meets the definition of “Open and usable space”, regardless of whether it is available to the public or has limited hours or is enclosed by a fence.

The Zoning Ordinance Section 2-180 defines "Open and usable space" as "That portion of a lot at ground level which is: (A) Eight feet or more in width; (B) Unoccupied by principal or accessory buildings; (C) Unobstructed by other than recreational facilities; and (D) Not used in whole or in part as roads, alleys, emergency vehicle easement areas, driveways, maneuvering aisles or off-street parking or loading berths. The purpose of open and usable space is to provide areas of trees, shrubs, lawns, pathways and other natural and man-made amenities which function for the use and enjoyment of residents, visitors and other persons." Furthermore, the playground is available for use by the public on evenings and weekends, when the playground is not reserved for use by the Waldorf School, and it is the applicant's intent to maintain the same levels of availability after the redevelopment of the site.

6. The location of the dumpster shared by the Church and new building should be away from the neighbors' homes and adjacent to the Church or in the affordable housing complex.

Staff Response:



The Church dumpsters are currently unenclosed and placed at the rear of the parking lot, against the fence shared with the Braddock Lee apartments.

Staff recognizes the importance of enclosing, securing and properly locating uses like trash, and so worked closely with the applicant team to find a location where trash could be accessed quickly and managed well.

The trash area will be relocated to the SE side of the site, on the Fairlington Townes side, and will be enclosed. There will be a full-time site manager on duty for the

residential use, and the Church has their staff office on site, in the event that there are any issues with trash pick-up. Trash for the multi-family building will be collected and stored in the internal trash room during the week and rolled out to the external dumpster on trash days, resulting in a minimal amount of time that trash would remain in the external dumpsters.

7. Rear setback is "required" to be 8 feet but on the site plan it says the set back is "N/A." Instead, a parking garage ramp is all that separates the south end of the property from Braddock Lee. Why isn't a setback required?

Staff Response:

This lot is set at the intersection of King Street and Menokin Dr and is therefore considered a corner lot, with street frontage on two sides. Corner lots are required to meet the front yard setback for the sides facing the street and the side yard setback on the other two sides. Therefore, this site is meeting the minimum 50' front yard setback on the King Street and Menokin Drive frontages, and the minimum 22.5' side yard setbacks on the other two sides as predicated by the zone's minimum of 16' side yard setback based on a 1:2 ratio. The rear yard setback is noted as NA because there is not a rear yard.

8. Fire trucks lack access to the rear of this building. The only access in the back is a parking garage ramp, which would not be suitable space for a fire truck to use.

Staff Response:

Emergency Services staff have reviewed the proposed building and confirmed that they will be able to provide appropriate fire response in the event of an emergency:

- *The building is limited to 45 feet in height*
- *They can access 75% of the building, which exceeds the access requirement*
- *The building is fully sprinklered*
- *The turning movements for the trucks and the hydrant placement is meets the requirements.*

9. Will the proposed building have a King Street address even though it really is on Menokin? If so, is that because it cannot meet the required frontage from the street?

Staff Response:

An address will be assigned to the building during the Final Site Plan process; building addresses are not assigned until a project is approved by the Planning Commission/City Council. The multifamily building can be accessed from a public street, and the lot exceeds the minimum lot width and lot frontage requirement of 50' in the RA zone.

10. Although a loading dock not required in Zone RA, this building will clearly have a need for this feature. Two of the parking spaces allocated for residential are short-term parking; will they accommodate a moving van/large truck?

Staff Response:

There are two parking spaces located in front of the primary building entrance. These meet the 22'x 7' requirement for parallel parking spaces. Wesley Housing will manage move-in and move-outs; if a larger moving van or truck is used, they can utilize both spaces.

11. Please cite the exact part of City code that allows the bonus density for construction of **rental** buildings for 60% AMI. The City code section 7-700 reads:

Sec. 7-700 - Allowance for increases in floor area ratio, density and height and reductions in required off-street parking as incentive for provision of low- and moderate-income housing.

7-701 - Definitions. For the purposes of this section 7-700, low- and moderate-income housing units shall be determined in accordance with regulations which are issued by the city manager and approved by the city council and **which reflect the following guidelines:**

Low- and moderate-income rental units are rental units for which the combined cost of rent and utilities does not exceed 30 percent of the maximum income limits used by the United States Department of Housing and Urban Development for its section 8 and Housing Voucher programs, as adjusted for family size and corresponding number of bedrooms, and which are occupied by persons or households whose gross income does not exceed the limits applicable to the section 8 program.

Low- and moderate-income sales units are units with sales prices for which a person or household whose gross annual income is at or below the median income for the Washington, D.C., Metropolitan Statistical Area, adjusted for family size, could qualify using the lending criteria applied by the Virginia Housing Development Authority in its single-family mortgage assistance program and which are occupied by persons or households whose gross annual income is at or below such median income.

Staff Response:

Please see [ZO Section 7-702 When increases and reductions may be allowed](#)

7-702 (A) The applicant for the special use permit commits to providing low or moderate income sales or rental housing units in conjunction with the building or project which is the subject of the permit application ... ”

1. Increase in impervious surface

There appears to be an increase of about 2/3 acre in impervious surface, raising the percentage from 22% to 44%. This is not discussed in the staff report, including the steps necessary to ameliorate the increase. The plan documents reveal that "approximately 9,217 sf impervious area cannot be captured and treated due to site and grading constraints." Please explain this tomorrow, including its implications. In the same vein, the stormwater management narrative discloses problems re containment of a 10-year, 2-4-hour storm on site, necessitating detention facilities. Again, these issues are appropriate for discussion in the staff report, and in that absence should be discussed at the public meeting. Please also explain how Conditions 93-104 interact with these and any other issues relating to the large increase in impervious surface to adequately address concerns and statutory requirements.

Staff Response: The existing site has no water quality treatment practices, resulting in all stormwater runoff from the site flowing untreated into the storm drainage system. To meet the City and State water quality requirements, the project is installing two hydrodynamic devices, an isolator row, and permeable pavement. The permeable pavement serves to comply with the City's low impact development/green infrastructure requirements. Despite the increase in impervious area, the stormwater runoff discharging from this site will be improved due to the addition of these stormwater treatment facilities. Although a small portion of the site is unable to meet the City Water Quality Volume Default treatment requirements, approximately 89% of the impervious area on the site is treated. The applicant will pay into the Water Quality Improvement Fund as a treatment equivalency option to make up for the 11% of the impervious area that is untreated. This payment is used to fund other water quality treatment projects across the City and is a commonly used practice when grading constraints prohibit complete treatment of the WQVD. Stormwater detention is provided on-site to reduce the post development peak runoff to below the pre-development peak runoff levels in compliance with City Code and item C-3 in the Transportation and Environmental Services section of the conditions satisfying flood and channel protection criteria.

Conditions 93 and 94 are standard conditions and have been satisfied with the current plan submission as the site meets all City and state water quality treatment requirements. Conditions 95-98 are standard conditions that address the final engineered design of the stormwater treatment facilities and are satisfied during the final site plan process. The preliminary design that has been provided at this stage of development complies with all regulatory requirements and provides the required treatment of the impervious area. Conditions 99-104 are standard conditions that regulate as built conditions and also ensure the future maintenance of the facilities. These conditions are satisfied during the final site plan and as-built process.

2. Free parking

On page 22 of the staff report, the applicant is reported to be committed to free parking for residents. Please explain how this fits with Condition 37, and how you will ensure that each unit that wants a parking space will get one.

Staff Response: Condition 37 is a standard condition which ensures that a potential charge for parking is not bundled with the cost to lease a residential space and is included in all Conditions

of approval. The inclusion of the condition does not require the applicant to charge for parking, merely that if there is a charge for parking, it is separate from the rental/leasing cost of the unit. The applicant has committed to not charge residents for parking and the applicant's practice is to offer one free parking pass per unit. Spaces in the parking garage would be unassigned and available on a first come first served basis.

3. Church Parking

If you have data on when and to what extent existing on-site parking is most utilized, I would like to know if that number is smaller or larger than 63. [My guess is that Sunday 10:30 services is peak, and that the church is unlikely to be anywhere near fully occupied most Sundays.]

Staff Response: The traffic study counts for the church parking lot indicate a weekday high of 25 parking spaces during the week and a weekend peak of 55 occupied parking spaces at noon on a Sunday. Both of these parking counts are below the 63 parking spaces proposed for the surface parking lot areas after the redevelopment of the site. See attached Table 8-2 from the Transportation Study for full results.

4. Menokin Parking

I would like to know if the large number of cars parked along Menokin on weekdays is attributable to overflow from the adjacent garden apartment complexes. If there is much less on-street parking on weekends, it suggests to me that commuters are coming in to Alexandria on weekdays and catching buses to the Pentagon or such.

Staff Response: Parking counts along the east and west side of Menokin Drive, included in the traffic study by Wells + Associates, show comparable utilization rates between the weekend and weekday parking which suggests that most on-street parking is overflow from residents of nearby apartment buildings and townhomes. Further bolstering this assessment is higher utilization of on-street parking in the mornings and evenings with less utilization of on-street parking during daytime hours; suggesting that residents who drive to work park overnight along Menokin Drive and take their cars to their place of employment during the day. See attached Table 8-3 from the Transportation Study for full results.

5. Tree Preservation

Please correct at the hearing this statement on page 16 of the Staff Report: "A number of mature trees in the playground area will be preserved and integrated into the design of the playground area." A correct statement would read something like this: "All the mature trees in the existing playground area will be removed, and the playground itself moved to the opposite site of the church, where there are no existing trees." [The statement on page 11, paragraph #3 that "The applicant is maintaining the previous play space . . ." is also wrong, but elsewhere you make clear that the playground is moving. It successor certainly won't be as nicely placed.]

You should also know that I have spoken to Duncan Blair, expressing my concern over loss of trees 365 and 375, apparently to fulfill the 63-space parking requirement for an underutilized church. If those two trees, both at 31" in diameter and in fine shape, can be saved at the expense of a few parking spaces, I would enthusiastically support it. Did you consider this?

Staff response to questions dated 10.31.18 from Commissioner Brown
November 1, 2018

Staff Response: we will update the staff report with your proposed revision. Please see the follow response from Walter Phillips in regards to the preservation of trees #365 and #375:

At your request, we have studied Commissioner Brown's inquiry to understand if Trees #365 and #375, as referenced on sheet C-1201 of the DSUP, can be saved and protected during construction.

Based on our review the tree locations in relation to existing and proposed site features, we cannot recommend preservation of Trees #365 and #375 as part of the future site development.

Preservation of Tree #365 would require a reduction of five (5) proposed parking spaces for the site, removal of proposed sidewalk necessary for pedestrian site circulation and site access, redesign of site stormwater utilities (including installation of additional storm sewer structures and piping), and redesign of site grading and drainage concepts.

Preservation of Tree #375 would require a reduction of five (5) proposed parking spaces for the site, would create limitations on proposed landscaping within and adjacent to the public streetscape, and would require redesign of site grading and drainage concepts.

In our opinion, re-engineering of the site to accommodate preservation of Trees #365 and #375 would increase project site work costs significantly. Additional storm sewer structures and piping, possible retaining walls necessary to maintain existing grades adjacent to the trees, and additional architecture and engineering fees could add \$100k+ to the overall site work construction cost. Additionally, loss of pedestrian site access and surface parking would dramatically alter site functionality and the balance we have worked to achieve between the residential and place of worship uses.

Please let me know if you have any questions.

Sincerely,

TRAVIS P. BROWN, P.E., PROJECT MANAGER

6. Open Space

I do not recall seeing the number for the existing open space on the property, but I suspect it is higher than required. If so, the over 20% shortfall from the open space requirement does not reflect the full change from the status quo. On the other hand, I wonder about the 5,000 sf reduction. It seems predicated on church expansion on the ground of that much space. But is it not the case that the church's FAR reservation was to add space on a second floor? If so, wouldn't the correct open space number be 55,758, not 50,758?

The Church building, located in the RA zone, does not have an open space requirement and currently provides onsite open space of approximately 56.3 percent of the total site area. With the applicant's current proposal to provide multi-family housing, the RA zone requires 800 square

feet of open space per dwelling unit, which amounts to an open space requirement of approximately 49.6% of the total site area (The open space requirement in this instance exceeds an open space requirement of 40% which is the highest open space requirement found in other zones with in the City). After redevelopment, the applicant's open space proposal would provide 50,758 square feet of open space and is equal to 38.8% of the total site area and includes a potential reduction of open space of 5,000 square feet to account for a possible church expansion of 5,000 square feet. Until the potential expansion of the church structure, the actual onsite open space will total 55,758 square feet, which is 42.7% actual open space.

The 5,000 square foot reduction in open space is a very conservative direct reduction of open space to match the proposed 5,000 square foot expansion of the church structure. Currently, the church has not determined the final location, or design of a possible expansion, however it is possible that the design of the expansion would not require the full 5,000 square foot footprint and would result in preserving more open space. However, without the possible design and footprint of the expansion, staff is using the conservative approach of the full 5,000 square feet.

Table 8-2
Fairlington Presbyterian
Observed On-Site Parking Occupancy¹

Time	Parking Lot	
	Existing Fairlington Presbyterian Church Lot	
	107 Available Spaces ²	
	Occupied	% Occupied
Thursday December 14th, 2017		
5:00 AM	2	2%
5:30 AM	2	2%
6:00 AM	2	2%
6:30 AM	3	3%
7:00 AM	4	4%
7:30 AM	3	3%
8:00 AM	10	9%
8:30 AM	25	23%
9:00 AM	14	13%
9:30 AM	11	10%
10:00 AM	10	9%
10:30 AM	9	8%
11:00 AM	11	10%
11:30 AM	12	11%
12:00 PM	22	21%
6:00 PM	4	4%
6:30 PM	2	2%
7:00 PM	4	4%
7:30 PM	12	11%
8:00 PM	12	11%
8:30 PM	10	9%
9:00 PM	2	2%
9:30 PM	2	2%
10:00 PM	2	2%
Sunday December 17th, 2017		
9:00 AM	4	4%
9:30 AM	12	11%
10:00 AM	19	18%
10:30 AM	23	21%
11:00 AM	48	45%
11:30 AM	50	47%
12:00 PM	55	51%
12:30 PM	24	22%
1:00 PM	34	32%
1:30 PM	40	37%
2:00 PM	41	38%
2:30 PM	43	40%
3:00 PM	34	32%

Notes:

1. Based on counts collected by Wells + Associates on December 14th, 2017 and December 17th, 2017.
2. Number of available spaces estimated based on field counts and measurements.

Table 8-3
Fairlington Presbyterian
Observed On-Street Parking Occupancy¹

Time	Segment A		Segment B		Segment C		Segment D		Segment E		Segment F		Total	
	Menokin Drive		Menokin Drive		North Early Street		North Early Street		North Early Street		North Early Street			
	Between N. Van Dorn Street & North Early Street (West)		Between N. Van Dorn Street & North Early Street (East)		Between cul-de-sac & Menokin Drive (North)		Between Menokin Drive & 2209 N Early Street (North)		Between cul-de-sac & Menokin Drive (South)		Between Menokin Drive & 2209 N Early Street (South)			
	16 Available Spaces ²		19 Available Spaces ²		14 Available Spaces ²		14 Available Spaces ²		11 Available Spaces ²		15 Available Spaces ²		89 Available Spaces	
	Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied
Thursday December 14th, 2017														
5:00 AM	15	94%	13	68%	4	29%	1	7%	4	36%	2	13%	39	44%
5:30 AM	16	100%	13	68%	4	29%	1	7%	3	27%	3	20%	40	45%
6:00 AM	16	100%	13	68%	4	29%	1	7%	4	36%	3	20%	41	46%
6:30 AM	16	100%	14	74%	4	29%	1	7%	4	36%	3	20%	42	47%
7:00 AM	15	94%	12	63%	4	29%	1	7%	4	36%	3	20%	39	44%
7:30 AM	15	94%	11	58%	4	29%	1	7%	3	27%	3	20%	37	42%
8:00 AM	12	75%	12	63%	3	21%	1	7%	3	27%	3	20%	34	38%
8:30 AM	10	63%	11	58%	3	21%	1	7%	1	9%	3	20%	29	33%
9:00 AM	9	56%	11	58%	4	29%	0	0%	0	0%	2	13%	26	29%
9:30 AM	9	56%	10	53%	4	29%	0	0%	0	0%	2	13%	25	28%
10:00 AM	9	56%	11	58%	4	29%	0	0%	0	0%	2	13%	26	29%
10:30 AM	9	56%	11	58%	4	29%	0	0%	0	0%	2	13%	26	29%
11:00 AM	9	56%	11	58%	3	21%	0	0%	0	0%	3	20%	26	29%
11:30 AM	9	56%	11	58%	3	21%	0	0%	1	9%	3	20%	27	30%
12:00 PM	9	56%	11	58%	3	21%	1	7%	0	0%	4	27%	28	31%
6:00 PM	8	50%	10	53%	4	29%	1	7%	4	36%	3	20%	30	34%
6:30 PM	9	56%	9	47%	6	43%	0	0%	4	36%	3	20%	31	35%
7:00 PM	12	75%	8	42%	6	43%	0	0%	6	55%	3	20%	35	39%
7:30 PM	11	69%	7	37%	6	43%	0	0%	5	45%	2	13%	31	35%
8:00 PM	13	81%	8	42%	5	36%	0	0%	7	64%	2	13%	35	39%
8:30 PM	15	94%	6	32%	5	36%	0	0%	7	64%	2	13%	35	39%
9:00 PM	14	88%	8	42%	4	29%	0	0%	6	55%	2	13%	34	38%
9:30 PM	15	94%	8	42%	4	29%	0	0%	5	45%	2	13%	34	38%
10:00 PM	15	94%	10	53%	5	36%	0	0%	4	36%	2	13%	36	40%
Sunday December 17th, 2017														
9:00 AM	13	81%	15	79%	6	43%	0	0%	7	64%	3	20%	44	49%
9:30 AM	13	81%	15	79%	6	43%	0	0%	6	55%	3	20%	43	48%
10:00 AM	11	69%	15	79%	6	43%	0	0%	6	55%	3	20%	41	46%
10:30 AM	12	75%	14	74%	6	43%	0	0%	5	45%	2	13%	39	44%
11:00 AM	11	69%	14	74%	4	29%	0	0%	5	45%	1	7%	35	39%
11:30 AM	11	69%	12	63%	4	29%	0	0%	5	45%	1	7%	33	37%
12:00 PM	10	63%	12	63%	4	29%	0	0%	6	55%	2	13%	34	38%
12:30 PM	9	56%	10	53%	6	43%	0	0%	6	55%	2	13%	33	37%
1:00 PM	10	63%	9	47%	5	36%	0	0%	4	36%	2	13%	30	34%
1:30 PM	10	63%	9	47%	3	21%	0	0%	3	27%	3	20%	28	31%
2:00 PM	9	56%	9	47%	3	21%	1	7%	4	36%	2	13%	28	31%
2:30 PM	8	50%	11	58%	2	14%	1	7%	4	36%	3	20%	29	33%
3:00 PM	8	50%	11	58%	2	14%	1	7%	5	45%	3	20%	30	34%

Notes:

1. Based on counts collected by Wells + Associates on Thursday December 14th, 2017 and Sunday December 17th, 2017.

2. Number of available spaces estimated based on field counts and measurements.

Wesley Housing/Fairlington Presbyterian Church Development

Conway, Janice (USMS) <Janice.Conway@usdoj.gov>

Thu 11/1/2018 4:13 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Dear Planning Commission –

As you prepare to meet this evening, allow me to add my name to the many residents of Fairlington Towne and the surrounding neighborhoods in opposition to the fast-track consideration of the proposed redevelopment of a portion of the Fairlington Presbyterian Church by Wesley Housing. Since the inception of this project until now, significant legitimate concerns have been raised by neighbors concerning the density and design of the project and the resulting negative impact on traffic, noise, schools, and loss of green space. Despite numerous efforts to engage in a meaningful collaborative dialog, the Pastor of Fairlington Presbyterian Church and the Wesley Housing developers have given only lip service to the concerns raised and have refused to allow us to be part of the process. By holding meetings where we are allowed to weigh in on what color we want the façade to be, they seem to believe that they have checked the box for useful engagement.

In the public meetings that I have attended, the Pastor of Fairlington Presbyterian Church is openly hostile whenever a resident of Fairlington Towne rises to speak. At the last public meeting, she said that it was unfortunate that some of us would “lose our views” – not able or willing to acknowledge the other negative impacts of a four-story building built a mere 20 feet from two-story townhomes. Those that will back up to this development will now face a four-story wall with windows. We’re not losing our “views,” we’re losing the privacy into our kitchens and of our patios, to say nothing of our bedrooms and bathrooms.

The pastoral community brought in to support the church and Wesley made us all feel like we are bad people because we apparently oppose affordable housing. However, our argument has never been about affordable housing. Our argument has been that a development of this massive size and scope, crammed into such a small property, is unwise. We asked for the project to be scaled down so that it blended into the surrounding community – and we were told that it was not “economically feasible.” Now we are confused. Is this project being built to provide necessary affordable housing, or is it a money grab by a failing church? If this were truly a charitable undertaking, then why was the idea of Habitat for Humanity housing dismissed?

Over the course of the last 18 months, virtually no design changes have been made to address the neighbors’ concerns. The City of Alexandria is supposed to represent ALL CITIZENS AND TAXPAYERS but we feel completely ignored in this whole process. The employees of Fairlington Presbyterian Church do not live in this neighborhood. Many of the congregants don’t either. They are building this development and then leaving us to deal with the traffic and parking problems. That doesn’t seem very neighborly to me and it doesn’t seem very charitable.

We have been told that the City of Alexandria paid \$50,000 for a traffic study, which has now determined that up to 80 additional vehicles leaving and entering the complex during morning and evening rush hour would result in only a 1-second delay. All that is needed is for someone to stand at the intersection of King Street and Menokin Drive to see the back up on any given day, including weekends, to know that this “professional determination” is not ludicrous. Overflow parking on the King Street Service Road or on Menokin Drive or North Early Street is not feasible, yet this is what is proposed.

Further, we are told that traffic and overflow parking won’t be an issue because “people who live in affordable housing take public transportation.” When legitimate questions are raised about traffic and density and a condescending answer like this is received, it makes one wonder what other corners are being cut in order to apply for the variances and get the funding.

We are told that the entrance to the garage has been set back to help alleviate the traffic back up on Menokin Drive, yet we've also learned the trash collection area has been moved to what will be the alley backing up against the Fairlington Towne property line. There are several blocks of homes that back up against this area. Now these residents, who already will have lost their privacy and their "views" will also have to deal with the trash truck coming and going every day, as well as the noise, the smell, and possibly the vermin. The east side of Fairlington already contends with trash overflow and rats from the Bradlee Center – trash from 81 residential units will also be substantial. Will it be collected seven days a week? Or will it sit there? They just tell us not to worry.

We are also aware that at least two independent consultants with experience in Urban Planning have determined that the calculations used to approve the density variance are incorrect. Our hope and expectation was that these concerns regarding the FAR study would be considered seriously and a full explanation provided; instead, we learned that the docket had been moved up, resulting in your consideration of the project tonight.

It is disheartening to know that the timeline for this project is based on funding, rather than need or development which is truly in the best interests of a neighborhood. Not only will this four-story building instantly change the landscape of the surrounding community, but the resulting loss of green space when the lawn is redeveloped into a parking lot will be another negative impact that doesn't seem to concern the City. I have lived in my home for 25 years, my concerns are real and well considered, and I am disappointed that my voice has not been heard.

Instead of being characterized as being opposed to affordable housing, it would be appreciated if we were considered to be equal stakeholders in this discussion. However, when Ms. McIlvaine is quoted prominently in the Washington Post as searching out churches for development then perhaps you can understand why so many of feel like we never had a chance where this project is concerned.

Hopefully tonight you will change our minds on this point.

Thank you –

A concerned resident.

Janice E. Conway
2204 N Dearing Street
Alexandria, VA 22302

Janice.conway@usdoj.gov
Jconwayva@comcast.net

Planning Commission of Alexandria, Virginia
November 1, 2018

Docket Item #6

Development Special Use Permit #2017-0006 with
Site Plan and Transportation Management Plan Special Use Permit #2018-0048 and 3846
King Street – Fairlington Presbyterian Church

Good Evening,

My name is Nancy Jennings and I live at 2115 Marlboro Drive. I am president of the Seminary Hill Association, Inc., and will speak tonight on its behalf in opposition to this particular plan for an affordable housing building on the parking lot of the Fairlington Presbyterian Church.

The civic associations on Seminary Hill are not opposed to affordable housing—we have some within our area plan—but the plan for this site needs to be scaled back to fit within the zoning for the sake of both our communities and the future residents of this building.

Community outreach during the process to come up with this plan was nonexistent and actually hostile. The neighbors, Board Members of Seminary Hill Association, and the Mayor asked that a representative from the community be on the planning committee to hear the information and to provide accurate information about conditions of the site. The Church rejected this idea. When asked questions during meetings that were open to the public, topics of discussion were restricted, and questions left unanswered.

SHA asks that you, as the planners of what our City will be in the future, please send the plan back to the applicants. Help them come up with a better plan that fits within the zoning and mitigates the impacts on surrounding neighborhoods.

- The proposed building is too intense of a use for the Small Area Plan and the Church's FAR. The numbers in the report are conflicting.
- The transportation management plan did not include valid concerns about the dearth of parking and impacts on traffic on Menokin Drive, especially during rush hour when the box is ALWAYS blocked.
- The applicant has yet to assess the historical aspects of this site. Menokin, which means sweet waters, is the name of Cassius Lee's summer house on Seminary Hill on which our homes, Fort Ward Park, and Bradlee Shopping Center were built.
- The applicant has yet to assess the impact of this project on our already overcapacity schools.

Again, we are relying on you to make this proposal better.

Thank you.

November 1, 2018

To the Alexandria City Planning Commission:

My husband and I have been residents of Alexandria for 20 years. What attracted us was the palpable sense of community in the city.

However, during this time we have seen the quality of life in the city decline due to the rapid pace of development seemingly without foresight and without much citizen input, and the concomitant increase of traffic and overcrowding in the City schools

At the same time, we have witnessed the steady erosion of affordable housing in the city, as much of that housing has been eliminated, and the land has been used by developers to replace low-income dwellings with high-income residences. As these sites are developed, there frequently is little or no plan or commitment to replace the homes that are lost. When there is, it is often woefully inadequate.

Currently, there is a proposal before the city to build 80 units of affordable housing on land owned by the Fairlington Presbyterian Church on Menokin Street. The proposal plans for one parking spot per unit, which is unrealistic. More likely, there will be more cars, as public transportation in the City is often not convenient to serve those who work irregular hours. In addition, the Church's proposal counts acreage as part of the proposal which is in reality not available for the development. The actual available land, by half, is inadequate to the proposed density of the development.

The original proposal for 40 units would have been sustainable in the community: its impact on traffic in the area would have been significant, but not overly burdensome. It would contribute to more overcrowding in the district's already overcrowded schools, but it would be acceptable.

The two-fold increase would significantly impact the community in a number of ways. Traffic congestion on Menokin and nearby streets would increase greatly and cause roadblocks during rush hour as people attempt to go to work; schools would be even more overcrowded to the detriment of students, teachers and their families, and the quality of life in one more community would be negatively impacted, all without significant citizen impact. The Seminary Hills community has asked repeatedly to have a non-voting representative on the committee that is making these decisions, and has been repeatedly rebuffed.

The City should do a comprehensive review of this proposal and its impact on the community. Please do not allow another development to go forward without

significant citizen participation and without a realistic appraisal of its potential impact on the surrounding community.

Thank you.

Respectfully,

Judy and John Heffner
4034 Ellicott Street
Alexandria

Planning Commission Statement

Kat Turner

November 1, 2018

I am Kat Turner, a member of the Church of the Resurrection. It was just a year ago that we were here looking for your support for our own affordable housing project, and I am very happy to be here tonight in support of a similar effort by Fairlington Presbyterian Church. Since Resurrection was here, we have been approved by the Alexandria City Council and competed successfully for Low Income Housing Tax Credits from the Virginia Housing Development Authority. Just last Sunday Bishop Johnston secularized our church in preparation for its demolition and eventual replacement, along with the construction of an affordable housing building of 113 units.

Alexandria's leadership has committed to increasing the availability of affordable housing within the city, recognizing the desirability of assuring that citizens of all economic levels can live within the jurisdiction. But Alexandria has a problem that makes this difficult. It is more than 300 years old. That means there is not very much land that doesn't already have something on it. Land in the city is limited, valuable and expensive, and rarely fits into the economic models for affordable housing development.

Churches in Alexandria have a problem, too. Many are experiencing the national trends of declining interest in church membership. This means that we have buildings and land holdings that may not be appropriately sized for today's congregations. We also have a desire to meet urgent community needs such as preschool education, food pantries, and refugee and immigrant resettlement. These community needs call for churches to constantly exercise good stewardship in the use of their physical facilities and to balance congregational needs with the needs of the broader community. Our churches are not just in the community, but of the community.

Among these urgent community needs is affordable housing and we have seen a number of churches in recent years adopt this mission even though the time and resources required to achieve this mission are substantial. We have the nearby examples of Clarendon Baptist Church, Macedonia Baptist, and Arlington Presbyterian and in Alexandria, St. James United Methodist, Resurrection, and now Fairlington Presbyterian. Other churches are watching closely and considering whether they are also called to this mission. In the past year I have had in-depth conversations with four Alexandria churches of three different dominations about whether and how they might take on an affordable housing mission. It just might be that faith communities can be the answer to the city's prayers about finding new locations for affordable housing in Alexandria. These can be important partnerships that nicely dovetail a congregation's desire for mission and community engagement with the city's expressed priorities.

I urge you to support this thoughtfully conceived and well-designed project and approve this application. This opportunity is too good for the city to miss.