

**300 Wythe Street and 600 N. Fairfax Street
Tax Map Nos. 065.01-01-02 and 065.01-01-04
The Ladrey
Project Narrative**

**September 27, 2023
Submission #3**

The Alexandria Redevelopment and Housing Authority, through its agents and development partners Winn Companies and IBF Development (collectively the “Applicant”), proposes a rezoning to the RMF zoning district, with a Development Special Use Permit (“DSUP”) for the properties located at 300 Wythe Street and 600 N. Fairfax Street (collectively the “Property”). The Property is currently occupied by the 11-story Ladrey Apartments and an administrative building for the Alexandria Housing and Redevelopment Authority. The Property contains approximately 56,520 SF or 1.2975 acres.

Bounded by Wythe Street to the north, and Pendleton Streets to the south, and with N. Royal Street to the west, and N. Fairfax Street to the east, the Property is identified as Site #4 on Figure 2.07 of the Old Town North Small Area Plan (“OTNSAP”). The Property is adjacent to development on all sides, including the Alexan Florence and Oronoco Bay Condominiums. Both the residential townhomes to the south of the Property, and the office building at 700 N. Fairfax Street to the north, are identified as sites for future redevelopment per the OTNSAP.

The Applicant proposes a 100% affordable, residential multi-family development of approximately 245,626 GSF, inclusive of a total of 270 residential units and 12,820 sf of amenity space. The proposed building height includes several heights achieved through height transitions and setbacks, ranging between 55’ and 80’. The Applicant proposes to make use of Section 7-700 bonus density and height for the provision of affordable housing on the Property.

The project will dramatically change the context of the Property, replacing an aging building that is inconsistent with the OTNSAP to deliver a project that better fits within the context of surrounding development. The project will include the activation of Wythe Street by locating amenity and resident services along the primary façade, multiple open green spaces at grade along Wythe and Fairfax Streets, widened circulation along the Wythe Street greenway, and a dedicated installation for artwork along the Fairfax Street Arts Corridor.

A rooftop amenity will provide residents with dedicated views to Old Town Alexandria and the Potomac River, and a central internal courtyard provides additional outdoor space for residents at ground level. Parking is provided by one level of below grade parking.

The proposed development achieves the specific principles outlined in the OTNSAP for the Property:

Subarea 2 – Predominantly Residential

- *Utilize building heights that respect the surrounding context and scale.*

The proposed building utilizes a variety of height and setback transitions through architectural design to respond to the surrounding context of the Property. The building is 7-stories along Wythe Street, but steps down to 6-stories along N. Fairfax Street and further down to 5-stories at the corner of Fairfax and Pendleton Streets.

- *Promote residential building designs that convey residential character through architectural elements on street frontages, ensuring that buildings are oriented to the street.*

Building design incorporates ‘townhome-style’ elements along Fairfax Street that evokes the residential character of the surrounding community, including stoops and bay windows. Juliet balconies are provided throughout the façade design along N. Fairfax and Wythe Streets to encourage resident interaction with the street.

- *Create attractive and active frontages by providing landscaping, stoops, and similar elements in residential buildings with ground floor units.*

Ground Floor units are provided with private entrances with stoops facing N. Fairfax Street. The proposed landscape design includes the addition of new street trees, planters, and seating areas along N. Fairfax and Wythe Streets. Wider, taller openings are provided at the level 1 lobby and amenity space.

- *Create contextual transitions between less intense residential uses and adjacent higher intensity developments by incorporating height variety and transitions, landscape buffers, and other similar means identified in the Design Standards and Guidelines.*

The proposed building maintains a taller 7-story height along Wythe Street reflecting the taller heights of the adjacent residential and office buildings. At the corner of N. Fairfax and Wythe Streets, the building steps down to 6-stories. The building further steps down to 5-stories at the corner of N.

Fairfax and Pendleton Streets, across from lower-scale existing residential buildings, while retaining compatibility with the redevelopment suggested for that property in the OTNSAP.

- *Provide a combination of private and public open spaces as part of new developments that are visible and clearly accessible from the street.*

The proposed building provides a variety of public open spaces through building setbacks and massing breaks along N. Fairfax and Wythe Streets. Building service equipment at the corner of N. Fairfax and Wythe Streets has been located underground to provide a pocket park/public space at grade with hardscape, planting, and seating.

The building form provides a private internal courtyard for building residents. A proposed pocket park along N. Fairfax is aligned with an internal, 2-story amenity space which visually connects the pocket park to the private courtyard.

- *Integrate new commercial uses, where permitted, in a compatible manner with the adjoining buildings and uses.*

Contextual amenity spaces, such as resident services and amenity spaces, are located along the Wythe Street corridor.

Changes for Submission #3

Resident Pick Up and Drop Off

Residents will have multiple options for pick up and drop off at the Ladrey. These options will permit a convenient, safe, and secure pick up and drop off for residents, while minimizing any possible traffic disruption.

Dedicated short-term parking has been implemented directly in front of the main entrance on Wythe Street. For residents being picked up and dropped off by vehicle, or in the event emergency services are required for a resident, three on-street parking spaces are reserved across from the main entrance in front of the building for pick up and drop off. Along this pick-up/drop-off area, the curb cut has been designed for accessibility. In cases of inclement weather, we've designed a canopy which will extend as far as legally permissible to provide protection from the elements.

Additional pick up and drop off traffic will occur inside of the secured parking garage. For residents being picked up, a driver will be able to make use of a call box to contact the resident and be permitted access to the garage. Once inside, the driver will be able to use one of several short-term parking spaces in the garage near the elevators, which residents can take down to meet their ride. Residents will also be issued a key fob for the garage, which will allow them to let their driver back into the garage when being dropped off.

Materials

As demonstrated in the tabulations included in the accompanying presentation, the majority of the proposed façade is comprised of brick, glazing, and metal panel. Fiber cement is used in limited quantities and levels far below the maximums permitted by the OTNUDG, both in the aggregate and on the individual façades analyzed in the presentation.

Care has been taken to limit the placement of fiber cement on lower levels, ensuring that the greater proportion of fiber cement is located on upper floors. Where fiber cement is employed on lower levels, the design provides for planters and other features which shall obscure it from direct interaction and view with pedestrians on the street level.

Design

The five-story portion of the building has been redesigned to simplify the façade and add elements that tie the volume to the rest of the building. The most prominent change is the extension of light brown brick, which is carried over from the brick used in the seven-story portion of the building. The shift in design provides visual cues that tie the building's sections together, while avoiding the impression of the façade as a monolithic street wall.