

TECHNICAL MEMORANDUM

To: Paul Browne
Cc: Mary Catherine Gibbs

Community Lodgings
Wire Gill, LLP

From: Adam Nodjomian, PE
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Date: June 10, 2022

Subject: Community Lodgings – Trip Generation and Parking Justification Memo

Introduction

This memorandum presents the findings of a transportation review for the proposed Community Lodgings development located at 3908 Elbert Avenue in the Arlandria neighborhood of Alexandria, Virginia. The project is a redevelopment of the existing residential buildings consisting of 28 dwelling units and 19 usable parking spaces. The scope of this effort is to review the transportation options for residents and visitors of the proposed development at this location.

The proposed project consists of redeveloping the existing buildings into a multifamily residential building containing approximately 91 dwelling units and 64 parking spaces.

The following sections are found within this document:

- A description of the project;
- A review of transportation options in the vicinity of the site;
- A review of parking requirements and curbside management for the proposed development; and
- A summary of Transportation Demand Management measures for the site.

Project Description

The site is bounded by Elbert Avenue to the east and residential properties to the north, south, and west, as shown in Figure 1. The site is accessible by multiple transportation modes including walking, bicycle, bus, and auto. The project consists of redeveloping the existing site consisting of 28 dwelling units and 19 usable parking spaces into a multifamily residential building with approximately 91 dwelling units and 64 parking spaces.

Site-Generated Trips

For purposes of a conservative analysis, reductions for modal split were first omitted from the trip generation calculations for Community Lodgings. Based on ITE Trip Generation Manual 10th Edition, the proposed development is expected to generate approximately 21 more trips (5 more inbound, 16 more outbound) in the morning peak hour, and 27 more trips (16 more inbound, 11 more outbound) in the evening peak hour than the existing development. This is shown in the trip generation summary provided in Table 2. It is important to note, the net increase in trips in either peak hour does not exceed the minimum threshold of 50 trips set by the City of Alexandria for a Multimodal Transportation Study (MTS). The complete trip generation calculations are provided in the Technical Attachments.

Table 1: Trip Generation Summary (Without Reductions)

Land Use	Size	AM Peak Hour (veh/hr)			PM Peak Hour (veh/hr)		
		In	Out	Total	In	Out	Total
Existing							
Multifamily Housing (Mid-Rise) (LU 221)	28 Du	3	7	10	8	5	13
Total Existing Trips		3	7	10	8	5	13
Proposed Development							
Multifamily Housing (Mid-Rise) (LU 221)	91 DU	8	23	31	24	16	40
Total Proposed Development Trips		8	23	31	24	16	40
Net Trips (Without Reduction)		+5	+16	+21	+16	+11	+27

Trip generation calculations for Community Lodgings were also completed assuming a modal split of 60 percent auto and 40 percent non-auto for the proposed residential use, which is consistent with the Multimodal Transportation Assessment (MTS) prepared for another recent development nearby. Based on ITE Trip Generation Manual 10th Edition, the proposed development is expected to generate approximately 13 more trips (3 more inbound, 10 more outbound) in the morning peak hour, and 16 more trips (9 more inbound, 7 more outbound) in the evening peak hour than the existing development. This shown in the multimodal trip generation summary provided in Table 2. The detailed multimodal trip generation calculations are provided in the Technical Attachments.

Table 2: Trip Generation Summary (With Reductions)

Land Use	Size	AM Peak Hour (veh/hr)			PM Peak Hour (veh/hr)		
		In	Out	Total	In	Out	Total
Existing							
Multifamily Housing (Mid-Rise) (LU 221)	28 Du	3	7	10	8	5	13
<i>Reduction (Transit, Other modes, TDM, and Internal)</i>	<i>40%</i>	-1	-3	-4	-3	-2	-5
Total Existing Trips		2	4	6	5	3	8
Proposed Development							
Multifamily Housing (Mid-Rise) (LU 221)	91 DU	8	23	31	24	16	40
<i>Reduction (Transit, Other modes, TDM, and Internal)</i>	<i>40%</i>	-3	-9	-12	-10	-6	-16
Total Proposed Development Trips		5	14	19	14	10	24
Net Trips (With Reduction)		+3	+10	+13	+9	+7	+16



Figure 1: Site Location

Review of Transportation Amenities

There are several local transportation options near the site that serve vehicular, transit, walking and cycling trips. The multimodal transportation facilities in the Arlandria neighborhood are shown on Figure 2.

Transit Facilities

The site is located about one (1) mile northwest of the Potomac Yard Metrorail Station, which is currently under construction and will be served by the Blue and Yellow Lines once open later this year. The Potomac Yard Metrorail Station will be easily accessible by transit from the project site using DASH Route 36 running along W Glebe Road. In addition to providing access to the Potomac Yard station, Route 36 provides connection to the Shirlington Transit Center, Bradlee and Potomac Yard shopping centers, and Mark Center office complex. An eastbound stop is located 0.25 miles by foot south of the site along W Glebe Road, with a westbound stop about 0.3 miles by foot from the site on the north side of W Glebe Road. Route 36 operates with 15-minute headways during peak and off-peak periods and weekends. DASH Route 103 also runs near the site along W Glebe Road. It provides service between the Pentagon and Braddock Road Metrorail stations. Route 103 utilizes the same bus stop locations near the site as Route 36. The route operates only on weekdays during peak periods and follows 30-minute headways. Effective September 2021, all DASH routes are fare-free, providing transit users coming to and going from the site with additional transportation benefits.

Additionally, Metrobus routes 10A, 10B, 23A, and 23B run near the site. Metrobus Route 10A operates between the Pentagon and Huntington Metrorail stations with access to Pentagon City, Crystal City, Del Ray, Braddock Road Metrorail Station, and Old Town. Headways for this route are 30 minutes on weekdays and Saturdays, and 60 minutes on Sundays. Route 10B runs between the Ballston-MU Metrorail Station and Old Town. Between its endpoints, Route 10B provides connection to Shirlington and the Braddock Road Metrorail Station. The route operates with 30-minute headways on weekdays and weekends. Route 10A and 10B utilize bus stops about 0.1 miles by foot north of the site on either side of Mount Vernon Avenue. Metrobus Route 23A connects the Tyson's Corner and the Crystal City Metrorail stations with intermediate stops at the McLean and Ballston-MU Metrorail stations, Shirlington, and Arlandria. The route only operates on weekends outside of peak times with approximately 30-minute headways. Route 23B follows a similar path to 23A, but only extends from the Ballston-MU Metrorail Station to the Crystal City Metrorail Station. Metrobus Route 23B operates with approximately 30-minute headways on weekdays and 40-minute headways on weekends. When Route 23A is not running, Route 23B works in conjunction with Route 23T to provide full service between the Tyson's Corner and Crystal City Metrorail stations. Both Route 23A and 23B can be accessed from the site using stops 0.1 miles by foot to the north along Mount Vernon Avenue and stops 0.25 miles by foot to the south along W Glebe Road.

Lastly, ART bus Routes 87 and 87P travel close to the site. Route 87 connects Shirlington and the Pentagon Metrorail Station, with Route 87P connecting the Pentagon Metrorail Station and Arlington Ridge shopping center. Route 87 has 20-minute headways during weekday peak periods and 30-minute headways during weekday off-peak periods and on weekends. Route 87P only operates during the weekday PM peak hour, and with 20-minute headways. ART routes 87 and 87P can be accessed using bus stops approximately 0.5 miles by foot north of the site along S Glebe Road.

The transit facilities in the vicinity of the site are shown on Figure 2.

Bicycle Facilities

There are existing bicycle facilities that connect the site to areas within Alexandria, Arlington, and the District of Columbia, most notably the Mount Vernon Trail located 1.25 miles by bicycle from the site. About 0.1 miles northeast of the site is a connection to Four Mile Run Trail, which can be used to access the Mount Vernon Trail, Potomac Yard Trail, and Washington and Old Dominion Trail as well as major regional destinations including Crystal City, Shirlington, Old Town, and points beyond. Other bicycle facilities near the site include a designated bike route along Old Dominion Boulevard and Notabene Drive just to the

west, a bike lane along Old Dominion Boulevard 0.25 miles to the south, and shared lane markings along W Glebe Road 0.25 miles to the southeast. Each facility provides connection to other bicycle routes, lanes, and trails in the area including the Potomac Yard Metrorail Station currently under construction. Two (2) Capital Bikeshare stations are located within a ¼-mile radius of the site with a total capacity of 30 bicycles. The bicycle facilities in the vicinity of the site are shown in Figure 2. In addition to the bicycle facilities discussed above, the City conducted an electric scooter pilot program and continues to consider scooters as part of a micro-mobility solution.

Pedestrian Facilities

In the vicinity of the site, most sidewalks meet the Americans with Disabilities Act (ADA) standards and standards recommended by the Alexandria Comprehensive Plan, and the Complete Street Design Guidelines. Anticipated pedestrian routes, such as those to public transportation stops, retail zones, nearby residential areas, and community amenities, provide well-connected pedestrian facilities.

The proposed site was also compared against the City of Alexandria's Walkability Index, which scores a site based on services and uses near the entrance to the building. Out of a total possible 100-point score, the site scored 84 points. Per City guidelines, if a site must exceed a threshold of 80 points it is eligible for a five (5) percent reduction in parking requirements. Therefore, a five (5) percent reduction in parking requirements was applied for this site. A tabulation of the Walkability Index can be found in Attachment B.

Walkscore and Bikescore

Walkscore.com is a website that provides scores and rankings for the walking and biking conditions for an area. The project site is located in an area that has a walk score of 81 (or "Very Walkable") a bike score of 91 (or "Biker's Paradise"). According to the walk score and bike score for the site it can be concluded that the site is situated in an area with an abundance of neighborhood serving retail locations that are in close proximity, where most errands can be completed by walking, and the site is in close proximity to low volume roads and a number of bicycle lanes and shared lanes. The walk score and bike score for the project site are provided in Figure 2.

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



Figure 2: Transportation Amenities

Parking

City of Alexandria Parking Requirements

Vehicle Parking

Per the City of Alexandria Zoning Ordinance, the following outlines the vehicular parking requirements for the redevelopment under current zoning:

- Residential – One (1) space per bedroom. (§8.200(A)(2))

Additionally, per the Zoning Ordinance, the site is eligible to parking ratio reductions as follows:

- 3/4 of a space per unit if the affordable housing unit is income-restricted for households earning at or below 60 percent of AMI
- 65/100 of a space per unit if the affordable housing unit is income-restricted for households earning at or below 50 percent of AMI
- 1/2 of a space per unit if the affordable housing unit is income-restricted for households earning at or below 30 percent of AMI

Furthermore, the Zoning Ordinance states the parking ratios may be reduced by five (5) percent if the multifamily dwelling is within one-quarter of a mile of four or more active bus routes. As discussed previously in this memo, eight (8) bus routes operate within one-quarter mile of the site, therefore a five (5) percent reduction was applied to all parking ratios.

In addition, the parking ratios may be reduced by five (5) percent if a site meets or exceeds a minimum score of 80 on the City of Alexandria's Walkability Index. The Community Lodgings site scores 84 and is therefore eligible for the reduction.

The required parking was tabulated based on the City of Alexandria Zoning Ordinance and the proposed makeup of units in the development and are summarized in Table 3.

Table 3: Minimum Parking Tabulation

Unit %AMI	Quantity (units)	Parking Spaces per Unit*	Required Parking Spaces
60% AMI	68	0.675	46
50% AMI	5	0.585	3
40% AMI	13	0.585	8
30% AMI	5	0.45	3
Total Units	91	Total Required Parking Spaces	60

*Includes 5% reduction for proximity to bus routes

Bicycle Parking

Per the City of Alexandria Bicycle Parking Requirements, the following outlines the bicycle parking requirements for the site:

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

According to the above, the Community Lodgings redevelopment is required to provide a total of 28 Class 1 or Class 2 bicycle parking spaces for residents and two (2) Class 2 or Class 3 bicycle parking spaces for visitors.

Proposed Vehicle and Bicycle Parking

The Community Lodgings development proposes to provide 64 vehicular parking spaces, which exceeds the 60 spaces required by the City of Alexandria Zoning Ordinance. All vehicular parking spaces would be located in a parking garage beneath the residential building.

The current site plan for the proposed development includes a total of 28 Class 1 or Class 2 bicycle parking spaces for residents and two (2) Class 2 or 3 bicycle parking spaces for visitor use, which match the requirements outlined by the City of Alexandria. Long-term bicycle parking for the development will be located in the parking garage. Short-term bicycle parking spaces will be located in a highly visible and accessible area on site.

An evaluation of parking occupancy on the site was conducted on Tuesday, March 29, 2022 and Saturday, April 2, 2022 to capture typical weekday and weekend off-street parking usage. The results of this study are included in Table 4 and Table 5. As shown in the tables, the site parking occupancy reached capacity around 11 pm on the weekday evening and remained below capacity during the weekend evening period. It is important to note that one (1) parking spot is reserved at all times for a passenger van and is therefore not usable by residents or visitors. Therefore, there are 19 usable existing parking spaces on the site today. Given this, the current parking ratio is approximately 0.68 spaces per unit (19 usable vehicular parking spaces and 28 residential units). As proposed, the redevelopment will result in a slightly increased parking ratio of 0.70 spaces per unit (64 vehicular parking spaces and 91 residential units). Due to minor increase in the parking ratio, and because the Community Lodgings site is proposed to include more vehicular parking spaces than is required by the Zoning Ordinance, the supply of parking proposed for the development is anticipated to satisfy demand.

Curbside Management

Near the site there are many locations where public on and off-street parking is available. The existing curbside management in proximity to the site are shown in Figure 3. Public parking, particularly along Elbert Avenue, Four Mile Road/Notabene Drive, and Old Dominion Boulevard, is within ¼ mile walking distance to the site. Also, construction of the site involves retention of the existing curb cut along Elbert Avenue. As a result, the redevelopment as proposed is not expected to impact curbside parking conditions.

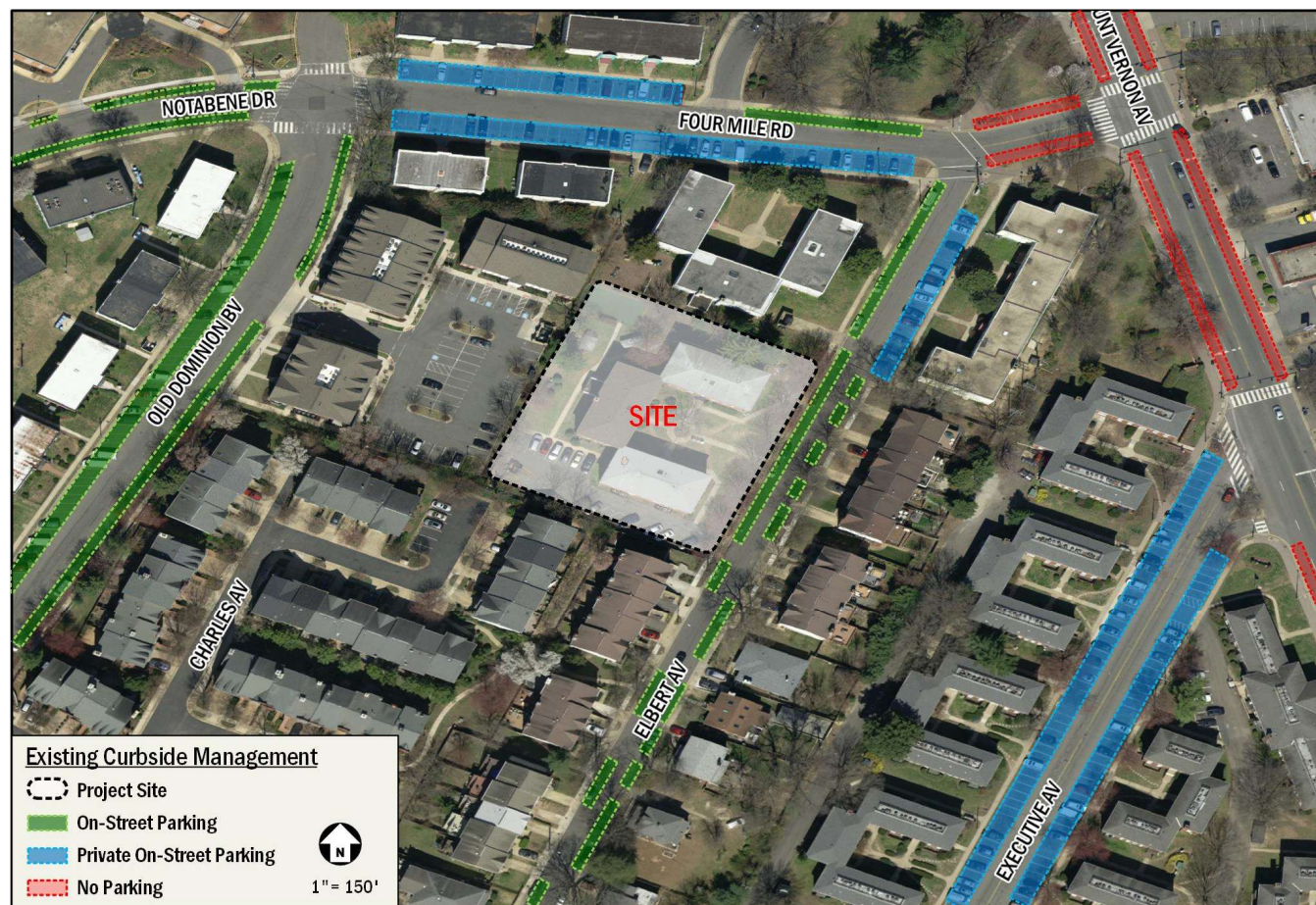


Figure 3: Existing Curbside Management

An evaluation of parking occupancy near the site was conducted on Tuesday, March 29, 2022 and Saturday, April 2, 2022 to capture typical weekday and weekend on-street parking usage. The results of this study are included in Table 6 and Table 7. As shown in the tables, on-street parking occupancy near the site was nearly at capacity during the weekday evening period and approached capacity during the weekend evening period. Because the Community Lodgings site is proposed to include more vehicular parking spaces than is required by the Zoning Ordinance, the impact from the development to on-street parking is expected to be minimal.

Table 4: Weekday Occupancy per Dwelling Unit - Existing On-Site Parking Lot

Location	Capacity (Spaces)	Existing Units	Existing Parking Ratio	7PM		8PM		9PM		10PM		11PM	
				Cars Parked	Cars Parked/DU	Cars Parked	Cars Parked/DU	Cars Parked	Cars Parked/DU	Cars Parked	Cars Parked/DU	Cars Parked	Cars Parked/DU
Parking Lot	20	30	0.67	14 (70%)	0.47	9 (45%)	0.30	12 (60%)	0.40	18 (90%)	0.60	20 (100%)	0.67

Table 5: Saturday Occupancy per Dwelling Unit - Existing On-Site Parking Lot

Location	Capacity (Spaces)	Existing Units	Existing Parking Ratio	7PM		8PM		9PM		10PM		11PM	
				Cars Parked	Cars Parked/DU	Cars Parked	Cars Parked/DU	Cars Parked	Cars Parked/DU	Cars Parked	Cars Parked/DU	Cars Parked	Cars Parked/DU
Parking Lot	20	30	0.67	7 (35%)	0.23	9 (45%)	0.30	13 (65%)	0.43	15 (75%)	0.50	17 (85%)	0.57

Table 6: Weekday Parking Occupancy - On-Street Parking

Location	Capacity (Spaces)	7PM		8PM		9PM		10PM		11PM	
		Cars Parked	Occupancy	Cars Parked	Occupancy	Cars Parked	Occupancy	Cars Parked	Occupancy	Cars Parked	Occupancy
Four Mile Road	73	65	89%	68	93%	69	95%	69	95%	69	95%
Elbert Avenue*	82	77	94%	84	102%	87	106%	84	102%	85	104%
Total	155	142	89%	152	92%	156	96%	153	98%	154	99%

* Includes cars parked in front of driveways

Table 7: Saturday Parking Occupancy - On-Street Parking

Location	Capacity (Spaces)	7PM		8PM		9PM		10PM		11PM	
		Cars Parked	Occupancy	Cars Parked	Occupancy	Cars Parked	Occupancy	Cars Parked	Occupancy	Cars Parked	Occupancy
Four Mile Road	73	58	79%	63	86%	60	82%	65	89%	68	93%
Elbert Avenue*	82	82	100%	81	99%	84	102%	85	104%	84	102%
Total	155	140	84%	144	87%	144	90%	150	94%	152	97%

* Includes cars parked in front of driveways

Transportation Demand Management

A Transportation Management Plan (TMP) has many components that are tailored to accommodate a given facility with the goal being the reduction of automobile trips by encouraging alternative forms of transportation. A few of the typical TMP components include the establishment of a TMP coordinator, the distribution of transit literature, contributions to the TMP fund at a rate negotiated with City staff, and the establishment of ride-sharing programs. Management measures taken by this project can be monitored and adjusted as needed to continually create opportunities to reduce the amount of traffic generated by the site and to promote sustainable mobility options.

The TMP for the site will include a schedule and details of implementation and continued operation of the elements in the plan. The location of the site with its proximity to significant multimodal options for travel including multiple bus routes and bicycle facilities allow for a TMP that reduces the demand for single-occupancy vehicles to/from the site.

Conclusions

This memorandum provides an overview of transportation options for the proposed Community Lodgings development in Alexandria, Virginia. The project proposes redevelopment of a multifamily housing complex which will include affordable units. The key findings of the transportation review of the site are as follows:

- The site is located in a very walkable, urban neighborhood and within walking distance from retail, restaurants, civic and community facilities, and other amenities;
- A number of transportation amenities and options are available in close proximity to the site including transit, bicycle, scooter, and pedestrian facilities. In particular, eight (8) bus routes have stops within 0.25 miles, connecting the site to multiple Metrorail stations, Shirlington, Del Ray, Old Town Alexandria, Crystal City, Pentagon City, and multiple shopping areas;
- Based on requirements stated in the City of Alexandria's Zoning Ordinance, the site is required to provide a minimum of 60 vehicular parking spaces, however, the proposed development will exceed that requirement with 64 proposed spaces;
- The project will provide 28 on-site bicycle parking spaces for residents and two (2) bicycle parking spaces for visitors. The minimum bicycle parking requirements for the site are 28 Class 1 or Class 2 bicycle parking spaces for residents and two (2) Class 2 or Class 3 bicycle parking spaces for visitors;
- Existing curbside management conditions, which include public parking opportunities within ¼ mile walking distance to the site, are not expected to be impacted by the proposed redevelopment;
- The project will include a Transportation Management Plan tailored to its needs that will promote the reduction of automobile trips by encouraging alternative forms of transportation.

For the reasons outlined above, amenities on and near the site will provide adequate transportation options for residents and visitors of the proposed development.

TECHNICAL ATTACHMENTS

Attachment A: Site Trip Generation

Existing 28 dwelling units

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	Total
Mid Rise Apartment	221	28 du	3 veh/hr	7 veh/hr	10 veh/hr	8 veh/hr	5 veh/hr	13 veh/hr	151 ppl
Calculation Details:			26%	74%	$Ln(T)=0.98Ln-1.00$	61%	39%	$Ln(T)=0.96Ln-0.63$	$=5.45X/1000-1.75$

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	Total
Mid Rise Apartment	1.18 ppl/veh	4 ppl/hr	8 ppl/hr	12 ppl/hr	9 ppl/hr	6 ppl/hr	15 ppl/hr	178 ppl

[illegible]

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	Total
Mid Rise Apartment	1.18 ppl/veh	3 veh/hr	7 veh/hr	10 veh/hr	8 veh/hr	5 veh/hr	13 veh/hr	151 veh

[illegible]

Proposed 91 dwelling units

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	Total
Mid Rise Apartment	221	91 du	8 veh/hr	23 veh/hr	31 veh/hr	24 veh/hr	16 veh/hr	40 veh/hr	494 ppl
Calculation Details:			26%	74%	$Ln(T)=0.98Ln-1.00$	61%	39%	$Ln(T)=0.96Ln-0.63$	$=5.45X/1000-1.75$

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	Total
Mid Rise Apartment	1.18 ppl/veh	9 ppl/hr	28 ppl/hr	37 ppl/hr	28 ppl/hr	19 ppl/hr	47 ppl/hr	583 ppl

[illegible]

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	Total
Mid Rise Apartment	1.18 ppl/veh	8 veh/hr	23 veh/hr	31 veh/hr	24 veh/hr	16 veh/hr	40 veh/hr	494 veh

[illegible]

Attachment B: Walkability Index

Project Name: Community Lodgings Arlandria
Address: 3916 Elbert Avenue

Category	Use or Service Type	0.25 mile or less	0.25 - 0.5 mile	Score	Details (business name, address, etc.)	Max Points	Total Points
Food Retail	Supermarket or grocery with produce section (min 5,000 gross sf)	15	5	15	Mom's Organic Market, 3831 Mt Vernon Ave, Alexandria, VA 22305	15	15
Community-serving retail	Convenience Store	7	3	7	24 Express Food Store, 4007 Mt Vernon Ave #24, Alexandria, VA 22305	20	20
	Farmers Market (min. 9 months per year)	5		5	Four Mile Run Farmers & Artisans Market, 4109 Mt Vernon Ave, Alexandria, VA 22305		
	Hardware Store	5					
	Pharmacy	5					
	Other Retail	3		3	Mercadito Ramos 3, 4102 Mt Vernon Ave, Alexandria, VA 22305		
				3	Tiger Market & Bakery, 3903 Mt Vernon Ave, Alexandria, VA 22305		
				3	Dollar Plus, 4114 Mt Vernon Ave, Alexandria, VA 22305		
				3	Metro by T-Mobile, 4108 Mt Vernon Ave, Alexandria, VA 22305		
Services	Bank (not ATM)	5				20	20
	Family entertainment venue (e.g. theater, sports)	5					
	Gym, health club, exercise studio	5					
	Hair care	5		5	Super H Beauty Salon, 3901 Mt Vernon Ave, Alexandria, VA 22305		
	Laundry, dry cleaner	5		5	Forest 24 Hour Laundromat, 4132 Mt Vernon Ave, Alexandria, VA 22305		
	Restaurant, café, diner (excluding those with only drive-thru only service)	5	5	5	Señora Lola Taquería, 3901 Mt Vernon Ave, Alexandria, VA 22305		
				5	ferman Bar & Grill, 4112 Mt Vernon Ave, Alexandria, VA 22305		
Civic and community facilities	Adult or senior care (licensed)	3				35	29
	Child care (licensed)	3		3	New Brookside Bilingual Playhouse, 601 Four Mile Rd, Alexandria, VA 22305		
	Cultural arts facility (museum, performing arts)	5					
	Education facility (e.g. K-12 school)	10	5	5	St. Rita's School, 3801 Russell Rd, Alexandria, VA 22305		
	Education facility (e.g. university, adult education center, vocational school, community college)	5		5	Casa Chirilagua, 4109 Mt Vernon Ave, Alexandria, VA 22305		
	Government office that serves public on-site	3					
	Medical clinic or office that treats patients	3					
	Place of worship	5					
	Police or fire station	3					
	Post Office	5					
	Public library	5					
	Public park	10	5	10	Four Mile Run Park, 3700 Commonwealth Ave, Alexandria, VA 22305		
	Community recreation center	3		3	Four Mile Run Playground, 3909 Bruce Street, Alexandria, VA 22305		
	Social services center	3		3	The New Brookside Learning Center, 601 Four Mile Road Alexandria, VA 22305		
Community anchor uses	Business office (100 or more FTE)	10	5			10	0

Total 100 84