

EXHIBIT NO. 1

Docket Item # 25
VACATION #2002-0002

9
9-14-02

Planning Commission Meeting
September 3, 2002

ISSUE: Consideration of a request for vacation of the City's right-of-way easement for the proposed widening of Interstate 95 (South Street).

APPLICANT: Virginia Department of Transportation
by Ronaldo T. Nicholson

LOCATION: South Street between South Royal Street and 1202 South Washington Street

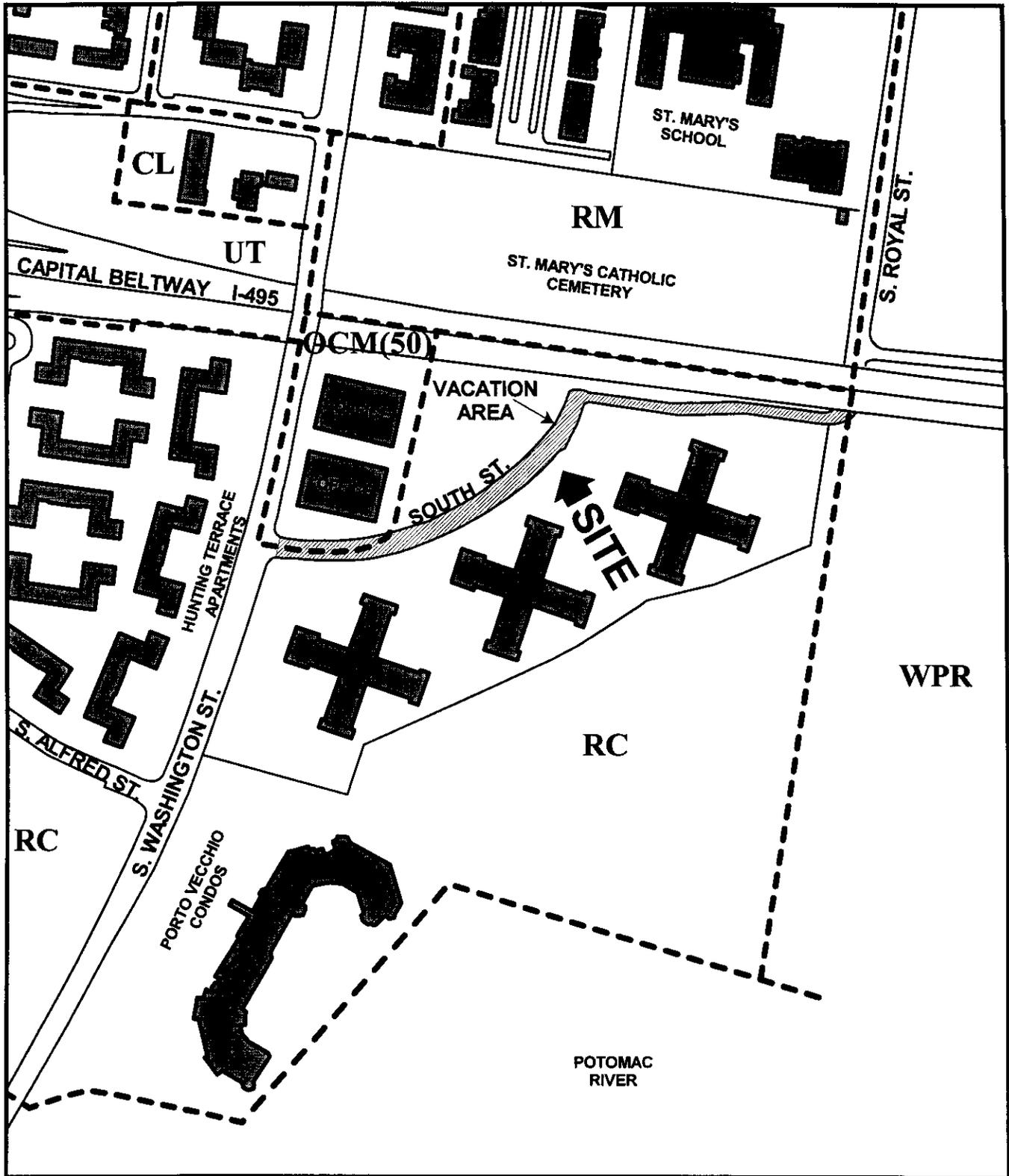
ZONE: RC/Residential

PLANNING COMMISSION ACTION, SEPTEMBER 5, 2002: On a motion by Mr. Gaines seconded by Mr. Robinson, the Planning Commission voted to recommend approval of the request, subject to compliance with all applicable codes, ordinances and staff recommendations. The motion carried on a vote of 6 to 0 to 1. Mr. Leibach abstained.

Reason: The Planning Commission agreed with the staff analysis.

Speakers:

There were no speakers on this item.



VAC #2002-0002

09/03/02



STAFF RECOMMENDATION:

Staff recommends **approval** subject to compliance with all applicable codes and ordinances and the following conditions:

1. The applicant shall submit a plat showing modifications to the existing Emergency Vehicle Easements and dedication of new Emergency Vehicle Easements satisfactory to the Director of Code Enforcement. (T&ES)
2. The applicant shall maintain emergency access to Hunting Towers apartment buildings to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

DISCUSSION:

1. The applicant, Virginia Department of Transportation, represented by Ronaldo T. Nicholson, requests vacation approval of the City's right-of-way easement on South Street.
2. The property to be vacated is the easement the City holds over the property known as South Street, which is located north of the Hunting Towers apartments, south of the Capital Beltway, and east of South Washington Street. The South Street land, except for the easement, is now owned by the applicant, the Virginia Department of Transportation. Vacation of the City's easement is necessary in order for work on the new Woodrow Wilson Bridge to proceed. South Street is located in an area that will be covered with the new Woodrow Wilson Bridge and Interstate 95. (See attached map.)
3. On December 15, 2001, based on an analysis by the Federal Highway Administration and the Defense Department, City Council approved the temporary and early closure of South Street and South Royal Street for security reasons. (See attached docket item material.) Approval of this vacation application will make the closure of South Street permanent. Its closure is required in order to construct the new bridge and for access during demolition and construction. Security also continues to be an issue. The permanent closing of South Street was approved by the Traffic and Parking Board last November.
4. This application is for the vacation of the City's easement on South Street only. The portion of South Royal Street where South Street connects will remain in city ownership, although the right of way will remain closed.
5. South Street was originally constructed as a private road as part of the Hunting Towers apartment complex, providing access for tenants from both South Washington Street and South Royal Street. The road was reconfigured and rebuilt when the Capitol Beltway was built. Over the years, South Street began to attract "cut through" traffic seeking access between Old Town and the Mount Vernon section of Fairfax County and thereby avoiding South Washington Street. In 1977, the City received a public street and emergency vehicle easements, and deed of easement for South Street, making the route an official part of the city road network.
6. Prior to temporary closure of South Royal Street, an initial traffic study was prepared that showed traffic data for the affected area and postulated the impact of the proposed closure. As requested by City Council, after the closure, which eliminated through traffic on South Street, the Woodrow Wilson Bridge Project conducted additional traffic counts and issued an amended Traffic Impact Study reporting the new results. The report addressed two fundamental areas of concern: (a) increased traffic and turning movements on South

Washington Street north of South Street; and (b) congestion and safety hazards at St Mary's School during the periods when students are arriving and departing.

Prior to the street closure, the City, VDOT and the WWB consultants, worked with St. Mary's to develop a plan for management of the student drop-off and pick-up that would minimize conflicts and take advantage of the reduced traffic on South Royal Street. Also, several options were evaluated for optimizing the signal system on South Washington Street, although the conclusion was that no major change in the City-wide grid was warranted.

On January 9, 2002, South Royal Street was closed beneath the Woodrow Wilson Bridge and the new carpool patterns were implemented. St. Mary's staff, assisted by the City and the consultants, guided the drivers and identified areas that needed refinement. Concurrently, the City's traffic engineers initiated a three week effort to fine tune the signal cycles at South, Church, Green and Jefferson Streets to accommodate the changes in traffic patterns.

By the time traffic counts were taken in early February, most drivers were familiar with the changes. The key intersections, with the exception of South Street, showed only minor changes in level of service. At South Street, long delays were eliminated for traffic turning left onto South Washington Street in the PM peak, although most of these turning movements were distributed to the intersections north of the Beltway.

6. Master Plan/Zoning: The subject property is zoned RC/High density apartment zone, and is located in the Old Town Small Area Plan.

STAFF ANALYSIS:

Staff supports the applicant's request for a vacation of the City's public right-of-way easement on South Street. Very simply, the design of the new bridge and Beltway require the land area. In addition, the bridge is more secure from the threat of potential terrorist attacks made from below the bridge without easy access under the bridge to outsiders, and construction and demolition occurring in the area of South Street will inhibit use of the road for some time. From a traffic standpoint, analysis shows very little change in traffic conditions as a result of the temporary closing of the street and St. Mary's alternative pick-up and drop-off plan appears to be successful.

STAFF: Eileen P. Fogarty, Director, Department of Planning and Zoning;
Barbara Ross, Deputy Director;
Valerie Peterson, Urban Planner.

CITY DEPARTMENT COMMENTS

Legend: C - code requirement R - recommendation S - suggestion F - finding

Transportation & Environmental Services:

- F-1 Property owner name is incorrect on application. It should be Virginia Department of Transportation.
- F-2 The applicant is requesting vacation of only the existing perpetual easement for public street purposes on South Street.
- F-3 Modifications will be required the existing emergency vehicle easements on this property and new emergency vehicle easements created.
- R-1 Applicant shall submit a plat showing modifications to the existing Emergency Vehicle Easements and dedication of new Emergency Vehicle Easements satisfactory to the Director of Code Enforcement.
- R-2 Applicant shall maintain emergency access to Hunting Towers apartment buildings to the satisfaction of the Director of Transportation and Environmental Services.

Code Enforcement:

- F-1 No comments.

Police Department:

- F-1 No objections.

Historic Alexandria - Archaeology:

- F-1 No Comments.

Recreation, Parks & Cultural Activities (Arborist):

F-1 No comments.

Real Estate Assessments:

F-1 The South Street vacations involve easements only, and they no longer serve the purposes for which they were originally intended. It is this department's recommendation that the Planning Commission and City Council not require the applicant to purchase the right-of-way easements to be vacated.

VA

APPLICATION for VACATION

VAC # 2002-0002

[must use black ink or type]

PROPERTY LOCATION: 1202 S. WASHINGTON ST
South St. Alexandria Virginia

TAX MAP REFERENCE: 083.02-01-05
083.02-02-0314/5 ZONE: RC

APPLICANT'S NAME: Virginia Department of Transportation

ADDRESS: 1800 Duke St. STE 200 Alexandria, Virginia 22314

PROPERTY OWNER NAME: City of Alexandria

(Owner of abutting area to be vacated)

ADDRESS: 301 King St. Alexandria, VA 22314

VACATION DESCRIPTION: Vacation of South Street easements to accommodate

widening of I-95 associated with the Woodrow Wilson Bridge Projects.

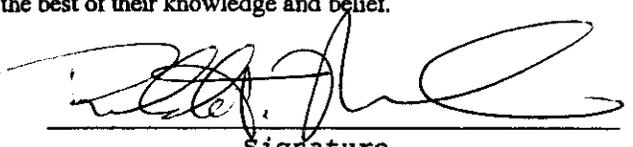
Includes three easements (public street, emergency vehicle, and deed).

THE UNDERSIGNED hereby applies for a Vacation Ordinance in accordance with the provisions of Chapter 10 of the Code of the State of Virginia, the Alexandria City Charter and City Code, and the Alexandria Zoning Ordinance.

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of their knowledge and belief.

Ronaldo T. Nicholson
Print Name of Applicant or Agent


Signature

1800 Duke St. STE 200
Mailing/Street Address

703-519-9800 703-548-4593
Telephone # Fax #

Alexandria, VA 22314
City and State Zip Code

June 24, 2002
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: _____ Date & Fee Paid: _____ \$ _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

VAC. 2002-0002

BARRICADE CLOSURE
OF ROYAL STREET
BENEATH EXISTING BRIDGE

SOUTH ROYAL
STREET

INTERSTATE 95
CAPITAL BELTWAY

BLDG. D
BLDG. C

BLDG. E

OFFICE
BLDG. 1100

OFFICE
BLDG. 1150

GARAGE #1

BLDG. 1200

HUNTING
TERRACE

SOUTH
STREET

GARAGE #2

HUNTING TOWERS
COMPLEX

BLDG. 1202

GARAGE #3

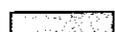
SOUTH WASHINGTON STREET

BLDG. 1204

POOL

TENNIS
COURT

LEGEND:

-  OLD VDOT RW FOR I-95
-  ADDITIONAL VDOT RW FOR PROPOSED WIDENING OF I-95
-  SOUTH STREET EASEMENT AREA

WOODROW WILSON BRIDGE PROJECT

PLAN OF EXISTING
SOUTH STREET EASEMENT

NOTE: RIGHT-OF-WAY BOUNDARIES ARE APPROXIMATE.

SCALE: 1" = 100'

AUGUST, 2002

RECEIVED
AUG 20 2002
PLANNING & ZONING

VAC. 2002-0002

EXHIBIT NO. 1

VAC 2002-0002

City of Alexandria, Virginia

MEMORANDUM

~~14~~
~~12-11-01~~

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12-15-01

DATE: DECEMBER 7, 2001
TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL
FROM: PHILIP SUNDERLAND, CITY MANAGER *PS*
SUBJECT: CONSIDERATION OF INTERIM CLOSING OF SOUTH ROYAL AND SOUTH STREETS, FROM JONES POINT DRIVE TO SOUTH WASHINGTON STREET

ISSUE: City Council consideration of a proposal to close South Royal Street from its intersection with Jones Point Drive to its intersection with South Street, and to close South Street (a private street with a public right-of-way easement) to through-traffic from South Royal Street to South Washington Street, until Council consideration of an application for the formal vacation of these rights-of-way.

RECOMMENDATION: That City Council:

1. Receive this report on the proposed closing of South Royal and South Streets, including a map showing the area affected by the proposed closing (Attachment 1), and schedule a public hearing on the proposed closing for Saturday, December 15; and
2. At the conclusion of the public hearing, approve the closing, to be effective on Saturday, December 29, and to continue until Council consideration of an application for the formal vacation of these South Royal Street and South Street rights-of-way, and authorize the Director of Transportation and Environmental Services to take such actions as are necessary for the orderly implementation of the closing.

The Traffic and Parking Board, at its November 26 meeting, voted 6 to 1 to support the proposed closing and recommended the City continue to examine the potential impacts (Attachment 3).

BACKGROUND: Originally, South Street was constructed as a private road providing access to the Hunting Towers apartment complex from both South Washington Street and South Royal Street. In the late 1950s, acquisition of right-of-way for the Capitol Beltway displaced the eastern portion of South Street, requiring that it be rebuilt on an alignment paralleling the Beltway and intersecting with South Royal Street just to the south of the Woodrow Wilson

Bridge. The existing alignment of South Street is limited by (1) a narrow right-of-way with a retaining wall on one side and parking garage on the other, (2) a 90 degree turn where it intersects with the pre-Beltway South Street construction, (3) on-street parking, and (4) severely restricted sight distance at the bridge abutment. In spite of its relatively poor geometrics, South Street has, over the years, attracted "cut through" traffic seeking access between Old Town and the Mount Vernon section of Fairfax County and thereby avoiding the congestion on South Washington Street.

Reconstruction of the Woodrow Wilson Bridge and the associated widening of the Capitol Beltway requires acquisition of an additional 150 feet of land to the south of the existing Beltway. One of the three Hunting Towers apartment buildings and the two nearby office buildings and two parking structures will be demolished. Widening the Beltway will eliminate about sixty percent of the existing South Street, and will require the redesign of the entire area between the enlarged Beltway and remaining Hunting Towers buildings.

During the past year, the Woodrow Wilson Project Team, with input from City staff, has studied the feasibility, at the conclusion of the bridge project, of restoring South Street to a configuration that would allow it safely and efficiently to handle the growing volume of cut-through traffic that utilizes the street. The study led to the conclusion that, because of the widened Beltway, South Street would be too narrow to qualify as a public right-of-way or to safely accommodate a significant volume of through traffic, and thus needed to be closed to through traffic. The closing of South Street was originally planned to occur next Spring, which was based upon the timing of the demolition of the Hunting Towers and other buildings, and the relocation of many underground utilities.

However, as outlined in the attached November 13 memorandum to Council (Attachment 2), in the aftermath of the September 11 terrorists attacks, the Woodrow Wilson Project Team, based upon a security analysis conducted by the Bridge Team and reviewed by Department of Defense personnel, requested that the City approve the immediate closing of South Royal Street under the bridge, along with South Street, on an interim basis, until the Project could obtain the formal vacation of these public rights-of way. (The Project Team intends to initiate the formal vacation process, which will take approximately three months, early in 2002.)

DISCUSSION: To assess the impacts of the proposed closing of South Royal and South Streets, City staff have conducted a traffic study, undertaken an analysis of traffic impacts, met with representatives of St. Mary's School on several occasions, and docketed the proposed closing for the Traffic and Parking Board. Below is a summary of the results of staff's actions, and the reasons for and impacts of the proposed closing.

Current Traffic Conditions

1. Current weekday traffic on average is 3,500 vehicles on South Street and 3,830 vehicles on South Royal Street just south of Green Street.

Twenty-four hour, two-directional traffic counts were taken from 10:00 a.m. Tuesday to 10:00 a.m. Wednesday on November 13 and 14, 2001. These counts were taken at two locations on South Royal Street, one just south of Green Street and the other just south of Jones Point Drive. On these dates, St. Mary's School was in session, the bridge construction site was active and the City's remote parking facility had been moved from under the bridge to the Hunting Towers area. The counts showed a daily volume of approximately 3,500 vehicles using South Street and approximately 3,830 vehicles using South Royal Street south of Green Street.

2. The preponderance of traffic currently using South Royal and South Streets is southbound traffic, which reflects the southbound evening congestion (5-6 p.m.) on South Washington Street.

Southbound traffic peaked between 5:00 and 6:00 p.m. with 700 vehicles south of Jones Point Drive. The northbound peak hour, between 8:00 and 9:00 a.m., was approximately 400 vehicles. The morning peak period (approximately three hours) was shorter in duration and included fewer total vehicles than the evening peak (approximately four hours).

3. The effect of St. Mary's School traffic could not be readily distinguished during the morning peak period in either direction, but is clearly evident in the afternoon off peak.

There is a mid-afternoon, two-directional traffic increase associated with the 3:00 p.m. dismissal of St. Mary's students. Cars arrive between 2:30 and 3:00 p.m., form a queue, and then pick-up children and depart between 3:00 and 3:30 p.m. The volume of traffic in the northbound direction along South and South Royal Streets between 3:00 and 4:00 p.m. is 50 to 100 percent greater than the hourly average between 11:00 a.m. and 2:00 p.m.. In the southbound direction, there is a less obvious early buildup to the evening peak period starting at 2:00 p.m. Although not specifically identified, the traffic counts support an estimate of 130 to 150 vehicles in the afternoon on South Washington Street south of South Street, which are destined for St. Mary's School, with about one-third of these using South Street. In the morning peak hours, approximately 70 to 90 vehicles are estimated to utilize South Street to access St. Mary's School.

Traffic Impacts

The closure of South Royal and South Streets to through-traffic will have the following traffic impacts:

1. Removal of through-traffic will improve conditions for residents of Hunting Towers, pedestrians and recreational users.

South Street is a narrow and constrained road on a private right-of-way running through the Hunting Towers apartment complex. There is substantial pedestrian traffic through the area, particularly during peak commuting hours when residents are walking between the apartment buildings and various parking areas. There is also a considerable movement of pedestrians, joggers and cyclists along this link in the Mount Vernon Trail.

2. Turning movements at the South Street intersection with South Washington Street will be reduced by 80 to 90 percent.

This will eliminate this intersection as a cause of traffic delay on South Washington Street. However, delays for both northbound and southbound traffic will continue to occur on South Washington Street at Green Street. In the morning peak hour, the additional right turning volume at Green Street is estimated to be approximately 90 vehicles.

3. In both the morning and evening peak periods, traffic volumes on South Royal Street will be lower.

Traffic volumes, and the associated pedestrian conflicts and traffic noise, will be reduced for several blocks on South Royal Street due to the closure.

4. Traffic will increase on the east-west streets east of South Washington Street between the Beltway and King Street.

An estimated 90 to 95 percent of the traffic that now uses South Street in the morning will likely use one of the east-west streets north of the Beltway to reach the most favorable north-south street for continuing the trip. Distribution of this traffic to the several alternative streets will vary by time of day and direction of travel. For example, Green Street will likely carry almost all of the former South Street traffic that is destined for St. Mary's School, and other traffic will avoid Green Street during the periods of heavy school traffic. Additionally, former South Street traffic will tend to avoid Franklin Street eastbound (in the morning) and Gibbon Street westbound (in the evening) because these streets are already heavily traveled due to their connection to Route 1.

Overall, staff estimates that former South Street traffic will be distributed as follows:

| | |
|-------------------|------------|
| Green Street | 25 percent |
| Jefferson Street | 25 percent |
| Franklin Street | 20 percent |
| Gibbon Street | 20 percent |
| All other streets | 10 percent |

The redistribution of traffic to these streets is unlikely to adversely affect the Old Town urban grid system. Levels of service and vehicle delays are not likely to be noticeably changed. The effect on the Washington Street corridor will be small as the redistribution of traffic occurs on a corridor that already is constrained. Washington Street currently operates at a level of service "E" during rush hour.

5. Traffic associated with Saint Mary's School, during the morning peak and the afternoon dismissal, will be concentrated on Green Street.

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South Street is used by vehicles traveling to and from St. Mary's. Based upon recent roadway counts and school provided data, approximately 90 such vehicles use South Street in the morning and approximately 70 - 90 use the street in the afternoon during the school pickup hour. These vehicles use South Street to travel to and from the school; they do not use it to queue prior to picking up students in the afternoon.

In the morning, the vast majority of the St. Mary's traffic that now uses South Street will travel north on South Washington to Green Street, and then head east on Green to drop off a child at the school entrance. In the afternoon, this former South Street traffic will head eastbound on Green Street to South Royal Street to join the pick-up queue that forms on South Royal Street and along Jones Point Drive. City staff have discussed procedures with St. Mary's School that, we believe, will allow for a more orderly morning drop-off of children, and the afternoon queuing of vehicles on South Royal and other streets. (A presentation of these procedures will be given during the hearing on December 15.) Six field reviews indicate that the morning and evening congestion on Green and South Royal are largely the result of parents stopping vehicles in the travel lanes to drop off children or to merge in the queue mid-stream. The proposed closing of South Royal Street will actually lessen the interference with the afternoon queue formation and associated turning movements on that street. (Further discussion on St. Mary's occurs below.)

6. The volume of traffic that is diverted from South Street will increase the volume of traffic traveling on South Washington Street in both the morning and evening.

The effect of this traffic will be most noticeable in the evening peak period when there is heavy southbound flow of traffic on South Washington Street. Southbound traffic on South Royal Street will seek to distribute itself among the east-west streets that lead to South Washington Street. Typically, this traffic tries to pick the street with the shortest queue at South Washington Street, avoiding Gibbon Street because of the heavy through movement to Route 1. During the morning peak, northbound traffic seeking an alternative to South Washington Street will tend to turn right on Jefferson, Gibbon and Wilkes Streets, avoiding Green Street because of the school traffic and Franklin Street because of relatively heavy traffic coming from Route 1. City traffic engineers are studying traffic signal timing refinements to facilitate the flow of traffic on South Washington Street, so that queues on cross streets will be shorter. By improving the traffic throughput on South Washington Street and reducing the green time allocated to side streets during the evening peak period, the side streets will achieve better utilization of green signal phases and overall delay will be reduced.

Security Impacts

1. The closing of South Royal Street will reduce somewhat the possibility of an attack that is staged from underneath the bridge and that would threaten the surrounding community.

The Woodrow Wilson Bridge Project, in consultation with the Department of Defense, have identified areas of risk where they believe that a truck bomb or similar device could be driven in

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a vehicle under the Woodrow Wilson Bridge and detonated, causing major damage to the bridge and to a key East Coast transportation corridor. The closing of the area under the bridge and in Jones Point Park, and the removal of parking under the bridge, has already been undertaken. The closing of South Royal Street under the bridge will complete the goal of securing the area under the bridge in Alexandria.

Impacts on St. Mary's School

St. Mary's School serves a community that includes Alexandria and an extensive area of Fairfax County. The school has experienced continuing growth in enrollment over several decades, with much of the growth coming from areas south of the City. Enrollment today is approximately 750 students, about 65 percent of whom live in the residential communities bounded by the Potomac River, Fort Belvoir, Route 1, and Alexandria. As the school enrollment has grown, problems of student access and traffic congestion have developed. In particular, a slowly moving queue of cars waiting to discharge students develops each morning on Green Street, and in mid-afternoon, cars queue up to wait for students to be dismissed from school. Both of these queues conflict with through-traffic and pose potential hazards that have been a concern to the school staff, the neighborhood and the City.

1. The closing of South Royal and South Streets will increase the number of cars that travel on Green Street each morning.

An estimated 65 percent (or about 90) of the cars from the south that deliver students to St. Mary's now use South Street to reach the school. When South Street is closed, these cars will stay on Washington Street to Green Street, and will increase the traffic traveling eastbound on Green Street toward the school. In their discussions with St. Mary's, City staff have proposed a way of handling the increased Green Street morning traffic resulting from the closure of South Street. Several of the staff's proposals expand the drop-off area and contain a procedure that should increase the rate at which cars can discharge their passengers and leave the queue. As described above, the present drop-off operation is not optimal. Under this strategy, all cars will approach the school with the drop-off area on their right side, minimizing left side drop-off and the number of children who need to walk across Green Street to access the school.

2. In the afternoon, queuing space for St. Mary's cars can be increased.

Approximately six weeks ago, afternoon queuing access for St. Mary's cars to Jones Point Drive became somewhat limited due to bridge-related construction activities. As a result, St. Mary's began to experience some parking and queue management problems. (These problems are not related to the closure of South Royal or South Street.) Staff have proposed to restore the prior queue configuration for St. Mary's and have presented alternate proposals which would have vehicles queue on both sides of South Royal Street, on Green Street, and along Jones Point Drive. These proposals will provide sufficient queuing spaces for the vehicles arriving at St. Mary's in the afternoon to pick up children. Under these proposals, cars leaving the St. Mary's

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play area with students will be encouraged to proceed north on South Royal Street to Jefferson Street in order to avoid interference with the car queue. Since there will be no through-traffic on South Royal Street, it is expected that this afternoon queue will be safer and somewhat faster in that it allows parents to stop mid-street in a through lane to drop off the school children. This operation is not only putting students at risk in the middle of the street but also presently causes delays to advancing vehicles.

Traffic and Parking Board Action

On November 26, the Traffic and Parking Board considered the issue of closing South Royal Street under the bridge and South Street from South Washington Street to South Royal. The Board acknowledged the urgency of the closure, but urged staff to provide careful planning and specific measures to minimize the adverse effect of this action. Several speakers representing St. Mary's School were critical of the impacts that would accrue to the school and cited the need for more time to develop mitigating procedures. One representative of the Yates Gardens Civic Association supported the reduction in traffic on residential streets. The Board voted to support the proposed closing by a vote of 6 to 1 (Attachment 3).

Implementation of the Closing

If the proposed closing is approved, South Royal Street will be closed to traffic by erecting barriers beneath the parapet of the existing bridge. Provisions will be made for the passage of pedestrians, bicycles and emergency vehicles. The South Royal Street intersection with Jones Point Drive will remain open to continue to provide access to Jones Point Park. The closing of South Street to through-traffic will not, of course, prevent vehicles from continuing to access the parking lot behind the Hunting Towers complex from South Washington Street.

The requested effective date for the closing of South Royal Street and South Street is Saturday, December 29, 2001. This will allow for a two-week period during which South Street users will be notified, by variable message signs and public announcements, of the impending changes in traffic patterns. Concurrently, staff will work with St. Mary's School to assure the timely notification of parents and car pool drivers about changes in routing and the procedures for delivering and picking up students. One of our objectives is to work with St. Mary's School to distribute the revised instructions to St. Mary's parents before the beginning of the holiday break and to have the instructions in effect before the students return to school in January. In addition, civic associations will be asked to notify their membership so that occasional users and people who might be affected otherwise by the change in traffic patterns will be aware of the street closing.

FISCAL IMPACTS: The proposed elimination of through-traffic on South Street and the closing of South Royal Street south of Jones Point Drive will be treated as a routine activity of the traffic engineering and street maintenance divisions. No unusual or extraordinary costs are associated with this activity. Actual costs for barricades, signing and similar measures will be shared with the Woodrow Wilson Bridge Project.

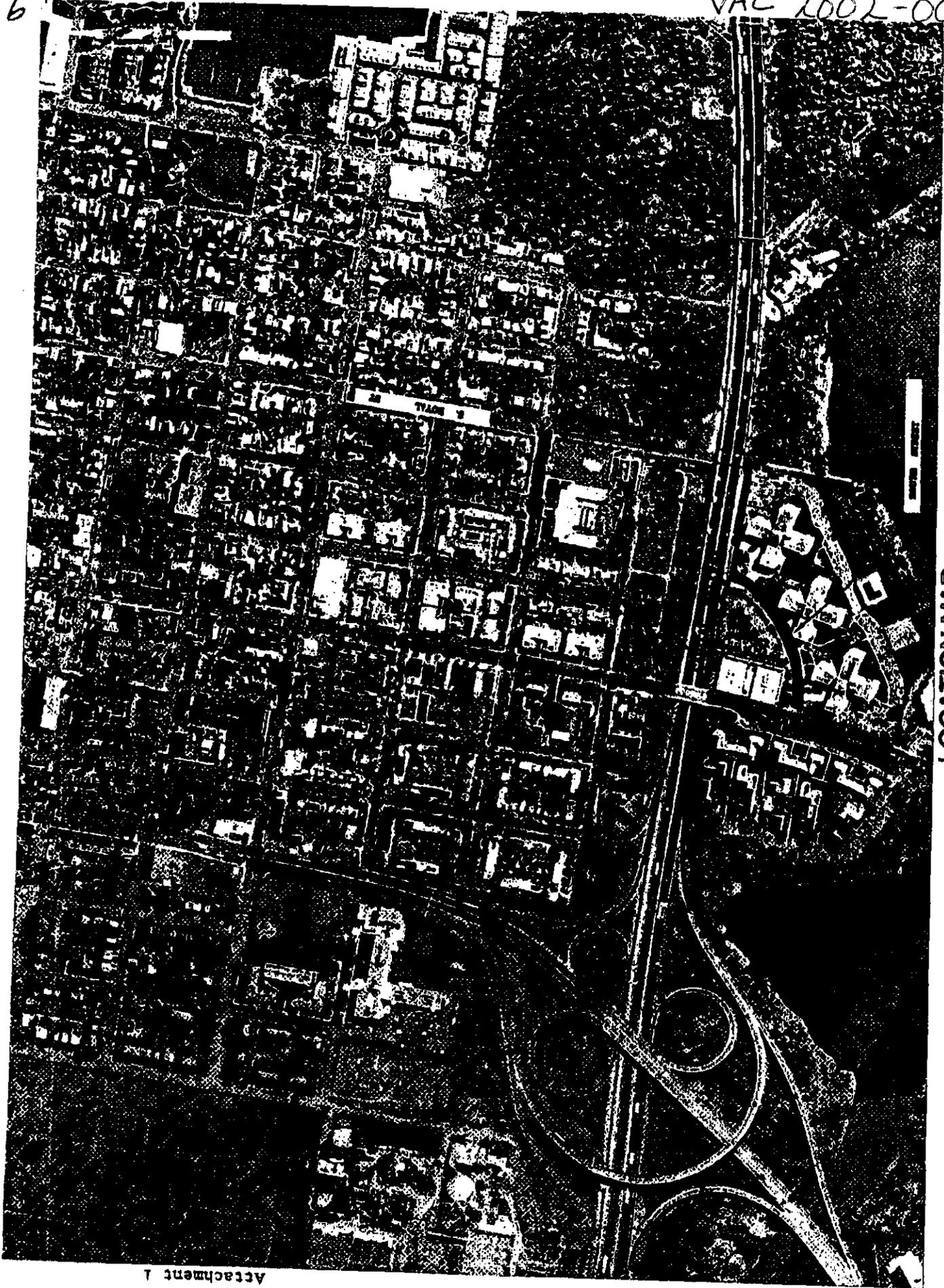
ATTACHMENTS:

1. Location Map
2. Memorandum to Council, November 13, 2001
3. Traffic and Parking Board Minutes, November 26, 2001

STAFF:

Richard J. Baier, Director, Transportation and Environmental Services
Douglas McCobb, Deputy Director, Transportation and Transit
Emily Baker, City Engineer
Bob Garbacz, Division Chief, Transportation
Reed Winslow, WWB Project Coordinator

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LOCATION MAP

City of Alexandria, Virginia

MEMORANDUM

DATE: NOVEMBER 13, 2001

TO: THE HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

THROUGH: PHILIP SUNDERLAND, CITY MANAGER *PS*

FROM: RICHARD J. BAIER, P.E., DIRECTOR
TRANSPORTATION & ENVIRONMENTAL SERVICES *R. Baier*

SUBJECT: WOODROW WILSON BRIDGE SECURITY ISSUES

We want to update you on a number of matters affecting Jones Point Park, and the Woodrow Wilson Bridge (WWB) Project's plans for the future of the park.

The events of September 11 have caused many changes in our lives and outlook. Over the past eight weeks, we have come to realize that public works structures may be vulnerable and that our country has hundreds of potential terrorist targets. The Woodrow Wilson Bridge has been identified as such a target by the WWB project team. The thinking about the Woodrow Wilson Bridge and its replacement has been transformed as radically as our nation's feelings of complacency and safety. Its destruction would have immediate disastrous effects on the economy of the metropolitan area and the entire eastern seaboard region.

To meet this threat, we are working with the WWB project team and their sponsors, first to increase the security of the existing bridge, and later, to rethink the design of the future bridge. After meetings that included the region's police and incident response representatives, as well as key people on the project staff and in the City's Police, Fire, General Services, Parks, Recreation and Cultural Activities and Transportation and Environmental Services Departments, and after consulting with Federal authorities, the project team announced a number of security measures to be implemented on an expedited schedule. The project requested that the City relocate the remote parking facility from beneath the bridge and that South Royal Street be closed to traffic where it passes under the bridge. The City agreed to this parking relocation. The remote parking site was moved to the Hunting Towers area and all permit holders were notified about the new location, which was effective Monday morning, November 5.

The City advised the project that, before South Royal Street could be immediately closed at the bridge, we would need to determine the amount of traffic which uses that portion of South Royal, and the impacts that would follow from the closing of the street, and we would need to provide

sufficient notice of the closing to the public. We requested that the project perform turning movement and hourly vehicle counts, but we eventually performed the counts ourselves to expedite the data collection.

I should note that, for several months prior to September 11, there was a discussion initiated by the project (and wholly unrelated to security) regarding the permanent closing of all of South Street and the portion of South Royal Street between the entrance to Jones Point Park and South Street (i.e., the portion of South Royal under the bridge). Working with the project, the City had determined that continuing through-traffic in this area was not consistent with the optimal reconfiguration of the Hunting Towers parking and access. The permanent closing of South Street and the portion of South Royal under the bridge was expected to occur around April 1, 2002, on a schedule that meshed with the plans to demolish buildings and to begin utility relocations along South Street. Also, the closing would follow the project pursuing the vacation process through the Planning Commission and City Council.

The immediate closure of South Royal Street under the bridge obviously will have some traffic impacts. Traffic counts undertaken on November 6 and 7 reveal about 200 vehicles (two-way traffic) per morning peak hour and about 700 vehicles (two-way traffic) in the evening peak hour travel on South Royal Street at the bridge. In reviewing these counts, roadway capacity and circulation patterns, we do not anticipate that the closure of South Royal under the bridge (and the natural re-routing of traffic to other streets) will cause measurable congestion and/or delay on other streets.

The closing will require parents who now travel to St. Mary's school from south of the City to avoid South Street, and to approach and depart from the school along Green Street. This may have cause a slight inconvenience to these parents. The Manager and I met with St. Mary's representatives today and discussed the rerouting of school traffic that has been caused by alternations to Jones Point Park Road (as well as construction and noise impacts). It is not anticipated that the closing of South Royal Street under the bridge will have any significant impacts on St. Mary's.

Staff will present an assessment of the impacts of the closing of South Royal under the bridge to the Traffic and Parking Board on November 26. We will present the matter to you at the public hearing on December 17. Any decision to now close South Royal under the bridge will be preceded by press releases and public notices to residents and businesses. Variable message signs also will be used to alert drivers that South Royal will be closed under the bridge starting on a specific date. The City has insisted to the project that a deliberate, carefully developed closure is needed to avoid unnecessary traffic confusion and hazards.

Meanwhile, the WWB Project, with the assistance of the Department of Defense, is undertaking a threat assessment which will guide future decisions affecting the use of the area beneath both the existing and the proposed Woodrow Wilson Bridges, as well as the future development of Jones Point Park. Construction of the interim soccer fields, to the north of the current bridge, which

was planned for the spring of 2002, has been deferred. An interim parking lot located near the soon to be demolished Seaport Foundation building will be built by May. Remote parking will be shifted to this lot so that demolition can proceed in the Hunting Towers area. The existing soccer fields, south of the bridge, will be retained with minor adjustments to avoid interference with the new bridge construction until a decision is reached regarding the construction of the interim fields.

The design of improvements for Jones Point Park is now at the 65% complete stage. Work on these plans has been suspended until the results of the threat assessment are available, probably in six months to a year. The extent of the changes that will be necessary is unknown at this time. The current plans have major improvements under the bridge, including a relocated Jones Point Drive, new parking, a restroom and park maintenance building, ball courts and a recycling station. It is possible that all or many of these elements of the overall park development plan will need to be relocated, depending on the findings of the threat assessment.

If you have any questions regarding the above, please give me a call ((703) 838-4966).

BOARD ACTION: Mr. Gonzales made a motion, seconded by Mrs. Burns to approve the staff recommendation. The Board voted unanimously to approve the staff recommendation.

- 8. **PUBLIC HEARING:** Request for a "No Parking" sign at the parking space between the driveways at 3121 Colvin Street and 3127 Colvin Street.

BACKGROUND: There is one parking space between these two driveways and large trucks making deliveries cannot back into the driveways to load or unload.

STAFF RECOMMENDATION: Staff recommends approval of the request.

BOARD ACTION: Mr. Ty Akbasli spoke in favor of the request. Mr. Laychus made a motion, seconded by Mr. Johnson to approve the request. The Board voted unanimously to approve the request.

- 9. **PUBLIC HEARING:** Request for installing "No U Turn" signs going east and west on West Braddock Road at the junction to both lower and upper parking lots at Minnie Howard School 3801 West Braddock Road. This is a request from the Principal at Minnie Howard School.

BACKGROUND: Many vehicles are making u-turns at these two sites.

STAFF RECOMMENDATION: Staff recommends approval of the request.

BOARD ACTION: Mr. Johnson made a motion, seconded by Mr. Laychus to approve the staff recommendation. The Board voted unanimously to approve the motion.

- 10. **PUBLIC HEARING:** Request for a traffic signal at the intersection of North Patrick Street and Oronoco Street.

BACKGROUND: The warrants for the installation of a traffic signal are satisfied in accordance to the Manual on Uniform Code Traffic Control Devices. The Inner City Civic Association requested a traffic signal at this intersection.

STAFF RECOMMENDATION: Staff recommends that the request be approved.

BOARD ACTION: Lee Roy Steele, Cammille Leverett, David McCreedy, Jesse Jennings, Paul Loeser and Marcia Feldman spoke in favor of the request. Kevin DeBell spoke in opposition to the request. Mr. Johnson made a motion, seconded by Mr. Laychus to approve the request based on environmental issues, i.e., noise and air quality. The Board voted 5-2 to approve the request. Mr. Ruggiero and Ms. Burns voted no.

- 11. **PUBLIC HEARING:** Request to close South Royal Street and South Street to through traffic from Jones Point Drive to South Street. South Street will remain open as a private access road for the Hunting Towers Complex.

4

13

BACKGROUND: This is necessary due to the construction of the new Woodrow Wilson Bridge. Access to all of the Hunting Towers parking lots will be maintained.

STAFF RECOMMENDATION: Staff recommends that the request be approved.

BOARD ACTION: Gene McCormick, Renaldo "Nick" Nicholson and Theresa Miller spoke in favor of the request. Christopher Bahret, Jay Siegfried, Dan Haas, James McAndrews, Thomas Fadoul, Jr., Terri Belleher, Jessica LeFerve, David Patalita and Roger Furey spoke opposed to the request. Mr. Ruggiero made a motion, seconded by Laychus to approve the staff recommendation. The Board voted 6-1 to approve the motion to recommend that City Council consider the request. Ms. Burns voted no.

12. **PUBLIC HEARING:** Request to designate Jamieson Avenue instead of Ballenger Avenue as the permit parking zone in the vicinity of the Federal Courthouse that was established for jurors and witnesses.

BACKGROUND: Several months ago the Board approved Ballenger Avenue as the permit parking zone for jurors and witnesses. In November Ballenger Avenue will be closed for the construction of the Patent and Trademark Office Building. Jamieson Avenue will be used for parking during the construction of the PTO.

STAFF RECOMMENDATION: Staff recommends that the request be approved.

BOARD ACTION: Betsy Paret spoke in favor of the request. Alan Rudd, Bill Harvey, Allen Kamerow, Motron Cohen, Joan McAllister, Coy Harris, Sam Biggs, Martin Baskin, Joni Stutman, Sara Harris and Sal Gambone spoke in opposition of the request. Ms. Burns made a motion, seconded by Mr. Johnson to defer this request and for staff to review a change in the location from Jamieson Avenue to Mill Road for juror and witness parking. The Board voted unanimously to defer the request.

13. **PUBLIC HEARING:** Request to remove five parking spaces on the north side of Braddock Road at Commonwealth Avenue and to remove six parking spaces on the south side of Braddock Road at Commonwealth Avenue.

BACKGROUND: This will create two westbound lanes on Braddock Road as you approach the traffic signal on Commonwealth Avenue. The right lane will be right turn only and the left lane will be through and left. Two approach lanes will improve the capacity and safety at this intersection.

STAFF RECOMMENDATION: Staff recommends that the request be approved.

BOARD ACTION: Mr. Johnson made a motion, seconded by Mr. Laychus to approve the staff recommendation. The Board voted unanimously to approve the motion.

207
5.5.77

BOOK 854 PAGE 714

2365

File only

PUBLIC STREET EASEMENT

THIS EASEMENT, made this 11th day of April, 1977, by and between ARLEN REALTY, INC., a Pennsylvania Corporation, Lessee, party of the first part; and the CITY OF ALEXANDRIA, a municipal corporation of the State of Virginia, party of the second part:

WITNESSETH THAT,

WHEREAS, to promote public convenience and safety, it is necessary to provide certain easements for Public Streets over property leased by the said party of the first part hereto, designated as Parcels 83.02-02-03, 83.02-03-04 and 83.02-03-05 in the City of Alexandria, Virginia, the location of said easement for public street purposes is shown on plat prepared by the Department of Transportation and Environmental Services, City of Alexandria, Virginia, dated July 20, 1976, entitled "Plat Showing the land required for Public Street and Emergency Vehicle Easement purposes by the City of Alexandria, Va. from Teachers Insurance and Annuity Association of America", attached hereto and made a part hereof; and

NOW, THEREFORE, in consideration of the sum of One Dollar (\$1.00) and other good and valuable considerations, receipt of which is hereby acknowledged, the said party of the first part does hereby grant unto the said party of the second part a perpetual easement and right of way in, through and over the aforesaid parcel of land leased by the party of the first part hereto for public street purposes, said easement being more particularly described on the plat attached hereto and made a part hereof.

TO HAVE AND TO HOLD unto the party of the second part for the purpose of maintaining thereon, public streets, but reserving to the owners thereof the fee in and to the Said parcel.

IN WITNESS WHEREOF, said Arlen Realty, Inc., a Pennsylvania Corporation, has caused this Easement to be executed by its President and its corporate

seal hereto affixed, and attested by its Secretary, pursuant to due and proper authority of the Board of Directors.

ARLEN REALTY, INC.

By: [Signature] (SEAL)
Vice-President



CORPORATE SEAL

ATTEST:

[Signature]
Secretary

STATE OF ~~NEW YORK~~ NEW YORK:

County OF New York : - to-wit:-

I, the undersigned Notary Public in and for the County of New York New York aforesaid, State of ~~New York~~, do hereby certify that Douglas Crocker II Vice- and Lawrence Lopater Asst. Secretary, respectively, of Arlen Realty, Inc., a Pennsylvania Corporation, are signed to the writing foregoing and hereto annexed, bearing date on the 11th day of April, 1977, personally appeared before me in my Said County and State aforesaid and acknowledged said writing to be the act and deed of their said Corporation, and the seal thereto affixed to be the corporate seal, and the writing was so signed and acknowledged by them and the said seal so affixed by proper authority.

Given under my hand and seal this 11th day of April, 1977.

My commission expires on the 30th day of March, 1979.

[Signature]
NOTARY PUBLIC



VIRGINIA:
In the Clerk's office of the Circuit Court-City of Alexandria this deed was received and the taxes imposed by Sec. 63-54.1 in the amount of \$ have been paid & the Annexed certificate admitted to record on 4-18-77 3:42 P.M.

[Signature] CLERK

Dr R
5-5-77

BOOK 854 PAGE 701

2364

EMERGENCY VEHICLE EASEMENT

THIS EASEMENT, made this 11th day of April, 1977, by and between ARLEN REALTY, INC., a Pennsylvania Corporation, Lessee, party of the first part and the CITY OF ALEXANDRIA, a municipal corporation of the State of Virginia, party of the second part:

WITNESSETH THAT,

WHEREAS, to promote public safety, it is necessary to provide certain easements for ingress and egress of emergency vehicles over property leased by the said party of the first part hereto, designated as Parcels 83.02-02-03, 83.02-03-04 and 83.02-03-05 in the City of Alexandria, Virginia, the location of said easement for emergency vehicles is shown on plat prepared by the Department of Transportation and Environmental Services, City of Alexandria, Virginia, dated July 20, 1976, entitled "Plat Showing the land required for Public Street and Emergency Vehicle Easement purposes by the City of Alexandria, Va. from Teachers Insurance and Annuity Association of America", attached hereto and made a part hereof; and

NOW, THEREFORE, in consideration of the sum of One Dollar (\$1.00) and other good and valuable considerations, receipt of which is hereby acknowledged, the said party of the first part does hereby grant unto the said party of the second part a perpetual easement and right of way for such time as the building erected on the aforesaid parcel of land leased by the party of the first part hereto shall be and remain in existence for access to and through the aforesaid parcel of land for Emergency Vehicles of the said party of the second part or operating on its behalf, said Easements being more particularly described on the plat attached hereto and made a part hereof.

This Easement and Right of Way shall be for the purpose of ingress and egress of emergency vehicles operation for and on behalf of the party of the second part and such right of ingress and egress shall be continued so long as it is in furtherance of a public purpose of the said party of the second

part; the said party of the second part has no responsibility or obligation for construction or maintenance of said Emergency Vehicle Easements.

IN WITNESS WHEREOF, said Arlen Realty, Inc., a Pennsylvania Corporation, has caused this Easement to be executed by its President and its corporate seal hereto affixed, and attested by its Secretary, pursuant to due and proper authority of the Board of Directors.

ARLEN REALTY, INC.

By: [Signature] (SEAL)
Vice - President



CORPORATE SEAL

ATTEST:

[Signature]
Secretary

STATE OF ~~FLORIDA~~ NEW YORK

COUNTY OF NEW YORK : to-wit:-

I, the undersigned Notary Public in and for the New York County aforesaid, State of ~~Florida~~, do hereby certify that Douglas Crocker II and Lawrence Lopater, whose names as Vice-President and Asst. Secretary, respectively, of Arlen Realty, Inc., a Pennsylvania Corporation, are signed to the writing foregoing and hereto annexed, bearing date on the 11th day of April, 1977, personally appeared before me in my said County and State aforesaid and acknowledged said writing to be the act and deed of their said Corporation, and the seal thereto affixed to be the corporate seal, and the writing was so signed and acknowledged by them and the said seal so affixed by proper authority.

Given under my hand and seal this 11th day of April, 1977.

My commission expires: March 30, 1979



In the Clerk's office of the Circuit Court-City of Alexandria this 18th day of April, 1977, was received and the taxes imposed by Sec. 58-54.1 in the amount of \$ have been paid & with the Annexed certificate admitted to record on 4-18-77 3:41 P.M.

[Signature]
NOTARY PUBLIC
Edwin W. Dunks CLERK

DR
3-28-77

BOOK 851 PAGE 152

1446

DEED OF EASEMENT

THIS AGREEMENT, made this 3rd day of March , 1977, by and between TEACHERS INSURANCE AND ANNUITY ASSOCIATION OF AMERICA, a New York Corporation, party of the first part; and the CITY OF ALEXANDRIA, a municipal corporation of the State of Virginia, party of the second part:

WITNESSETH THAT,

WHEREAS, to promote public safety, it is necessary to provide certain easements for Public Streets and for ingress and egress of emergency vehicles over property of the said party of the first part hereto, designated as Parcels 83.02-02-03, 83.02-03-04 and 83.02-03-05 in the City of Alexandria, Virginia, the location of said easement for public street purposes and Emergency Vehicles is shown on plat prepared by the Department of Transportation and Environmental Services, City of Alexandria, Virginia, dated July 20, 1976, entitled "Plat Showing the land required for Public Street and Emergency Vehicle Easement purposes by the City of Alexandria, Va. from Teachers Insurance and Annuity Association of America", attached hereto and made a part hereof; and

NOW, THEREFORE, in consideration of the sum of One Dollar (\$1.00) and other good and valuable considerations, receipt of which is hereby acknowledged, the said party of the first part does hereby grant unto the said party of the second part a perpetual easement and right of way for such time as the building erected on the aforesaid parcel of land by the party of the first part hereto shall be and remain in existence for access to and through the aforesaid parcel of land for Emergency Vehicles of the said party of the second part or operating on its behalf, said Easements being more particularly described on the plat attached hereto and made a part hereof.

This Easement and Right of Way shall be for the purpose of ingress and egress of emergency vehicles operation for and on behalf of the party of the second part and such right of ingress and egress shall be continued so long as it is in furtherance of a public purpose of the said party of the second

part; the said party of the second part has no responsibility or obligation for construction or maintenance of said Emergency Vehicle Easements.

THIS DEED FURTHER WITNESSETH: That the party of the first part does hereby grant unto the party of the second part a perpetual easement and right of way for public street purposes as shown on the aforesaid plat.

IN WITNESS WHEREOF, said Teachers Insurance and Annuity Association of America, a New York Corporation, has caused this Agreement to be executed by its Vice President and its corporate seal hereto affixed, attested by its Assistant Secretary, pursuant to due and proper authority duly heretofore had.

TEACHERS INSURANCE AND ANNUITY ASSOCIATION OF AMERICA

By: J. A. Hallock (SEAL)
J. A. Hallock, Vice President

CORPORATE SEAL

ATTEST:

Kathleen M. Nelson
Kathleen M. Nelson Assistant Secretary

STATE OF NEW YORK:

County OF New York : to-wit:-

I, the undersigned Notary Public in and for the State and County aforesaid, do hereby certify that J. A. Hallock, Vice President and Kathleen M. Nelson, Assistant Secretary of Teachers Insurance and Annuity Association of America, a New York Corporation, whose names are signed to the writing foregoing and hereto annexed, bearing date on the 3rd day of March, 1977, have acknowledged the same before me in my State and County aforesaid to be the act and deed of said Corporation, that the seal thereto affixed to be its true corporate seal, and the writing was so signed and acknowledged by them and the said seal so affixed by proper authority of said Corporation.

Given under my hand and seal this 3rd day of March, 1977.

My commission expires:



VIRGINIA:
In the Clerk's office of the Circuit Court-City of Alexandria this deed was received and the taxes imposed by Sec. 68-64.1 in the amount of \$ have been paid & with the Annexed certificate admitted to record on 3-10-77 1:11 PM.

Vivian Claps
NOTARY PUBLIC

VIVIAN CLAPS
NOTARY PUBLIC, State of New York
No. 24-4507024
Qualified in Kings County
Cert. filed in New York County
Commission Expires March 30, 1977

Alvin H. Prinks CLERK

#25. VAC. 2002-0002
submitted at 9.3.02 PC mtg.



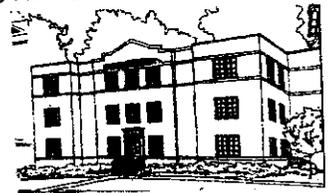
Main Office
tel. 703/549-1646
fax 703/519-0840

St. Mary's Catholic School

400 GREEN STREET
ALEXANDRIA, VA 22314



Combined Federal Campaign - #8975 - United Way 1998



Stephens Hall
tel. 703/549-3488
fax 703/549-3489

Members
Planning Commission
City of Alexandria
301 King Street
Suite 2100
Alexandria, Va. 22313

September 3, 2002

RE: Docket Item #25
Vacation #2002-0002
Planning Commission Meeting
Comments of St. Mary's

Dear Planning Commission Members:

On behalf of St. Mary's School, I am writing to correct a factual inaccuracy in the Staff Recommendation concerning the request by the Virginia Department of Transportation for vacation of the City's right-of-way easement on South Street. The Staff Recommendation at page 5 states: "From a traffic standpoint, analysis shows very little change in traffic conditions as a result of the temporary closing of the street and St. Mary's has implemented a successful alternative pick-up and drop-off plan appears [sic] to be successful."

In fact, the closing of South Street has made vehicle access to St. Mary's School more difficult and time consuming. Where the carpool pick-up used to last on average 20 minutes, for instance, it now takes approximately 45 minutes.

St. Mary's School very much wants to be a good corporate citizen and to bear its fair share of the burden of the Wilson Bridge Project. It is also true,

however, that the Project continues to have adverse impacts on our educational mission. In addition to existing delays resulting from the closure of South Street, we also remain concerned about future impacts on access as delays on Washington Street increase, without access being available via South Street.

St. Mary's School, therefore, remains opposed to closing South Street.

Sincerely,



Kathleen Dolan
Principal

cc: Rev. Dennis W. Kleinmann
Richard J. Baier, P.E.
Ronaldo T. Nicholson, P.E.



VIEWERS LIST

Mr. Donald Allen
102 Monroe Avenue
Alexandria, VA 22301
703-836-0094

Mr. Ross Bell
820 S. Washington Street, #B-329
Alexandria, VA 22314
703-836-2001 [cme-10/00]

Ms. Amoret Bunn
607 Melrose Street
Alexandria, VA 22302
703-683-1836

Mr. Rodger Digilio
1900 Mt. Vernon Avenue
Alexandria, VA 22301
703-548-6066 [cme-10/00]

Ms. Katrine Fitzgerald
307 East Mason Avenue
Alexandria, VA 22301
703-683-1617

Ms. Gila Harris
5435 Richenbacher Avenue
Alexandria, VA 22304
703-671-9055 [wde-7/00]

Mr. John Hines
13 East Myrtle Street
Alexandria, VA 22301
703-683-9659

Mrs. Judy Lowe
14 West Mount Ida Avenue
Alexandria, VA 22305
703-548-1713 [wde-9/00]

Ms. Kellie Meehan
801 West View Terrace
Alexandria, VA 22301
703-836-1787

Mr. Lee Roy Steele
516 North Patrick Street
Alexandria, VA 22314
703-549-7737 [wde-9/00]

Mr. Warren Almquist
201 East Monroe Street
Alexandria, VA 22302
703-684-3657

Mr. Bill Brandon
727 Upland Place
Alexandria, VA 22314
703-683-0927 [cme-10/00]

Ms. Libby Cooperman
205 Yoakum Parkway, #215
Alexandria, VA 22304
703-370-9064

Ms. Marilyn Doherty
12 West Mount Ida Avenue
Alexandria, VA 22301
703-548-3095

Mrs. Ruby Fitzgerald
305 Summers Drive
Alexandria, VA 22301
703-548-7088

Ms. Debbera Hayward
5911-303 Edsall Road
Alexandria, VA 22304
703-370-7360

Mr. Jesse Jennings
1019 Oronoco Street
Alexandria, VA 22314
703-549-5229 [wde-9/00]

Ms. Cathy Major
1431 Oronoco Street
Alexandria, VA 22314
703-836-2521

Mr. Paul Smedberg
975 Powhatan Street
Alexandria, VA 22314
703-684-8795

Ms. Ruby Tucker
254 Lynhaven Drive
Alexandria, VA 22305
703-549-7754

VIEWERS LIST

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Alexandria, VA 22301
703-836-0094

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Alexandria, VA 22302
703-684-3657

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Alexandria, VA 22314
703-836-2001 [cme-10/00]

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703-549-5229 [wde-9/00]

Mrs. Judy Lowe
14 West Mount Ida Avenue
Alexandria, VA 22305
703-548-1713 [wde-9/00]

Chair

Ms. Cathy Major
1431 Oronoco Street
Alexandria, VA 22314
703-836-2521

Ms. Kellie Meehan
801 West View Terrace
Alexandria, VA 22301
703-836-1787

Mr. Paul Smedberg
975 Powhatan Street
Alexandria, VA 22314
703-684-8795

Mr. Lee Roy Steele
516 North Patrick Street
Alexandria, VA 22314
703-549-7737 [wde-9/00]

Ms. Ruby Tucker
254 Lynhaven Drive
Alexandria, VA 22305
703-549-7754



City of Alexandria, Virginia
 301 King Street, Suite 2300
 Alexandria, Virginia 22314

#9
 9-14-02



Kerry J. Donley
 Mayor

September 16, 2002

Beverly I. Jett, CMC
 City Clerk and
 Clerk of Council
 beverly.jett@ci.alexandria.va.us

William C. Cleveland
 Vice Mayor

(703) 838-4550
 Fax: (703) 838-6433

Members of Council
 Claire M. Eberwein
 William D. Euille
 Redella S. Pepper
 David G. Speck
 Joyce Woodson

Mrs. Judy Lowe
 14 West Mount Ida Avenue
 Alexandria, Virginia 22305

Re: Consideration of a request for a vacation of the City's right-of-way easement for the proposed widening of Interstate 95 (South Street)

Dear Mrs. Lowe:

Pursuant to authorization given to Mayor Donley by the City Council at its Public Hearing Meeting on September 14, 2002, you, as Chairperson, together with Mr. Lee Roy Steele, and Mr. Bill Brandon, were appointed as viewers to view the public right-of-way property described in the attached pages and to report in writing whether in the viewers' opinion any inconvenience or harm to the public would result from discontinuing and vacating the public right-of-way use of this property. I have enclosed a sample viewers' report. For further information concerning this matter, you may contact the Director of the Department of Planning and Zoning at 703-838-4666.

If possible, would you please have your report, signed by all three viewers, in the Office of the City Clerk on or before Monday, September 30, 2002. If this date is not convenient, please call my office so that we can place your report on a later docket.

Please bill the Virginia Department of Transportation, 1800 Duke Street, Suite 200, Alexandria, Virginia 22314. If payment is not made within thirty (30) days, please advise the City Clerk at 703-838-4550.

Sincerely,

Beverly I. Jett
 Beverly I. Jett, CMC

City Clerk and Clerk of Council

Enclosures: Docket Item No. 9
 Sample Viewers' Report
 Mr. Lee Roy Steele, 703-549-7737
 Mr. Bill Brandon, 703-683-0927

"Home Town of George Washington and Robert E. Lee"



#9
9-14-02

City of Alexandria, Virginia
301 King Street, Suite 2300
Alexandria, Virginia 22314



Kerry J. Donley
Mayor

September 16, 2002

Beverly I. Jett, CMC
City Clerk and
Clerk of Council
beverly.jett@ci.alexandria.va.us

William C. Cleveland
Vice Mayor

(703) 838-4550
Fax: (703) 838-6433

Members of Council
Claire M. Eberwein
William D. Eulle
Redella S. Pepper
David G. Speck
Joyce Woodson

Mr. Lee Roy Steele
516 North Patrick Street
Alexandria, Virginia 22314

Re: Consideration of a request for a vacation of the City's right-of-way easement for the proposed widening of Interstate 95 (South Street)

Dear Mr. Steele:

Pursuant to authorization given to Mayor Donley by the City Council at its Public Hearing Meeting on September 14, 2002, you, together with Mrs. Judy Lowe as Chairperson, and Mr. Bill Brandon, were appointed as viewers to view the public right-of-way property described in the attached pages and to report in writing whether in the viewers' opinion any inconvenience or harm to the public would result from discontinuing and vacating the public right-of-way use of this property. I have enclosed a sample viewers' report. For further information concerning this matter, you may contact the Director of the Department of Planning and Zoning at 703-838-4666.

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Please bill the Virginia Department of Transportation, 1800 Duke Street, Suite 200, Alexandria, Virginia 22314. If payment is not made within thirty (30) days, please advise the City Clerk at 703-838-4550.

Sincerely,

Beverly I. Jett, CMC
City Clerk and Clerk of Council

Enclosures: Docket Item No. 9
Sample Viewers' Report
Mrs. Judy Lowe, 703-548-1713
Mr. Bill Brandon, 703-683-0927

"Home Town of George Washington and Robert E. Lee"



City of Alexandria, Virginia
 301 King Street, Suite 2300
 Alexandria, Virginia 22314

#9
 9-14-02



Kerry J. Donley
 Mayor

September 16, 2002

Beverly I. Jett, CMC
 City Clerk and
 Clerk of Council
 beverly.jett@ci.alexandria.va.us

William C. Cleveland
 Vice Mayor

(703) 838-4550
 Fax: (703) 838-6433

Members of Council
 Claire M. Eberwein
 William D. Eulle
 Redella S. Popper
 David G. Speck
 Joyce Woodson

Mr. Bill Brandon
 727 Upland Place
 Alexandria, Virginia 22314

Re: Consideration of a request for a vacation of the City's right-of-way easement for the proposed widening of Interstate 95 (South Street)

Dear Mr. Brandon:

Pursuant to authorization given to Mayor Donley by the City Council at its Public Hearing Meeting on September 14, 2002, you, together with Mrs. Judy Lowe as Chairperson, and Mr. Lee Roy Steele, were appointed as viewers to view the public right-of-way property described in the attached pages and to report in writing whether in the viewers' opinion any inconvenience or harm to the public would result from discontinuing and vacating the public right-of-way use of this property. I have enclosed a sample viewers' report. For further information concerning this matter, you may contact the Director of the Department of Planning and Zoning at 703-838-4666.

If possible, would you please have your report, signed by all three viewers, in the Office of the City Clerk on or before Monday, September 30, 2002. If this date is not convenient, please call my office so that we can place your report on a later docket.

Please bill the Virginia Department of Transportation, 1800 Duke Street, Suite 200, Alexandria, Virginia 22314. If payment is not made within thirty (30) days, please advise the City Clerk at 703-838-4550.

Sincerely,

Beverly I. Jett

Beverly I. Jett, CMC
 City Clerk and Clerk of Council

Enclosures: Docket Item No. 9
 Sample Viewers' Report
 Mrs. Judy Lowe, 703-548-1713
 Mr. Lee Roy Steele, 703-549-7737

"Home Town of George Washington and Robert E. Lee"

APPLICATION for VACATION

VAC# 2002-0002

[must use black ink or type]

PROPERTY LOCATION: 1202 S. WASHINGTON ST
South St. Alexandria Virginia

TAX MAP REFERENCE: 083.02-01-05 ZONE: RC
083.02-02-0314/5

APPLICANT'S NAME: Virginia Department of Transportation

ADDRESS: 1800 Duke St. STE 200 Alexandria, Virginia 22314

PROPERTY OWNER NAME: City of Alexandria

(Owner of abutting area to be vacated)

ADDRESS: 301 King St. Alexandria, VA 22314

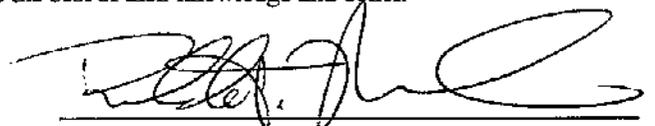
VACATION DESCRIPTION: Vacation of South Street easements to accommodate widening of I-95 associated with the Woodrow Wilson Bridge Projects. Includes three easements (public street, emergency vehicle, and deed).

THE UNDERSIGNED hereby applies for a Vacation Ordinance in accordance with the provisions of Chapter 10 of the Code of the State of Virginia, the Alexandria City Charter and City Code, and the Alexandria Zoning Ordinance.

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of their knowledge and belief.

Ronaldo T. Nicholson
Print Name of Applicant or Agent


Signature

1800 Duke St. STE 200
Mailing/Street Address

703-519-9800 703-548-4593
Telephone # Fax #

Alexandria, VA 22314
City and State Zip Code

June 24, 2002
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: _____ Date & Fee Paid: _____ \$ _____

ACTION - PLANNING COMMISSION: 9/5/02 RECOMMEND APPROVAL 6-0-1

ACTION - CITY COUNCIL: 9/14/02PH--SEE ATTACHED. (Separate Motion)

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

ACTION CONSENT CALENDAR (continued)

Planning Commission (continued)

5. Councilman Speck requested staff to correct language in condition #3 to make it consistent with all our language regarding parking.

City Council approved the Planning Commission recommendation.

6. City Council approved the Planning Commission recommendation.

7. City Council approved the Planning Commission recommendation.

8. City Council approved the Planning Commission recommendation.

9. Councilman Euille commented that St. Mary's School and VDOT had discussions underway for more than a year now in terms of reaching a negotiated settlement on the impacts of the Woodrow Wilson Bridge project on the school. He understands that those discussions have somehow gotten off track. Mr. Euille encouraged the City staff to do whatever it can to assist both parties to getting back to the table and hopefully seeking some type of reasonable solution to their discussions. The closing of this street will certainly have an impact not only on the entire neighborhood, but also St. Mary's School.

City Council approved the Planning Commission recommendation and authorized the appointment of viewers. Judy Lowe, chair, and Lee Roy Steel and Bill Brandon were appointed as viewers. **(Separate Motion)**

10. Councilman Speck noted condition #29 where it goes into some detailed language about employee training sessions. He was impressed with the way they have laid out some of the importance of educating the people that work there on the conditions and the significance of those conditions to the neighborhood and recognizing that this is a particularly important use. It's one with a long record of existing in that residential neighborhood. He thinks that some of the intent of that could easily be incorporated into a lot of our other special use permits, and he wanted to note that and ask if that is something that we can look at for other ones. It makes a lot of sense.

Planning and Zoning Deputy Ross stated that the language of that particular condition was worked out by the applicant, the North Ridge Civic Association, individual neighbors and staff. She agreed with Councilman Speck and thinks it's good. She thinks that staff can take the flavor and intent of it, capsulize it, and use it in other reports.

Councilman Speck thought it was good staff work and something it can discuss with Planning Commission to include with some of the applications received for restaurants, for example.

City Council approved the Planning Commission recommendation.

END OF ACTION CONSENT CALENDAR

Council Action: _____