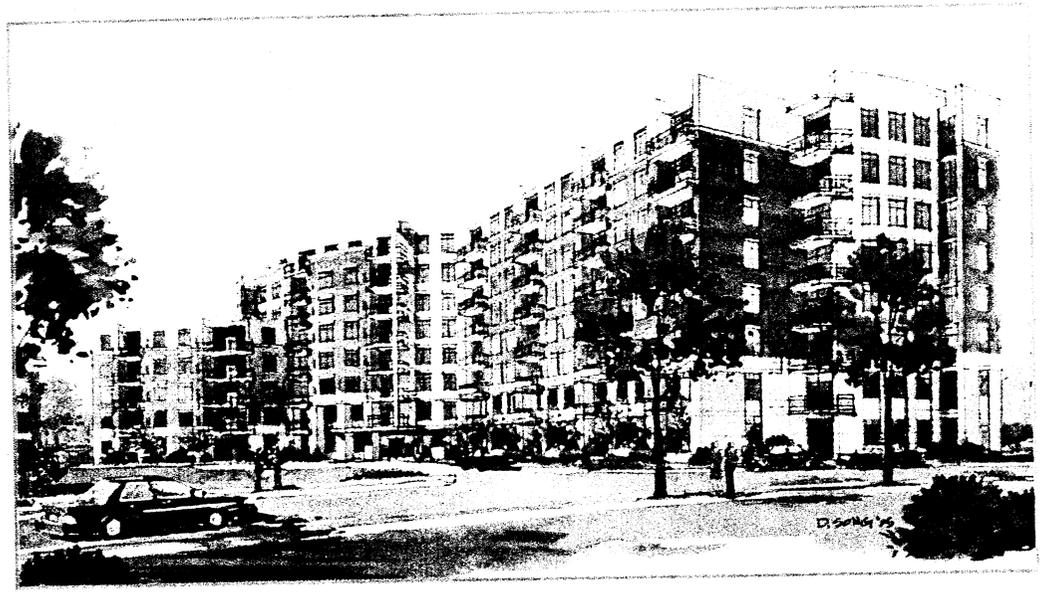


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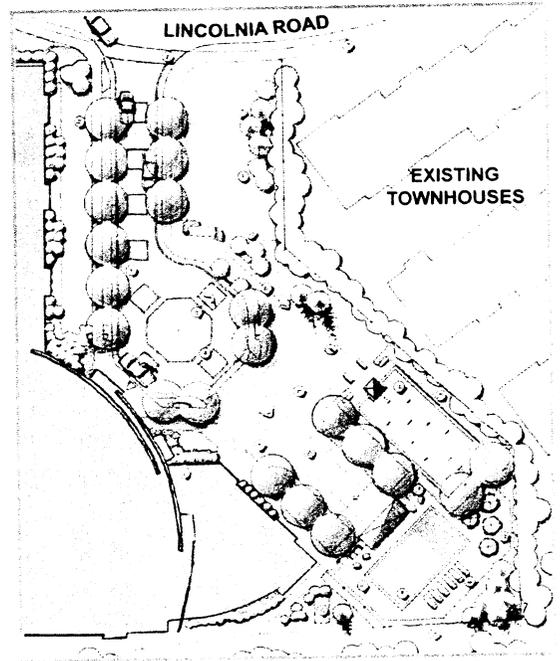
EXHIBIT NO. 1

Diamond Lincolnia Lincolnia Road Residences



6100 & 6110 Lincolnia Road

Development
Special Use Permit
#2004-0030



Department of Planning and Zoning
Planning Commission Meeting
September 8, 2005

Docket Item #11
DEVELOPMENT SPECIAL USE PERMIT #2004-0010
LINCOLNIA ROAD RESIDENCES

Planning Commission Meeting
September 8, 2005

ISSUE: Consideration of a request for a development special use permit, with site plan, for construction of a residential condominium building with underground parking.

APPLICANT: Diamond Properties L.L.C., by
Harry Hart, attorney

LOCATION: 6100 & 6110 Lincolnia Road

ZONE: CRMU-M/Commercial Residential Mixed Use

PLANNING COMMISSION ACTION, SEPTEMBER 8, 2005: On a motion by Mr. Jennings, 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, and amendments to condition #29 to add the language, “or the applicant shall demonstrate through sufficient construction methods that similar sound attenuation measures are taken within the building to the satisfaction of the Director of Code Enforcement,” and to condition #44 to clarify that the handicap parking spaces which cannot be sold are those “that are required under the USBC or the Code of Virginia.” The motion carried on a vote of 7 to 0.

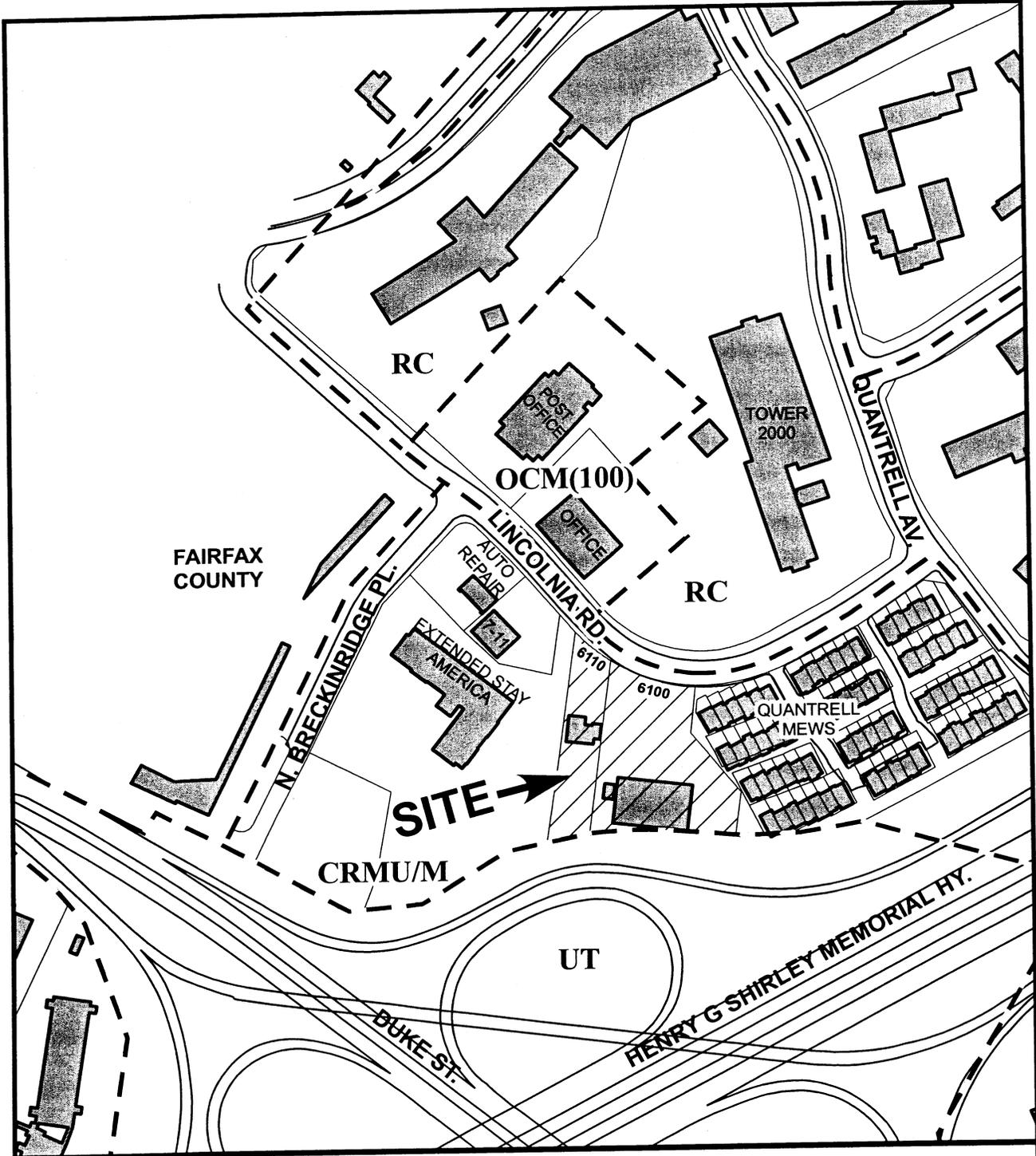
Reason: The Planning Commission agreed with the staff analysis.

Speakers:

Bud Hart, attorney, representing the applicant.

Helen Tarot, President of the Hampton Court residents association, spoke in support of the application, and stated that the proposed development will be a significant improvement to the site and will not adversely impact parking or traffic, and that many existing traffic issues can be addressed by adjusting traffic signal timing.

Jamie Brodna, 6031 Riddle Walk, spoke in support of the application, stating that the proposed development will enhance the area, that she is pleased that the trees along the east property line are being retained, and that area traffic problems will not be worsened by this development but are an issue that the City and County must address.



DSUP #2004-0010

09/08/05



6

I. IMPACTS / BENEFITS:

IMPACT/BENEFIT	COMMENTS
Consistency with Strategic Plan	<ul style="list-style-type: none"> The proposal is a residential condominium infill redevelopment with underground parking and which will provide publicly accessible, ground-level open space.
Use	<ul style="list-style-type: none"> 136 residential condominium units. 2-level underground parking garage.
Open Space	<ul style="list-style-type: none"> 40.1% ground-level open space. Pedestrian amenities/courtyard, such as a looped sidewalk, decorative benches, a multi-purpose play area, and landscaping. Public access easement for open space on eastern portion of the site.
Pedestrian / Streetscape	<ul style="list-style-type: none"> Construction of new sidewalk and planting of new street trees on Lincolnia Road. Building oriented to the street. New bus shelter. Eastern courtyard/open space.
Building Compatibility	<ul style="list-style-type: none"> Building steps down in height toward adjoining townhouses (range in height from 50 ft. to 80 ft.). The exterior materials will be primarily masonry, glass, and metal.
Affordable Housing	<ul style="list-style-type: none"> The applicant will make a voluntary offer of \$2.00 per sq. ft. of floor area permitted with a site plan (68,044 sq. ft.) and \$4.00 per sq. ft. of additional floor area (68,044 sq. ft.) that is requested via the special use permit, for a total voluntary contribution of \$408,264.
Traffic/Transit	<ul style="list-style-type: none"> Levels-of-service (LOS) for all study intersections will remain at LOS A, B, or C. Providing transit subsidies for residents. Participating in rideshare program. Participating in Guaranteed Ride Home program.
Parking	<ul style="list-style-type: none"> 1 parking space per bedroom, plus 15% visitor parking, will be provided within the underground parking garage.
Environment	<ul style="list-style-type: none"> Green building elements such as non-toxic building materials, energy efficient appliances, low emission paints, high efficiency mechanical equipment and recycled materials.

II. EXECUTIVE SUMMARY:

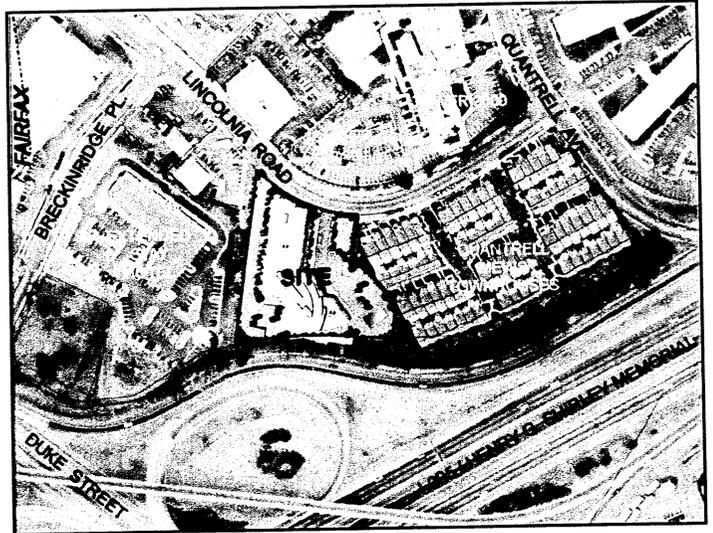
A. Overview:

The applicant is requesting approval to construct a residential condominium building, with 136 units, on a 1.56-acre property on Lincolnia Road. The proposal requires approval of a special use permit to increase the allowable floor area ratio (FAR) from 1.0 to 2.0 and to increase building height from 77 ft. to 80 ft. The adjoining area is characterized by a mix of low scale commercial buildings, townhomes, and by several taller buildings of up to approximately 150 ft. in height, as depicted in the graphic. The Alexandria West Small Area Plan designates the area for a mix of residential and commercial uses, allowing higher densities for residential or mixed-use developments.

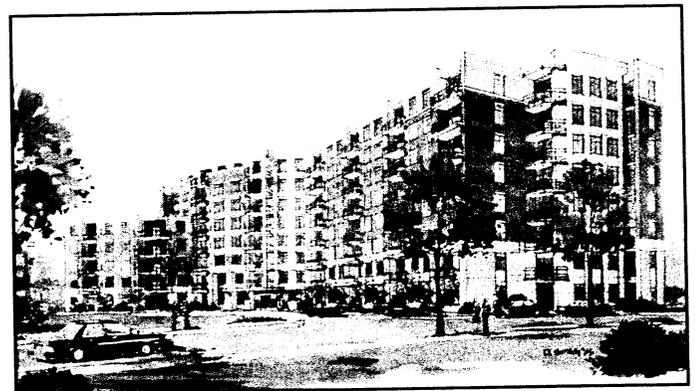
The applicant initially proposed a 100 ft. tall building, allowable in the CRMU/M zone with an SUP. However, the proposal was significantly taller than many of the adjoining buildings, especially the adjacent townhomes which are approximately 35 ft. tall (45 ft. to peak of roof). Additionally, the proposal included above-ground parking, which did not allow for appropriate transitions in scale or adequate setbacks and buffers from the adjoining townhomes, and offered little consolidated ground level open space.

Based on concerns raised by the City and community the proposal has been significantly revised in the last few months with changes to the mass and site plan that include:

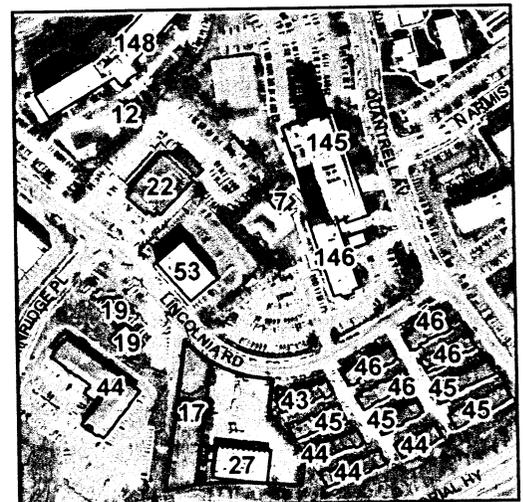
- Decreased building height from 100 ft., to a range of 50 to 80 ft.;
- Increased setback/buffer adjacent to the townhomes from 64 to 92 ft.;
- Increased at-grade open space to 40%;
- Provided all parking below grade; and
- Voluntary offer to provide \$408,264 for affordable housing.



Site Aerial



Perspective from Lincolnia Road



Adjoining Building Heights

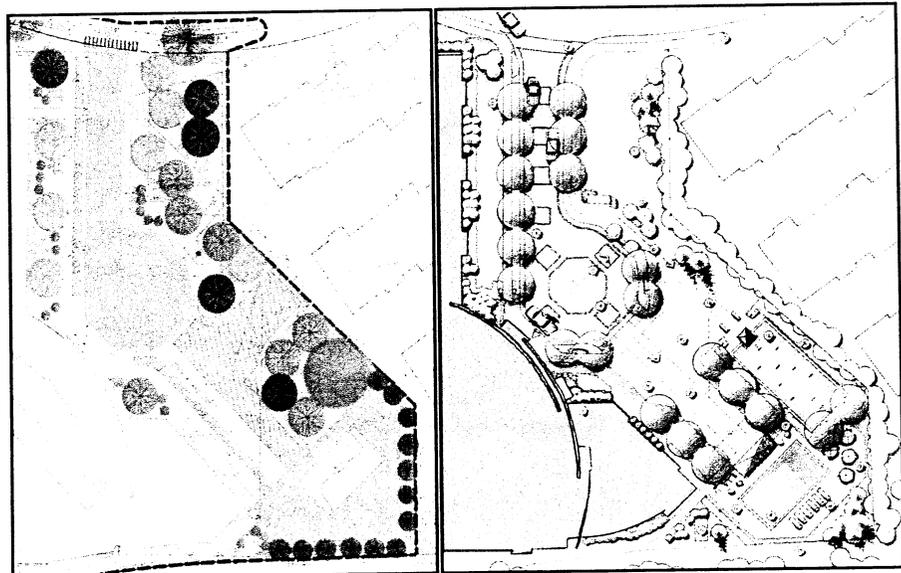
Portions of the building will be taller than the adjoining townhomes to the east of the site, although the building will be setback and will “step down” in height to 50 ft. on the eastern portion of the site to provide a more appropriate transition to the existing townhomes. In addition to providing a buffer, the underground parking enables at-grade, consolidated open space for residents of the building and the neighborhood. With these revisions and recommendations regarding landscaping, open space, transit incentives, and parking as discussed in more detail below, staff is recommending approval.

B. Issues Addressed by the Staff Recommendations:

- Landscaping - Screening - Open Space - Walkability;
- Building Compatibility - Scale; and
- Traffic - Transit Incentives - Parking.

Landscaping- Screening -Open Space - Walkability:

The proposal provides 40.1% open space at ground level, the majority of which is consolidated on the eastern portion of the site. This amount of open space is an opportunity to have open space and improve walkability for the development and for the surrounding neighborhood. However, the applicant's proposed landscaping and pedestrian improvements for this area are minimal. At the request of the City, the applicant has agreed to provide a public access



Applicant's Landscape Plan Staff's Recommended Changes

easement for the open space pedestrian connections and the internal courtyard park to enable this space to function as a neighborhood pocket park for neighboring residents. As depicted in the graphic, staff has also added recommendations that will improve the aesthetics, amenities, and functionality of the open space. More specifically, conditions have been included to:

- Provide a public access easement for the internal open space;
- Place sculpture or focal element within the open space;
- Relocate the existing above-grade utilities below grade;
- Create internal sidewalks and pedestrian circulation;
- Use decorative pavers;
- Add pedestrian-scale lighting;

- Provide benches and trash receptacles for the street frontages and internal courtyard;
- Provide bicycle racks; and
- Provide additional landscaping and amenities within the open space.

With these conditions, the proposed development will provide pedestrian improvements and a useable consolidated area of open space pocket park for the residents of the proposed building and of the surrounding community, while also providing screening for the adjoining townhomes.

Building Compatibility - Scale:

The CRMU-M zone permits relatively high density development and heights (77-100 ft.). While the proposed building will be taller than its immediate neighbors, it will be about half the height of the nearby Tower 2000 apartments and Fountains condominiums. This site is approximately 15 ft. above the grade of the adjoining I-395 Shirley Highway on-ramp, and therefore the “back” of the building and the building’s skyline are important elements for this building, which will be seen from I-395 and from portions of Duke Street.

The “L” shape of the building and variation in height of the southern facade of the building will create a contemporary profile from I-395 and from Duke Street. Staff has added conditions that will require additional refinement to the top of the building to create a more interesting skyline entirely of high quality materials such as precast, brick and metal. In addition, staff has added recommendations requiring additional landscaping on the southern portion of the building, including within the right-of-way if approved by VDOT. The overall design composition is contemporary, which staff believes is appropriate for this area of the City.



View from I-395

Traffic - Transit Incentives - Parking:

The proposal will have minimal impact on traffic in the area and recommendations have been added to encourage public transit. Specifically, the 136 new condominium units will generate 71 total AM peak hour trips (both directions; an average of 1.2 cars per minute) and 93 PM peak hour trips (an average of 1.55 cars per minute). The additional traffic will have a slight impact (by as much as 1.4 seconds) on wait times at surrounding street intersections.

The traffic projections do not reflect any reductions in private vehicle use due to use of public transit, and therefore represent a “worst-case scenario.” This site is well served by DASH and Metrobus, which in turn, provide multiple alternatives for accessing Metrorail. The bus service provides a substantial number of weekday and weekend routes to provide mass transit alternatives for the future residents.

To increase the use of mass transit by the future residents, staff is recommending that the applicant provide:

- Transit subsidies (\$120/year/unit) for Metrorail, Metrobus, and DASH for residents;
- Promotion of the use of transit, carpooling and vanpooling;
- Funding for a bus shelter;
- Pedestrian / streetscape improvements; and
- Bicycle storage facilities.

Given the use, location and incentives, staff believes that the goal of a minimum 20% mass transit use by the residents should be attainable. Staff has also added conditions regarding parking as discussed in more detail below.

C. Community:

During the community meetings, there was general support for redevelopment of the site, although concerns were expressed about the following:

- Impact on on-street parking;
- Impact on traffic;
- Quality of building materials and design;
- Impacts of construction;
- Contributions to affordable housing; and
- Conversion from condominiums to apartments in the future.

To address the concerns raised by the community, staff has added conditions regarding transit, parking, open space, landscaping, fencing, and building design.

D. Conclusion:

Staff recommends **approval** with the conditions of approval as outlined in the staff report.

III. BACKGROUND

A. Site Description:

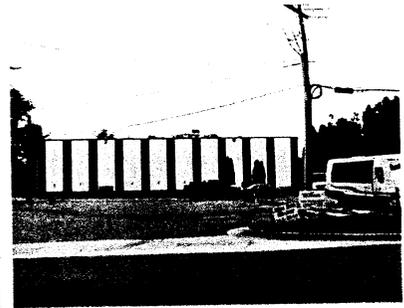
The 1.56-acre site is an irregularly shaped property located on the south side of Lincolnia Road in the western portion of the City. It is currently occupied by a vacant single-family residence, a two-story office building which houses the Lion and Fox recording studios, and a surface parking lot which serves the office building. The uses adjacent to the site vary in both use and size. There is a three-story Extended Stay America hotel and a one-story 7-11 convenience store to the west. To the north the buildings consist of a four-story office building and a 16-story apartment building. To the east of the site are two-story townhouses and the I-395 off-ramp is to the south.

The property is part of the Alexandria West Small Area Plan Chapter of the Master Plan. Existing building heights in the area range from approximately 18 feet to 150 feet, but the immediately surrounding buildings are two-story townhouses, a one-story convenience store, and a three-story hotel. The site is essentially flat with a steep drop-off at the southern edge of the site, and the site is almost entirely covered with impervious surfaces.

B. Proposal:

The applicant is proposing a 136-unit condominium building, with 51 one-bedroom units and 85 two-bedroom units. Two proposed driveways will serve the site – a driveway on the east side of the building will serve as a drop-off and access for emergency vehicles, and a driveway on the west side of the building will provide access to the underground parking garage, as well as access to a loading area and emergency vehicle access. The parking garage will have two levels and a total of 250 parking spaces plus 15% visitor parking. A swimming pool is proposed at the southeast corner of the site, and much of the eastern portion of the site will be provided as open space for the residents of the building and the surrounding neighborhood.

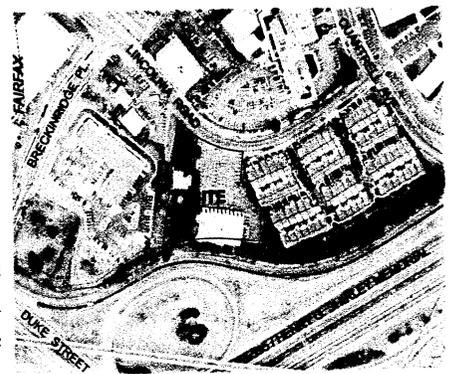
One of the challenges in designing the site is its irregular shape; the parcel has almost a 100 ft. greater width at the rear than at the front of the site. Emergency access requirements necessitate driveways on both long sides of the building. Further, the desire to minimize the impact to the adjoining townhouses required locating the building as far to the west as possible.



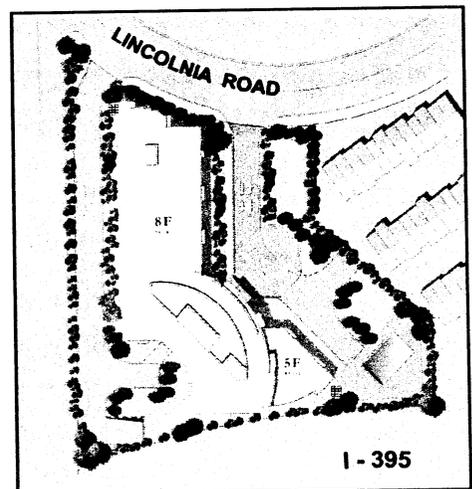
Existing On-Site Office



Existing On-Site House



Aerial



Site Plan

In order to address these issues, the building has a shape which is similar to that of the site. The building is shifted as far to the west as possible, while still providing the required emergency access along the west side of the building. Previous iterations of the plan had a vehicular entrance to the garage on the east side of the building, but that was shifted to the west to reduce the impact on the townhouses and to maximize the open space on the eastern portion of the site.

IV. ZONING:

The applicant is requesting approval of a development special use permit for increased FAR and height for residential condominiums in the CRMU-M/Commercial Residential Mixed Use (Medium) zone. The zoning and Master Plan indicate an intent for the property to redevelop.

DIAMOND LINCOLNIA		
Property Address:	6100 Lincolnia	
Total Site Area:	68,044 sq. ft. (1.56 acres)	
Zone:	CRMU-M Commercial Residential Mixed Use (Medium)	
Current Use:	Office and Single-Family Home	
Proposed Use:	Residential Condominiums	
	<u>Permitted/Required</u>	<u>Proposed</u>
FAR	1.00	2.00*
Floor Area	68,044 sq. ft.	136,088 sq. ft.*
Number of Units	N/A	51 one-bedroom units 85 two-bedroom units 136 total units
Density	N/A	87.2 d.u./acre
Open Space	40%, 27,218 sq. ft.	40.1%, 27,257 sq. ft.
Height	77 feet	79.7 feet*
Parking	1.3 spaces/1-bed unit (66) 1.75 spaces/2-bed unit (149) 15% visitor parking (33) 248 total	250 total
*Special Use Permit requested.		

V. STAFF ANALYSIS:

Staff is recommending approval of the proposed condominium building. The applicant has worked with staff and the community to revise the site plan and building height to address the issues raised by the proposal. The applicant has agreed to provide open space, streetscape, landscape and pedestrian improvements, which will benefit the pedestrian environment surrounding the site. While staff recommends approval, the recommendation is contingent upon the additional site and building enhancements as outlined in the recommended conditions.

A. *Traffic*

A traffic impact study was prepared by Gorove/Slade Associates, Inc. The study evaluated current conditions, projected conditions at project build-out (2006), and projected conditions at five years after project build-out (2011). The intersections studied included Lincolnia and Beauregard, Lincolnia and Quantrell, and Quantrell and Beauregard.

The study determined that all approaches to each of the three intersections currently operate at a level of service (LOS) A, B, or C (all acceptable LOS), with the exception of the northbound approach to the Beauregard/Lincolnia intersection, which at the time of the study was operating at LOS F. However, a traffic signal has been installed at this intersection, which brings the intersection up to an acceptable LOS.

The traffic impact study concluded that the impact of the proposed development on traffic will be modest. The development will generate an estimated 71 total AM peak hour trips (both directions; an average of 1.2 cars per minute) and 93 PM peak hour trips (an average of 1.55 cars per minute). The largest increase in average traffic delay at any of the study intersections will be approximately 1.4 seconds, on the northbound approach to the intersection of Lincolnia and Beauregard. The pre-construction and post-construction levels of service (LOS) are provided in the following table. (Note that the Lincolnia/Beauregard figures reflect the recently installed traffic signal.)

Table # 1
Projected 2006 Levels of Service (LOS) - with and without Development

Roadway Intersection		LOS (Delay in seconds)			
		AM Peak Hour		PM Peak Hour	
		w/ Devt	w/o Devt	w/ Devt	w/o Devt
Lincolnia/Beauregard <i>(Signalized)</i>	Overall Intersection	B (13.5)	B (13.1)	B (11.8)	B (11.6)
	Eastbound Approach	B (12.7)	B (12.7)	A (9.8)	A (9.6)
	Westbound Approach	B (10.0)	B (10.0)	B (10.5)	B (10.5)
	Northbound Approach	C (24.0)	C (22.6)	C (23.8)	C (23.3)
	Southbound Approach	B (19.6)	B (19.6)	C (21.1)	C (21.1)
Lincolnia/Quantrell <i>(Unsignalized)</i>	Overall Intersection	N/A	N/A	N/A	N/A
	Eastbound Approach	B (10.7)	B (10.5)	B (12.9)	B (12.3)
	Westbound Approach	B (10.3)	B (10.2)	B (10.7)	B (10.4)
	Northbound Approach	A (7.4)	A (7.4)	A (7.5)	A (7.5)
	Southbound Approach	A (7.3)	A (7.3)	A (7.4)	A (7.4)
Quantrell/Beauregard <i>(Signalized)</i>	Overall Intersection	A (8.5)	A (7.4)	A (8.2)	A (8.1)
	Eastbound Approach	A (4.7)	A (4.6)	A (6.3)	A (6.3)
	Westbound Approach	A (3.7)	A (3.7)	A (7.3)	A (7.3)
	Northbound Approach	D (41.2)	D (41.3)	C (31.4)	C (31.4)

The intersection of Beauregard and Little River Turnpike (Route 236; Duke Street) is presently failing. Fairfax County D.O.T. has made the improvement of this intersection one of their highest priorities, and a redesign of the intersection is presently underway. It is anticipated that the design will be completed this year, with land acquisition to follow and construction to begin in 2006. Improvements to the intersection will include additional turning lanes and a traffic signal at the intersection of Oasis Drive and Little River Turnpike to improve access for both vehicles and pedestrians.

The traffic study assumed that one-hundred percent of the trips generated by this project would be auto-oriented. Therefore, there was no reduction in vehicle trips to account for use of public transportation, and the trips projected by the study represent the "worst case scenario." Staff is recommending incentives to encourage the use of transit.

B. Mass Transit:

Given the availability of public transit to the site, staff recommends that the promotion of alternative modes of transportation be a condition of approval. Staff is recommending incentives to improve that number and to achieve the goal of a minimum 20% mass transit use for the residents of the building. Staff is also requiring incentives to encourage alternative modes of travel, such as carpooling, cycling, telecommuting, and coordination with adjoining transit programs.

The site is well served by buses, with the following specific options:

- Metrobus 7, which has stops on Quantrell and Lincolnia, provides service between Landmark Mall and the Pentagon and Pentagon Metro, with buses running northbound between 5:05 a.m. and 11:48 p.m., and southbound between 6:32 a.m. and 3:54 a.m. Twelve buses depart for the Pentagon Metro between 7:00 and 9:00 a.m., and twelve buses depart from Pentagon Metro to the Lincolnia / Quantrell bus stop between 5:00 and 7:00 p.m., with travel times of 30 to 40 minutes.
- DASH 2, with stops on Quantrell, provides service to Landmark Mall, King Street Metro, Van Dorn Metro, and Old Town. Buses run between 5:35 a.m. and 10:47 p.m. Buses in each direction come about every 30 minutes, with travel times of about 30 minutes to King Street Metro and 30-40 minutes to Van Dorn Metro.

Staff's recommended conditions include the following methods of promoting transit use:

- Fund a minimum of \$120/unit each year (\$16,320/year total), with annual increases.
- Provide discounts for use by residents of public transportation systems, including Metrorail, Metrobus and DASH.
- Pay for a bus shelter at the intersection of Lincolnia and Quantrell.
- Participate in a car share program (Zipcar, Flexcar).
- Provide bicycle storage facilities on-site.
- Promote the use of transit, carpooling, and vanpooling.
- Submit biannual reports on the effectiveness of the TMP accounts.
- Provide pedestrian sidewalk, crosswalks and streetscape enhancements to improve the pedestrian walkability and mass transit accessibility.
- Participate with other area TMP's and residential associations to implement programs and activities which promote alternative means of transportation.
- Wireless high-speed internet access for each unit.

VI. Issues Addressed By Staff Recommendations:

A. *Parking*

The applicant is proposing 51 one-bedroom units and 85 two-bedroom units. The Zoning Ordinance requires 1.3 parking spaces per one-bedroom dwelling unit and 1.75 spaces per two-bedroom unit, for a total of 215 parking spaces. Additionally, the City requires that an additional 15% be provided as visitor parking spaces (33 spaces). A total of 248 parking spaces are required, and the applicant is proposing 250 spaces, all of which will be located in the two-level underground parking garage.

There have been concerns raised by the community about the amount of parking provided, especially for the two-bedroom units. The concern raised by the community is consistent with concerns expressed for condominium developments elsewhere in the City. In addition, the applicant will likely charge for the underground parking spaces, which creates a considerable additional cost when coupled with the purchase price for the unit. Therefore, many of the future residents will decide not to purchase a parking space and elect to park on the adjoining public streets.

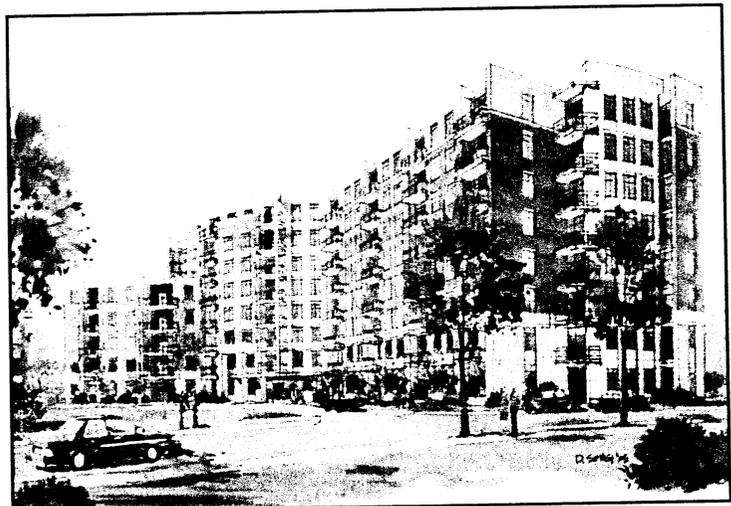
To avoid residents being forced to pay an additional fee for parking spaces, staff is recommending that the price of parking spaces (one space per one-bedroom unit and two spaces per two-bedroom unit) be included as part of the purchase price of the units. Staff is also requiring that visitor spaces be located on the first floor of the garage – the more visible and readily accessible area for visitors to the condominium building.

Another issue related to parking in the neighborhood relates to the construction phasing and staging for this site, including the parking for construction employees. Staff is also recommending that the applicant provide a parking plan for construction workers that is designed to ensure that construction parking does not spill over onto the adjoining residential streets.

B. *Compatibility - Scale*

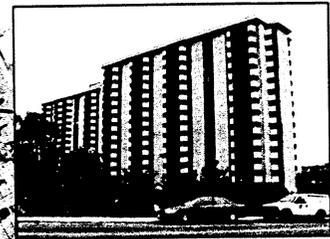
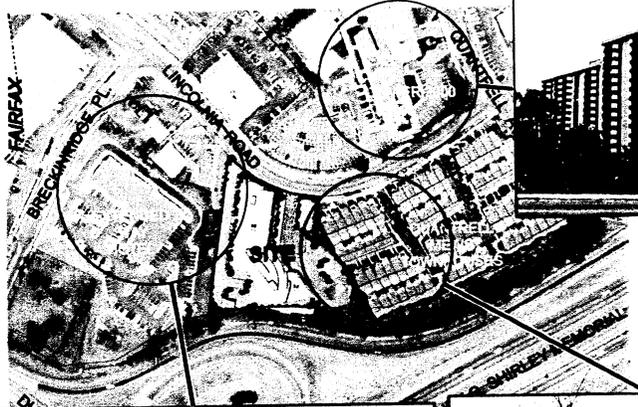
The building's contemporary design follows the shape of the site. The building includes three major components – the main, primarily rectangular eight-story wing, oriented north to south; a smaller five-story wing, oriented to face the neighboring townhouses; and an eight-story curved segment which joins the two wings.

Staff has worked with the applicant to create a distinct top for the building with articulated pavilions to provide a varied



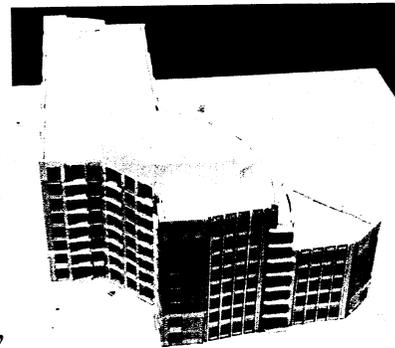
Lincolnia Road Perspective

mass. Staff recommends a stronger treatment of the base and more architecturally integrated balconies in order to strengthen the composition and reduce the perceived height of the building. Staff has also added recommendations that will require further articulation of the top of the building to provide a more interesting skyline for the building from I-395 and Duke Street. Staff has also added recommendations that will require additional landscaping on the southern portion of the site, including within the right-of-way if permitted by VDOT.



Surrounding Buildings

While the building will step down in height, the 77 ft. height of the building is considerable. In balance, with the setbacks, additional building refinements from I-395, and additional landscaping, staff is recommending approval.



Model: I-395 View

C. *Open Space, Pedestrian, Streetscape, and Walkability Enhancements*

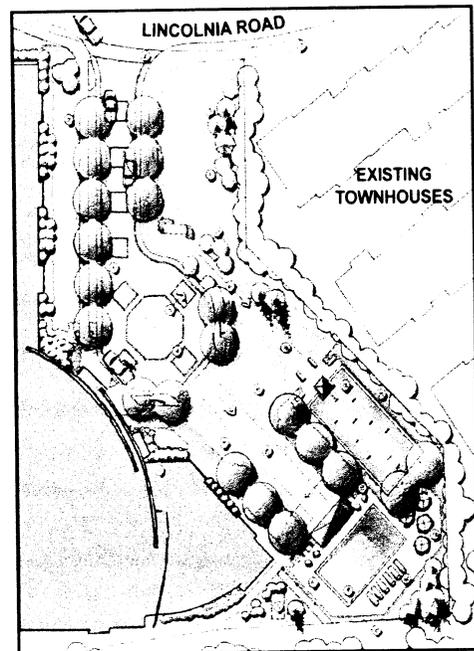
Beyond the required amount of open space, staff has added recommendations that will enable the open space that is provided to be a higher quality and more useable space. Some of the open space is provided around the edges of the building, but most of the open space is concentrated in the eastern portion of the site, where it acts as a buffer separating the proposed condominium building from the adjacent townhouses.

The ground-level open space will be visually and physically accessible from Lincolnia Road and the applicant has agreed to the City's request that a public open space easement be granted for the open space. With a public access easement on the eastern open space area, and with appropriate amenities, the space will function as a public pocket park, and provide an important benefit for area residents.

Although the size of the ground-level open space is considerable, its overall effectiveness will depend on the quality and function of the design of the space, its materials and maintenance, and the amenities provided within the space. Therefore, staff is recommending a series of conditions related

to the provision of a courtyard area, open lawn areas and landscaping and screening. These site design elements are crucial for this development to successfully integrate into the neighborhood and include the following:

- A public access easement for the eastern open space and pedestrian connections;
- Focal element or sculpture with the open space;
- Pedestrian crosswalks;
- Benches and trash receptacle for the street frontages and internal courtyard;
- Bicycle racks;
- Additional landscaping and amenities;
- Pedestrian scale lighting;
- Bicycle parking;
- Irrigation for the open space; and
- Decorative paving for the driveways.



Staff Recommended Changes

Once the recommended refinements are incorporated into the courtyard design, the courtyard will be a positive step in promoting additional open space in the City as identified by the Open Space Master Plan. Not only is the open space a key element to buffering the scale of the building from the lower scale townhouses on the eastern portion of the site, but this landscape area is a good example of how development can incorporate public open space and green areas into a more dense urban area.

D. Affordable Housing

The applicant has made a voluntary offer to the City's Affordable Housing Trust Fund consistent with the draft revisions to the Affordable Housing Policy contribution formula as proposed in January. The applicant has offered a voluntary contribution of \$2 per square foot of gross floor area for that portion of new residential sales construction that is allowable without an SUP, plus \$4 per square foot for the additional gross floor area that is approved with the SUP. For this project, the total gross square footage will be 68,044 sq. ft. on the base building (for a contribution of \$136,088), with an additional 68,044 sq. ft. allowable with a SUP (for an additional contribution of \$272,176). The total voluntary contribution offered by the applicant will be \$408,264.

E. Green Building Technology

The applicant will use energy efficient window systems and high-performance glass, and will designate an area for the collection and storage of recyclable materials. Staff is recommending that the applicant demonstrate its use of green building and sustainable techniques as part of the building design. There is not one single technique for designing and building a green building with these features, but green buildings incorporate natural vegetation, contain non-toxic or recycled-content building materials, maintain good indoor air quality, use water and energy efficiently, feature natural

lighting, include recycling facilities throughout, include access to public transportation, feature flexible interiors, and recycle construction and demolition waste.

VII. COMMUNITY:

Concerns expressed by the community include the following:

- Impact on on-street parking;
- Impact on traffic;
- Contributions to transit;
- Adequate open space;
- Quality of building materials and design;
- Preservation of trees between development and adjoining townhouses;
- Impacts of construction;
- Contributions to affordable housing;
- Conversion from condominiums to apartments; and
- Impact on power grid and water pressure.

VIII. Conclusion:

The requested SUP represents a significant increase in floor area, doubling from 68,044 sq. ft. to 136,088 sq. ft. the floor area that is permitted in the CRMU/M District without a special use permit. The building will be taller than the adjoining townhouses, though only slightly taller (79.7 ft., as compared to 77 ft.) than the height that is permitted without a special use permit. As part of the special use permit for the increased floor area and height, the applicant has agreed to provide the following:

- The open space at the eastern portion of the site will be open to surrounding residents.
- Enhanced landscaping will be provided, and all open space will be provided at-grade.
- All parking will be below-grade.
- Quality building materials will be used.
- Transit subsidies (\$120/year/unit) and a program of transit incentives will be provided to residents of the building.
- Installation of a bus shelter will be funded.
- \$408,264 will be voluntarily offered for affordable housing.
- Streetscape / pedestrian improvements.

Staff recommends **approval** of the proposed development with conditions as outlined in the report.

STAFF: Eileen Fogarty, Director, Department of Planning and Zoning;
Jeffrey Farner, Development Division Chief
David Sundland, Urban Planner

IX. STAFF RECOMMENDATION:

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

OPEN SPACE - LANDSCAPING:

1. The open space on the eastern portion of the site shall provide the level of detail and amenities depicted on the preliminary plan dated April 1, 2005, and shall also provide amenities as generally depicted in *Attachment # 1*, as well as the following, to the satisfaction of the Directors of P&Z and RP&CA:
 - a. A 6 ft. wide concrete sidewalk and 6 ft. wide landscape strip adjacent to the main drive aisle entrance. A continuous row of street trees shall be planted 25 ft. on-center with the landscape strip adjacent to the drive aisle and turn-around.
 - b. A pool pavilion and gazebo.
 - c. Decorative brick paving materials for the eastern and western drive aisles.
 - d. Shrub plantings and perennial foundation plantings to provide seasonal color shall be arranged to provide visual interest.
 - e. Decorative benches and trash receptacles.
 - f. Low scale pathway or pedestrian-scale lighting.
 - g. Increased landscaping along the western drive aisle.
 - h. Elimination of the proposed sidewalk on the southern portion of the site, with the area instead planted with evergreen shrubs and trees.
 - i. The open space areas shall be irrigated.
 - j. A decorative sign shall be added to identify the ground level open space courtyard as a public park.
 - k. All lawn areas shall be sodded.
 - l. No shrubs higher than three feet shall be planted within six feet of walkways.
 - m. The parking garage vents shall be located at grade and be of a size and type to minimize the impact on open space.
 - n. Coordinate the landscaping plan with all building entrances.
 - o. Coordinate the new landscaping with existing trees to be retained.
 - p. The planting depth on top of the parking garage shall be a minimum of 4 ft., unless a certified landscape architect can demonstrate that a lesser depth is appropriate, and planting details (cross-sections) shall be provided with the final site plan.
 - q. The size (caliper and spread) of all trees and the sizes and spacing of all groundcover and shrubs are to be provided in the plant list.
 - r. All plant specifications shall be in accordance with the current and most up-to-date edition of the American Standard For Nursery Stock (ANSI Z60.1) as produced by the American Association for Nurserymen; Washington, D.C.;
 - s. Landscaping notes and graphic symbols for trees are to be provided in accordance with City of Alexandria Guidelines. Items 34 and 35 in the Planting Notes section (Sheet 12 of the preliminary plans) are to be removed.

- t. All work shall be performed in accordance with the current and most up-to-date edition of the Landscape Specifications Guidelines, as produced by the Landscape Contractors Association (LCA) of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland.
 - u. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space to the extent feasible.
 - v. The location of all light poles shall be coordinated with the street trees.
 - w. All landscaping shall be maintained in good condition and replaced as needed.
 - x. The landscape plan shall be prepared and sealed by a landscape architect. (P&Z) (RP&CA)
2. A perpetual public access easement shall be granted for the open space on the eastern portion of the site and all sidewalks leading up to the open space, as well as for any portion of the Lincolnia sidewalk which is located on private property. All easements and reservations shall be approved by the Directors of P&Z and RP&CA and the City Attorney and recorded prior to the release of the final site plan. The open space area shall be fully open to the public following the hours and guidelines established by the Department of Parks, Recreation and Cultural Activities during hours normally associated with residential uses. (P&Z)
3. The applicant shall work with VDOT to discuss augmenting the existing trees along I-395 by providing within the I-395 ROW a dense planting of deciduous trees with a minimum 3" caliper deciduous trees and minimum 10-12 ft. tall evergreen trees. (P&Z)
4. All existing trees along the east property line, between the subject property and the adjoining townhouses, shall be retained, with the exception of those trees which are damaged and must be removed for safety concerns or those trees which must be removed for the E.V.E. turnaround. The applicant shall implement the following tree protection measures to ensure the retention of these trees, to the satisfaction of the Directors of P&Z and RC&PA. All proposed tree protection details shall be depicted on the final site plan and be provided throughout the construction process.
- a. No construction materials or equipment shall be stored or staged beyond the limits of disturbance or within the tree protection areas;
 - b. A note identifying these restrictions shall be provided on the Existing Conditions and Tree Save Plan, Preliminary Site Plan, and Landscape Plan.
 - c. Tree protection for any protected tree shall be constructed of 4"x 4" wooden vertical posts installed in the ground 8' on center with 1"x 6" wooden battens mounted between them. Temporary plastic fencing may be used to define other limits of clearing. All tree protection must be shown on the final site plan, and is to be installed prior to any clearing, excavation or construction on the site. The developer shall call the City Arborist for a review of the installed tree protection following its installation and prior to any construction, clearing, grading or site activity.
 - d. If the trees are damaged or destroyed by construction activities the applicant shall replace the tree(s) with the largest caliper trees(s) of comparable species that are

available at a local nursery; the remaining tree caliper shall be planted on-site or adjacent to the site. (P&Z)

5. Prior to commencement of grading or removal of vegetation from the site, the developer shall contact the Department of Recreation, Parks, and Cultural Activities to collect any plant materials (including iris, rose, perennials, boxwood, ornamental trees and shrubs) from the site for transplant to City property or projects. The City will provide a "hold harmless" letter to the owners that would cover worker liability during these operations. (RP&CA)

PEDESTRIAN AND STREETScape:

6. The applicant shall provide pedestrian streetscape improvements that at a minimum shall provide the level of improvements depicted on the preliminary site plan and shall provide the following to the satisfaction of the Director of P&Z:
 - a. The sidewalk on Lincolnia Road shall be a 6 ft. wide concrete sidewalk with a minimum 6 ft. wide landscape strip adjacent to the curb.
 - b. The internal sidewalks shall be 6 ft wide with 6 ft. landscape strip adjacent to the curb.
 - c. An uninterrupted concrete sidewalk, the proposed concrete sidewalk on Lincolnia Road shall continue over the two proposed curb cuts. (P&Z) (T&ES)

PARKING

7. The applicant shall provide a minimum of one parking space for each one-bedroom unit and a minimum of two spaces for each two-bedroom unit within the underground garage as part of the purchase price for each unit. The applicant shall also provide a minimum of 15% visitor parking spaces. The visitor parking spaces shall be reserved for visitor use and shall be conveniently located adjacent to the elevator on the first level to the satisfaction of the Director of P&Z. The applicant shall install "Visitor Parking Only" markings and/or signs for the garage visitor spaces. (P&Z)
8. The applicant shall provide off-street parking for all construction workers without charge. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be based on a plan, which shall be submitted to the Department of P&Z and T&ES prior to the issuance of the Excavation/Sheeting, and Shoring Permit. This plan shall set forth the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit. The plan shall also provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes. If the plan is determined to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within ten (10) days, a "stop

work order" will be issued, with construction halted until the violation has been corrected.
(P&Z)

9. The applicant shall provide controlled access into the underground garage. The controlled access to the garage shall be designed to allow convenient access to the underground parking for residents and visitors. (P&Z)
10. The applicant shall provide the following bicycle parking spaces within the garage; for residential use, provide 18 bicycle parking spaces, a minimum of 3 of which shall be available to visitors. Applicant shall reserve additional bicycle parking spaces for expansion to the satisfaction of the Director of T&ES. (T&ES)

MASS TRANSIT INCENTIVES:

11. Developer shall provide \$10,000 for purchase and installation of a bus shelter and pad to be erected in the vicinity of the proposed project. (T&ES)
12. A Transit Incentive Coordinator shall be designated for condominiums on application for the certificate of occupancy permit. This person will be responsible for implementing and managing all aspects of the Transit Incentive program and the parking management program for the project, and for providing biannual reports to the Office of Transit and Programs in the Department of T&ES. The biannual reports will include an assessment of the effects of the previous six month's transit incentives on carpooling, vanpooling, and transit ridership; an accounting of receipts and disbursements for any transit incentives accounts, and a work program for the subsequent six months. (P&Z)
13. A transit incentive program account shall be funded annually at a rate of \$120 per occupied residential unit. The first payment to the fund shall be made with the issuance of initial residential Certificate of Occupancy. Payment shall be the responsibility of the developer until such time as this responsibility is transferred by lease or other legal arrangement to the condominiums. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation for the previous year, unless a waiver is obtained by the Director of Transportation and Environmental Services. The transit incentive program fund shall be used exclusively for these approved activities:
 - a. Discounting the cost of bus and transit fare media for on-site employees and residents. The discounted bus and rail fare media shall be sold on-site to employees/residents of the project including during hours that are convenient for residents who work. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees and/or the Office of Transit Services and Programs. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 50%.
 - b. Marketing activities, including advertising, promotional events, etc.

c. Membership and application fees for carshare vehicles.

Any other transit incentive activities as may be proposed by the applicant and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures. Transit, ridesharing, staggered work hours/compressed work week and the other program elements shall be promoted to prospective residents and residents in the residential buildings. (P&Z)

14. Information about all transit incentive elements shall be distributed and displayed to residents, including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be provided in a prominent location within each building and a web site with this information and appropriate links to transit providers will be provided and maintained. (P&Z)
15. A ridesharing program shall be encouraged that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts. (P&Z)
16. A Guaranteed Ride Home Program shall be encouraged and promoted as part of the ridesharing and transit marketing efforts. Provide one time free SmarTrip cards to first time condominium purchasers and retail employees. (P&Z)
17. The applicant shall prepare, as part of its leasing/purchasing agreements, appropriate language to inform residents of the transit incentives plan, prior to any lease/purchase agreements; such language to be reviewed and approved by the City Attorney's office. (P&Z)
18. Modifications to approved transit incentives activities shall be permitted upon approval by the Director of T&ES and P&Z, provided that any changes are consistent with the goals of the Transit Incentives program. (P&Z)
19. The Transit Incentive Coordinator shall participate in Ozone Action Days and other regionally sponsored clean air, transit, and traffic mitigation promotions by advertising such promotions in a manner and at such locations within the building acceptable to the homeowners association. (P&Z)
20. The applicant shall participate in any larger Transportation Management Plan and parking efforts for the area and shall participate with surrounding transportation management plans or residential associations to the satisfaction of the Directors of T&ES and P&Z. (P&Z)
21. In order to promote teleworking, each of the units will be wired for high-speed and wireless internet access. (P&Z)

22. Developer shall notify VDOT and Fairfax County of proposed project as proposed project may impact planned improvements to intersections in adjacent jurisdictions. Provide documentation of notification. (T&ES)
23. The applicant shall promote the use of transit, carpooling/ vanpooling and other components of the Transit Incentive program with prospective residents of the condominium during marketing/leasing activities. (P&Z)
24. This development shall have a goal of promoting transit and ridesharing and discouraging the use of single occupancy vehicles. The goal of this development shall be transit, ridesharing, and teleworking use of a minimum of 20% out of the total number of residents of the development during the peak time period. Modifications to approved Transit Incentives program activities shall be permitted upon approval by the Director of T&ES and P&Z, provided that any changes are consistent with the goals of the Transit Incentives program. (P&Z)

BUILDING:

25. The final design for the building shall be consistent with the elevations submitted on May 13, 2005, and also provide additional refinements to the satisfaction of the Director of P&Z that shall include:
 - a. With the exception of the architectural detailing and the screening for the mechanical equipment, the materials of the entire building shall be entirely masonry (brick, precast, stone).
 - b. The applicant shall further refine the appearance of the top and skyline of the building and view from I-395.
 - c. The projecting balconies shall be detailed with decorative metal.
 - d. The HVAC units shall be recessed within the balconies and screened by the railing as generally depicted in the building elevations.
 - e. Color elevations shall be submitted with the final site plan.
 - f. All refinements to the design and materials shall be revised prior to the release of the final site plan.
 - g. Architectural elevations (front, side and rear) shall be submitted with the final site plan. Each elevation shall indicate the average finished grade line.
 - h. The base of the buildings shall provide low-level pedestrian-scale lighting as an integral part of the facade design to add nighttime visual interest to the buildings.
 - i. The applicant shall provide larger scale drawings to evaluate the bays, projections, balconies and the final detailing, finish and color of these elements is critical and must be studied in context with the overall buildings. These detail elements shall be submitted prior to review and approved prior to the release of the final site plan. (P&Z)

26. For firefighting reasons all stairs shall extend thru the roof so that door access to the roof is provided. Roof details showing stairwell locations shall be provided. (Code)
27. The applicant shall incorporate green building and sustainable techniques for building systems design into the development, including at a minimum the 16 points listed in the completed LEED-NC Version 2.1 Registered Project Checklist that was submitted by the applicant, and shall work to reuse salvageable materials from the existing buildings on site and for leftover building materials upon completion of construction. (P&Z)(T&ES)
28. All existing on-site fencing shall be eliminated or replaced with decorative metal fencing to the satisfaction of the Director of P&Z. For existing fencing which is on or along the property line but is owned by the adjoining property owner, offers shall be made to those property owners to replace the fencing with decorative fencing / screening to the satisfaction of the Director of P&Z. The applicant shall also offer to remove the front 37 ft. of fencing on the townhouse property (to the northwest corner of the northwest townhouse) and to extend new fencing between the property line and the corner of the townhouse, thereby creating a continuous front yard between the two properties. (P&Z)
29. **CONDITION AMENDED BY THE PLANNING COMMISSION:** Based on a history of sound transmission complaints, all dwelling units must have a STC rating of at least 60, or the applicant shall demonstrate through sufficient construction methods that similar sound attenuation measures are taken within the building to the satisfaction of the Director of Code Enforcement. (Code) (PC)
30. In lieu of strict compliance with ladder truck access requirements, an alternative compliance proposal is required. The proposed massing, articulation of the facade and placement on the lot would be acceptable if the following fire protection and fire fighting features are built into the buildings.
 - a. A corridor smoke ventilation system.
 - b. Enclose all elevator lobbies in smoke-tight construction.
 - c. Stair capacity to be designed without taking the sprinklered building exception.
 - d. Fire phones installed on every level in the elevator lobby and the stairs.
 - e. Knock-out panels that have an area of 20 square feet for every 50 lineal feet of building perimeter.
 - f. Full automatic sprinkler system designed to NFPA 13. (Code)

SITE PLAN:

31. A plat of consolidation shall be submitted with the final site plan and shall be approved and recorded prior to the release of the final site plan. (P&Z)

32. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. (P&Z)
33. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site, and to the Directors of P&Z and T&ES. (P&Z)
34. A temporary informational sign shall be installed on the site prior to approval of the first final site plan for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information: the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. A detail of the sign shall be provided on the final site plan. (P&Z)
35. Temporary construction and sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a certificate of occupancy permit for the building. (P&Z)
36. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of P&Z and T&ES. (P&Z)
37. The portion of the drive aisles that are located within the central private alley shall be designed to AASHTO HS-20 loading requirements of delivery trucks and fire apparatus to the satisfaction of the Directors of P&Z, T&ES and Code Enforcement. (Code)
38. A freestanding residential, development sign shall be prohibited. Temporary freestanding signs for the purpose of marketing the development shall be allowed to the satisfaction of the Director of P&Z. (P&Z)
39. Provide a site lighting plan to the satisfaction of the Director of T&ES in consultation with the Chief of Police. The plan shall show the existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in Lumens or Watts. Provide manufacturer's specifications for the fixtures. Provide lighting calculations to verify that lighting meets city standards and are located to prevent excessive spillover lighting and glare to adjacent properties. (T&ES) (P&Z)
40. The applicant shall submit a final location survey for the buildings and underground parking garage prior to issuance of a certificate of occupancy permit. (P&Z)

41. All condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney prior to the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants.
 - a. The principal use of the underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is prohibited.
 - b. The designated visitor parking spaces shall be reserved for the use of the condominium guests and include applicable signage.
 - c. One parking space shall be sold with each one-bedroom unit and two spaces with each two-bedroom unit; any remaining unassigned spaces in the garage shall be made generally available to residents.
 - d. A public access easement is provided on the eastern portion of the site for the use of the general public. The responsibility for the maintenance of the open space is the responsibility of the condominium association. The hours for use by the public will be consistent with the Department of Parks, Recreation and Cultural Activities hours for public parks during hours normally associated with residential use.
 - e. All landscaping and open space areas within the development, shall be maintained by the homeowners and condominium owners. (P&Z)
42. Provide slopes for all ramps within the garage. Note that ramps shall not exceed 10%. In the event that a 10% slope is unattainable, a heated ramp or other means shall be provided, to the satisfaction of the Director of T&ES, to alleviate the effect of having such a steep slope. The means of achieving this shall be listed on the final site plan. (T&ES)
43. Provide a vehicle turning diagram for the parking garage to demonstrate that the end parking spaces are usable. In the event that spaces do not function as intended, the applicant shall modify the parking tabulations to reflect the number of usable parking spaces. (T&ES)
44. **CONDITION AMENDED BY THE PLANNING COMMISSION:** Handicap parking spaces for apartment and condominium developments shall remain in the same location(s) as on the approved site plan. Handicap parking spaces shall be properly signed and identified as to their purpose in accordance with the USBC and the Code of Virginia. Ownership and / or control of any handicap parking spaces that are required under the USBC or the Code of Virginia shall remain under common ownership of the apartment management or condominium association and shall not be sold or leased to any single individual. Parking within any space identified as a handicap parking space shall be limited to only those vehicles which are properly registered to a handicap individual and the vehicle displays the appropriate license plates or window tag as defined by the Code of Virginia for handicap vehicles. The relocation, reduction or increase of any handicap parking space shall only be approved through an amendment to the approved site plan. (Code) (PC)
45. The lighting for the parking garage is to be a minimum of 5.0 foot-candles minimum maintained. (Police)

46. The walls and ceilings in the garage are to be painted white. (Police)
47. Provide a gradual transition, following ADA requirements, from the existing sidewalk to the proposed sidewalk at the northeast entrance. Show the existing sidewalk at tie in points. (T&ES)
48. Show all utility structures, including transformers, on the final development plan. All utility structures (except fire hydrants) shall be clustered and located so as not to be visible from a public right-of-way, to the satisfaction of the Director of P&Z. (P&Z)
49. All existing and proposed utility poles and overhead electrical/telephone lines adjoining the site shall be located underground and the cost of such undergrounding shall be the sole responsibility of the developer. All transformers shall be located to the satisfaction of the Director of P&Z. (P&Z) (T&ES)
50. Revise the callout for Prop. CSDA-1 to the appropriate City Standard Structure. (T&ES)
51. During the construction phase of this development, the site developer, its contractor, certified land disturber, or owner's other agents shall implement a waste and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them and sanitary waste at the construction site and prevent its off site migration that may cause adverse impacts to the neighboring properties or the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Enforcement. All wastes shall be disposed off site properly in accordance with all applicable federal, state and local laws. (T&ES)
52. The site is located within an area on historical map delineated as containing marine clays area. Provide geotechnical report including recommendations from a geotechnical professional for proposed cut slopes and embankments. Construction methodology and erosion and sediment measures must account for the presence of marine clay or highly erodible soils. (T&ES)
53. Show the size and class of all pipes to be installed, Minimum Class IV. (T&ES)
54. Label all curb and gutter City Standard along with disability ramps and driveway entrances. (T&ES)
55. Sheeting and shoring, or any other construction activity, shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process. (Code)
56. Provide profile sheets for the storm and sanitary sewers with inverts in and out. (T&ES)

57. The existing 16 inch lock joint water main is shown within the limits of the underground parking garage. This main shall be relocated within 12 inch DICL pipe in Lincolnia Road/ Armistead Street and tied back in to the existing mains at each end at the developer's expense. All of the existing 16 inch watermain on site shall be retired in place. (VAWC)

Stormwater / Environmental

58. A "Certified Land Disturber" shall be identified in a letter to the Division of Environmental Quality (DEQ) with a copy sent to Construction and Inspection Division (C&I) prior to the pre-construction meeting or commencement of demolition or construction activity in accordance with the Virginia Department of Conservation and Recreation guidelines. (T&ES)
59. The stormwater collection system is part of the Holmes Run watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked to the satisfaction of the Director of T&ES. (T&ES)
60. Verify the drainage divides indicated along the eastern side of the property. The proposed grading shown is lower than the existing 248 contour running along the eastern side of the property. Delineate offsite drainage from the Quantrell Mews property on the BMP drainage map. Provide additional offsite topography to demonstrate drainage divide information provided. (T&ES)
61. Provide information on the location and height of all proposed retaining walls on the site. This information is necessary to verify drainage divide information provided on the BMP map. It appears that there are proposed walls along the eastern side of the property, north of the pool area, and in the southwest corner of the property. (T&ES)
62. The Project Description indicates that the WQV will be treated for this development. Provide calculation of the WQV and indicate how this volume will be treated in the SWM/BMP Narrative. (T&ES)
63. Verify the watershed and receiving body of water stated in the Project Description. Watershed maps indicate that this project is located within the Holmes Run Watershed, and the receiving body of water is Cameron Run. Also revise the Project Description to indicate the project is a Re-development and update the Total Site Area in the Project Description. (T&ES)
64. Revise Worksheet C to indicate that 2.73 lb/yr is greater than the 1.01 lb/yr pollutant removal requirement. (T&ES)

65. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
- a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES)The Applicant shall submit a stormwater quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. Agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. The applicant shall be responsible for maintaining stormwater Best Management Practices (BMP's) until sale to another owner. (T&ES)
66. The applicant shall furnish the owner(s) with an Owner's Operation and Maintenance Manual for all the Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)
67. Prior to release of the performance bond, the applicant is required to submit the following to the City:
- a. A certification by a qualified professional to the satisfaction of the Director of T&ES that any existing stormwater management facility adjacent to the project and associated conveyance systems were not adversely affected by the construction and that they are functioning as designed and were unaffected by construction activities. If maintenance of any facility or system was required in order to make this certification, provide a description of the maintenance performed.
 - b. A copy of the Operation and Maintenance Manual on digital media. (T&ES)
68. Provide justification for the "C" factor utilized on Sheet 10. (T&ES)
69. Due to the close proximity of the site to the interstate highway the following conditions apply:
- a. The applicant shall prepare a noise study identifying the levels of noise residents at the site will be exposed to at the present time and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD).
 - b. Identify options to minimize noise exposure to future residents at the site, particularly in those units closest to interstate highway, such as special construction methods to reduce noise transmission, including: triple-pane glazing for windows; additional wall and roofing insulation; installation of resilient channels between the

interior gypsum board leaf and the wall studs; other methods as identified by the applicant; installation of a berm or sound wall. If needed, the applicant shall install some combination of the above-mentioned noise mitigation measures to the satisfaction of the Directors of P&Z and T&ES. The applicant shall provide written certification with the building permit application that these requirements have been addressed in the building permit plans. (T&ES)

70. The noise study shall be submitted and approved prior to final site plan approval. (T&ES)

HOUSING:

71. The applicant will make a voluntary contribution to the City's Affordable Housing Trust Fund of \$2.00 per square foot of gross floor area for that portion of new residential sales construction that is allowable without a Special Use Permit in the applicable zone plus \$4.00 per square foot of gross floor area that is allowable with a Special Use Permit. For this project, the total gross square footage will be 68,044 on the base building (for a contribution of \$136,088), with an additional 68,044 gross square feet allowable with a Special Use Permit (for an additional contribution of \$272,176). The total contribution will be \$408,264. (Housing)

Staff Note: In accordance with section 11-506(c) of the Zoning Ordinance, construction or operation shall be commenced and diligently and substantially pursued within 18 months of the date of granting of a special use permit by City Council or the special use permit shall become void.

ADDITIONAL CITY DEPARTMENT CODE COMMENTS

Legend: C - Code Requirement R - Recommendation S - Suggestion F - Finding

Code Enforcement

- F-1 Sharing of the EVE with a loading space is prohibited.
- F-2 Turn-around pockets shall have a minimum depth of 60 feet as measured from the centerline of the roadway. When designing a hammerhead turnaround, the two 60 foot pockets shall converge at the center lines of each roadway segment.
- F-3 The proposed location of the transformer is too close to the emergency vehicle easement. Relocate transformer away from EVE.
- C-1 Show all entrances and exits on site plan.
- C-2 Plans propose grasscrete on a portion of the front EVE. Show curb detail and location of mountable curbing. Also provide details for identifying limits of EVE within grasscrete area. A portion of the grasscrete EVE must be hard pavement in order to provide ambulance access road to the ground level pool. Provide concrete pad connector between ambulance access drive and sidewalk. Provide details for identifying EVE limits on grasscrete. Label Emergency Vehicle Easements in lieu of Ingress / Egress Easements on plans.
- C-3 Fire Department ladder truck access is required for two sides/ ends of all buildings over 50 feet in height. This requires a truck to be able to position itself between 15 and 30 feet from the face of the building. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings. The proposed structure provides partial access. Applicant indicates they will design ladder truck alternatives into building design. Denote on plans H-20 loading for EVE over effected portions of underground parking garage.
- C-4 Provide two Siamese connections located to the satisfaction of the Director of Code Enforcement.
- C-5 A separate tap is required for the building fire service connection.
- C-6 The proposed structure shall be equipped with a automatic fire suppression and fire detection/ alarm system.
- C-7 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Show handicap accessible curbing on plans.
- C-8 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system (USBC).

- C-9 The public parking garage floor must comply with USBC and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code (USBC).
- C-10 Enclosed parking garages must be ventilated in accordance with USBC.
- C-11 This structure contains mixed use groups [R, Residential; S-2, Low-Hazard Storage (public garage, group 2) and is subject to the mixed use and occupancy requirements of USBC.
- C-12 All elevator cabs must be sized to accommodate ambulance stretchers.
- C-13 The final site plans shall show placement of fire easement signs.
- C-14 A soils report must be submitted with the building permit application.
- C-15 Prior to submission of the Final Site Plan #1, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. Provide fire flow on 8 ½ x 11 sheets of paper. Do not include as a sheet in the plan set.
- C-16 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 119.0.
- C-17 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-18 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan.
- C-19 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. Provide Fire Service Plan within plan set at time of Completeness Review.
- C-20 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.

- C-21 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property.

Transportation & Environmental Services

- F-1 The proposed traffic circle is intended for loading /unloading of passenger vehicles. The current design will not accommodate delivery vehicles. Although the applicant is not intending to use the proposed traffic circle for delivery vehicles, it is more than likely that delivery vehicles will use this area for deliveries.
- F-2 The radius on the garage ramp turn may need to be larger so that vehicles can negotiate this turn without encroaching into the opposing travel lane. The current design is unacceptable because there is a blind corner that cars cannot negotiate without encroaching into the opposing travel lane.
- C-1 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-2 The applicant shall comply with the following:
- A. City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.
 - B. Article XIII of the City Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management.
 - C. City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4.
- C-3 All required permits from Virginia Department of Environmental Quality, Virginia DCR, Environmental Protection Agency, Army Corps of Engineers, and the Virginia Marine Resources Commission must be in place prior final site plan approval. This includes the requirement of a VSMP permit for disturbances greater than 2500 square feet within the Chesapeake Bay Preservation Area. Indicate all applicable permits required on the cover sheet.
- C-4 A performance Bond to guarantee installation of the required public improvements must be posted prior to release of a development plan.
- C-5 All downspouts must be connected to a storm sewer by continuous underground pipe.
- C-6 The sanitary sewer tap fee must be paid prior to release of the plan.
- C-7 All easements and/or dedications must be recorded prior to release of the plan.
- C-8 Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan.

- C-9 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-10 All utilities serving this site to be placed underground.
- C-11 Provide site lighting plan to meet minimum city standards.
- C-12 Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's Zoning Ordinance for storm water quality control.
- C-13 Provide a phased erosion and sediment control plan consistent with grading and construction per City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4.
- C-14 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.
- C-15 Provide the posted speed limit on Lincolnia Road.
- C-16 Photometric plan does not include the entrance into the garage, and there are areas with unacceptable footcandle levels. Provide existing and proposed street lighting fixtures on the plans. Revise plans as needed to conform with the City's lighting standards.

RP&CA

- F-1 Illumination calculations on lighting plan (Sheet 13A) do not appear to incorporate proposed tree plantings along Lincolnia Road.

Health

- C-1 An Alexandria Health Department Permit is required for all regulated facilities. Permits are non-transferable and must be obtained prior to operation.
- C-2 A qualified pool operator and lifeguard with CPR certification must be on duty during all hours of pool operation.
- C-3 Five sets of pool plans must be submitted to and approved by this department prior to construction. Plans must comply with the Alexandria City Code, Title 11, Chapter 11, Swimming Pools, Administrative Regulation 20-6, Swimming Pools.

Virginia American Water Company

- F-1 All of the existing 16 inch watermain must be shown on both the geometry and grading plan sheets. Some of it has been dropped off of the plans.
- C-1 Show the tees and valves for the proposed fire hydrant(s), fire service and domestic service coming off of the relocated main in Lincolnia Road.

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2004-0010

PROJECT NAME: Lincolnia Road Residences

PROPERTY LOCATION: 6100 and 6110 Lincolnia Road

TAX MAP REFERENCE: 047.01-02-04 & -05 ZONE: CRMU-M

APPLICANT Name: Diamond Lincolnia, L.L.C.

Address: 3919 Old Lee Highway, Suite 82A, Fairfax, VA 22030

PROPERTY OWNER Name: LFL Assoc., L.L.C. Harry & Marion Burns
7532 Fullerton Ct. P.O. Box 11039
Address: Springfield, VA 22153 Alexandria, VA 22312

SUMMARY OF PROPOSAL: Request to build multi-story residential condominium
building consisting of 132 units.

MODIFICATIONS REQUESTED: 5% reduction in the required open space.

SUP's REQUESTED: 2.0 FAR in the CRMU-M zone.

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of Title 7, Chapter 5 of the Code of the City of Alexandria, Virginia.

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notices 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.

Harry P. Hart
Print Name of Applicant or Agent


Signature

HART, CALLEY, GIBBS & KARP, P.C.
Mailing Address

(703) 836-5757
Telephone Number

307 N. Washington St., Alex. VA 22314
Mailing Address

June 7, 2004
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

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

Received Plans for Completeness: _____
Received Plans for Preliminary: _____
Property Placard: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

Development Special Use Permit with Site Plan (DSUP) #

2004-0010

All Applicants must complete this form. Supplemental forms are required for child care facilities, restaurants, auto oriented uses and freestanding signs requiring special use permit approval.

1. The Applicant is the (check one) Owner Contract Purchaser

Lessee or Other: _____

State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation in which case identify each owner of more than ten percent.

Diamond Properties, L.L.C., 3919 Old Lee Hwy, Suite 82A, Fairfax, VA 22030 – 4%

Virginia Investments, L.L.C., 3919 Old Lee Hwy, Suite 82A, Fairfax, VA 22030 – 48%

Ahmed Al-Matawakil, 3919 Old Lee Hwy, Suite 82A, Fairfax, VA 22030 – 12%

Ahmed Y. Al-Hussein, 3919 Old Lee Hwy, Suite 82A, Fairfax, VA 22030 – 12%

Al-Husain Y. Al-Hussein, 3925 Old Lee Hwy, Suite 100, Fairfax, VA 22030 – 12%

Yahya M. Al-Hussein, 3925 Old Lee Hwy, Suite 100, Fairfax, VA 22030 – 12%

If property owner or applicant is being represented by an authorized agent such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

Yes. Provide proof of current City business license.

No. The agent shall obtain a business license prior to filing application, if required by the City Code.

NARRATIVE DESCRIPTION

2. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. (Attach additional sheets if necessary.)

The Applicant, Diamond Lincolnia, L.L.C., requests a development special use permit to construct a luxury condominium building consisting of 132 residential units, up to a 2.0 FAR, within the CRMU-M zone. The building is structured to transition up from 3 stories, adjacent to the townhouses to the east of the property, to 10 stories, adjacent to the hotel to the west of the property, in order to be compatible with the existing neighborhood, all within the height limit for the zone.

The building will provide 49 one-bedroom units and 83 two-bedroom units. All of the parking for the condominium is provided in two levels of underground parking. The condominium building will provide significant open space on the ground level, as well as a roof top pool on the roof of the three story portion of the building. In addition, it will provide ownership opportunities to residents of the City where the demand is significant.

Under the by-right zoning, a 1.0 FAR building with an above ground parking structure would actually block more sunlight to the townhouses than does this 2.0 FAR building with underground parking. The three story portion of the building is closest to the townhouses and it sits approximately eighty seven (87) feet from the closest townhouses. The additional square footage under the SUP provides the economic ability to underground all the parking and provides for a better building design. It also provides more visual and effective open space on the property. Further, it provides visual open space that is not counted towards the open space requirement, i.e., the grass-crete of the E.V.E. that encircles the rear of the building is will be viewed as open space, although it can't be counted as such. Finally, the additional gross square footage provides for an increased affordable housing contribution and the increased opportunity for on-site affordable housing.

Development Special Use Permit with Site Plan (DSUP) #

2004-0010

3. How many patrons, clients, pupils and other such users do you expect?
Specify time period (i.e., day, hour, or shift).

24 hours a day

4. How many employees, staff and other personnel do you expect?
Specify time period (i.e. day, hour, or shift).

N/A

5. Describe the proposed hours and days of operation of the proposed use:

Day	Hours	Day	Hours
-----	-------	-----	-------

Sunday to Saturday 24 hours a day

6. Describe any potential noise emanating from the proposed use:

A. Describe the noise levels anticipated from all mechanical equipment and patrons.

Typical noise from a residential use.

B. How will noise from patrons be controlled?

Any noise will be contained within the building which will be insulated.

7. Describe any potential odors emanating from the proposed use and plans to control them:

N/A

Development Special Use Permit with Site Plan (DSUP) #

2004-0010

8. Provide information regarding trash and litter generated by the use:

A. What type of trash and garbage will be generated by the use?

Typical trash from a residential use.

B. How much trash and garbage will be generated by the use.?

One to two dumpsters/week.

C. How often will trash be collected?

Once a week, or more is necessary.

D. How will you prevent littering on the property, streets and nearby properties?

The condominium association typically maintains a contractor to provide landscaping services to include monitoring for trash.

9. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

[] Yes. [X] No.

If yes, provide the name, monthly quantity, and specific disposal method below:

10. Will any organic compounds, for example, paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property?

[] Yes. [X] No.

If yes, provide the name, monthly quantity, and specific disposal method below:

2007-0010

11. What methods are proposed to ensure the safety of residents, employees and patrons?

The condominium will be secured through controlled access to both the building itself as well as the parking garage entrance.

ALCOHOL SALES

12. Will the proposed use include the sale of beer, wine, or mixed drinks?
 Yes. No.

If yes, describe alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales. Existing uses must describe their existing alcohol sales and/or service and identify any proposed changes in that aspect of the operation.

PARKING AND ACCESS REQUIREMENTS

13. Provide information regarding the availability of off-street parking:

- A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?

210 (64 for 49 one-bedroom units and 146 for 83 two-bedroom units)

- B. How many parking spaces of each type are provided for the proposed use:

248 Standard spaces (9 feet x 18.5 feet)

 Compact spaces (8 feet x 16 feet)

7 Handicapped accessible spaces.

 Other.

Development Special Use Permit with Site Plan (DSUP) #

2004-0010

C. Where is required parking located? (check one) on site [] off-site.

If the required parking will be located off-site, where will it be located?

Pursuant to section 8-200 (C) of the zoning ordinance, commercial and industrial uses may provide off-site parking with 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off street parking may be provided within 300 feet of the use with a special use permit.

D. If a reduction in the required parking is requested, pursuant to section 8-100(A)(4) or (5) of the zoning ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

14. Provide information regarding loading and unloading facilities for the use:

A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 0

B. How many loading spaces are available for the use? 1

C. Where are off-street loading facilities located? In the front of the main entrance to the building.

D. During what hours of the day do you expect loading/unloading operations to occur?

E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

15. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

Street access is adequate.

ORIGINAL

CITY OF ALEXANDRIA
TO: REAL ESTATE PLANNING COMMISSION

In re:

Application of

DIAMOND LINCOLNIA LLC

File No. DSUP 2004-0010

for approval of construction plans
for condominium structure at
6100 and 6110 Lincolnia Road,
Alexandria, VA

PETITION FOR DENIAL OF APPLICATION

Robert N. Green, a resident of Alexandria, hereby petitions for the denial of the application of Diamond Lincolnia LLC for approval of plans to construct a condominium building at 6100 and 6100 Lincolnia Road in Alexandria.

1. The proposed condominium structure would consist of 142 condo units in two connected buildings from 8 to 5 stories tall. The buildings would have a total of 168,000 square feet. It is further proposed to construct two levels of underground parking with a total of 260 spaces (Fn. 1).

2. It is understood that the applicant's building(s) would have at least twice the square footage allowed under Alexandria city regulations. Also, the proposal would exceed the allowable building height. Applicant therefore must secure a special use permit before proceeding with construction. This provides the Planning Commission and the City Council with sufficient legal authority to reject, deny, or even to dismiss the application.

3. A negative result on the application is the only course of action that would serve the interests of the neighbors in the subject area as well as the overall public interest of the citizens of Alexandria.

Fn. 1: These are the figures posted by the applicant on the proposed construction site. There are other figures in the files of the Office of Planning and Zoning that vary from these figures.

4. Petitioner has owned and resided in a condominium apartment in the Fountains, 301 N. Beauregard Street, Alexandria, for over 25 years. He therefore knows the area, its streets, and its traffic conditions very well. The building in which Petitioner resides is at the intersection of Beauregard Street and Lincolnia Road, so it is down the block from the applicant's proposed building.

5. The basic problem with applicant's proposal is that it would bring far too many residents and residential units into this location. The plans would induce just about total traffic gridlock in an area that has already become too dense with automobile traffic and parking. The only practical commercial use for the subject property is for townhouse development (Fn. 2). Another developer recognized this in the recent past by constructing townhouses on land adjacent to applicant's property.

6. Why is applicant's site wrong for the degree of density development proposed? The answer is that THE SITE IS ADJACENT TO I-395 (Shirley Highway). Also, ACCESS OUT OF THE ENCLAVE (INCLUDING APPLICANT'S SITE) CAN ONLY BE ACHIEVED BY DRIVING TO BEAUREGARD STREET, WHERE TRAFFIC IS ALREADY A NIGHTMARE. (Fn. 3)

7. Let us suppose a person in a townhouse adjacent to applicant's site wants to drive to Little River Turnpike or Duke Street. He could take Lincolnia Road to Beauregard and turn left into

Fn. 2: However, the best solution in the PUBLIC INTEREST would be for the City to develop the property for playground or library purposes. It could acquire the property through negotiation, or even through eminent domain.

Fn. 3: Petitioner is attaching a hand-drawn map (not to scale) showing relevant streets, apartment buildings, condos, etc. in the proposed site's immediate vicinity. This is a crowded enclave blocked from the rest of Alexandria by I-395 and accessible to the outside world only through one-lane (each way) streets (filled with parked cars), each of which leads into Beauregard Street.

the traffic jam on Beauregard. Suppose he wants to avoid that traffic jam: he could take Quantrell to Beauregard and turn left into the Beauregard traffic. However, the latter is scarcely a meaningful alternative since long lines consistently form at the Quantrell/Beauregard traffic light to turn left from Quantrell on to Beauregard.

8. One other way to Beauregard from applicant's site is to take Lincolnia to Quantrell, then go a short distance to Armistead, then follow Armistead (for what seems like miles) to the traffic light at Beauregard Street. It is to be noted that the applicant has ignored the many, many apartment buildings along Armistead that generate traffic into Lincolnia, Quantrell, and Beauregard.

9. The traffic impact study of the applicant is nonsense. It cannot be considered as reflecting the real world now or in the future. It is dated August 24, 2004, so it is already out of date. It is noted above that the applicant has ignored the many apartment buildings along Armistead, which feed traffic into Lincolnia, Quantrell, and Beauregard. And traffic is generated by the high-rise Tower 2000 (on Quantrell) and the Fountains (on Beauregard/Lincolnia). And the post office on Lincolnia, next to the Fountains, generates traffic all working day. And many is the morning that Petitioner has driven on Lincolnia and his driving has been hindered by a multitude of large trucks delivering groceries to the rear entrance of the Shoppers Food Warehouse, located in the Landmark Plaza Shopping Center across Lincolnia from the Fountains. Also, there is a motel close to applicant's site and this generates traffic into Lincolnia (through a lane called Breckinridge). (One side of that short lane goes into a far corner of the Landmark Plaza Shopping Center and the other feeds into Lincolnia Road).

10. The area is now too crowded with traffic and parking. The proposed intensive development would inevitably lower the living standards of the residents of the subject area.

11. On page iii of the Traffic Impact Analysis, the applicant states: "The northbound traffic volumes [into Beauregard] are actually very low; however motorists turning left experience high levels of delay due to the heavy traffic flow on Beauregard." At least the latter part of the sentence is correct; the first part is not. On the same page the applicant mentions "the low volumes of traffic on the cross street Lincolnia". This is a fantasy, especially during rush hour periods.

12. To illustrate that traffic at the intersection of Lincolnia and Beauregard is already presenting serious problems, a traffic light is now being installed at that intersection. Applicant suggests (pp. 19-20 of its traffic study) that if things get too bad (applicant uses the word "intolerable") at the Lincolnia/Beauregard intersection, a driver "may transition to intersection at Quantrell and Beauregard...." This must be a bit of a joke since long lines of cars form consistently (especially during rush hours) at the Quantrell light to turn left on to Beauregard.

13. In addition, one must cringe with dismay at the serious traffic problems that applicant's proposed construction activities would add during a construction period that would last years. Heavy and large trucks going to and from the applicant's site on Lincolnia would encounter heavy and large trucks making deliveries to the rear of the Shoppers Food Warehouse on Lincolnia, especially around the beginning of the morning rush hours. Petitioner does not see any study by applicant concerning the impact of construction activities of the high-rise buildings on the on-going street traffic situation. Petitioner submits that the absence of such a study makes applicant's submission defective and precludes a finding in its favor.

14. Some of applicant's car counting for purposes of its traffic impact statement took place during July 2004. That was a vacation month. Things get a lot worse outside of vacation times. Actually, some of applicant's traffic figures corroborate the seriousness of the problems raised here. For example, applicant states (Appendix to traffic study) that from 7:15 to 7:30 AM 32 cars turned right and 30 turned left from Quantrell on to Beauregard. During that 15 minutes, 93 cars were already driving on Beauregard toward Little River Turnpike and 204 toward D.C. The evening rush hour figures show similar heavy traffic patterns into and on Beauregard. Driving along Beauregard during rush hours in this neighborhood is consistently a bad experience.

15. Applicant labels its level of traffic "D" and says (in the definitions) that this "is generally considered the lower level of the range of the acceptable level of service in rural areas." We submit that there are so many doubts about applicant's approach and its findings that it has not demonstrated an "acceptable level of service" in the area involved in this case.

For the foregoing reasons, the application of Diamond Lincolnia LLC should be denied. Petitioner requests the opportunity to present oral argument to the Planning Commission and the City Council in connection with this petition.

Respectfully submitted,

Robert N. Green

Robert N. Green
301 N. Beauregard St., # 1104
Alexandria, VA 22312
703-941-4626

Dated May 25, 2006

Copies of this document have been delivered on May 25, 2005 to the Alexandria Office of Planning and Zoning. A copy has also been mailed to the applicant on the same day, at the following address:

Mr. Mike Ibrahim
Diamond Properties
3919 Old Lee Highway
Suite 82A
Fairfax, VA 22030

MAP OF ENCLAVE THAT INCLUDES APPLICANT'S SITE



RTE. 236
 CHANGES
 NAME TO
 DORE STREET
 BRECKINRIDGE

ORIGINAL

CITY OF ALEXANDRIA
TO: REAL ESTATE PLANNING COMMISSION

In re:

Application of

DIAMOND LINCOLNIA LLC

File No. DSUP 2004-0010

for approval of construction plans
for condominium structure at
6100 and 6110 Lincolnia Road,
Alexandria, VA

SUPPLEMENT TO "PETITION FOR DENIAL OF APPLICATION"

Robert N. Green hereby supplements his Petition, filed May 25, 2005, to deny the application of Diamond Lincolnia LLC for approval of a plan to construct a condominium building at 6100 and 6110 Lincolnia Road in Alexandria.

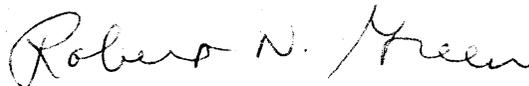
1. After filing his Petition Mr. Green learned that other development will take place in the neighborhood involved. Part of Mr. Green's Petition is a hand-drawn map of the neighborhood. At the right side of the map is an area marked "Trees On Hill". This is no longer an accurate identification since the Planning Commission and the City Council have already approved the construction of 41 townhouses on this site. The grantee is Stanley Martin Construction Companies and the project (DSP 2004-0018) is called "Beauregard/Armistead Townhomes". In addition to the 41 townhouses, the site will provide 117 parking spaces.

2. The Beauregard/Armistead project will take up more space along Beauregard and Armistead than is suggested in the hand-drawn map. This already-approved development is designed as a low rise, low population/car density project. In that respect it is similar to the townhouse development erected (relatively recently) by a third builder on land next to Diamond Lincolnia's proposed site. Those other two builders both had the good sense and public interest objective of limiting and restricting development in this crowded neighborhood to low-rise, low density buildings. Townhouse construction --not the large high rise development (rising to 8 stories) proposed by Diamond Lincolnia --is the only proper use of the proposed site for residences.

3. Petitioner devoted much of his Petition to discussion of the traffic nightmares now encountered along Beauregard Street, particularly during rush hours. For example, starting about 3:30 P.M. the traffic on Beauregard that is headed towards Little River Turnpike backs up for blocks along Beauregard. The unfortunate drivers who must cross N. Chambliss Street (the street opposite the entrance to Landmark Plaza Shopping Center) have long waits on Beauregard in order to reach Little River Turnpike. The traffic congestion at that location starting about 3:30 P.M. (that is, earlier than the evening rush hour) is dreadful.

4. The Beauregard/Armistead project will make traffic difficulties even worse for the residents of the many apartment buildings along Armistead and elsewhere in the neighborhood. And the proposal of Diamond Lincolnia threatens a logarithmic increase in the problems. The public interest requires that the residents of this already crowded neighborhood (an enclave smack up against I-395) be protected from the consequences of the proposal of Diamond Lincolnia. Its application should be denied.

Respectfully submitted,



Robert N. Green
301 N. Beauregard St., # 1104
Alexandria, VA 22312
703-941-4626

Dated June 3, 2005

Copies of this Supplement have been delivered on June 3, 2005, to the Alexandria Office of Planning and Zoning. A copy has also been mailed to the applicant on the same day at the following address:

Mr. Mike Ibrahim
Diamond Properties
3919 Old Lee Highway, Suite 82A
Fairfax, VA 22030

August 12, 2005



Ms. Eileen Fogarty, Director
Department of Planning & Zoning
City Hall, Room 2100
Alexandria, VA 22314

Re: Redevelopment of 6100-6110 Lincolnia Road
DSUP # 2004-0010

Dear Ms. Fogarty:

I am writing to express my support of the application for the redevelopment of 6100-6110 Lincolnia Road for a high quality condominium. I've looked at the proposal and see a number of benefits for my community if it is built, among them a public park area along Lincolnia Road, which we are lacking in our neighborhood. The proposed redevelopment will be an asset to the community and will help bring to life the streetscape in this neighborhood by removing the outdated commercial building, providing quality open space at ground level, high quality architecture and parking in an underground garage.

The project will be a benefit to my neighborhood and am in full support of the request.

Sincerely,

Helen Tarut
President of the *Hampton Court Tenants Association*

[Name]

[Address]

Helen Tarut

*437 North Armistead St #2
Alexandria, VA. 22312*

Lincolnia
from Harry Hart

Condition Changes:

8. The applicant shall provide a minimum of one parking space for each ~~one-bedroom unit and a minimum of two spaces for each two-bedroom unit~~ within the underground garage as part of the purchase price for each unit. The applicant shall also provide a minimum of 15% visitor parking spaces. The visitor parking spaces shall be reserved for visitor use and shall be conveniently located adjacent to the elevator on the first level to the satisfaction of the Director of P&Z. The applicant shall install "Visitor Parking Only" markings and/or signs for the garage visitor spaces. (P&Z)

(Coordinate with Cond. No. 42(c).)

30. Based on a history of sound transmission complaints, all dwelling units must have a STC rating of at least 60 or the applicant shall demonstrate through sufficient construction methods that similar sound attenuation measures are taken within the building to the satisfaction of the Director of Code Enforcement. (Code)
45. Handicap parking spaces for apartment and condominium developments shall remain in the same location(s) as on the approved site plan. Handicap parking spaces shall be properly signed and identified as to their purpose in accordance with the USBC and the Code of Virginia. ~~Ownership and/or control of any handicap parking spaces shall remain under common ownership of the apartment management or condominium association and shall not be sold or leased to any single individual.~~ Parking within any space identified as a handicap parking space shall be limited to only those vehicles which are properly registered to a handicap individual and the vehicle displays the appropriate license plates or window tag as defined by the Code of Virginia for handicap vehicles. The relocation, reduction or increase of any handicap parking space shall only be approved through an amendment to the approved site plan. (Code)

14

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2004-0010

PROJECT NAME: Lincolnia Road Residences

PROPERTY LOCATION: 6100 and 6110 Lincolnia Road

TAX MAP REFERENCE: 047.01-02-04 & -05 ZONE: CRMU-M

APPLICANT Name: Diamond Lincolnia, L.L.C.

Address: 3919 Old Lee Highway, Suite 82A, Fairfax, VA 22030

PROPERTY OWNER Name: LFL Assoc., L.L.C. Harry & Marion Burns
7532 Fullerton Ct. P.O. Box 11039
Address: Springfield, VA 22153 Alexandria, VA 22312

SUMMARY OF PROPOSAL: Request to build multi-story residential condominium
building consisting of 132 units.

MODIFICATIONS REQUESTED: 5% reduction in the required open space.

SUP's REQUESTED: 2.0 FAR in the CRMU-M zone.

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of Title 7, Chapter 5 of the Code of the City of Alexandria, Virginia.

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notices 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.

Harry P. Hart
Print Name of Applicant or Agent


Signature

HART, CALLEY, GIBBS & KARP, P.C.
Mailing Address

(703) 836-5757
Telephone Number

307 N. Washington St., Alex. VA 22314
Mailing Address

June 7, 2004
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

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

Received Plans for Completeness: _____
Received Plans for Preliminary: _____
Property Placard: _____

ACTION - PLANNING COMMISSION: Recommended approval with amended conditions 7-0 9/8/05

ACTION - CITY COUNCIL: 9/20/05- CC approved PC recommendation 7-0

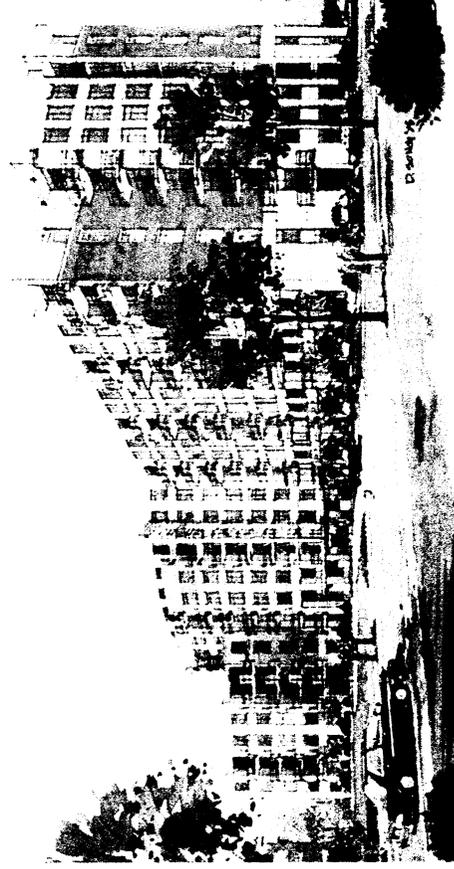
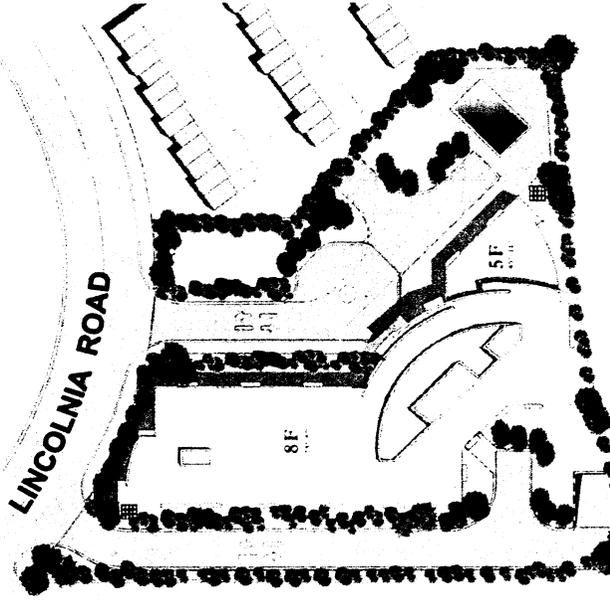
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9-20-05

14
submitted by
Planning

PROPOSAL:

LINCOLNIA CONDOMINIUMS
DSUP # 2004-0010

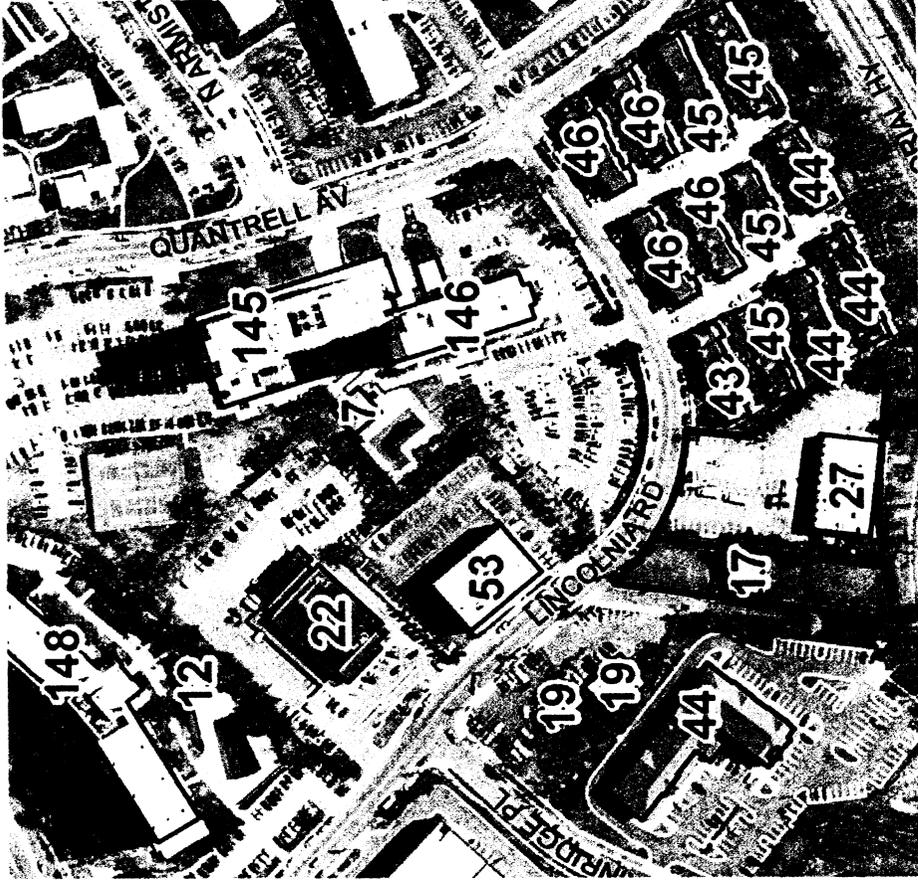
- 136-unit residential condominium building
- SUP to increase FAR from 1.0 to 2.0
- SUP to increase height from 77 ft. to 80 ft.
- 40.1% ground level open space



CONTEXT:

LINCOLNIA CONDOMINIUMS
DSUP #2004-0010

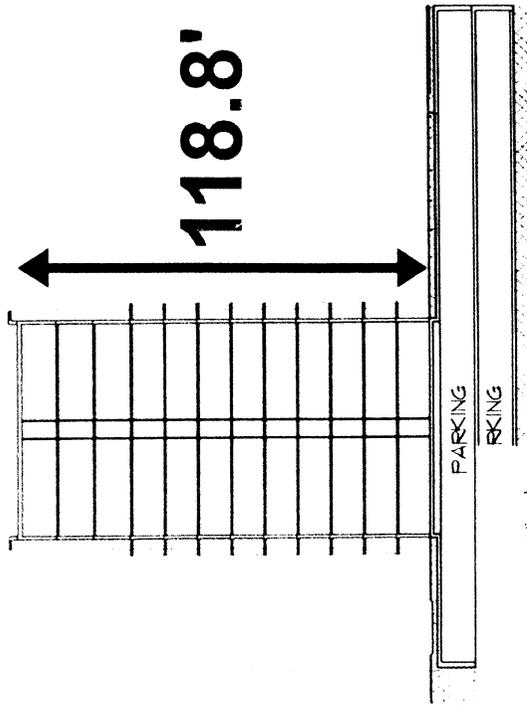
- Master Plan and Zoning Ordinance anticipate redevelopment
- Surrounded by various heights and land uses



Building Heights

INITIAL PROPOSAL VS. CURRENT

LINCOLNIA CONDOMINIUMS
 DSUP #2004-0010

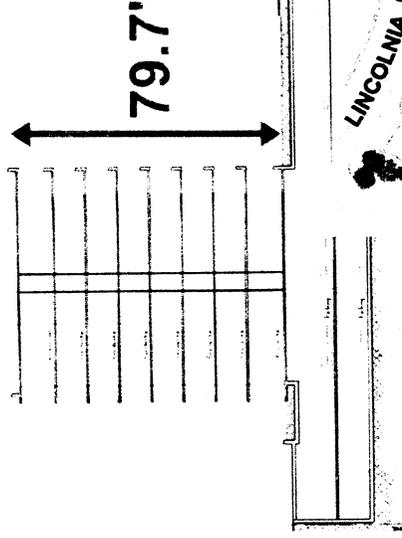
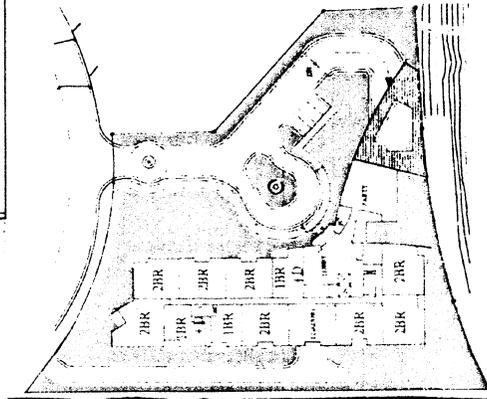


ORIGINAL PROPOSAL

119' tall

Less consolidated open space

All traffic next to townhouses

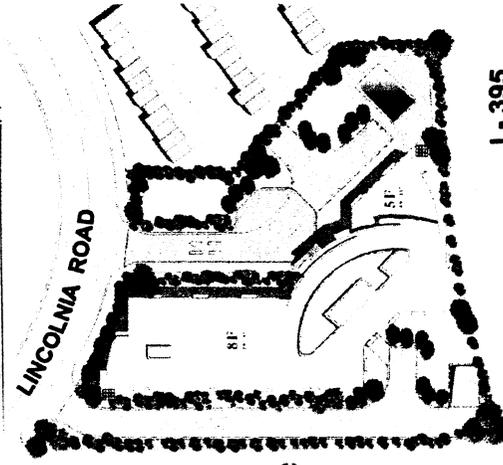


CURRENT PROPOSAL

80' tall

Consolidated open space on east side

Most traffic next to commercial



COMMUNITY:

LINCOLNIA CONDOMINIUMS
DSUP # 2004-0010

Community concerns include:

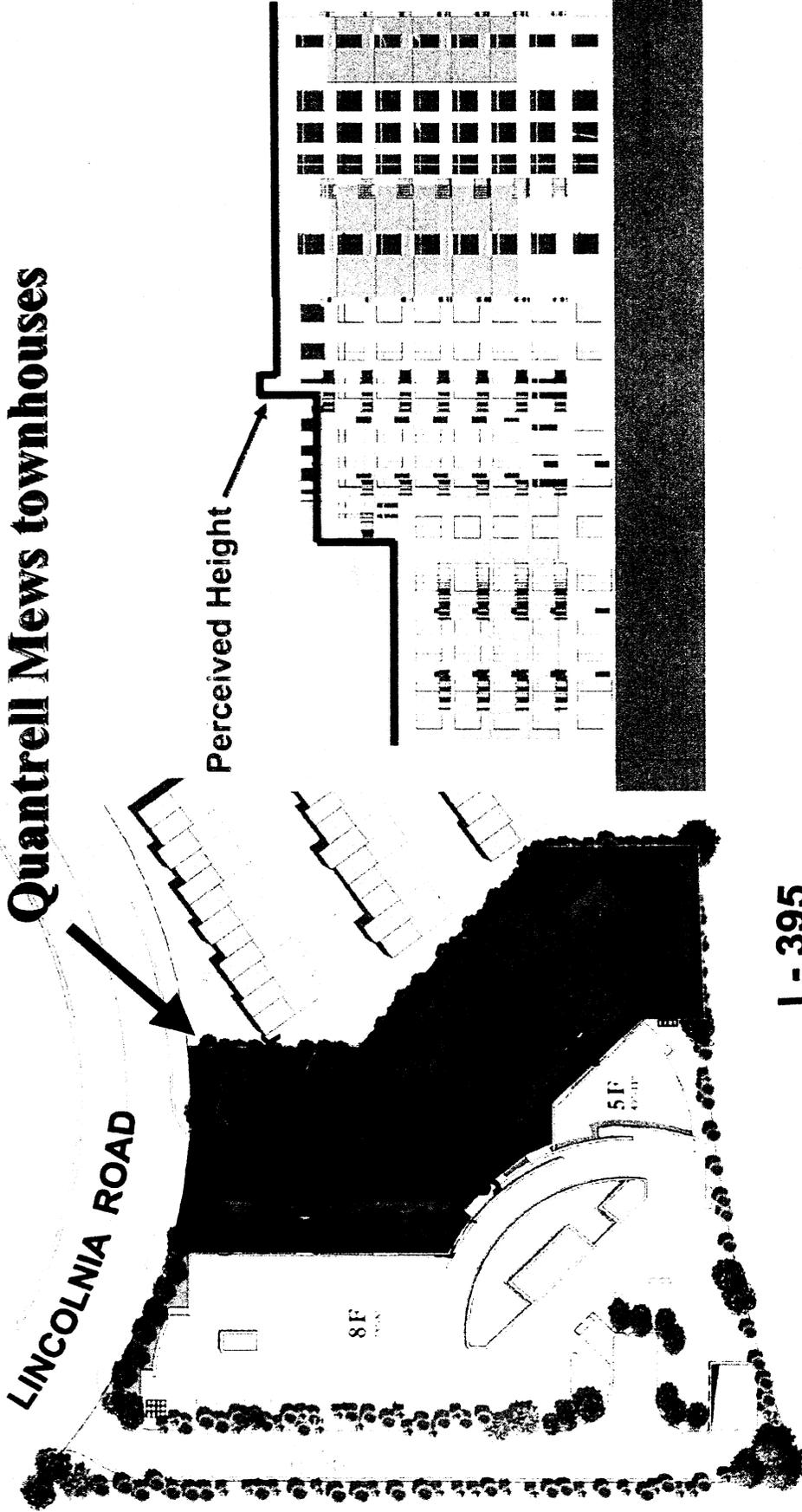
- Impact on on-street parking;
- Impact on traffic;
- Contributions to transit;
- Adequate open space; and
- Preservation of tree buffer.

TRANSITIONS:

LINCOLNIA CONDOMINIUMS
DSUP # 2004-0010

**Buffer / setbacks next to
Quantrell Mews townhouses**

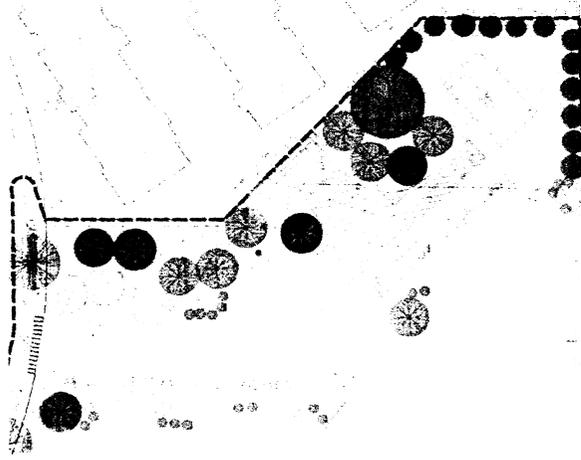
LINCOLNIA ROAD



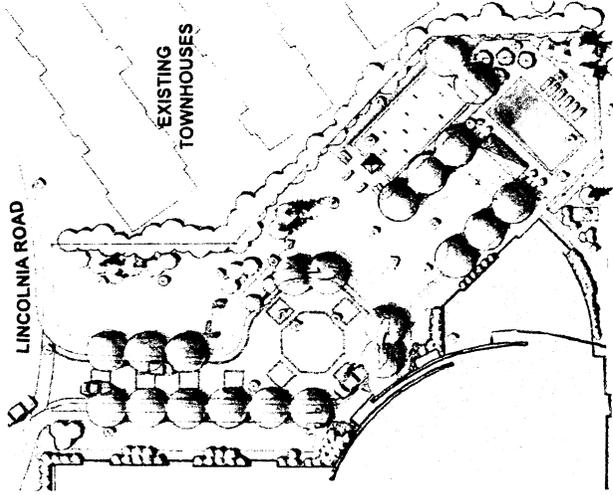
I - 395

OPEN SPACE – BUFFER – WALKABILITY:

LINCOLNIA CONDOMINIUMS
DSUP #2004-0010



Applicant Proposal



Staff Proposal

Community wanted setbacks, a landscaped buffer, and publicly open green space

- Public access easement for public use of open space
- Benches, bus shelters, trash receptacles, and pedestrian scale lighting
- Additional landscaping
- Decorative pavers

PARKING:

LINCOLNIA CONDOMINIUMS
DSUP #2004-0010

- All parking is underground
- Providing 1 parking space per bedroom plus 15% visitor parking



Lincolnia – On-Street Parking

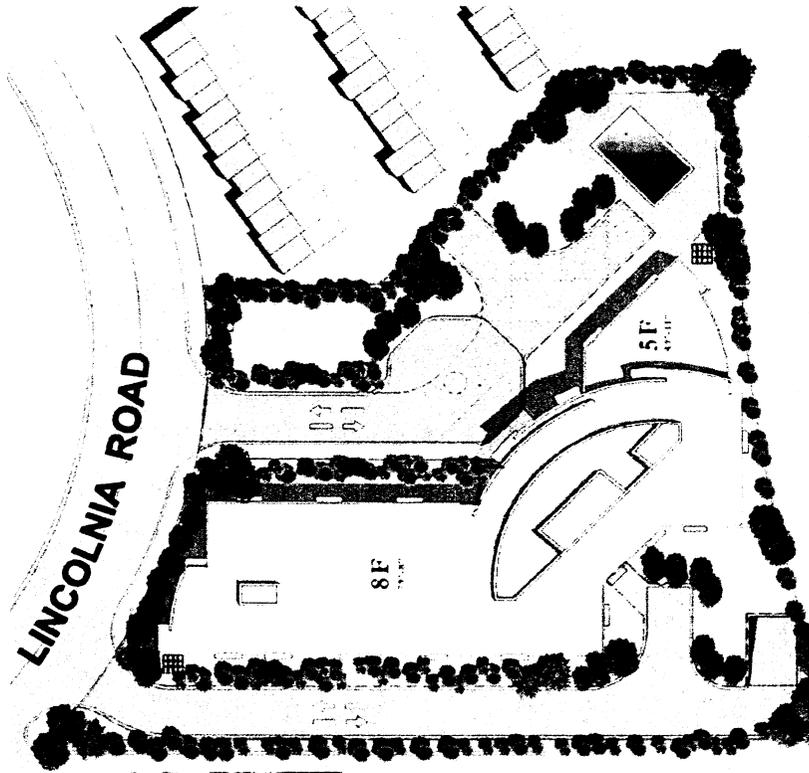
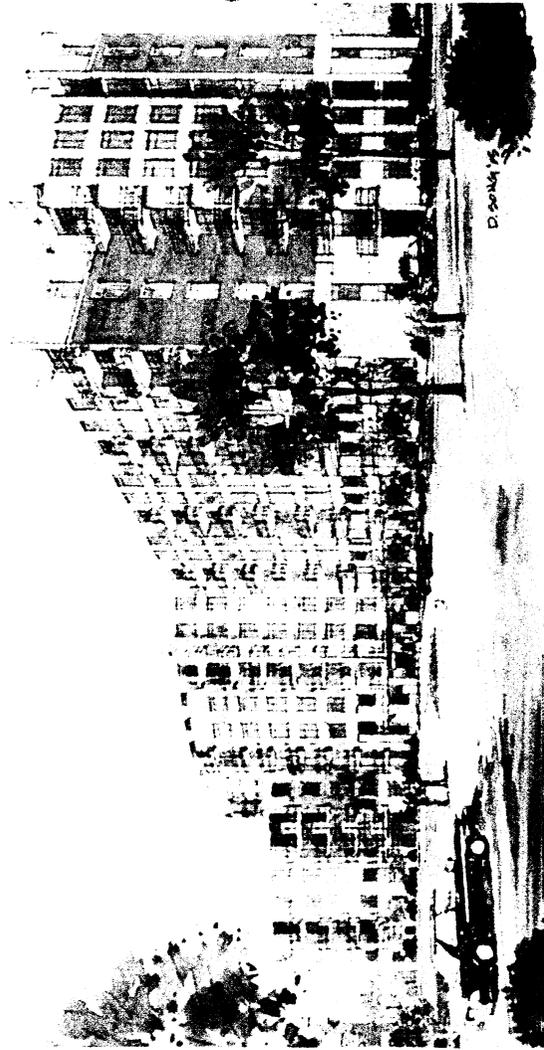
PLANNING COMMISSION:

LINCOLNIA CONDOMINIUMS
DSUP #2004-0010

- On 9/8/05, Planning Commission recommended 7-0 to approve
- Good infill project
- 2 citizens spoke, both in favor of the project

CONCLUSION:

LINCOLNIA CONDOMINIUMS
OSUP # 2004-0010



14
9-20-05



<lincolnia.citizens@gmail.com>

09/16/2005 11:22 PM

Please respond to
<lincolnia.citizens@gmail.com>

To <alexvamayor@aol.com>, <delpepper@aol.com>, <council@joycewoodson.net>, <councilmangaines@aol.com>, <council@krupicka.com>, <macdonaldcouncil@msn.com>

cc

bcc

City of Alexandria Website Contact Us - EMail for Mayor, Vice-Mayor and Council Members (alexvamayor@aol.com, delpepper@aol.com, council@joycewoodson.net,

Subject councilmangaines@aol.com, council@krupicka.com, macdonaldcouncil@msn.com, paulcsmedberg@aol.com, rose.boyd@alexandriava.gov, jackie.henderson@alexandriava.gov, tom.raycroft@alexandriava.gov)

City of Alexandria Website Contact Us - EMail for Mayor, Vice-Mayor and Council Members (alexvamayor@aol.com, delpepper@aol.com, council@joycewoodson.net, councilmangaines@aol.com, council@krupicka.com, macdonaldcouncil@msn.com, paulcsmedberg@aol.com, rose.boyd@alexandriava.gov, jackie.henderson@alexandriava.gov, tom.raycroft@alexandriava.gov)

Time: [Fri Sep 16, 2005 23:22:14] IP Address: [69.143.41.188]

Response requested:

First Name: Kev
Last Name: Yea
Street Address: 6004 Ricketts Walk
City: Alexandria
State: VA
Zip: 22312
Phone: 703-778-7103
Email Address: lincolnia.citizens@gmail.com
RE: Special Use Permit #2004-0010; 6100&6110
Lincolnia Rd.

Dear Alexandria City Council Members:

In representing many residents that live on and around Lincolnia Road and Quantrell Avenue, we are voicing our strong opposition against the proposed condo development on 6100 & 6110 Lincolnia Road. We are very concerned about this project and believe that it will cause following major problems:

- 1. Add congestion to already existing traffic in the

Lincolnia neighborhood. The traffic at the intersection of Little River Turnpike is currently ridiculously bad; causing up to 20-minute wait at the intersection sometimes. The new development will create even more chaos.

Comments:

2. Add limitations to already grossly inadequate street parking on Lincolnia Road and Quantrell Avenue. Over the years, the Planning and Zoning Commission has not approved to provide adequate parking in this area and virtually every single resident in this neighborhood has complained about this oversight. The residents and its guests simply do not have enough spaces to park. This is a SIGNIFICANT PROBLEM. 142 new units will further complicate the parking problem.

3. Construction work will create danger to a neighborhood filled with children playing outside and pedestrians. The months of construction will not be pleasant to the narrow and curvy streets

4. Harm neighborhood attraction by building up another tall and blocky condo. The neighborhood is already filled with tall rises and unattractive old condos.

We believe that these are serious issues detrimental to the residents of this neighborhood and hope that the Planning and Zoning Commission will do the right thing by turning down this proposed development.

We sincerely ask the City Council to disapprove the development after carefully considering these matters.

Sincerely,

The Concerned Citizens of Lincolnia, Alexandria
City

SPEAKER'S FORM

1

DOCKET ITEM NO. 14

PLEASE COMPLETE THIS FORM AND GIVE IT TO THE CITY CLERK
BEFORE YOU SPEAK ON A DOCKET ITEM

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: Harry P. Hart

2. ADDRESS: 307 N. Washington St

TELEPHONE NO. 703 836 5757 E-MAIL ADDRESS: hph.hgk@verizon.net

3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? the Applicant

4. WHAT IS YOUR POSITION ON THE ITEM?
FOR: AGAINST: _____ OTHER: _____

5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):
Attorney

6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL?
YES NO _____

This form shall be kept as a part of the permanent record in those instances where financial interest or compensation is indicated by the speaker.

A maximum of three minutes will be allowed for your presentation, except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard on a docket item shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation. If you have a prepared statement, please leave a copy with the Clerk.

Additional time not to exceed 15 minutes may be obtained with the consent of the majority of the council present; provided notice requesting additional time with reasons stated is filed with the City Clerk in writing before 5:00 p.m. of the day preceding the meeting.

The public normally may speak on docket items only at public hearing meetings, and not at regular legislative meetings. Public hearing meetings are usually held on the Saturday following the second Tuesday in each month; regular legislative meetings on the second and fourth Tuesdays in each month. The rule with respect to when a person may speak to a docket item at a legislative meeting can be waived by a majority vote of council members present but such a waiver is not normal practice. When a speaker is recognized, the rules of procedures for speakers at public hearing meetings shall apply. If an item is docketed *for public hearing* at a regular legislative meeting, the public may speak to that item, and the rules of procedures for speakers at public hearing meetings shall apply.

In addition, the public may speak on matters which are not on the docket during the Public Discussion Period at public hearing meetings. The mayor may grant permission to a person, who is unable to participate in public discussion at a public hearing meeting for medical, religious, family emergency or other similarly substantial reasons, to speak at a regular legislative meeting. When such permission is granted, the rules of procedures for public discussion at public hearing meetings shall apply.

Guidelines for the Public Discussion Period

(a) All speaker request forms for the public discussion period must be submitted by the time the item is called by the city clerk.

(b) No speaker will be allowed more than three minutes; except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard during the public discussion period shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation.

(c) If more speakers are signed up than would be allotted for in 30 minutes, the mayor will organize speaker requests by subject or position, and allocated appropriate times, trying to ensure that speakers on unrelated subjects will also be allowed to speak during the 30 minute public discussion period.

(d) If speakers seeking to address council on the same subject cannot agree on a particular order or method that they would like the speakers to be called on, the speakers shall be called in the chronological order of their request forms' submission.

(e) Any speakers not called during the public discussion period will have the option to speak at the conclusion of the meeting, after all docketed items have been heard.