EXHIBIT NO. 1

9
4-17-04

Docket Item #11
DEVELOPMENT SPECIAL USE PERMIT #2003-0035
PARK CENTER

Planning Commission Meeting
April 6, 2004

ISSUE: Consideration of a request for a development special use permit, with site plan, for construction of a multi-family condominium building.

APPLICANT: A&A Limited Partnership
by Duncan Blair, attorney

LOCATION: 4380 King Street

ZONE: CRMU-H/Commercial Residential Mixed Use-High

PLANNING COMMISSION ACTION, APRIL 6, 2004: On a motion by Mr. Leibach, seconded by Mr. Jennings, the Planning Commission voted to recommend approval of the request, subject to compliance with all applicable codes, ordinances and staff recommendations and to amend conditions #13 , #21 and #81. The motion carried on a vote of 7 to 0.

Reason: The Commission believed that the additional information, analysis and conditions provided by staff in the memorandum dated March 26, 2004 addressed the issues and concerns identified the community and the Commission at the prior public hearing. The Commission also found that an increase in the number of standard parking spaces from 25% to 50% addressed the concern regarding the amount of compact parking spaces.

PLANNING COMMISSION ACTION, MARCH 2, 2004: On a motion by Mr. Dunn, seconded by Ms. Fossum, the Planning Commission voted to defer the applicant's request. The motion carried on a vote of 7 to 0.

Reason: The Commission requested additional information regarding traffic and asked staff to expand the scope of the traffic analysis to include parking and to further study the differences in proposed traffic between a condominium and hotel use. The Commission also requested additional information regarding density, parking and affordable housing.

Speakers

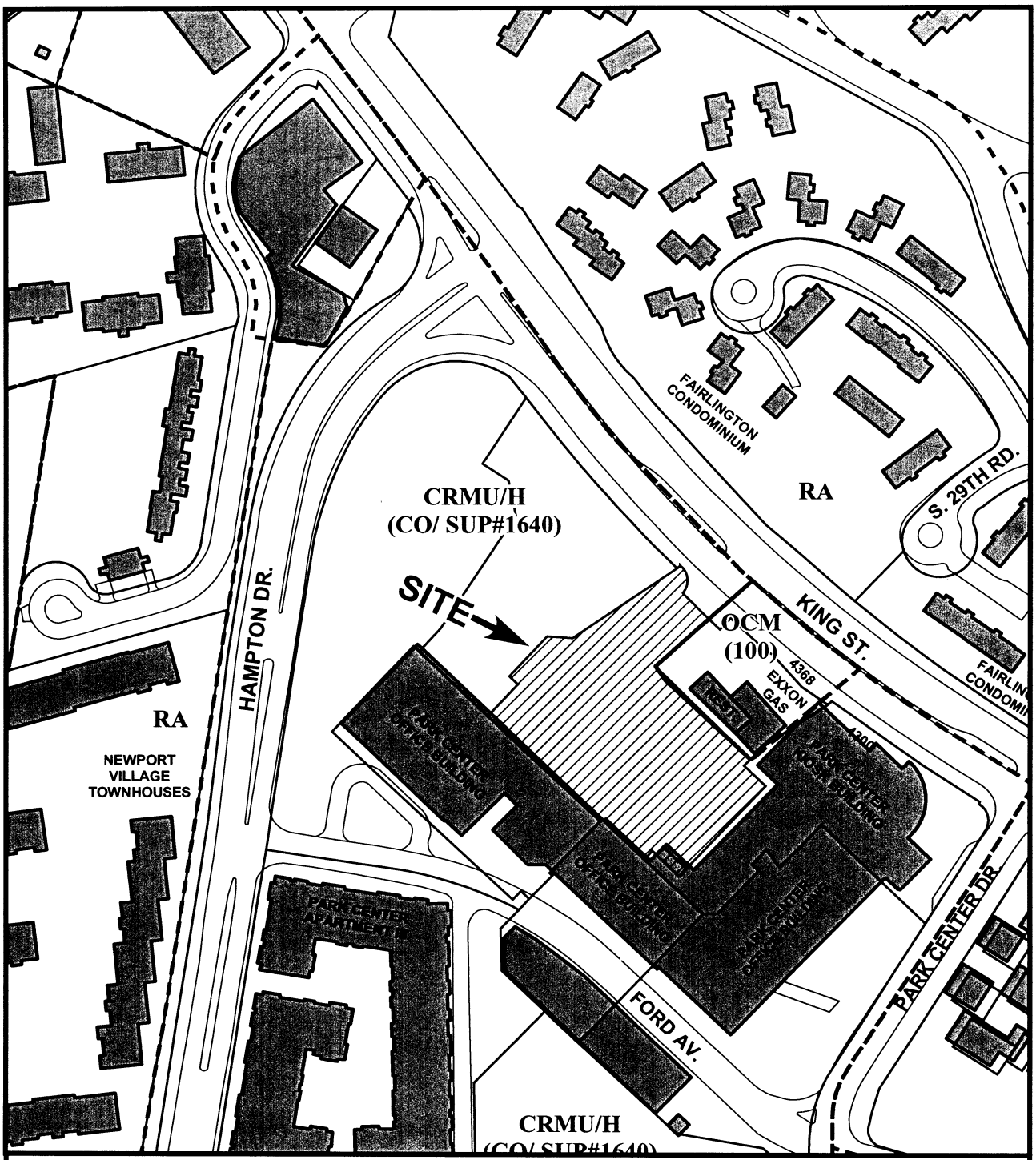
Duncan Blair, attorney, representing the applicant.

Dina Biblin, representing the five home owner associations at Stonegate, spoke against the project. She identified concerns regarding traffic, the traffic analysis and visitor parking.

Stan Darroch, resident, spoke against the project. He expressed concern regarding the traffic and traffic studies.

William Newman of 2525 Gadsby Place spoke against the project and agreed with previous citizen comments.

Tom Burke, resident, spoke against the project. He requested additional information regarding the density and zoning and expressed concern regarding traffic. He also believes that the number of affordable dwelling units needs to be increased and the period the units are affordable needs to be increased from 15 to 30 years.



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DSUP #2003-0035 04/06/04

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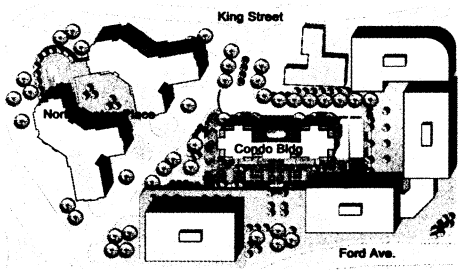
I. EXECUTIVE SUMMARY:

A. Overview:

Aerial

There is currently an approved conceptual development plan for the Park Center development. The applicant is requesting approval to amend the currently approved hotel to construct a 173-unit condominium building within the Park Center development. The 1.62 acre site is located on King Street between Park Center Drive and North Hampton Drive. The purpose of the application is to amend the approved development plan to:

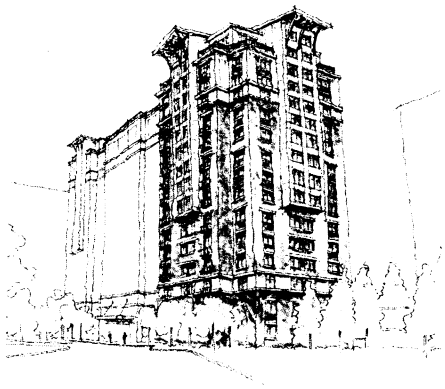
- Change use from a 156 room, 87 ft. tall hotel to a 173-unit, 170 ft. tall condominium building;
  the proposed condominium use;
- Amend the existing transportation management plan; and
- Provide 9 on-site affordable units.



Site Plan

The application provides an opportunity to achieve the City's goal of providing additional on-site affordable units. The proposed development provides nine (9) on-site affordable units by increasing the height from 150 ft. to 170 ft. as permitted by the Zoning Ordinance.

The site is located east of the recently approved Northampton Place apartment buildings which are currently under construction. The proposed use and scale of the condominium building is consistent with the conceptual development plan for Park Center, the adjoining office buildings and the Northampton apartments. The applicant has worked with staff and the community to address concerns regarding traffic, pedestrian circulation, parking, building design-scale, and open space.



Building Perspective

Staff supports the proposed condominium building due to:

- Provision of on-site affordable units;
- Amount and quality of open space;
- Enhanced building design and materials;
- Provision of pedestrian, and streetscape improvements on-site and on King Street;
- Compatibility in scale with the adjoining office buildings and Northampton apartments;
- Compatibility with the Master Plan and zoning;
- Incentives to encourage mass transit; and
- Use of Green and Sustainable Building Technologies.

B. Remaining Issues:

The primary issues with this proposal include:

- **Traffic and Transportation Management Plan;**
- **Affordable Housing; and**
- **Building design.**

Of these issues traffic has been the area of most concern raised by the community.

Traffic and Transportation Management Plan:

The proposal will generate 74-79 peak hour trips, which equates to approximately 2% of the total traffic on King Street, in addition to the 3,500 vehicles/hour currently on King Street - Route 7. The condominium use will generate 17% less traffic than the hotel approved for the site. There will be a 2% increase in morning peak hour trips, 21.6% fewer trips during the evening peak hour and 29.6% fewer Saturday trips as depicted in table #1. The traffic associated with Northampton Place apartments and projects such as the Target store at the Skyline Shopping Mall is included in the traffic study.

Table # 1
Number of Trips For The Approved Hotel and Proposed Condominium

	AM Peak	PM Peak	Saturday Peak
Hotel	73	94	115
Condominiums	79	74	81

The traffic projections do not reflect any reduction in private transit use by residents and therefore represents a "worst-case scenario." This site is well served by Metro and DASH bus routes, as well as access to the King Street and Pentagon metro stations. The bus service provides a substantial amount 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 ($21,625/year) for Metrorail, Metrobus, DASH. for residents;
- Promote the use of transit, carpooling/vanpooling;
- Provide a bus shelter on King Street;
- Improved pedestrian-streetscape improvements;
- Provide an on-site business center to encourage telecommuting; and
- Provide bicycle storage facilities.

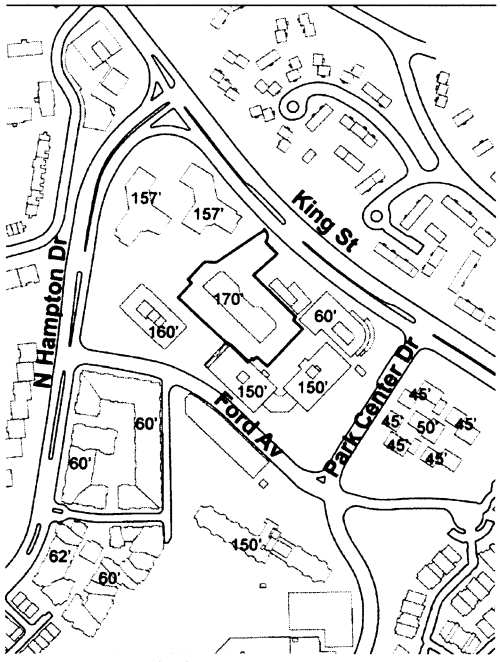
Given the use, location and incentives, staff believes that the goal of a minium 20% mass transit use should be attainable.

Affordable Housing:

The applicant is requesting a height bonus from 150 to 170 feet to allow an increase of 23 units. With this bonus the applicant will provide an additional seven (7) on-site affordable units. For the remainder of the building, the standard $1 per gross sq. ft. contribution level has been provided and enables the provision of two (2) additional on-site units for a total of nine (9) on-site units. The provision of nine (9) units equates to $3.48 per square foot which is 3½ times the standard contribution.

Building Design:

The CO zone permits relatively high density development and heights (Park Center site was approved with a height limit of 150 ft.). The height is similar to the adjoining office and residential buildings. This site is approximately 20 to 30 ft. below the grade of the office buildings to the south which results in the appearance that the proposed building is not as tall as the adjoining office buildings. The building is also setback almost 200 ft. from King Street and will screen the exposed parking for the adjoining office buildings.



Height Context Map

The applicant has worked with staff to create a higher quality building design than the currently approved hotel, including the use of high quality materials such as brick and precast. This will create an interesting skyline and building profile, and articulate the building in both plan and vertical elevation.

C. Community Concerns:

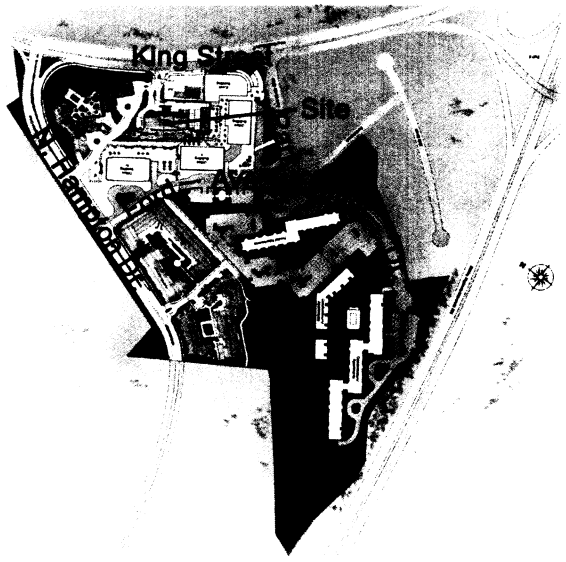
The applicant and staff conducted community meetings for this project with Fairlington Villages Civic Association and representatives and residents of the Stonegate community. The primary concern identified by these citizens centered on traffic/transportation issues including:

- Impact of increased traffic and cut-through traffic;
- Provision of safe and accessible pedestrian circulation; and
- Encouraging the use of mass transit.

To address these areas of concern there are mass transit incentives, streetscape and pedestrian enhancements, and implementation of a transportation management plan. As previously described above, the condominium use will generate less overall traffic than the currently approved hotel use.

II. BACKGROUND

Under the provisions of the CO zone, a conceptual development plan for Park Center development was approved. The request to change from a commercial use to a residential use is permitted and is consistent with the approved planned unit development plan for Park Center. The general purpose of the CO planned unit development zone is " *to encourage large-scale office, commercial and apartment complexes under a unified and approved development plan and to offer development flexibility in site layout and design while providing for ample open and green space areas and maximizing the use of off-street facilities.*" The site is the last remaining parcel to be developed in the Park Center development.



Park Center Master Plan

The table below depicts the approvals that have occurred from 1984 to 2001.

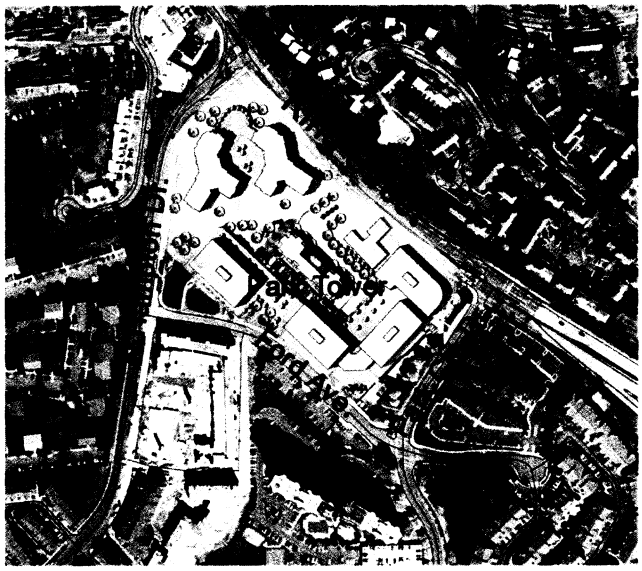
Table # 2
Development History

Case	Approval Date	Project Description
SUP#1640	1984	Approval to construct mixed use development office, retail, restaurant, hotel, health club and residential
SUP#1640A	1984	Amendment to reorient residential high-rise tower
SUP#95-0013	1995	Amendment to separate residential high-rises into three separate towers
SUP#96-0008	1996	Amendment to convert three individual high-rise towers to garden style apartments
DSUP # 2000-0015	2000	Application to construct a hotel
DSUP # 2001-0014	2001	Approval of two multi-family residential high-rise buildings

The Northampton apartment buildings that are adjacent to the site and currently under construction, consist of two residential buildings with underground parking and are located at the southwest corner of King Street and Northampton Drive.

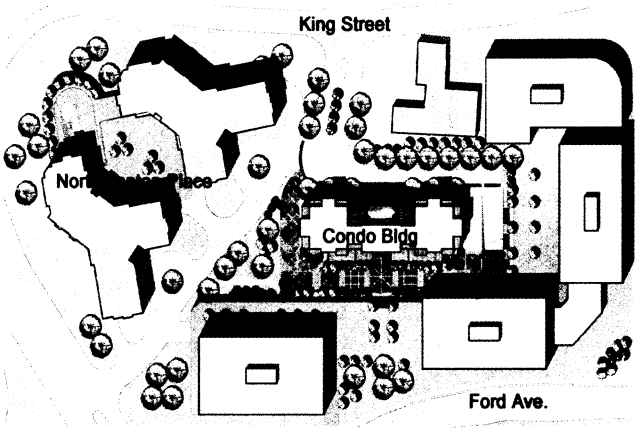
III. PROJECT DESCRIPTION

The subject site contains 1.6 acres within the Park Center development. The site is located south of King Street between Northampton Drive to the west, Ford Avenue to the south and Park Center Drive to the east. The proposed condominium building will be situated east of the Northampton Place apartments which are currently under construction, north of two existing office buildings, west of an another existing office building, a health club and Copeland's restaurant, and south of an Exxon auto repair service center. Access to the site is provided from an existing driveway located along King Street.



Site Context

The site is located at a lower elevation than other adjacent sites at Park Center. The site descends approximately 20-30 feet from the driveway entrance located on King Street to the southern portion of the site adjacent to the existing exposed parking decks of the office buildings on the southern portion of the site.



Proposed Condominium Site Plan

The applicant is requesting an amendment to the currently approved development plan for a 156-room hotel on the site to construct a 16-story residential building containing 173 dwelling units at a height of 170'. The building foot-print measures 71' by 228' and is oriented parallel to King Street. Parking will be located in an underground parking garage containing a total of 319 parking spaces–277 resident spaces with 42 visitor spaces (15%). The building will contain 57 one-bedroom units, 116 two-bedroom units and amenities consisting of a community room and roof top swimming pool.

View of Exposed Parking Decks

Access to the site will be provided from an existing driveway entrance on King Street just west of the existing Exxon service station. A proposed private driveway will connect to the existing driveway to provide vehicle access to the underground parking garage.

IV. ZONING:

The zoning characteristics of the proposed development are summarized in the table below:

PARK CENTER		
Property Address:	4380 & 4390 King Street	
Total Site Area:	1,424,729 square feet./32.70774 acres	
Project Site Area:	70,613 square feet/1.62 acres	
Zone:	CO/Commercial mixed use	
Current Use:	Vacant	
Proposed Use:	Multi-family residential (condominiums)	
	Permitted/Required	Proposed
FAR	2.33 overall	2.33
Density	130 du's (permitted by zone) 58.27 (estimate of original approval)	130 du's
Yards	none	n/a
Height	150'	*170'
Open Space	28,246 sq. ft (40%)	36,934 sq. ft. (52.3%)
Parking	277 (116 -2BR units @1.75 sps/unit) (57 - 1 BR units @1.30 sps/unit) 277 at 15% = 42 visitor spaces 319 total spaces	277 (116 -2BR units @1.75 sps/unit) (57 - 1 BR units @1.30 sps/unit) 277 at 15% = 42 visitor spaces 319 Total Spaces

*Increase in height requested pursuant to Section 7-700 of the zoning ordinance.

V. STAFF ANALYSIS:

The proposed amendment to convert the currently approved hotel use to condominium use affords the opportunity to create a project that has public benefits which include on-site affordable units, increased open space, enhanced building design, green building technology and streetscape-pedestrian enhancements.

The community raised concerns about traffic. A traffic study (dated February 6, 2004) indicates that the proposed use will generate approximately 74-79 peak trips in addition to the 3,500 vehicles/hour currently on King Street - Route 7. The condominium use generates less overall traffic than the currently approved hotel use. To address the concerns regarding traffic, staff includes a series of components within the transportation plan that range from transit subsidies to a flex-car program that will mitigate traffic impacts associated with the development.

A. Traffic:

The referenced traffic study analyzes the impacts of the proposed development on King Street's intersections with North Hampton Road, Park Center Drive, and the signalized intersection of the drive aisle for the site and King Street. The study also includes the projected traffic for the Northampton apartments which is currently under construction and projections for other nearby traffic impacts such as the Target Department Store.

Current traffic volumes on King Street at its intersection with the existing site drive aisle are shown in the table below:

Table # 3
Current Traffic on King Street (AM, PM Peak)

	West-Bound Trips	East-Bound Trips	Total
AM Peak (Current)	1,494	1,328	2,822 total trips
PM Peak (Current)	1,481	1,647	3,128 total trips.
Approved Hotel (Additional Trips)	73	94	167
Proposed Condominium (Additional Trips)	79	74	160

A direct comparison of the condominium versus the hotel will produce:

- 8.2% more trips during the AM peak hour
- 21.6% fewer trips during the PM peak hour
- 29.6% fewer trips during the Saturday peak hour

Future intersection Levels of Service (LOS) were evaluated for the weekday morning and evening peak hour time periods. The traffic study indicates that the intersections considered in the study will provide an acceptable urban level of service ("D" or better) in the future, assuming minor modifications to signal timing and planned improvements to King Street and Beauregard as discussed in more detail below.

On the Level of Service (LOS) scale of A to F, D is the generally the minimum desired level for acceptable peak period operations in urban areas. With the signal timing changes proposed by the applicant, the three intersections studied will function at LOS D or better with full occupancy of the proposed condominiums and Northampton apartments.

The pre-construction and post-construction levels of service (LOS) are provided in the table below.

Table # 4
Current and Projected Future Levels of Service (LOS)

Roadway Intersection Weekday		**AM Peak Hour**		**PM Peak Hour**	
		Present	**Future**	**Present**	**Future**
King Street and North Hampton Road	**Overall Intersection**	**B**	**B**	**B**	**B**
	Eastbound Approach	B	B	C	C
	Westbound Approach	A	A	B	B
	Northbound Approach	B	B	B	A
King Street and Site Driveway	**Overall Intersection**	**B**	**B**	**B**	**B**
	Eastbound Approach	B	B	B	C
	Westbound Approach	A	A	A	A
	Northbound Approach	C	D	D	D
King Street and Park Center Drive	**Overall Intersection**	**C**	**C**	**D**	**C**
	Eastbound Approach	C	D	E	C
	Westbound Approach	A	B	A	A
	Northbound Approach	D	D	D	D

Table # 5

Weekend (Saturday Peak Hour) Levels of Service (LOS)

Intersection Approach	Present	Future
Site Driveway, at King Street (AM)	C	D
King Street, Eastbound, at Park Center Drive (AM)	C	D
King Street, Westbound, at Park Center Drive (AM)	A	B
King Street, Eastbound, at Site Driveway (PM)	B	C
North Hampton, at King Street (PM)	B	A
King Street, Eastbound, at Park Center Drive (PM)	E	C

While these developments will add traffic to the adjoining intersections, traffic signalization improvements will help mitigate that traffic. With this mitigation, the post-development delay times will actually be less than the pre-development wait times for some intersection approaches, but in most cases will increase by up to five seconds (AM peak wait times for the site driveway, however, will increase by over 16 seconds). Staff will monitor both intersections to determine if future turn restrictions or signal timing modifications are necessary as traffic volumes and patterns change.

One-hundred percent of the trips generated by this project are assumed to be auto-oriented. Therefore, no reduction in vehicle trips within the traffic study attributed to mass transit and the projected trips are the "worst case scenario." Staff believes a typical residential project of this size and type could achieve a 10% mass transit ridership from the residents. Staff is recommending incentives to achieve the goal of a minimum 20% mass transit use for the residents of the building and incentives to encourage telecommuting, carpooling etc.

B. Mass Transit:

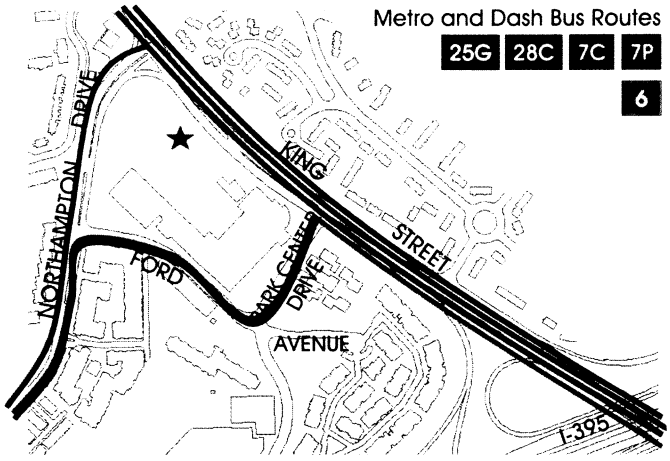
A transportation management plan (TMP) has been approved for the other developments within Park Center. Staff is recommending significant additions to the current TMP to further discourage single occupancy vehicle trips to and from the site, to minimize the impact of the site on the local transportation system and to encourage the use of mass transit and pedestrian-bicycle circulation.

Recommended Amendments to the Existing Transportation Management Plan (TMP)

Staff is recommending the following additional TMP recommendations for this proposal:

- The development will fund a minimum of $125.00/unit each year ($21,625/year), which will increase equal to the rate of inflation for that year.
- Provide discounts for transit and rail fare media for Metrorail, Metrobus and DASH for residents.

- Provide an off-site bus shelter on King Street.
- Share car program (Zipcar and Flexcar).
- Bicycle storage facilities on-site.
- Promote the use of transit, carpooling/vanpooling.
- Submit biannual reports on the effectiveness of the TMP accounts.
- Pedestrian sidewalk, crosswalks and streetscape enhancements to provide enhanced pedestrian access to mass transit and improve the pedestrian network adjoining the site.



- Participate with other TMP's to implement programs and activities.
- Promote teleworking, the condominium building will have an on-site business center which will include at a minimum a telephone, computer, copy machine, and fax machine available at market rates to residents of the building.
- Each unit of the residential building will be wired for high-speed internet access.

With the contribution of $125.00/unit each year ($21,625/year) to be used towards the promotion of mass transit, financial incentives will be provided to use mass transit, and participate in programs such as Flexcar to discourage car ownership and/or use.

C. Mass Transit Accessibility:

Metro provides bus service from Park Center to the Pentagon Metro, with 30 buses providing service either to or from the Pentagon Metro each weekday (Routes 7 and 28). Both DASH and Metro provide bus service to the King Street Metro. DASH offers 51 buses providing service either to or from the King Street Metro each weekday (Route 6).

Given the availability of public transit to the site, staff recommends that the promotion of alternative modes of transportation be a condition of approval. The methods to be used include: target marketing to workers in the surrounding area, provide information regarding transit and carpooling to incoming residents, participate in regional ride-sharing programs, and provide financial incentives for the use of transit. Additionally, the applicant should work with the owners or management companies representing the other residential buildings within Park Center to encourage them to participate in any alternative mode promotions and to pool transportation resources. With these incentives, the use of mass transit by the residents could reasonably be expected to achieve a minimum 20% reduction (approximately 60 residents) as called for by the TMP. In addition, the on-site and off-site pedestrian and streetscape enhancements will, not only make mass transit more accessible but enhance the pedestrian environment for adjoining developments.

D. King Street and Beauregard Interchange Improvements:

Currently planned and programmed improvements at the intersection of King and Beauregard Streets include providing dual left-turn lanes on three of the intersection approaches, northbound and southbound King Street, and eastbound Beauregard Street, removing the channelized right-turn lane from northbound King Street to eastbound Walter Reed Drive, and improving both pedestrian and bicycle accommodations throughout the intersection area. Final design of these improvements is scheduled to begin within six months and construction is expected to be completed in FY 2009.

E. Parking:

The applicant is proposing 57 one-bedroom units and 116 two-bedroom units, with a total parking requirement of 277 spaces. The applicant is providing 319 spaces, representing the required spaces, plus an additional 42 (15%) for visitor parking. By comparison, the hotel which was previously proposed for the site was approved with a total of 130 spaces on-site and an additional 41 spaces were to made available in the commercial office building parking facilities to achieve the total required parking of 171 spaces.

As a general policy, staff encourages the minimum parking necessary, in an effort to decrease auto dependency and encourage the use of alternative means of transportation. This strategy depends on the proximity of a development to mass transit and also depends on the type of use etc. For example, the Mill Race (adjacent to the Eisenhower metro) development has a parking ratio of 1.15 sp/unit, while for most residential developments the parking ratio ranges from 1.75 to 2.00 sp/unit depending upon the type of residential use. In this case, the applicant proposed 1.84 sp/unit, which staff believes is reasonable given the location and condominium use. In addition, many of the developments close to a Metrorail station have a lower parking ratio and excess on-street "spillover parking" for the potential use of visitor parking. In this case, on-street parking spaces are not provided which requires that the visitor parking spaces be provided within the underground garage. Staff therefore supports the requested number of parking spaces, as it provides enough parking spaces to serve the use, but should not provide a disincentive for transit use. In addition, financial incentives are required as part of the proposal to enable funding for programs such as Flexcars that discourage car use and ownership.

F. Affordable Housing:

City Council has directed staff to work with applicants to maximize the number of affordable on-site housing units. In this instance, the additional height was suggested by staff, based on a belief that the additional height is compatible with the scale of the existing buildings within Park Center and the fact that the building is setback 200 ft. from King Street. The height bonus enables an increase in the number of affordable units over the base contribution level.

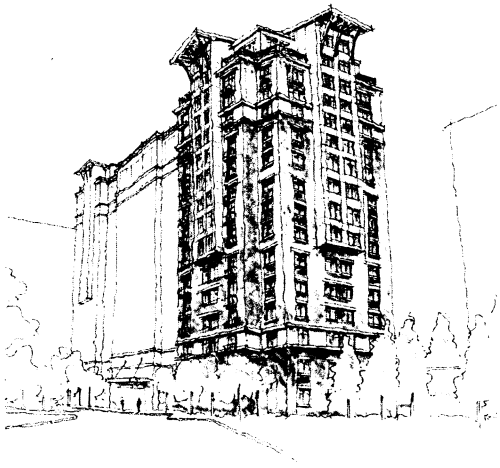
The applicant submitted an affordable housing plan in accordance with Sec. 7-700 of the Zoning Ordinance, which allows for additional height in exchange for the provision of on-site affordable housing units. In this case, the applicant proposes to increase the height of the building from approximately 150 feet to 170 feet. The proposal provides nine on-site affordable dwelling units (ADU) within the proposed condominium building in lieu of a contribution to the City's Affordable Housing Trust Fund. Each of the proposed ADU's will be two-bedroom units distributed throughout the building.

In discussions with the applicant, staff requested 1/3 of the additional units created by the height increase as affordable units, in addition to the formula contribution of units for the rest of the building. The additional height allows 23 additional units. Seven of the 23 units (30.4%) will be affordable. For the balance of the building, two affordable units are provided based on the standard $1 per gross square foot contribution level, the applicant's estimate of 179,000 gross square feet for the 150 foot building, and an estimated average sale price of $305,000 for a two bedroom unit versus the maximum affordable sale price of $225,000 for a two bedroom unit contribution amount of $179,000; discount amount per two bedroom unit of $80,000 would yield two units, plus an additional cash contribution of $19,000. Nine two-bedroom units are a very favorable total contribution given that the building will contain both one and two-bedroom units, but the applicant proposes all nine affordable units as two-bedroom units which can better accommodate families. The contribution equates to $3.48 per sq.ft. compared to the standard contribution of $1.00 sq.ft.

G. Building Design:

Staff worked with the applicant to create a treatment for the top of the building where the pavilions provide a varied roofline and mass. Staff recommends a stronger treatment of the base to strengthen the composition and reduce the visual height of the building and more architecturally integrated balconies.

Staff has worked with the applicant to provide numerous changes to the articulation and exterior treatment such as reworking the main entrance of the building, integrating the roof deck/pool area into the overall facade treatment, and reintroducing recessed balconies and trellises to bring back the architectural detail that can give the building a pleasant sense of scale.



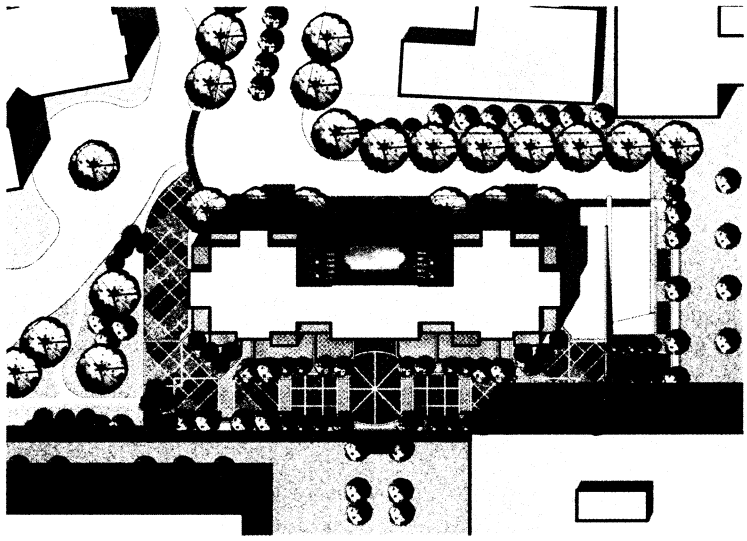
Perspective View Looking South East

Staff continues to recommend some additional refinements to the exterior of the building which includes bringing back secondary trellis elements flanking the pavilions at the top two levels of the building and differentiating the base of the

building with a change of color, material, and scale (rustication). In addition, staff is asking that the design of the enclosures at the ground-level patios adjacent to the building be compatible with the general design building and not create visual barriers that are unfriendly to pedestrians and views at the base of the building. Overall, the building is well designed and will be an attractive addition to this portion of Park Center.

H. Open Space:

As a planned use development project, much of the open space provided at Park Center –approximately 40%–is located in several areas south of Ford Avenue where existing residential uses are located. These areas of open space consist of large passive green and woodland areas, including a large retention pond which is being upgraded and refurbished with enhanced landscaping and vegetation as part of the Northampton Place apartments project. The pond and natural area also provide a trail connection to Stonegate's woodland trail providing a pedestrian connection over to Braddock Road.



Proposed Landscape Plan

The applicant is proposing 52% open space on-site that is designed as useable open space and will be visually accessible open space adjacent to the street with open space located to the rear of the building that provides private defensible space for the use of the residents. Staff is also recommending larger (4") caliper trees, additional street trees and landscaping, decorative pavers, benches, etc. and requirements for adequate maintenance of the open space and landscaping.

I. 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. There is not one single technique for designing and building a green building to these specifications, 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. A recommendation of approval is that the applicant incorporate these elements as part of the building design.

STAFF: Eileen Fogarty, Director, Department of Planning and Zoning;
Jeffery Farner, Chief, Development;
Gregory Tate, Urban Planner;
David Sundland, Urban Planner;
Rasheda Dupree, Urban Planner.

VI. STAFF RECOMMENDATION:

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

NOTE: All of the development at Park Center is authorized under a single special use permit and all conditions of the SUP apply to each phase. However, some previous conditions specifically relate to other phases of Park Center and, for clarity, those conditions are not listed below but are shown in an attachment to this report.

A. STREETS / PEDESTRIAN CIRCULATION:

1. Revise the drive aisle at the intersection of the entrance and Northampton Place, as generally depicted in *Attachment # 1* to reduce the amount of paving, increase the amount of open space and improve the vehicular and pedestrian circulation to the satisfaction of the Director of P&Z. (P&Z)

2. A public access easement for pedestrians and vehicles shall be required for all internal private streets and sidewalks adjacent to the private streets. The public access easements shall be approved by the City Attorney and Director of P&Z and recorded prior to release of the final site plan. (P&Z) (T&ES)

3. The applicant shall explore the possibility of acquiring a public easement to provide a public a bus shelter along King Street west of the existing driveway entrance. If an easement cannot be acquired the shelter shall be located within the public right-of-way for King Street. The applicant shall purchase, install, and maintain a bus shelter on King Street to the satisfaction of the Directors of T&ES and P&Z. Maintenance shall be defined to be at picking up litter, removing graffiti, cleaning the shelter at least monthly, and removing snow from the shelter and its approaches. (T&ES)(P&Z)

4. The applicant shall provide pedestrian crosswalk enhancements at the intersection of King Street and the private street that, at a minimum, shall include the following to the satisfaction of the Directors of T&ES and P&Z:
    a. The central median shall be extended to provide a pedestrian refuge at the pedestrian crossing. The median shall be a raised median with turf and shall include landscaping and trees to the extent possible.
    b. Pedestrian count down signals.
    c. Internally illuminated street name signs.
    d. Thermoplastic markings at crosswalks
    e. Pedestrian and traffic signage in connection with the intersection improvements. (P&Z) (T&ES)

5. The applicant shall provide pedestrian crosswalk enhancements at the intersection of King Street and Park Center Drive (approximately 300 ft. east of the site) that at a minimum shall include the following to the satisfaction of the Directors of P&Z and T&ES:
    a. Pedestrian count down signals.
    b. internally illuminated street name signs.
    c. Thermoplastic markings at crosswalks.
    d. Street trees between the sidewalk and the curb along the right-of-way and within the median along King Street. (P&Z) (T&ES)

6. As part of the final site plan, an overall pedestrian circulation plan shall be provided. The plan shall include the pedestrian amenities depicted on the preliminary plan and shall also include the following to the satisfaction of the Director of P&Z and T&ES:
    a. The island between the emergency vehicle easement and the garage entrance on the eastern portion of the building shall be revised to provide an unobstructed pedestrian crosswalk connection across the garage entrance to the existing plaza stair landing.
    b. The lay-by in the front of the building shall consist of decorative brick pavers.
    c. The sidewalks adjacent to the internal private street shall be 6 foot wide unobstructed concrete sidewalks.
    d. A continuous 6 foot planting strip shall be provided between the sidewalk and the curb to enable street trees between the sidewalk and the curb along the northern frontage of the building.
    e. The sidewalks at the two emergency vehicle easement access points on the eastern and western portion of the buildings shall be concrete with a 6ft. landscape strip adjacent to the curb. The access to the emergency vehicle easements shall be mountable curbs.
    f. The crosswalks for the internal private streets shall be stamped and colored asphalt as generally depicted on the preliminary site plan.
    g. Decorative pedestrian scale lighting shall be provided adjacent to the internal private street.
    h. Decorative metal benches shall be provided at the front of the building for use by the residents and pedestrians. (P&Z)

7. Provide a traffic circulation plan showing traffic control signs for review and approval by the Director of T&ES. All intersection and street improvements shall be depicted on the final site plan and shall be approved by the Director of T&ES prior to the release of the certificate of occupancy permit. (P&Z) (T&ES)

8. All private streets and alleys must comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)

9. Provide all pedestrian and traffic signage to the satisfaction of the Director of T&ES. (T&ES)

10. Show all existing and proposed easements, both public and private. (T&ES)

11. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)

12. Provide City standard pavement for emergency vehicle easements. (T&ES)

B. PARKING:

13. **CONDITION AMENDED BY PLANNING COMMISSION:** A minimum of 319 parking spaces, as represented on the preliminary plan, shall be located in the underground garage for residents and visitors. At least 42 of these garage 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. **The applicant shall obtain an agreement to provide visitor parking in the adjoining office parking garage for use by the visitors of the condominium project to the satisfaction of the Director of P&Z. This agreement shall be binding on the future condominium association. A minimum of 50% of the parking shall be standard spaces to the satisfaction of the Director of P&Z.** (P&Z)**(PC)**

14. A minimum of one space for each unit shall be provided within the garage as part of the purchase price for each unit. (P&Z)

15. 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)

16. The applicant shall provide eighteen (18) appropriately signed and marked bicycle spaces for residents and four (4) appropriately signed and marked bicycle spaces for visitors in the parking garage to the satisfaction of the Director of T&ES. (T&ES)

17. 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 found 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)

18. The underground parking shall provide parking spaces and drive aisles that comply with the minimum dimension requirements of the zoning ordinance. A portion of the parking spaces provided may be compact spaces. (T&ES) (P&Z)

19. Redesign the garage ramp entrance/exit to ensure that adequate sight distance and turning maneuverability is available. Provide turning movements. (T&ES)

20. Clearly label all parking space dimensions, number and type of spaces and parking lot aisle widths. (P&Z)

C. PEDESTRIAN - STREETSCAPE - LANDSCAPING:

21. **CONDITION AMENDED BY PLANNING COMMISSION:** A revised landscape plan prepared by a registered landscape architect shall be provided with the final site plan to the satisfaction of the Directors of P&Z, RC&PA and T&ES. At a minimum the plan shall provide the level and quality of landscaping depicted on the preliminary landscape plan and the plan shall also provide:

    a. Street trees (between the curb and the sidewalk) that shall be a minimum of 3"- 4" caliper at the time of planting, approximately 30 ft. on-center along the length of the internal private street.

    b. Deciduous and evergreen trees along the northern portion of King Street adjacent to the Fairlington community and on Northampton Drive in consultation with the adjoining residents.

    c. The small ground level terraces and retaining walls on the northern portion of the building shall be removed and a second row of shade or ornamental trees, foundations plantings and groundcover shall be provided.

    d. Per condition #5d, a continuous row of street trees between the curb and the sidewalk 30 ft. on-center between the entrance to the development and Park Center Drive. Per condition #5d, provide trees on of King Street.

    e. Additional evergreen shrubs and groundcover shall be provided between the private street and the gas station on the northern portion of the site to provide additional screening.

f. Revise the proposed street trees to be of a consistent tree species for the internal private street such as Northern Red Oak, Red Maple of London Plane.

g. Turf shall be provided for all grass ring-grass paver areas(emergency vehicle access areas) and these areas shall be irrigated. These areas shall also include a limited amount of hardscape areas designed as pathways, etc. that are designed as an integral part of the open space and plaza area.

h. The planting depth on top of the parking deck shall be a minimum of 3 ft. for the shrubs and groundcover and a minimum of 4 ft. of soil depth for trees with adequate drainage to support the trees as depicted on the preliminary landscape plan.

i. The open space areas (including the open space-screening area on the northern portion of the site) shall be irrigated.

j. All lawn areas shall be sodded.

k. Provide an additional 7-8 Foster Holly trees on the western portion of the site (adjacent to the Northampton open space) to provide additional screening for the parking.

l. Landscaping shall be installed at a time to be determined in consultation with the City Arborist and Planning & Zoning so the survival of the landscaping will not be jeopardized by planting during a season that will not support its survival.

m. Depict all utility structures, including transformers, on the final development plan. All utility structures (except fire hydrants) shall be clustered where possible and located so as not to be visible from a public right-of-way or property. When such a location is not feasible, such structures shall be located behind the front building line and screened subject to the approval of the applicable utility company.

n. Provide crown coverage calculations which denotes street trees under a separate tabulation.

o. 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.

p. All work shall be performed in accordance with Landscape Specifications Guidelines 4th Edition as produced by the Landscape Contractors Association (LCA) of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland.

q. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space.

r. The location of all light poles shall be coordinated with the street trees and are not to be located under or near trees.

s. As trees mature they are to be limbed up as necessary to maintain traffic sign visibility.
t. The maximum height for the shrubs is 36 inches.
u. No shrubs higher than three feet shall be planted within six feet of walkways.
v. All landscaping shall be maintained in good condition and replaced as needed. (P&Z) **(PC)**

22. The plaza open space area at southern portion of building shall be redesigned to provide a more unified design treatment utilizing the following features:
a. Additional elements and features such as seating, trash receptacles, pedestrian scale lighting, alcoves and trellis.
b. Varied and high quality paving materials.
c. Adequate drainage and structural support.
d. Additional landscaping and trees.
e. A sculpture or water feature within the plaza to provide a focal element that is an appropriate size for the space of the plaza.
f. An irrigation system for all landscaping.
g. Low scale pathway or bollard type lighting.
h. Decorative paving material within the proposed emergency vehicle easement/loading area at the east end of the building.
i. Planters within the courtyard for shade trees as well as other landscaping. (P&Z)

D. BUILDING DESIGN:

23. The massing, articulation and general design of the condominium building shall be generally consistent with the drawings and renderings submitted with this application. The final design of the building shall be revised to incorporate the following to the satisfaction of the Director of P&Z.
a. Entirely masonry (brick, precast, stone) materials for the facade, except for screening of the mechanical equipment.
b. The exterior materials on first three floors of the building shall be differentiated from the rest of the building by using rusticated masonry or precast concrete.
c. Refinement of the materials and details of the entrance canopy.
d. Provision of building mounted lighting appropriate to the size and character of the building, with smaller scale fixtures encouraged at the pedestrian level.
e. The outward projection of the solariums or bay windows from the 7th floor upward shall be 36" as shown on the elevations and coordinated with the plans.

f. A secondary trellis element shall be added to flank the pavilions above the 15th or16th floor windows similar to what was shown on the original perspectives dated April 14, 2003. The rear elevation shall be treated in a way that is similar to the front with trellis elements added on all pavilions.
g. Building accents, lintels, etc. of precast concrete or, potentially, soldier course brick.
h. Windows shall have defined sills and lintels.
i. Balconies shall be designed to be integral to the building design.
j. Through the-wall HVAC vent grills, and any other vents, shall be located so as not to directly face streets.
k. The HVAC units and mechanical appurtenances shall be located on the roof-tops, recessed and screened from view from the public streets. Details on the screening methods shall be provided on the final site plan.
l. Color elevations shall be submitted with the final site plan.
m. All refinements to the design and materials shall be revised prior to the release of the final site plan.
n. Color architectural elevations (front, side and rear) shall be submitted with the final site plan. Each elevation shall indicate the average finished grade line. (P&Z)

24. The materials for any retaining walls, raised planters or exposed portions of the garage shall consist of a brick or stone veneer to the satisfaction of the Director of P&Z. (P&Z)

25. The building shall incorporate the use of green building technology and sustainable techniques for building systems design and efficiency to the satisfaction of the Director of P&Z. (P&Z)

E. <u>Site Plan</u>

26. Show all existing and proposed street lights and site lights on site plan; provide information on type of fixture, mounting height and strength of fixture in Lumens, as well as manufacturers specifications for fixtures. Provide lighting calculations to verify that lighting meets the City Standards and are located to prevent excessive spillover lighting and glare from adjacent properties. (T&ES) (P&Z)

27. The parking garage vents shall be located at grade and be of a size and type to minimize the impact on open space and visibility from adjoining streets. (P&Z)

28. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with all adjoining property owners to review the hauling routes, location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. Copies of plans showing the hauling route, construction worker parking and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor before they commence work on the project. (P&Z) (T&ES)

29. All driveway entrances and sidewalks in public ROW or abutting public ROW shall meet City standards. (T&ES)

30. The site is located on marine clay areas as delineated on City map of marine clay areas. Provide geotechnical report including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES)

31. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

32. Explain the construction phasing with the North Hampton Place Apartments Site Plan (DSP#2001-0014). The existing and future construction is not clearly delineated on the site plan. Show how the existing entrance will function during construction. (T&ES)

33. Remove the sanitary sewer easement from the 8" sanitary lateral. (T&ES)

34. Add flow arrows to proposed storm sewer and sanitary sewer lines. (T&ES)

35. Label all proposed sanitary manholes. (T&ES)

36. Label all proposed features. (T&ES)

37. Provide information on the storm sewer outfall. Show the outfall pipe system. (T&ES)

38. Show the electrical and gas service lines to the building. (T&ES)

39. Provide CSCG-1 on east side of private roadway. (T&ES)

F. <u>TRANSPORTATION MANAGEMENT PLAN:</u>

40. The applicant shall promote the use of transit, carpooling/ vanpooling and other components of the TMP with prospective residents of the condominium during marketing/leasing activities. (P&Z) (T&ES)

41. 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 TMP 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 TMP. (P&Z) (T&ES)

42. The applicant shall display and distribute information about transit, carpool/vanpool and other TMP programs and services to tenants, and residents of the project, including maintaining, on site, stocks of appropriate bus schedules and applications to the regional rideshare program. (P&Z) (T&ES)

43. The applicant shall administer a ride-sharing program, including assisting in the formation of two person car pools and car/vanpools of three or more persons, and registering pools of three or more persons with the Office of Transit Services and Programs. (P&Z) (T&ES)

44. Biannual surveys shall be conducted to determine the modes of transportation, arrival and departure times, willingness and ability to use carpooling and public transit, and such additional information as the City may require. (P&Z) (T&ES)

45. The applicant shall provide annual reports to OTS&P, including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, an accounting of receipts and disbursements of the TMP account; and a work program for the following year. The initial report shall be submitted 1 year following approval of a certificates of occupancy (CO) for at least 100 residential units. This report, and each subsequent report, shall identify, as of the end of the reporting period, the number of square feet of commercial floor area and the number of dwelling units occupied, the actual number of employees and residents occupying such space. (P&Z) (T&ES)

46. The applicant shall administer the on-site sale of discounted bus and rail fare media. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and other public transportation system fare media requested by residents and/or OTS&P. The availability of the fare media will be prominently advertised. The transit media will be sold at a discount level to the satisfaction of the Directors of T&ES and P&Z. Upon approval by the Directors, this requirement may be satisfied by an agreement by another party to sell such transit fare media at a location convenient to the applicant's project. (P&Z) (T&ES)

47. The applicant shall participate with other projects in the vicinity of the site and OTS&P in the mutually agreed upon cooperative planning and implementation of TMP programs and activities, including the provision of enhanced bus service. (P&Z) (T&ES)

48. That the applicant work with the City's Office of Transit Services and Programs and with WMATA and DASH to promote and, as appropriate, to improve bus services to and from the site. (P&Z) (T&ES)

49. The applicant shall fund, at an annual rate equal to $125.00 per occupied residential unit a transportation account for the following TMP activities: 1.) discounting the cost of transit fare media for on-site employees and residents. 2.) maintaining the bus shelter 3.) subsidy of transit services (i.e. DASH or Metrobus) or shuttle bus service, 4.) marketing and promotional materials to promote the TMP, 5) encourage the use of share car programs (Zipcar and Flexcar) or any other TMP activities as may be proposed by the applicant and approved by the Director of T&ES. The annual rate shall be increased a rate equal to the rate of inflation for that year, unless a waiver is obtained from the Director of T&ES. As determined by the Director of T&ES, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transit and/or ridesharing programs and activities.(P&Z) (T&ES)

50. In order to promote teleworking, the condominium building will have a Business Center which shall include at a minimum a telephone, computer, copy machine, and fax machine available to residents of the building. During construction, each unit of the residential building will be wired for high-speed internet access. (P&Z) (T&ES)

G. PHASING AND CONSTRUCTION:

51. The applicant shall prepare and submit a plan that delineates a detailed construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES and Code Enforcement prior to the release the final site plan. 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) (T&ES)

52. 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 shall be placed on the project sign, to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES)

53. Temporary construction and/or sales trailer(s) shall be permitted and the period of such structures shall 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. (P&Z)

H. LEGAL/PROCEDURAL:

54. All condominium association covenants shall be approved by the Director of P&Z and the City Attorney prior to applying for 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 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.
    c. No more than two parking space shall be assigned to a specific condominium unit; all unassigned spaces in the garage shall be made generally available to residents and/or visitors.
    d. That a public access easement for the sidewalks and streets are provided and required to remain open to the general public.
    e. All landscaping and open space areas within the development shall be maintained by the condominium owners.
    f. Exterior building improvements by future residents shall require the approval of the City Council as determined by the Director of P&Z. (P&Z)

55. The applicant shall be allowed to make minor adjustments to the building locations if the changes do not result in the loss of parking, open space, or an increase in the building height or building footprint. (P&Z)

56. Consult with the Crime Prevention unit of the Alexandria Police Department regarding security measures for the construction trailers prior to the commencement of construction. (Police)

I. MISCELLANEOUS:

57. 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) (SUP 97-0164)

58. The applicant shall submit a final location survey for the buildings and the interior of the parking garage prior to issuance of any certificate of occupancy permits. (P&Z)

59. 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. (P&Z)

60. A decorative monument sign no more than 5'-0" tall in height shall be permitted and located to the satisfaction of the Directors of P&Z and T&ES. (P&Z)

61. Prior to the release of the final site plan, provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging. (T&ES)

62. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)

J. <u>ENVIRONMENTAL:</u>

63. Developer to comply with the peak flow requirements of Article XIII of AZO. This site is located in the Four-Mile Run Watershed, Zone B and stormwater detention is required to satisfy the requirements of the Northern Virginia Regional Commission (NVRC). (T&ES)

64. The developer agrees to deliver all solid waste, as defined by the Code of the City of Alexandria, to a refuse disposal facility designated by the Director of T&ES. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)

65. In the event that Section 5-1-2(12b) of the City Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as required user property, then refuse collection shall be provided by the City. (T&ES)

66. The City Attorney has determined that the City lacks the authority to approve the gravity fed sanitary sewer systems which serve over 400 persons. Accordingly, if the development will serve over 400 persons, the overall sanitary sewer system for the proposed development must be submitted for approval by the Virginia Department of Environmental Quality (DEQ). Both City and DEQ approval are required, though City approval may be given conditioned upon the subsequent issuance of DEQ approval. Should state agencies require changes in the sewer design, these must be accomplished by the developer prior to the release of a certificate of occupancy for the units served by this system. Prior to the acceptance of dedications of the sewers by the city or release of any construction bonds, the developer must demonstrate that all necessary state agency permits have been obtained and as-built drawings submitted to the City that reflect all changes required by the state. (T&ES)

67. The applicant is advised that all stormwater designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)

68. Plan must demonstrate to the satisfaction of the Director of T&ES that adequate stormwater outfall is available to the site or else developer is to design and build any on or off site improvements to discharge to an adequate outfall. Show the existing storm sewer outfall on the site plan. (T&ES)

69. The stormwater collection system is part of the Four Mile 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)

70. 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)

71. The surface appurtenances associated with the on-site structural stormwater Best Management Practices (BMPs) shall be marked to the satisfaction of the Director of T&ES to identify them as part of a structural BMP system. (T&ES)

72. For any surface-installed stormwater Best Management Practice (BMP), i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, descriptive signage for the BMPs is required to be installed to the satisfaction of the Director of T&ES. (T&ES)

73. Prior to approval of the final site plan, and as reviewed as part of the second final, the applicant shall execute, submit and appropriately record in the land records, a maintenance agreement with the City for the stormwater quality Best Management Practices (BMP's). (T&ES)

74. The applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner association (HOA), if applicable, or until sale to an owner. Prior to transferring responsibility for the BMPs to the HOA or owner, the applicant shall execute a maintenance service contract with a private contractor for a minimum of three years and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the contract shall be submitted to the City. (T&ES)

75. The applicant shall furnish the homeowner association, if applicable, or 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. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the City on a digital media. (T&ES)

76. If the housing units will be sold individually and a homeowner association established, the applicant shall furnish each home purchaser with a brochure describing the stormwater BMPs installed on the site, outlining the responsibilities of the homeowners and the homeowner association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners. (T&ES)

77. 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)

K. HOUSING:

78. The developer shall provide nine affordable two-bedroom set-aside units at prices not to exceed $225,000 each (price includes one garage parking space for each unit) for sale to households with incomes not exceeding the City's income guidelines for the Moderate Income Housing Program (MIHP), which are currently $68,700 for a one or two person household and $79,500 for a three or more person household. (Housing)

79. The set-aside units shall be of the same size, type and with the same amenities as other similar units in the development. The units shall be scattered throughout the building. (Housing)

80. Whatever incentives are offered to any potential home buyers shall also be offered to purchasers of the set-aside units. (Housing)

81. **CONDITION AMENDED BY PLANNING COMMISSION: Thirty (30)** ~~Fifteen~~ year affordability of the set-aside units shall be provided through deed restrictions recorded as covenants at the time of sale of each of the set-aside units, in accordance with the City's set-aside resale policy. Language for the covenants shall be provided by the City in advance of the final sale of any unit. (Housing)**(PC)**

82. The City shall have exclusive right to market the set-aside units for 90 days, after which the developer will also have the right to market the units, at the affordable price, to buyers qualified for the set-aside program. The developer is encouraged to refer potentially qualified buyers to the Office of Housing's Implementation Division for participation in the set-aside and MIHP programs. In the event a qualified buyer cannot be found for a set-aside unit by the time the unit is completed and ready for occupancy, the developer shall have the right to sell the unit at full market price, and shall contribute to the Housing Trust Fund the equivalent of $3.48 per gross square foot of each unit so sold. (Housing)

83. If the developer sells the market rate units for less than expected, the applicant shall index the price on the affordable units proportionately. (Housing)

84. Real estate commissions shall be paid (or not paid) for set-aside units in the same manner and on the same basis as for market rate units. (Housing)

Special use permits and modifications requested by the applicant and recommended by staff:

1. Special use permit to amend the approved Park Center Plan.
2. Special use permit to increase building height.

CITY DEPARTMENT COMMENTS

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

Transportation & Environmental Services:

F- 1 The King Street sight distance plan and profile is incomplete.

F- 2 Make text height uniform and clean up overlapping text on the site plan.

F- 3 The cover sheet lists the proposed impervious area as 1.258 acres, yet sheet 3 lists it as 1.1374 acres. Clarify.

C- 1 Bond for the public improvements must be posted prior to release of the plan.

C- 2 All downspouts must be connected to a storm sewer by continuous underground pipe.

C- 3 The sewer tap fee must be paid prior to release of the plan.

C- 4 All easements and/or dedications must be recorded prior to release of the plan.

C- 5 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- 6 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.

C- 7 All utilities serving this site to be underground.

C- 8 Provide site lighting plan to meet minimum city standards.

C- 9 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- 10 The applicant must comply with the Article XIII of the City's zoning ordinance, which includes requirements for stormwater pollutant load reductions, treatment of the water quality volume default, and stormwater quantity management.

C- 11 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law.

C- 12 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the new state requirement for a VPDES permit for all construction activities greater than 1 acre.

Code Enforcement:

The following are repeat comments from a review on 8/22/03 and 10/22/03. Updated comments are noted in **BOLD.**

F-1 Fire line and service line shall be separate taps. Condition met

F-2 Relocate proposed hydrant as shown on attached plans. **Hydrant not relocated. Move first hydrant (northwest side) to same side of street as siamese connection. Relocate proposed second hydrant (northeast side) across street to same side of street as second siamese connection. Hydrants should be positioned so as not to obstruct rear access to structure by fire apparatus or hose lines when in use.**

F-3 Relocate proposed siamese connection as shown on attached plans. Relocated siamese is acceptable. Condition Met.

F-4 Add one additional hydrant and one additional siamese connection as shown on attached plans. **See F-2 above.**

F-5 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. Confirm H-20 loading over parking structure. **Note H-20 loading on fire service plan and site plan.**

F-6 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). Add note to plan. Condition met, shown as Note 2 on Sheet 2.

F-7 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 taken to prevent the spread of rodents from the construction site to the surrounding community and sewers. Add Rodent Abatement note to plan. **Note not shown on plans.**

C-1 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. **Not submitted, applicant indicated submission will be made by architect at a later date. Condition not met.**

C-2 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 on 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. Condition met.

C-3 The final site plans shall show placement of fire easement signs. See attached guidelines for sign details and placement requirements. **Add 2 additional fire easement signs as indicated on attached plans.**

C-4 A soils report must be submitted with the building permit application. **Acknowledged by applicant.**

C-5 Prior to submission of the Final Site Plan, 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. **Not submitted, applicant indicates fire flow is being developed at this time.**

C-6 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 118.0. **Acknowledged by applicant.**

C-7 This structure contains mixed use groups [R, Residential; B, Business; S-2, Low-Hazard Storage (public garage, group 2) and is subject to the mixed use and occupancy requirements of USBC 313.0. **Acknowledged by applicant.**

C-8 Required exits, parking, and facilities shall be accessible for persons with disabilities. **Acknowledged by applicant. Provide one van accessible handicap space within the 8 spaces provided. Relocate handicap spaces on level 2 from spaces 111 & 112 to elevator side of parking garage.**

C-9 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system (USBC 609.2). **Acknowledged by applicant.**

C-10 The public parking garage floor must comply with USBC ^[609.2.3 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 2800.1: P-1002.0). This parking garage is classified as an S-2, Group 2, public garage. Floors of public garages must be graded to drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers (USBC 609.2.3). **Acknowledged by applicant.**

C-11 Enclosed parking garages must be ventilated in accordance with USBC 609.4: M-1602.2, Table M-1602.2, M-1604.4.1. **Acknowledged by applicant.**

C-12 The proposed building must comply with the requirements of HIGH-RISE building (USBC 602). **Acknowledged by applicant.**

C-13 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. **Acknowledged by applicant.**

C-14 Sheeting and shoring 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. **Acknowledged by applicant.**

Health Department:

No comments

Historic Alexandria (Archaeology):

No comments

Virginia American Water Company:

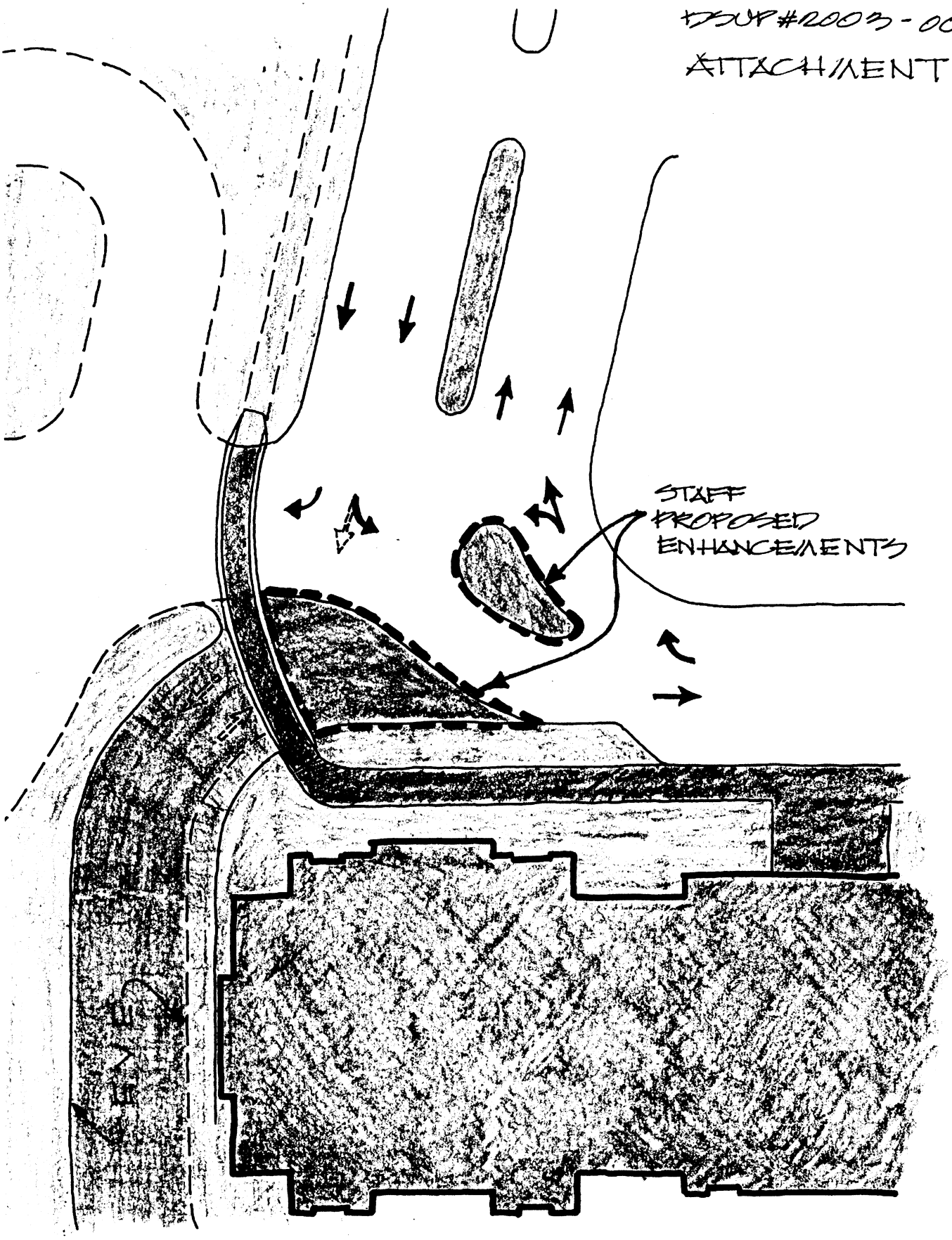
1. Make two separate taps in King Street. One for the proposed domestic service. The other for the proposed fire service. The fire hydrants can come off of the fire service.

2. Eliminate the future eight-inch water line that is shown on the adjoining property.

3. Eliminate the 8" fire and 6" domestic shown for Northampton Phase II. They will be separate fire and domestic taps off of the existing water main in King St. as well.

DSUP#2003-0035

ATTACHMENT 1



STAFF PROPOSED PLAN FOR REDUCED DRIVEWAY PAVING

Conditions #1-38 are carried forward from SUP#1640, SUP#95-0013 (Phase III apartments), SUP#96-0008 (Phase III apartments) and DSUP#00-0015 (Marriott Hotel) , are incorporated herein by reference and relate, where applicable, to the Courtyard by Marriott Hotel and Northampton Place Apartments.

1. That the Transportation Management Plan as provided by the letter from J. Howard Middleton of 2/15/84 (Attachment #1) shall constitute a condition of this special use permit as amended by the following:

   A. That the Transportation Management Plan shall be a covenant running with the land so long as the special use permit is in effect.

   B. That the Planning and Community Development staff and Transportation and Environmental Services staff shall review the construction phasing and implementation of the Transportation Management Plan.

   C. That a letter of credit from a bank of other financial institution for one hundred thousand dollars ($100,000) shall be posted with City staff at the time that the plan is implemented. Such funds shall be drawn upon by the City in the event the developer or the successors in interest do not comply with the plan. The $100,000 fund shall be renewable each year until one year after all buildings are constructed in the commercial portion of the plan.

   D. That the Transportation Management Plan shall be the responsibility of the joint management group responsible for the operation and maintenance of the project.

   E. That the Transportation Management Plan include the provision of vans to be made available for on-site vanpools. The methods for providing vans may include but not be limited to:

      encouragement of purchase or lease of vans by on site tenants, contractual arrangements with private entrepreneur to provide vanpool service, owner purchase and lease of vans to on-site tenants.

   F. That there shall be a minimum five percent of the spaces used to serve the office tenants to be reserved for car pools. Furthermore, that staff reserves flexibility to adjust this percentage as may be deemed reasonable based on parking studies pursuant to the Transportation Management Plan.

   G. That the designated transportation coordinator and the City staff in coordination with future office tenants shall work together to encourage "cashing out" and to minimize subsidized or free parking for the office workers not taking advantage of vanpool/car pool provisions.

H. That the plan based upon experience and review as provided above may be modified and amended including the covenant provided for in subparagraph (A). (City Council, 3/17/84). (SUP #1640)

2. All the requirements of the existing preliminary site plan to be complied with, including off-site sanitary sewer not yet built (across King Street to 28th Street). (T&ES) (SUP #1640)

3. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z) (SUP#95-0013)

4. Provide a dense screen of plantings between building #1 and Parcel "B" at Stonegate, including canopy coverage at various heights, to the satisfaction of the Director of P&Z and the City Arborist. (P&Z) (SUP#95-0013)

5. Notify prospective tenants that they are not permitted to park on-street along North Hampton Drive, so long as prohibited by the City. Include a notice in lease and marketing brochures that resident parking facilities are limited and that residents are restricted from parking in designated visitor parking spaces. In the event the units are converted to condominiums in the future, this restriction shall also apply to unit owners, and language informing all owners of this provision shall be incorporated into condominium agreements. (P&Z) (PC) (SUP#95-0013)

6. Designate 10% of parking spaces for visitor parking, with restrictions on use of such spaces by residents. Institute a program for residents to register vehicles with management and display a parking permit to insure that resident vehicles parking in designated visitor parking spaces will be subject to towing. (P&Z) (SUP#95-0013)

7. Condition deleted by staff.

8. Temporary structures for construction or sales personnel, as well as sales/marketing signs, shall be permitted, and the size and site design for such temporary structures, including signs, shall be subject to the approval of the Director of P&Z. (P&Z) (SUP#95-0013)

9. Crime Prevention Unit of the Alexandria Police Department shall be consulted on security hardware prior to submission of building permit application and drawings. (Police) (SUP#95-0013)

10. The applicant shall attach a copy of the final released site plan to each building permit document application and be responsible for insuring that the building permit drawings are consistent and in compliance with the final released site plan prior to review and approval of the building permit by the Departments of Planning and Zoning and Transportation and Environmental Services. (P&Z) (SUP#95-0013)

11. The applicant shall require that its building contractor, prior to commencing construction, meet with representatives of the Alexandria Department of Human Services to describe what kinds of construction employees will be hired and to learn about employment services offered by DHS. The applicant shall require its contractor to give good faith consideration to applicants for employment who are referred by DHS. (Human Services) (SUP#95-0013)

12. The stormwater Best Management Practices (BMP's) required by this project shall be constructed and installed under the direct supervision of the design engineer or his/her designated representative. The design engineer shall make a written certification to the City that the Best Management Practices are constructed and installed as designed and in accordance with the approved final site plan. In addition, aggregate layers and collector pipes may not be installed unless said engineer or his/her representative is present. (T&ES) (DSUP#96-0008)

13. Provide a bus shelter on Hampton Drive of a type and at a location satisfactory to the Director of T&ES. (T&ES) (PC) (DSUP#96-0008)

14. Provide additional landscape materials to improve the appearance of the storm water management pond, volley ball and tennis court areas. (DSUP#96-0008)

CONDITIONS PROPOSED TO BE DELETED:

[NOTE: Conditions #15-38 where applicable, applies to the Marriott Hotel (DSUP#00-0015).

15. ~~The proposed hotel sign located in the traffic island at the site entrance along King Street shall be a monument sign and not exceed a height of 5'-2", as shown on sheet #2 of the development plan. (P&Z) (DSUP#00-0015)~~

16. ~~Submit an agreement from the owner(s) of the adjacent office building that existing office building garage parking spaces will be available for shared use by hotel guest for the life of the hotel. (P&Z) (DSUP#00-0015)~~

17. ~~The applicant shall be permitted to widened the driveway, relocate the retaining wall and/or adjust the building footprint at the west end of the building in the area adjacent to the loading dock to accommodate Fire Department access. (P&Z) (DSUP#00-0015)~~

18. ~~Use of the dinning facilities is intended primarily for use by the guest of the hotel and not for general public use. Any intensification of the dining facilities for public use shall require a separate special use permit approval to operate a restaurant. (P&Z) (DSUP#00-0015)~~
19. ~~The applicant shall consolidate the parcels into one lot of record prior to commencement of any construction. (P&Z) (DSUP#00-0015)~~

20. ~~Submit a final subdivision plat showing information as required by 11-1700. The final subdivision plat shall be consistent with the final development plan, and shall be recorded prior to approval of any building permits. (P&Z) (DSUP#00-0015)~~

21. ~~Provide section detail of all structure planters. Planters must provide a minimum soil depth of 3 feet, and must be under-drained, preferably be irrigated. Soil backfill should be suitable for planters. (RP&CA) (DSUP#00-0015)~~

22. ~~The storm water Best Management Practices (BMP's) required by this project shall be constructed and installed under the direct supervision of the design engineer or his/her designated representative. The design engineer shall make a written certification to the City that the Best Management Practices are constructed and installed as designed and in accordance with the approved final site plan. In addition, aggregate layers and collector pipes may not be installed unless said engineer or his/her representative is present. (T&ES) (DSUP#00-0015)~~

23. ~~Show existing and proposed street lights and site lights. (T&ES) (DSUP#00-0015)~~

24. ~~Indicate the type of fixture, and show mounting height, and strength of fixture in Lumens or Watts. (T&ES) (DSUP#00-0015)~~

25. ~~Provide manufacturer's specifications for the fixtures. (T&ES) (DSUP#00-0015)~~

26. ~~Provide lighting calculations to verify that lighting meets City Standards. (T&ES) (DSUP#00-0015)~~

27. ~~The applicant shall consult with the Crime Prevention Unit of Alexandria Police Department regarding security measures being proposed. This is to be done prior to the commencement of construction. (Police) (DSUP#00-0015)~~

28. ~~The applicant shall consult with the Crime Prevention Unit of the Alexandria Police Department regarding security measures for the construction trailers. This is to be done prior to the commencement of construction. (T&ES) (DSUP#00-0015)~~

29. ~~The applicant shall consult with the Crime Prevention Unit of the Alexandria Police Department regarding a robbery awareness program for all employees. (Police) (DSUP#00-0015)~~

30. ~~Lighting in the garages, sidewalks, plaza, parking lot, and all common areas is to be minimum of 2.0 foot candles minimum maintained. (Police) (DSUP#00-0015)~~

31. ~~The maximum height of the planters including the planting inside is to be no more than 36 inches. (Police) (DSUP#00-0015)~~

32. ~~Provide controlled access into the garage. (Police) (DSUP#00-0015)~~

33. ~~The walls and ceilings in the garage shall be white, to the satisfaction of the Chief of Police. (Police) (DSUP#00-0015)~~

34. ~~Emergency buttons in the garage since staff will be on site 24 hours a day. (Police) (DSUP#00-0015)~~

35. ~~Resolve conflicts between the location of trees under or near light poles. (Police) (DSUP#00-0015)~~

36. ~~Low growing plants and shrubbery shall not exceed 3 feet in height when they have reached maturity. (Police) (DSUP#00-0015)~~

37. ~~As trees mature they are to be limbed up to 6 feet. (Police) (DSUP#00-0015)~~

38. ~~The applicant shall provide a cash contribution to the Housing Trust Fund in the amount of $0.50 per gross square foot, payable at the time of receipt of the certificate of occupancy permit. (Housing) (DSUP#00-0015)~~

The following are new conditions (#39-65) that apply only to the Northampton Apartments (DSUP#2001-00014):

39. The character, scale and massing of the proposed project shall be consistent with the rendered elevations and plan drawings submitted by the applicant. (P&Z) (DSUP 2001-0014)

40. The total number of units shall not exceed 572 units and the maximum permitted building height shall not exceed 157 feet as measured from average finished grade. (P&Z) (DSUP 2001-0014)

41. The applicant shall secure an agreement with the owners of the adjacent Park Center Office building to provide access to 182 parking spaces during off-peak hours. This agreement shall run in perpetuity as a covenant on the office building site to insure that parking will always be available to residents and visitors of the Northampton Place apartments. Parking spaces within the parking garage shall not be assigned to tenants except for the tandem parking spaces. The applicant shall

provide a parking management plan for approval by the Director of P&Z prior to the issuance of any CO for the residential towers. That plan shall demonstrate to the satisfaction of the Director that parking will be allocated and managed to maximize use of all parking facilities by residents. (P&Z) (DSUP 2001-0014)

42. If final grading of the site results in increased slopes adjacent to King Street and North Hampton, additional terracing shall be provided to soften the transition between the pool deck and the perimeter sidewalk. (P&Z) (DSUP 2001-0014)

43. The final design treatment of the central plaza shall be to the satisfaction of the Directors of P&Z, T&ES and Code Enforcement. (P&Z) (DSUP 2001-0014)

44. A phasing plan shall be incorporated into the final site plan approval and shall include a program for temporarily treating and planting the Phase II area of the site in the case where construction of Phase II is delayed. The phasing plan shall be to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (DSUP 2001-0014)

45. Condition deleted by staff. (DSUP 2001-0014)

46. Condition deleted by staff. (DSUP 2001-0014)

47. The final subdivision plat shall comply with the requirements of Section 11-1709, and shall be recorded after the final development plan has been approved by the Directors of P&Z and T&ES. (P&Z) (DSUP 2001-0014)

48. The special use permit to operate a convenience store shall be granted to the applicant only or to any business or entity in which the applicant has a controlling interest with the following requirements:
(DSUP 2001-0014)

1. The applicant shall post the hours of operation at the entrance to the store.
2. Beer or wine coolers may be sold only in 4-packs, 6-packs, or bottles of more than 40 fluid ounces. Wine may be sold only in bottles of at least 750 ml or 25.4 ounces. Fortified wine (wine with an alcohol content of 14% or more by volume) may not be sold.
3. No food, beverages, or other material shall be stored outside.
4. The applicant shall install at least one trash container within the convenience store for customers' use.
5. Trash and garbage shall be placed in sealed containers which do not allow odors to escape and shall be stored inside or in a closed container which does not allow invasion by animals. No trash and debris shall be allowed to accumulate on site outside of these containers.

6. No on-site food preparation is permitted.
7. No amplified sound shall be audible at the property line.
8. The applicant shall require that its employees who drive to work use off-street parking.
9. The applicant shall not receive deliveries on any public rights-of-way and shall direct delivery drivers to the on-site loading area.
10. The applicant shall contact the Crime Prevention Unit of the Alexandria Police Department for a security survey and robbery awareness program for employees. (P&Z) (DSUP 2001-0014)

49. A "Certified Land Disturber" must be named on the Erosion and Sediment Control sheets prior to release of the final Site Plan in accordance with Virginia Department of Conservation and Recreation guidelines. (T&ES) (DSUP 2001-0014)

50. Developer to comply with the peak flow requirements of Article XIII of AZO. (T&ES) (DSUP 2001-0014)

51. In the event that Section 5-1-2(12b) of the City Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as required user property, then refuse collection shall be provided by the City. (T&ES) (DSUP 2001-0014)

52. The City Attorney has determined that the City lacks the authority to approve the gravity fed sanitary sewer systems which serve over 400 persons. Accordingly, the overall sanitary sewer system for the proposed development must be submitted for approval by the Virginia Department of Health (VDH). Both City and VDH approval are required, though City approval may be given conditioned upon the subsequent issuance of VDH approval. Should state agencies require changes in the sewer design, these must be accomplished by the developer prior to the release of a certificate of occupancy for the units served by this system. Prior to the acceptance of dedications of the sewers by the city or release of any construction bonds, the developer must demonstrate that all necessary state agency permits have been obtained and as-built drawings submitted to the City that reflect all changes required by the state. (T&ES) (DSUP 2001-0014)

53. Show 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. (T&ES) (DSUP 2001-0014)

54. All private streets and alleys must comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES) (DSUP 2001-0014)

55. Provide pedestrian countdown signals at the intersection of North Hampton Drive and King Street, to the satisfaction of the Director of T&ES. (T&ES) (DSUP 2001-0014)

56. Provide illuminated street signage to the satisfaction of the Director of T&ES. (T&ES) (DSUP 2001-0014)

57. The final development plan must demonstrate to the satisfaction of director of T&ES that adequate stormwater outfall is available to the site or else developer is to design and build any on-site or off-site improvements to discharge to an adequate outfall. (T&ES) (DSUP 2001-0014)

58. Prior to the release of the final site plan, provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging. (T&ES) (DSUP 2001-0014)

59. Install under this plan the off-site sanitary sewer across King Street to 28th Street, per SUP 1640, recommendation #2. (T&ES) (DSUP 2001-0014)

60. All stormwater designs that require hydraulic analyses consisting of computing hydraulic gradients, calculating stormwater routing, and design of flow control structures, shall be sealed by a professional engineer, registered in Virginia. (T&ES) (DSUP 2001-0014)

61. The applicant shall grant a right-of-way to the City reserving 6 feet wide area running along the entire northern site frontage on King Street and along a portion of the western site frontage on North Hampton Drive for future public right-of-way to be designed and constructed by others within the reservation area. The deed of easement shall be approved by the City Attorney. The applicant is aware of the fact that the widening of King Street, or any portion thereof, may or may not be constructed, and that the design of the road has not been fully engineered or approved at the time of this approval. The City shall use it best efforts in good faith to approve a design that does not require additional dedication. However, in the event the widening of King Street is designed so that a portion of the site in addition to the reserved area would be required to accommodate a minor adjustment in the location of said road, the applicant agrees to dedicate such additional area subject to the condition that the rights of the applicant, or successors-in-interest, to construct and maintain the development proposed by the site plan are not adversely affected by said additional dedication and subject to the condition that the development is not rendered non-conforming by said additional dedication. (T&ES) (DSUP 2001-0014)

62. All archaeological work will be carried out in accordance with the *City of Alexandria Archeological Standards* and is subject to the approval of the City Archaeologist. (Archaeology) (DSUP 2001-0014)

63. If determined to be appropriate by the City Archaeologist, a plaque will be erected on this property summarizing its historical and archaeological significance. The wording on the plaque will be approved by Alexandria Archaeology. (Archaeology) (DSUP 2001-0014)

64. Condition deleted by staff. (DSUP 2001-0014)

65. The developer will provide 25 units (two efficiencies; 13 one-bedrooms; and ten two-bedrooms) at a rent level not exceeding the maximum rents under the Low Income Housing Tax Credit program, taking into account utility allowances, for a period of 15 years from the date of initial occupancy of each affordable unit, as generally proposed in the applicant's Affordable Housing Plan, and subject to the following:
(DSUP 2001-0014) (City Council)

a. The developer will rent the affordable units only to households whose incomes do not exceed 60% of the Washington D.C. metropolitan area median income, as calculated for purposes of the Low Income Housing Tax Credit program. The developer will recertify the incomes of such households annually.

b. Once an income-eligible household moves into a unit, that unit will be considered an affordable unit until the household's income increases to more than 140% of the then-current income limit. At that time, the over-income household shall be allowed to remain, but the next available unit (limited to the first nine floors) of comparable size (i.e., with the same number of bedrooms) must be rented to a qualified household. Once the comparable unit is rented, the rent of the over-income unit may then be increased to market rate in accordance with any lease restrictions.

c. Applicants receiving Section 8 assistance will not be denied admission on the basis of receiving Section 8. Section 8 payments will be treated as income for the purpose of determining minimum income eligibility.

d. Units designated as affordable shall be distributed throughout the first 9 floors of the 16-story development; concentrations of affordable units will be avoided.

e. The units designated as affordable shall be of the same size, type, and with the same standard features or amenities as other similar units in the development, excluding penthouse units.

f. The developer will provide the City with access to the necessary records and information to enable annual monitoring of compliance with the above conditions for the 15-year affordability period. (Housing) (DSUP 2001-0014)

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP #2003-0035

PROJECT NAME: 4380 KING STREET CONDOMINIUM

PROPERTY LOCATION: **4380 King Street, Alexandria, Virginia**

TAX MAP REFERENCE: **011.02 01 10** ZONE: **CRMU-H**

APPLICANT Name: **A & A Limited Partnership, a Virginia limited partnership**
Address: **507 Wythe Street, Alexandria, Virginia 22314**

PROPERTY OWNER Name: **Alexandria Hotel Associates, LLC, a Virginia limited liability company**
Address: **710 Route 46 East, Suite 102, Fairfield, New Jersey 07004**

SUMMARY OF PROPOSAL: **Development Special Use Permit Amendment, with Plan, to construct a one hundred forty three (143) dwelling unit multifamily condominium building.**

MODIFICATIONS REQUESTED: **None.**

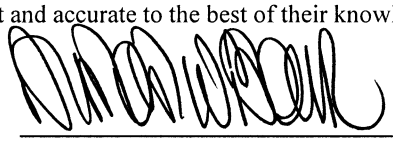
SUP's REQUESTED: **None.**

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 notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

Land, Clark, Carroll, Mendelson & Blair, P.C.
Duncan W. Blair, Esquire
Print Name of Applicant or Agent


Signature

534 King Alfred Street,
Mailing/Street Address

(703) 836-1000 **(703) 549-3335**
Telephone # *Fax #*

Email: dblair@landclark.com

Alexandria, Virginia 22314
City and State *Zip Code*

August 10, 2003
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: _____

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Development Special Use Permit with Site Plan (DSUP) #2003-0035

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

1. The applicant is the (check one) [ ] Owner [X] 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 or partnership in which case identify each owner of more than ten percent.

   A&A Limited Partnership ("A&A") is a Virginia limited partnership. The general partner of A&A is The Berkeley Corporation of Virginia, a Virginia corporation. The limited partners are Daniel R. Abramson and Paul R. Abramson. The people owning in excess of ten percent (10%) in A&A are Daniel R. Abramson and Paul R. Abramson. The mailing address for A&A, its general and limited partners, is 507 Wythe Street, Alexandria, Virginia 22314.

   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?

   [X] 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)

A&A Limited Partnership, a Virginia limited partnership (the "Applicant"), is requesting a special use permit to develop the 1.163 acres of land located at the south side of King Street known as 4380 King Street and a part of the CO Cluster Special Use Permit project known as Park Center (the "Property") into a one hundred forty-three (143) dwelling unit multifamily condominium building. The project, to be known as 4380 King Street Condominium (the "Project) has been planned and designed with the multifamily building creating a strong facade and presence setback from King Street to transition to the highrise commercial office character of Park Center as viewed from King Street by stepping the mass down and providing a reduction of building heights, density and change of use from office to multifamily dwellings.

In order to develop the Property in accordance with the Development Plan, the Applicant is requesting the following special use permits.

Special Use Permits

Amendment to the Existing CO Cluster Special Use Permit (SUP) for Park Center to permit construction of a multifamily condominium building on the Property which had been previously approved plan for a hotel under the Existing CO Cluster Special Permit (DSUP #200-0025).

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

   Not applicable.

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

   Not applicable.

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

   Day Hours Day Hours

   Not applicable.

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

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

      Not applicable.

   B. How will the noise from patrons be controlled? **Not applicable.**

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

Not applicable.

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

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

The type of trash and garbage will be generally associated with residential use.

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

The volume of trash and garbage will be that generally associated with residential use.

C. How often will trash be collected?

Trash, garbage and recyclables will be collected in accordance with the City of Alexandria's weekly pick-up schedule for this area of the City.

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

Not applicable.

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

☐ Yes. ☒ 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. ☒ No.

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

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

Not applicable.

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?

Two hundred seventy- one (271) are required for the multifamily dwelling units. In addition, the required parking for the Project includes fifteen (15%) percent visitor parking.

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

61 Standard spaces.

203 Compact spaces.

7 Handicapped accessible spaces.

271 Total.

C. Where is required parking located? (*check one*) [**X**] 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 within 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?

None.

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

One.

C. Where are off-street loading facilities located?

Adjacent to the west side of the Condominium Building.

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

Loading and unloading activities will be generally restricted to the moving in and out of unit owners. The Condominium Association will regulate the hours for unit owner use.

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

Except for the initial move in period by initial owners, it is not anticipated that loading and unloading activities will occur more than ten (10) times per month.

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?

Yes.

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Park Tower Condominiums
Alexandria, Virginia
Traffic Impact Analysis

Prepared for:

220 S. Union, LLC
507 Wythe Street
Alexandria, VA 22314

Prepared by:

Gorove/Slade Associates Inc.
1175 Herndon Parkway
Suite 600
Herndon, VA 20170
703-787-9595

February 6, 2004

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I. INTRODUCTION

The following report contains the findings of a traffic impact study for the Park Tower Condominiums in the City of Alexandria, Virginia. The site is located south of King Street (VA-7) between North Hampton Drive and Park Center Drive.

This report was prepared to explore the effects on the surrounding roadway network if the site's land use was changed from the approved 160-room hotel to a proposed 173-unit high-rise residential condominium building. The existing site driveway will remain as the primary access point to the building. A regional map showing the location of the site is included in Figure 1.

The following tasks were completed as part of this study:

- Gorove/Slade Associates completed a scoping meeting on January 23, 2004 with representatives from the City of Alexandria to determine the study scope;
- Gorove/Slade Associates conducted field reconnaissance in the vicinity of the project site to collect information related to existing traffic controls, roadway geometry and operational characteristics;
- Gorove/Slade Associates conducted turning movement counts during the morning and evening weekday and Saturday peak periods (January 29, January 31, and February 3, 2004) at the following intersection:
    - King Street (VA-7) and the existing site driveway;
- Gorove/Slade Associates projected future traffic volumes using background growth rates taken from previous studies performed in the area. Information pertaining to traffic generated by background developments was also obtained from previous studies and included in the analysis;
- Gorove/Slade Associates generated site traffic volumes based on the methodology outlined in the Institute of Transportation Engineers' (ITE) Trip Generation, 7th Edition; and
- Gorove/Slade Associates performed intersection roadway capacity analyses for existing, future background (2006), and total future (2006) peak hour traffic conditions at and in between the intersections contained within the study area.

Sources of data for this study include the City of Alexandria, the Virginia Department of Transportation, studies performed by Wells & Associates, and the office files and field reconnaissance efforts of Gorove/Slade Associates, Inc.

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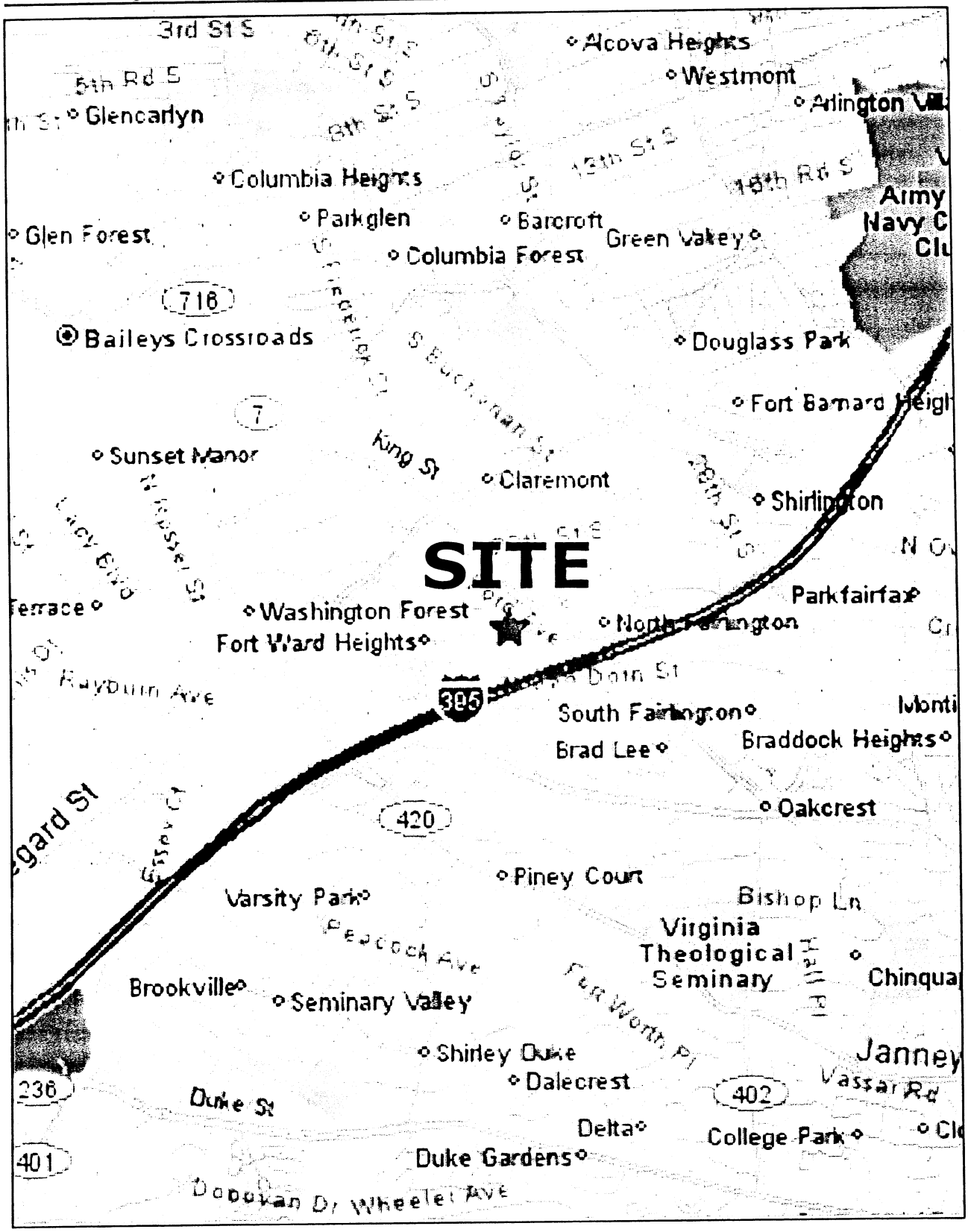

Figure 1
Site Location Map

A. Scope of Study

The following intersections were identified for inclusion in this traffic study:

1. King Street (VA-7) and North Hampton Drive;
2. King Street (VA-7) and the existing site driveway;
3. King Street (VA-7) and Park Center Drive

B. Report Outline

This report presents the findings of analyses performed for the following conditions:

- ***Existing Conditions (2004)***
  Considers existing traffic volumes from 2001 and 2004, with existing roadway configurations;
- ***Future Background Conditions (2006)***

  Considers future background conditions resulting from inherent traffic growth and approved Park Center developments, including the approved hotel at the site, but does not include volumes generated by the proposed Park Tower Condominiums;
- ***Future Development Conditions (2006)***

  Considers future traffic volumes with background traffic and traffic generated by the proposed Park Tower Condominiums (replacing the approved hotel) in the year 2006.

The results of the analysis and the traffic impacts associated with the proposed development plan are presented in the Conclusion section of this report.

II. EXISTING (2004) CONDITIONS

A. Existing Roadway Network

King Street (VA-7)

King Street (VA-7) is an east-west corridor in the City of Alexandria, Virginia. The roadway is currently a four-lane undivided roadway west of North Hampton Drive, which expands to a six-lane median-divided roadway east of North Hampton Drive. There are left turn bays at each of the study intersections, with a right turn bay only at the intersection of North Hampton Drive. The posted speed limit is 35 mph.

North Hampton Drive

North Hampton Drive is a north-south divided roadway that extends from King Street in the north to just south of Braddock Road. It is currently signalized at the intersection with King Street.

Park Center Drive

Park Center Drive is a two-lane local roadway that provides access to the Park Center site. It is currently signalized at the intersection with King Street.

B. Existing Traffic Volumes

In order to determine the peak hour traffic volumes, turning movement counts were performed at the intersection of King Street with the site entrance on Thursday, January 29, 2004 from 4:00 p.m. to 6:00 p.m., Saturday, January 31, 2004 from 1:00 p.m. to 3:00 p.m., and Tuesday, February 3, 2004 from 7:30 a.m. to 9:15 a.m. Counts performed in 2001 that were used in the Northampton Place Apartments Traffic Impact Study, submitted to the City of Alexandria on July 5, 2001, were the base of the analysis at the intersections of King Street with North Hampton Drive and Park Center Drive. These counts were also utilized to set a baseline for through traffic passing by the site on the Route 7 corridor. Based on this data, it was determined that the AM peak hour was from 7:30 to 8:30 a.m. and the PM peak hour from 5:00 to 6:00 p.m. To obtain an existing 2004 baseline, these counts were increased at 3.03% (1% per year for 3 years) to account for growth in the area. The growth rate was determined using historical data as well as previous reports performed near the study area. The resulting 2004 existing traffic volumes for the intersections contained within the study area are shown in Figure 3.

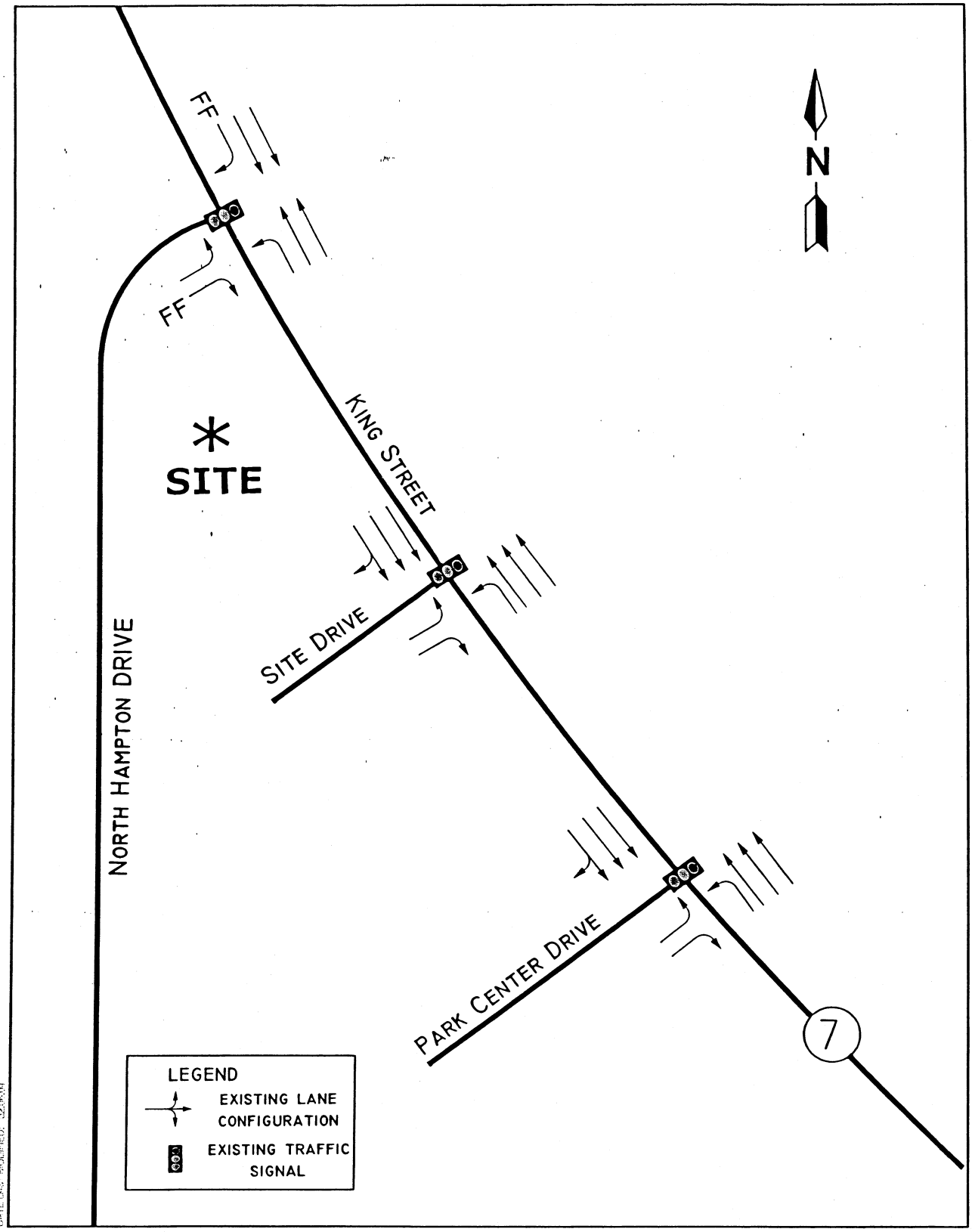

Figure 2
Existing Lane Configuration and Traffic Control

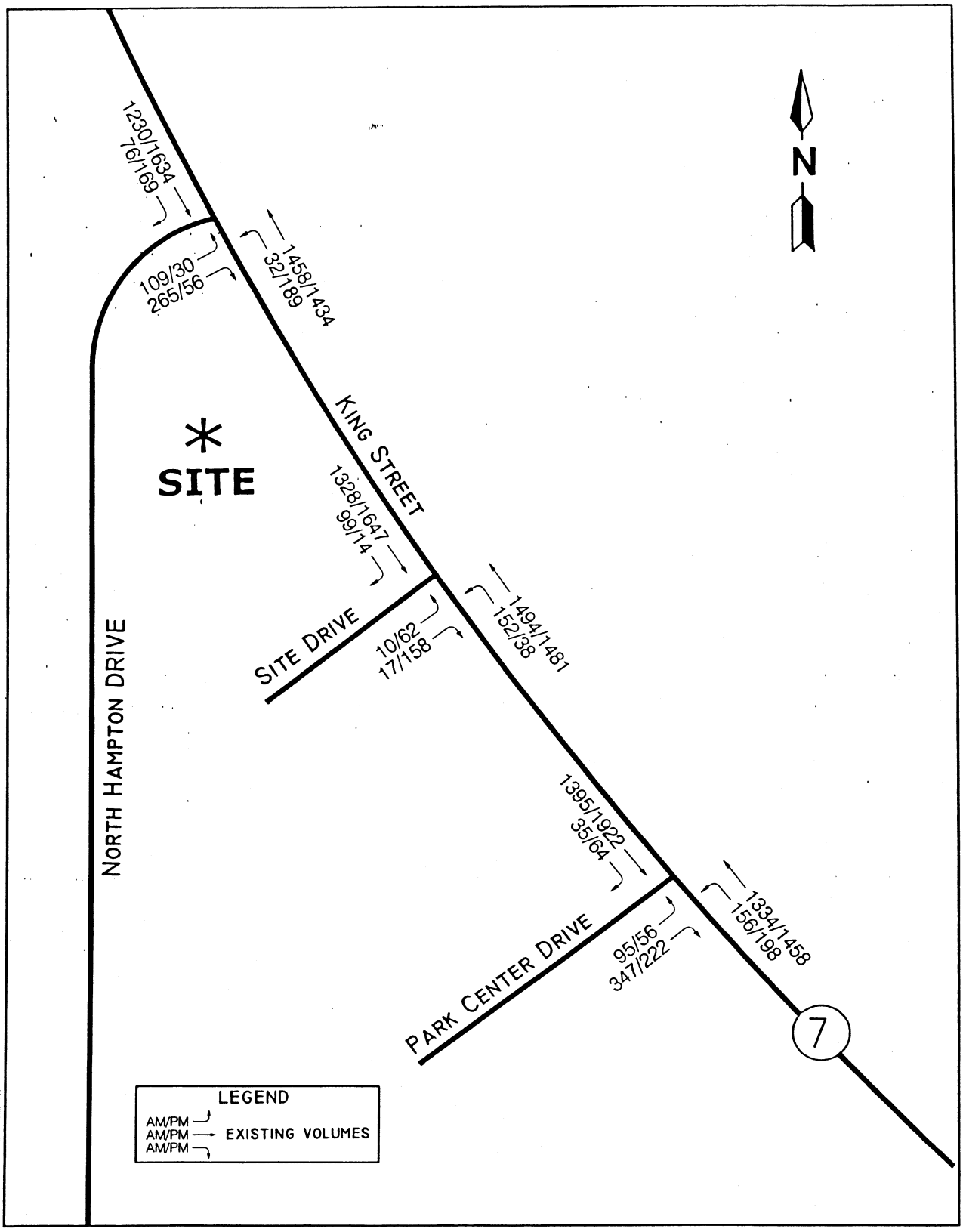

Figure 3
Existing (2004) Peak Hour Volumes

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C. Existing Conditions Capacity Analysis

Capacity analyses were performed for the existing morning and evening peak hours for the intersection within the study area using the Highway Capacity Software 4.1d (HCS-2000). The delay terminology is attached to the appendix. Table 1 gives the existing levels of service for the intersections by approach, where applicable. The detailed analysis worksheets are contained in the Technical Appendix.

Table 1
Existing (2004) Intersection Capacity Analysis

Roadway Intersection		Level of Service	
		AM Peak Hour	PM Peak Hour
King Street (VA-7) and North Hampton Road			
Signalized	**Overall Intersection**	**B (10.7)**	**B (15.8)**
	Eastbound Approach	B (14.3)	C (20.1)
	Westbound Approach	A (7.5)	B (11.2)
	Northbound Approach	B (11.0)	B (11.6)
King Street (VA-7) and Site Driveway			
Signalized	**Overall Intersection**	**B (12.1)**	**B (14.7)**
	Eastbound Approach	B (17.6)	B (19.3)
	Westbound Approach	A (7.0)	A (6.5)
	Northbound Approach	C (34.6)	D (40.2)
King Street (VA-7) and Park Center Drive			
Signalized	**Overall Intersection**	**C (22.5)**	**D (35.5)**
	Eastbound Approach	C (31.1)	E (58.3)
	Westbound Approach	A (9.8)	A (7.7)
	Northbound Approach	D (45.2)	D (44.8)

The results of the existing capacity analysis indicate that the signalized intersections of King Street with North Hampton Drive and the site driveway both operate at an acceptable overall level of service "D" or better during the AM and PM commuter peak hours. The level of service terminology can be found in the appendix. Table 2 shows that with a level of service "E", the signalized intersection of King Street with Park Center Drive will require improvements to meet the desired criteria under the existing condition.

III. FUTURE BACKGROUND WITHOUT THE PROPOSED DEVELOPMENT (2006)

A. Planned Roadway Improvements

The city of Alexandria has a project planned to upgrade the Route 7 and Beauregard Street intersection as well as a section of Route 7. This improvement will enhance the flow of traffic through the corridor. This project may not be constructed before the build-out of the proposed property; therefore this improvement was not assumed in the future 2006 analysis.

B. Future Background (2006) Traffic Volumes

The construction of the proposed development is anticipated to be complete in 2006. The traffic generated by approved development sites and inherent traffic growth on the roadways within the study area were taken into account when projecting future background traffic.

Traffic volumes for the approved background sites were generated for the AM and PM peak hours, the Saturday peak hour, as well as for an entire weekday, and can be seen in Table 2. These background sites include the Northampton Place high-rise apartments, the Esplanada at Park Center apartments, and the proposed site's approved use of a hotel. The Esplanada at Park Center apartments was conservatively assumed to have the same number of unoccupied units as the Northampton Place Apartments Traffic Impact Study mentioned earlier. If there are fewer than 280 unoccupied units, then the effect might result in the double counting of vehicles; however, if this happens, then the over-counting of vehicles will be a worst-case scenario. The methodology outlined in the Institute of Transportation Engineers' (ITE) Trip Generation, 7th Edition publication was used to determine the trip generation.

Table 2
Background Trip Generation Calculations (2006)

Land Use	ITE Code	Size		AM Peak Hour			PM Peak Hour			Saturday Peak Hour			Weekday Average Daily Traffic		
				TOTAL	In	Out	TOTAL	In	Out	TOTAL	In	Out	TOTAL	In	Out
NORTHAMPTON PLACE APARTMENTS															
Apartments (High-Rise)	222	576	Dwelling Units	173	43	130	197	120	77	215	123	92	2,382	1,191	1,191
		Directional Distribution			25%	75%		61%	39%		57%	43%		50%	50%
ESPLANADA AT PARK CENTER APARTMENTS															
Apartments	220	280	Dwelling Units	141	28	113	172	112	60	134	67	67	1,833	917	916
		Directional Distribution			20%	80%		65%	35%		50%	50%		50%	50%
APPROVED HOTEL AT PARK CENTER															
Hotel	310	160	Rooms	73	45	28	94	50	44	115	64	51	1,059	530	529
		Directional Distribution			61%	39%		53%	47%		56%	44%		50%	50%
TOTAL BACKGROUND SITE TRIPS				387	116	271	463	282	181	464	254	210	5,274	2,638	2,636

A regional growth rate based on historical data and previous reports was used to account for the increase in traffic expected in the area over the next 2 years. A rate of 1% per year for 2 years, for a total of 2.01%, was used.

There is a 205,443 square foot office building within the Park Center development complex that currently uses the existing site driveway to access King Street. By 2006, the connection from the office building to this driveway may no longer be available; the office tenants will have to use the driveway connecting to North Hampton Drive. A trip generation table calculating the number of trips associated with a 205,443 square foot office building was created, and the assumption was made that half of these trips were currently leaving via the site driveway onto King Street. This trip generation can be seen below in Table 3. Using the trip distribution applied to the background developments, the office trips were deducted from the site driveway and redirected to the driveway on North Hampton Drive, by way of the intersection of King Street and North Hampton Drive.

Table 3
Rerouted Office Trip Generation Calculations (2006)

Land Use	ITE Code	Size	AM Peak Hour			PM Peak Hour			Saturday Peak Hour			Weekday Average Daily Traffic		
			TOTAL	In	Out	TOTAL	In	Out	TOTAL	In	Out	TOTAL	In	Out
REROUTED OFFICE BUILDING														
General Office	710	205,443 Square Feet	334	294	40	309	53	256	66	36	30	2,322	1,161	1,161
		Directional Distribution		88%	12%		17%	83%		54%	46%		50%	50%
TOTAL TRIPS			334	294	40	309	53	256	66	36	30	2,322	1,161	1,161
REROUTED TRIPS (50% of total)			167	147	20	154	26	128	33	18	15	1,161	581	580

The future background inherent traffic growth, along with traffic associated with the approved background developments and the rerouted office traffic, was added to the existing volumes in order to establish future background 2006 traffic volumes without the proposed Park Tower Condominiums site trips. The future background traffic volumes are shown in Figure 4.

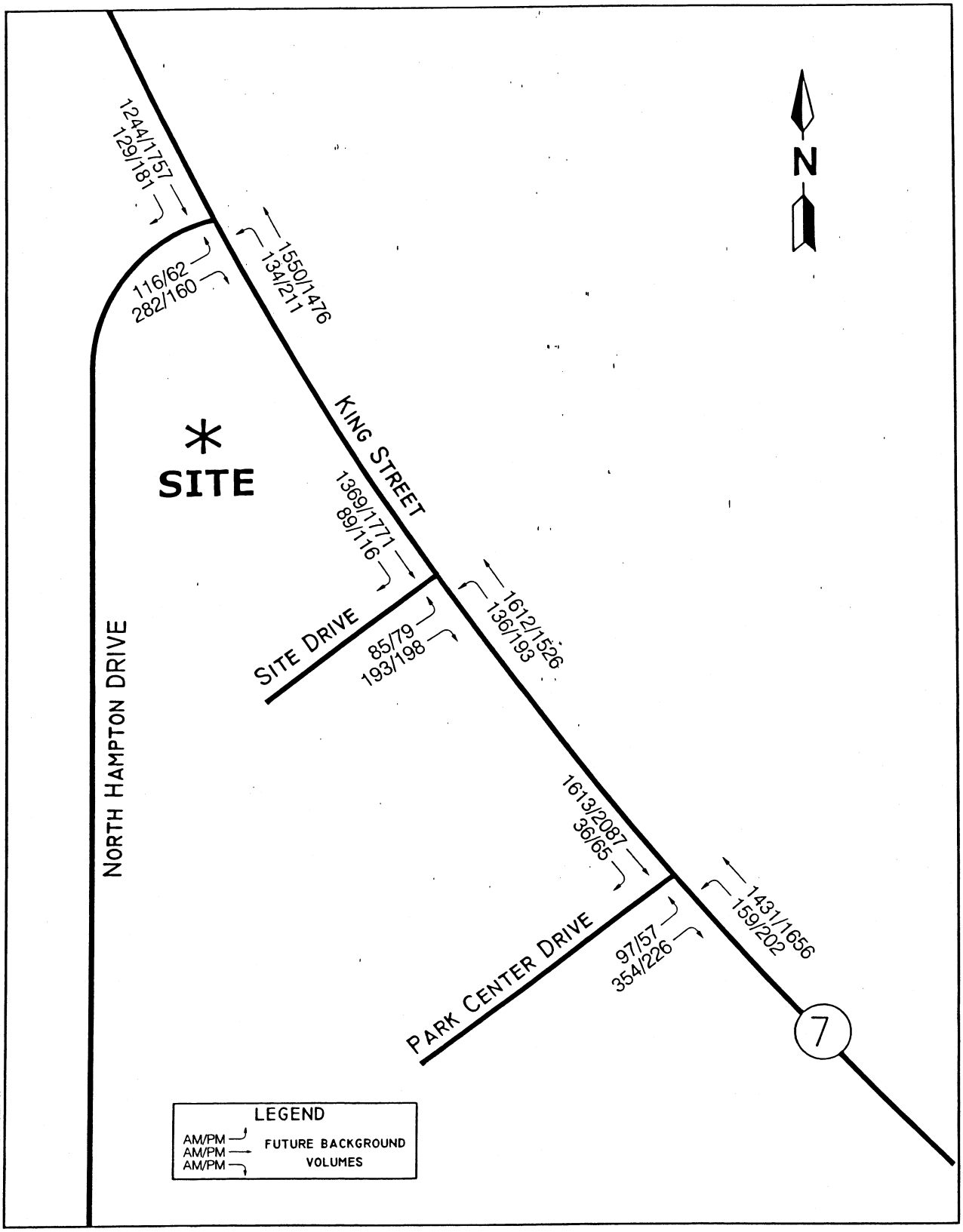

Figure 4
Future Background (2006) Peak Hour Volumes

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C. Future Background (2006) Capacity Analysis

Capacity analysis was performed for the future background conditions. The results in Table 4 summarize the future background levels of service by approach, where applicable. A detailed review of the HCS analysis is provided in the Technical Appendix.

Table 4
Future Background (2006) Intersection Capacity Analysis

Roadway Intersection		Level of Service	
		AM Peak Hour	PM Peak Hour
King Street (VA-7) and North Hampton Road			
Signalized	**Overall Intersection**	**B (10.8)**	**B (19.1)**
	Eastbound Approach	B (13.9)	C (25.0)
	Westbound Approach	A (8.3)	B (13.4)
	Northbound Approach	B (11.2)	A (9.7)
King Street (VA-7) and Site Driveway			
Signalized	**Overall Intersection**	**B (14.8)**	**B (17.4)**
	Eastbound Approach	B (17.8)	C (21.7)
	Westbound Approach	A (7.1)	A (8.9)
	Northbound Approach	D (46.9)	D (43.7)
King Street (VA-7) and Park Center Drive			
Signalized	**Overall Intersection**	**C (24.9)**	**D (50.8)**
	Eastbound Approach	D (35.2)	F (88.0)
	Westbound Approach	B (10.2)	A (7.9)
	Northbound Approach	D (45.9)	D (44.9)
Mitigation:	**Overall Intersection**	**C (24.9)**	**C (22.7)**
1) Adjust PM signal timings	Eastbound Approach	D (35.2)	C (33.8)
	Westbound Approach	B (10.2)	A (8.8)
	Northbound Approach	D (45.9)	D (44.9)

The results of the Future Background (2006) capacity analysis indicate that the signalized intersections of King Street with North Hampton Drive and the site driveway both operate at an acceptable overall level of service "D" or better during the AM and PM commuter peak hours. Table 3 shows that with a level of service "F", the signalized intersection of King Street with Park Center Drive will require an adjustment to the PM signal timings in order to meet the desired level of service "D" criteria under the future background condition.

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IV. TOTAL FUTURE DEVELOPMENT CONDITIONS (2006)

A. Approved Development vs. Proposed Development Trip Comparison

As mentioned previously in the future background section of the report, the current approved use for the site is a 160-room hotel. The project is proposing to modify the land use of the property to accommodate 173 condominium units instead of the hotel. The 160-room hotel is an approved use and was analyzed as part of the background development.

Traffic volumes for the proposed site were generated for the AM and PM peak hours, the Saturday peak hour, as well as the entire weekday. The methodology outlined in the Institute of Transportation Engineers' (ITE) Trip Generation, 7th Edition publication was used to determine the trip generation. A comparison of the proposed trip generation to that of the approved land use was also performed. The results of the calculations are presented in Table 4.

Table 5
Trip Generation Calculations (2006)
Approved vs. Proposed

Land Use	ITE Code	Size	AM Peak Hour			PM Peak Hour			Saturday Peak Hour			Weekday Average Daily Traffic		
			TOTAL	In	Out	TOTAL	In	Out	TOTAL	In	Out	TOTAL	In	Out
APPROVED														
Hotel	310	160 Rooms	73	45	28	94	50	44	115	64	51	1,059	530	529
		Directional Distribution		61%	39%		53%	47%		56%	44%		50%	50%
PROPOSED														
High-Rise Condominium	232	173 Dwelling Units	79	15	64	74	46	28	81	35	46	876	438	438
		Directional Distribution		19%	81%		62%	38%		43%	57%		50%	50%
DIFFERENCE (PROPOSED – APPROVED)			6	-30	36	-20	-4	-16	-34	-23	-11	-183	-92	-91
PERCENT INCREASE/DECREASE			*8.2%*			*-21.6%*			*-29.6%*			*-17.3%*		

Building a 173-unit condominium building instead of a 160-room hotel will produce the following results:

- ***8.2% more trips*** during the morning peak hour
- ***21.6% fewer trips*** during the evening peak hour
- ***29.6% fewer trips*** during the Saturday peak hour
- ***17.3% fewer trips*** during an average weekday

Since the approved use was included in the background, the difference between the proposed use's trips and the approved land use's trips was used as the site trips. These site trips may be found in Figure 5.

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B. Site Access

Regional access to the Park Tower Condominiums is by way of I-395 and the Route 7 corridor. Direct access to the site will be gained through a signalized site entrance to King Street (VA-7), which currently exists between North Hampton Drive and Park Center Drive.

C. Proposed Site Trip Distribution and Assignment

The nature of the proposed Park Tower Condominiums development, the counts performed on January 29 and February 2, 2004, and historical data were analyzed in order to determine the trip distribution for vehicles accessing the site. Based on this review, the distribution for site traffic and resulting new trip assignment was determined for the site and are shown in Figure 5.

D. Total Future Development Traffic Volumes

In order to determine the traffic volumes present on the roadways in the vicinity of the development site under the build 2006 condition, the proposed development traffic volumes were added to the 2006 future background traffic volumes. The traffic volumes for total future traffic conditions are shown in Figure 6.

E. Mass Transit

In addition to the turning movement counts performed on January 29 and 31, 2004, a bus transit count was performed during the same time period. A bus stop is located on both the eastbound and westbound approaches of the intersection at King Street and Park Center Drive. During the two-hour Thursday count from 4:00 to 6:00 p.m. there were 13 eastbound and 7 westbound buses traveling on 9 different routes that stopped at the bus stop. This averages to be approximately a ten-minute headway between eastbound bus arrivals, and less than twenty-minute headway between the westbound buses. Also, during the Saturday count from 1:00 to 3:00 p.m., 3 eastbound and 2 westbound buses traveling on 2 different routes that arrived at the bus stop near the site. A diagram showing the different bus routes during the peak hours is shown in Figure 7.

The frequency of bus transit during the evening peak hour could warrant a small reduction in site trips due to transit ridership. In addition, the overall planned unit development (PUD), of which this project is included, has a Transportation Management Plan aimed at promoting transit and reducing single occupancy vehicle use. However, to be conservative and to analyze the worst-case scenario, no reduction was taken for mass transit.

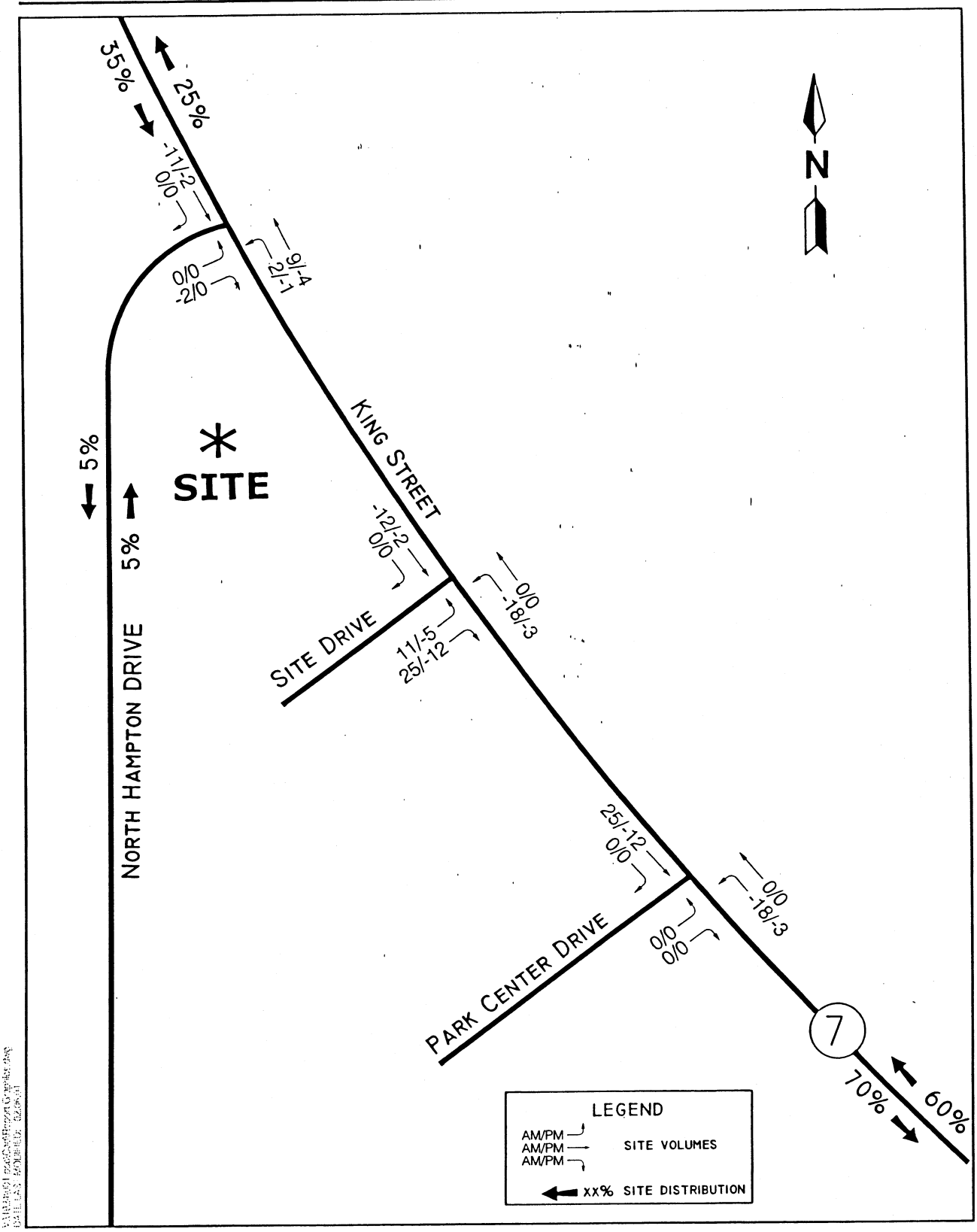

Figure 5
Site Generated Volumes and Direction of Approach

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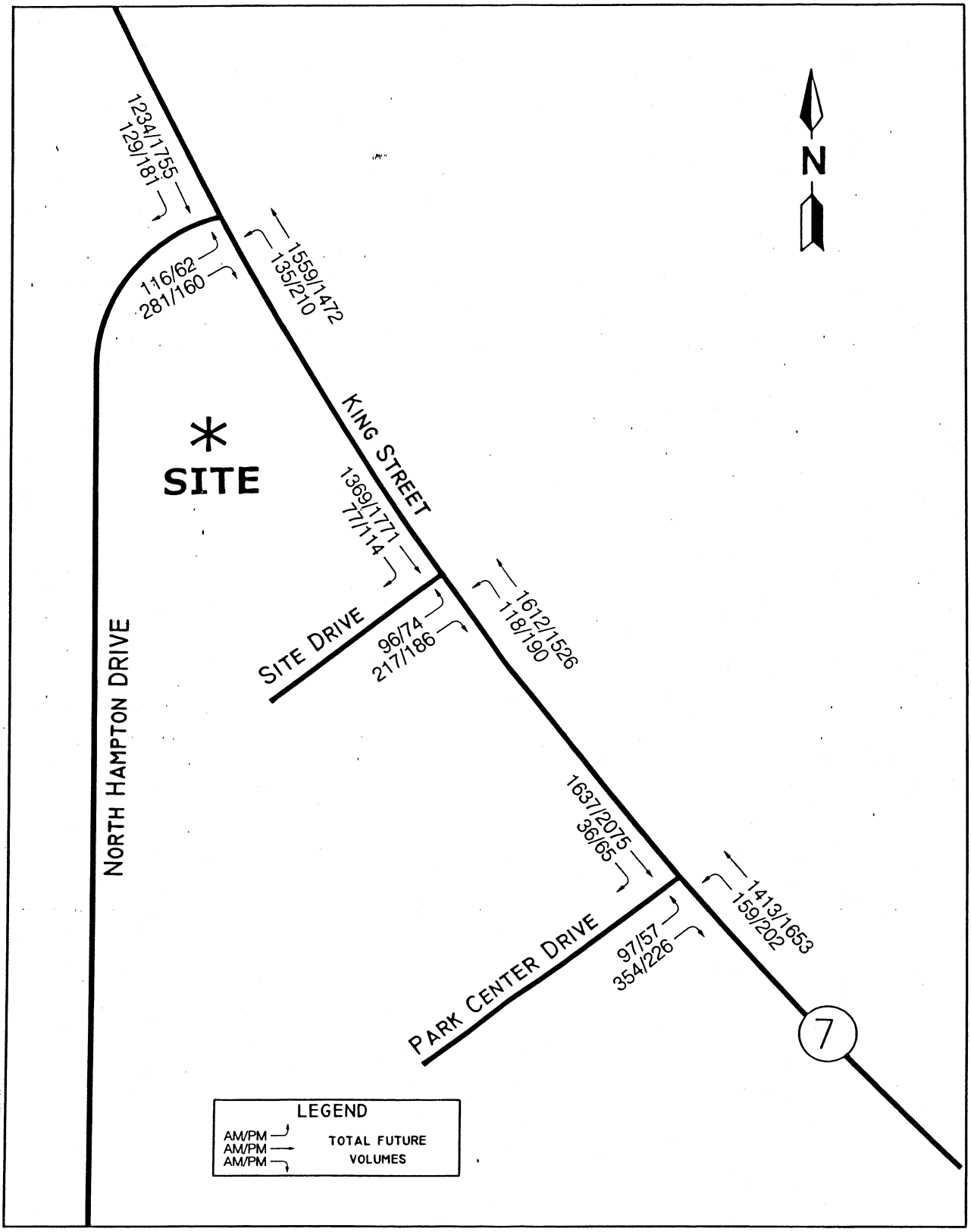

Figure 6
Total Future (2006) Peak Hour Volumes

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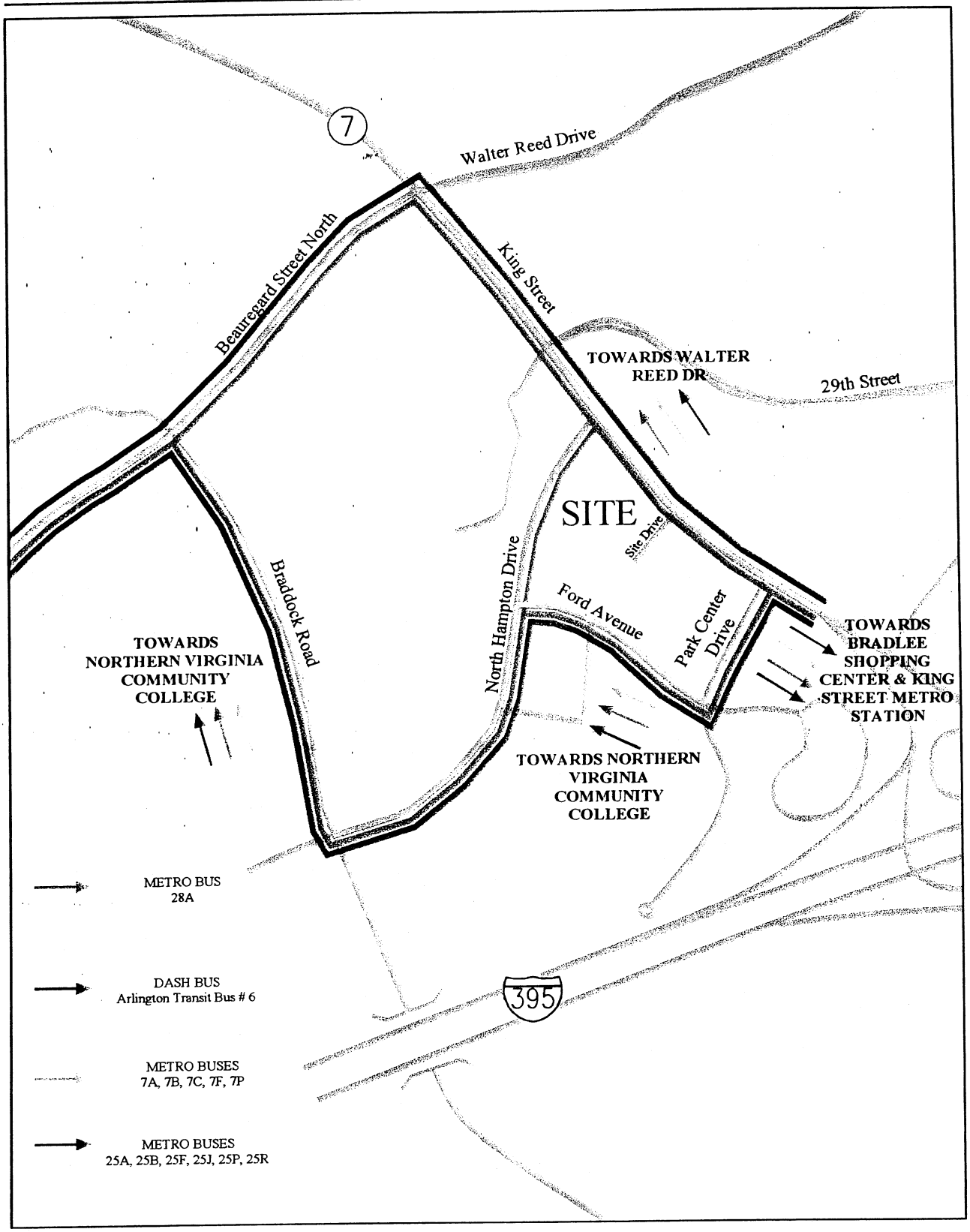

Figure 7
Bus Routes in the Vicinity of the Site

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F. Total Future Development Capacity Analysis

A capacity analysis was performed for the total future conditions 2006. The summarized results in Table 6 give the levels of service by approach, where applicable. A detailed review of the HCS analysis is provided in the Technical Appendix.

Table 6
Total Future (2006) Intersection Capacity Analysis

Roadway Intersection		Level of Service	
		AM Peak Hour	PM Peak Hour
King Street (VA-7) and North Hampton Road			
Signalized	**Overall Intersection**	**B (10.8)**	**B (19.0)**
	Eastbound Approach	B (13.8)	C (24.9)
	Westbound Approach	A (8.3)	B (13.3)
	Northbound Approach	B (11.2)	A (9.7)
King Street (VA-7) and Site Driveway			
Signalized	**Overall Intersection**	**B (15.4)**	**B (17.2)**
	Eastbound Approach	B (17.7)	C (21.7)
	Westbound Approach	A (7.0)	A (8.9)
	Northbound Approach	D (51.2)	D (42.5)
King Street (VA-7) and Park Center Drive			
Signalized	**Overall Intersection**	**C (25.3)**	**C (22.5)**
	Eastbound Approach	D (35.8)	C (33.4)
	Westbound Approach	B (10.2)	A (8.8)
	Northbound Approach	D (45.9)	D (44.9)

The results of the Total Future (2006) capacity analysis indicate that all the signalized intersections in the study area operate at an acceptable overall level of service "D" or better during the AM and PM commuter peak hours.

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V. CONCLUSIONS

The following report contains the findings of a traffic impact study for the Park Tower Condominiums in the City of Alexandria, Virginia. The site is located south of King Street (VA-7) between North Hampton Drive and Park Center Drive.

This report was prepared to explore the effects on the surrounding roadway network if the site's land use was changed from the approved 160-room hotel to a proposed 173-unit high-rise residential condominium building. The existing site driveway will remain as the primary access point to the building.

The analysis presented in this report supports the following major conclusions:

1. The proposed Park Tower Condominiums site is located adjacent to a busy commuter corridor, with approximately 3,500 vehicles per hour traveling on Route 7 during the evening peak hour.

2. The proposed use of high-rise residential condominiums generates fewer trips than the approved hotel use. In addition, the site will generate less than 2% of the total traffic traveling on Route 7 adjacent to the site.

3. The significant amount of bus activity, along with the existing Transportation Management Plan for the overall PUD, will help reduce traffic in and around the site. In addition, residential properties typically have the highest utilization of transit services compared with most other land uses.

4. Currently the office buildings on site utilize the proposed site driveway to access Route 7. In the future, the proposed site design may eliminate this connection therefore removing this traffic from the intersection. As the report has shown the proposed site traffic is comparable to the existing traffic utilizing this driveway. Therefore, the total traffic at the site driveway accessing Route 7 will remain constant with and without the development of the site.

5. The site (whether it be the approved hotel use or the proposed residential condominium use) causes only slight influences on the level of service at the intersections immediately surrounding the property. These minor impacts may be corrected with a signal timing change during the evening peak hour.

TECHNICAL APPENDIX

TECHNICAL APPENDIX
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APPENDIX A
EXISTING TRAFFIC VOLUMES & COUNT SHEETS

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Thursday, January 29, 2004

	SITE ENTRANCE					
	IN		OUT		Buses	
	Left	Right	Left	Right	Eastbound	Westbound
4:00 to 4:15	7	9	12	30	25J	
4:15 to 4:30	8	5	9	31	25A	25F
4:30 to 4:45	5	5	15	39	7C, 28A	28A
4:45 to 5:00	8	4	5	37	25A, 7C	11P, 25F
5:00 to 5:15	5	2	20	36	25A	
5:15 to 5:30	10	6	16	48	7C	25F
5:30 to 5:45	13	2	16	39	7C, 25B	
5:45 to 6:00	10	4	10	35	7C, 28A,16B	28F, 28A
Sum	166	37	103	295		

Saturday, January 31, 2004

	SITE ENTRANCE						
	IN		OUT		Buses		
	Left	Right	Left	Right	Eastbound	Westbound	U-Turn
1:00 to 1:15	7	9	3	3			4
1:15 to 1:30	2	12	2	9		25P	8
1:30 to 1:45	4	10	7	7			5
1:45 to 2:00	2	10	2	4	25P	28A	6
2:00 to 2:15	6	8	2	4	28A		8
2:15 to 2:30	11	4	5	2			8
2:30 to 2:45	10	11	4	5			5
2:45 to 3:00	10	6	3	4	25P		4
Sum	52	70	28	38			48

Tuesday, February 3, 2004

	SITE ENTRANCE			
	IN		OUT	
	Left	Right	Left	Right
7:30 to 7:45	39	29	1	3
7:45 to 8:00	36	28	4	2
8:00 to 8:15	33	22	1	3
8:15 to 8:30	37	23	2	4
8:30 to 8:45	35	26	2	4
8:45 to 9:00	42	26	2	6
9:00 to 9:15	38	24	4	3
Sum	260	178	16	25

APPENDIX B
LEVEL OF SERVICE DEFINITIONS

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APPENDIX B: LEVEL OF SERVICE DEFINITIONS

All capacity analyses are based on the procedures specified by the Transportation Research Board, Special Report 209: *Highway Capacity Manual (HCM),* 2000. Levels of service (LOS) range from A to F. A brief description of each level of service for signalized and unsignalized intersections is provided below:

♦ **Signalized Intersections:** Level of service is based upon the traffic volume present in each lane on the roadway, the capacity of each lane at the intersection and the delay associated with each directional movement. The levels of service for signalized intersections are defined below:

- Level of Service A describes operations with very low average delay per vehicle, i.e., less than 10.0 seconds. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop. Short signal cycle lengths may also contribute to low delay.

- Level of Service B describes operations with average delay in the range of 10.1 to 20.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.

- Level of Service C describes operations with delay in the range of 20.1 to 35.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level although many still pass through the intersection without stopping. This is generally considered the lower end of the range of the acceptable level of service in rural areas.

- Level of Service D describes operations with delay in the range of 35.1 to 55.0 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and/or high traffic volumes as compared to the roadway capacity. Many vehicles are required to stop and the number of vehicles that do not have to stop declines. Individual signal cycle failures, where all waiting vehicles do not clear the intersection during a single green time, are noticeable. This is generally considered the lower end of the range of the acceptable level of service in urban areas.

- Level of Service E describes operations with delay in the range of 55.1 to 80.0 seconds per vehicle. These higher delay values generally indicate poor progression, long cycle lengths, and high traffic volumes. Individual cycle failures are frequent occurrences. LOS E has been set as the limit of acceptable conditions.

- Level of Service F describes operations with average delay in excess of 80.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with over-saturation, i.e., when traffic arrives at a flow rate that exceeds the capacity of the intersection. It may also occur at high volumes with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such delays.

♦ **Unsignalized Intersections:** At an unsignalized intersection, the major street through traffic and right turns are assumed to operate unimpeded and therefore receive no level of service rating. The level of service for the minor street and the major street left turn traffic is dependent on the

volume and capacity of the available lanes, and, the number and frequency of acceptable gaps in the major street traffic to make a conflicting turn. The level of service grade is provided for each conflicting movement at an unsignalized intersection and is based on the total average delay experienced by each vehicle. The delay includes the time it takes a vehicle to move from the back of a queue through the intersection.

The unsignalized intersection level of service analysis does not account for variations in driver behavior or the effects of nearby traffic signals. Therefore, the results from this analysis usually indicates worse levels of service than may be experienced in the field. The unsignalized intersection level of service descriptions are provided below:

- Level of Service A. Describes operations where there is very little to no conflicting traffic for a minor side street movement, i.e., an average total delay of less than 10.0 seconds per vehicle.

- Level of Service B. Describes operations with average total delay in the range of 10.1 to 15.0 seconds per vehicle.

- Level of Service C. Describes operations with average total delay in the range of 15.1 to 25.0 second per vehicle.

- Level of Service D. Describes operations with average total delay in the range of 25.1 to 35.0 seconds per vehicle.

- Level of Service E. Describes operations with average total delay in the range of 35.1 to 50.0 seconds per vehicle.

- Level of Service F. Describes operations with average total delay of 50 seconds per vehicle. LOS F exists when there are insufficient gaps of suitable size to allow a side street demand to cross safely through or enter a major street traffic stream. This level of service is generally evident from extremely long total delays experienced by side street traffic and by queuing on the minor approaches. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal driver behavior.

APPENDIX C
INTERSECTION CAPACITY ANALYSIS RESULTS – EXISTING (2004) VOLUME

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst		Intersection	Route 7/ N.Hampton Road
Agency or Co.	Gorove/Slade Associates	Area Type	All other areas
Date Performed	2/5/2004	Jurisdiction	Alexandria, VA
Time Period	AMPH	Analysis Year	Existing AMPH
		Project ID	1924-001 Park Center

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	2	1	1	2	0	1	0	1	0	0	0
Lane group		T	R	L	T		L		R			
Volume, V (vph)		1230	76	32	1458		109		265			
% Heavy vehicles, %HV		0	0	0	0		0		0			
Peak-hour factor, PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Pretimed (P) or actuated (A)		P	A	A	A		P		P			
Start-up lost time, l_1		2.0	2.0	2.0	2.0		2.0		2.0			
Extension of effective green, e		2.0	2.0	2.0	2.0		2.0		2.0			
Arrival type, AT		3	3	3	3		3		3			
Unit extension, UE		3.0	3.0	3.0	3.0		3.0		3.0			
Filtering/metering, I		1.000	1.000	1.000	1.000		1.000	1.000	1.000			
Initial unmet demand, Q_b		0.0	0.0	0.0	0.0		0.0		0.0			
Ped / Bike / RTOR volumes	0		0				0		0	0		
Lane width		12.0	12.0	12.0	12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N
Parking maneuvers, N_m												
Buses stopping, N_B		0	0	0	0		0		0			
Min. time for pedestrians, G_p	3.2						3.2			3.2		

Phasing	EW Perm	EW Perm	03	04	NB Only	06	07	08
Timing	G = 10.0	G = 55.0	G =	G =	G = 17.0	G =	G =	G =
	Y = 3	Y = 6	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis, T = 0.25					Cycle Length, C = 95.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		1367	84	36	1620		121		294			
Lane group capacity, c		2090	1615	315	2584		323		1615			
v/c ratio, X		0.65	0.05	0.11	0.63		0.37		0.18			
Total green ratio, g/C		0.58	1.00	0.72	0.72		0.18		1.00			
Uniform delay, d_1		13.6	0.0	8.0	7.0		34.3		0.0			

Progression factor, PF		1.000	0.950	1.000	1.000		1.000		0.950			
Delay calibration, k		0.50	0.11	0.11	0.21		0.50		0.11			
Incremental delay, d_2		1.6	0.0	0.2	0.5		3.3		0.1			
Initial queue delay, d_3												
Control delay		15.2	0.0	8.2	7.4		37.6		0.1			
Lane group LOS		B	A	A	A		D		A			
Approach delay	14.3			7.5			11.0					
Approach LOS	B			A			B					
Intersection delay	10.7			X_c = 0.58			Intersection LOS			B		

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst		Intersection	Route 7/ N.Hampton Road
Agency or Co.	Gorove/Slade Associates	Area Type	All other areas
Date Performed	2/5/2004	Jurisdiction	Alexandria, VA
Time Period	PMPH	Analysis Year	Existing PMPH
		Project ID	1924-001 Park Center

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	2	1	1	2	0	1	0	1	0	0	0
Lane group		T	R	L	T		L		R			
Volume, V (vph)		1634	169	189	1434		30		56			
% Heavy vehicles, %HV		0	0	0	0		0		0			
Peak-hour factor, PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Pretimed (P) or actuated (A)		P	A	A	A		P		P			
Start-up lost time, l_1		2.0	2.0	2.0	2.0		2.0		2.0			
Extension of effective green, e		2.0	2.0	2.0	2.0		2.0		2.0			
Arrival type, AT		3	3	3	3		3		3			
Unit extension, UE		3.0	3.0	3.0	3.0		3.0		3.0			
Filtering/metering, I		1.000	1.000	1.000	1.000		1.000	1.000	1.000			
Initial unmet demand, Q_b		0.0	0.0	0.0	0.0		0.0		0.0			
Ped / Bike / RTOR volumes	0		0				0		0	0		
Lane width		12.0	12.0	12.0	12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N
Parking maneuvers, N_m												
Buses stopping, N_B		0	0	0	0		0		0			
Min. time for pedestrians, G_p	3.2						3.2			3.2		

Phasing	EW Perm	EW Perm	03	04	NB Only	06	07	08
Timing	G = 10.0	G = 55.0	G =	G =	G = 17.0	G =	G =	G =
	Y = 3	Y = 6	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 95.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		1816	188	210	1593		33		62			
Lane group capacity, c		2090	1615	270	2584		323		1615			
v/c ratio, X		0.87	0.12	0.78	0.62		0.10		0.04			
Total green ratio, g/C		0.58	1.00	0.72	0.72		0.18		1.00			
Uniform delay, d_1		16.9	0.0	27.0	6.9		32.6		0.0			

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Progression factor, PF		1.000	0.950	1.000	1.000		1.000		0.950			
Delay calibration, k		0.50	0.11	0.33	0.20		0.50		0.11			
Incremental delay, d_2		5.2	0.0	13.4	0.4		0.6		0.0			
Initial queue delay, d_3												
Control delay		22.2	0.0	40.4	7.3		33.3		0.0			
Lane group LOS		C	A	D	A		C		A			
Approach delay	20.1			11.2			11.6					
Approach LOS	C			B			B					
Intersection delay	15.8			X_c = 0.75			Intersection LOS			B		

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst		Intersection	Route 7/ Site Drive
Agency or Co.	Gorove/Slade Associates	Area Type	All other areas
Date Performed	2/5/2004	Jurisdiction	Alexandria, VA
Time Period	AMPH	Analysis Year	Existing AMPH
		Project ID	1924-001 Park Center

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	3	0	1	3	0	1	0	1	0	0	0
Lane group		TR		L	T		L		R			
Volume, V (vph)		1328	99	152	1494		10		17			
% Heavy vehicles, %HV		0	0	0	0		0		0			
Peak-hour factor, PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Pretimed (P) or actuated (A)		P	P	A	A		P		P			
Start-up lost time, l_1		2.0		2.0	2.0		2.0		2.0			
Extension of effective green, e		2.0		2.0	2.0		2.0		2.0			
Arrival type, AT		3		3	3		3		3			
Unit extension, UE		3.0		3.0	3.0		3.0		3.0			
Filtering/metering, I		1.000		1.000	1.000		1.000	1.000	1.000			
Initial unmet demand, Q_b		0.0		0.0	0.0		0.0		0.0			
Ped / Bike / RTOR volumes	0		0				0		0	0		
Lane width		12.0		12.0	12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N
Parking maneuvers, N_m												
Buses stopping, N_B		0		0	0		0		0			
Min. time for pedestrians, G_p	3.2						3.2			3.2		

Phasing	WB Only	EW Perm	03	04	NB Only	06	07	08
Timing	G = 16.0	G = 55.0	G =	G =	G = 20.0	G =	G =	G =
	Y = 3	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25					Cycle Length, C = 104.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		1586		169	1660		11		19			
Lane group capacity, c		2715		372	3691		347		311			
v/c ratio, X		0.58		0.45	0.45		0.03		0.06			
Total green ratio, g/C		0.53		0.71	0.71		0.19		0.19			
Uniform delay, d_1		16.7		11.5	6.4		34.1		34.3			

Progression factor, PF		1.000		1.000	1.000		1.000		1.000			
Delay calibration, k		0.50		0.11	0.11		0.50		0.50			
Incremental delay, d_2		0.9		0.9	0.1		0.2		0.4			
Initial queue delay, d_3												
Control delay		17.6		12.3	6.5		34.3		34.7			
Lane group LOS		B		B	A		C		C			
Approach delay	17.6			7.0			34.6					
Approach LOS	B			A			C					
Intersection delay	12.1			X_c = 0.48			Intersection LOS			B		

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HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst		Intersection	Route 7/ Site Drive
Agency or Co.	Gorove/Slade Associates	Area Type	All other areas
Date Performed	2/5/2004	Jurisdiction	Alexandria, VA
Time Period	PMPH	Analysis Year	Existing PMPH
		Project ID	1924-001 Park Center

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	3	0	1	3	0	1	0	1	0	0	0
Lane group		TR		L	T		L		R			
Volume, V (vph)		1647	14	38	1481		62		158			
% Heavy vehicles, %HV		0	0	0	0		0		0			
Peak-hour factor, PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Pretimed (P) or actuated (A)		P	P	A	A		P		P			
Start-up lost time, l_1		2.0		2.0	2.0		2.0		2.0			
Extension of effective green, e		2.0		2.0	2.0		2.0		2.0			
Arrival type, AT		3		3	3		3		3			
Unit extension, UE		3.0		3.0	3.0		3.0		3.0			
Filtering/metering, I		1.000		1.000	1.000		1.000	1.000	1.000			
Initial unmet demand, Q_b		0.0		0.0	0.0		0.0		0.0			
Ped / Bike / RTOR volumes	0		0				0		30	0		
Lane width		12.0		12.0	12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N
Parking maneuvers, N_m												
Buses stopping, N_B		0		0	0		0		0			
Min. time for pedestrians, G_p	3.2						3.2			3.2		

Phasing	WB Only	EW Perm	03	04	NB Only	06	07	08
Timing	G = 16.0	G = 55.0	G =	G =	G = 20.0	G =	G =	G =
	Y = 3	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25					Cycle Length, C = 104.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		1846		42	1646		69		142			
Lane group capacity, c		2739		351	3691		347		311			
v/c ratio, X		0.67		0.12	0.45		0.20		0.46			
Total green ratio, g/C		0.53		0.71	0.71		0.19		0.19			
Uniform delay, d_1		17.9		9.4	6.3		35.3		37.2			

Progression factor, PF		1.000		1.000	1.000		1.000		1.000			
Delay calibration, k		0.50		0.11	0.11		0.50		0.50			
Incremental delay, d_2		1.3		0.2	0.1		1.3		4.8			
Initial queue delay, d_3												
Control delay		19.3		9.5	6.4		36.6		42.0			
Lane group LOS		B		A	A		D		D			
Approach delay	19.3			6.5			40.2					
Approach LOS	B			A			D					
Intersection delay	14.7			X_c = 0.55			Intersection LOS			B		

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst		Intersection	Route 7/ N.Hampton Road
Agency or Co.	Gorove/Slade Associates	Area Type	All other areas
Date Performed	2/5/2004	Jurisdiction	Alexandria, VA
Time Period	AMPH	Analysis Year	Existing AMPH
		Project ID	1924-001 Park Center

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	3	0	1	3	0	1	0	1	0	0	0
Lane group		TR		L	T		L		R			
Volume, V (vph)		1395	35	156	1334		95		347			
% Heavy vehicles, %HV		0	0	0	0		0		0			
Peak-hour factor, PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Pretimed (P) or actuated (A)		P	P	A	A		P		P			
Start-up lost time, l_1		2.0		2.0	2.0		2.0		2.0			
Extension of effective green, e		2.0		2.0	2.0		2.0		2.0			
Arrival type, AT		3		3	3		3		3			
Unit extension, UE		3.0		3.0	3.0		3.0		3.0			
Filtering/metering, I		1.000		1.000	1.000		1.000	1.000	1.000			
Initial unmet demand, Q_b		0.0		0.0	0.0		0.0		0.0			
Ped / Bike / RTOR volumes	0		0				0		151	0		
Lane width		12.0		12.0	12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N
Parking maneuvers, N_m												
Buses stopping, N_B		0		0	0		0		0			
Min. time for pedestrians, G_p	3.2						3.2			3.2		

Phasing	WB Only	EW Perm	03	04	NB Only	06	07	08
Timing	G = 25.0	G = 50.0	G =	G =	G = 27.0	G =	G =	G =
	Y = 6	Y = 7	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 119.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		1589		173	1482		106		218			
Lane group capacity, c		2171		443	3531		410		366			
v/c ratio, X		0.73		0.39	0.42		0.26		0.60			
Total green ratio, g/C		0.42		0.68	0.68		0.23		0.23			
Uniform delay, d_1		28.9		19.9	8.5		37.8		41.1			

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Progression factor, PF		1.000		1.000	1.000		1.000		1.000			
Delay calibration, k		0.50		0.11	0.11		0.50		0.50			
Incremental delay, d_2		2.2		0.6	0.1		1.5		7.0			
Initial queue delay, d_3												
Control delay		31.1		20.5	8.6		39.3		48.1			
Lane group LOS		C		C	A		D		D			
Approach delay	31.1			9.8			45.2					
Approach LOS	C			A			D					
Intersection delay	22.5			X_c = 0.63			Intersection LOS			C		

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst		Intersection	Route 7/ N.Hampton Road
Agency or Co.	Gorove/Slade Associates	Area Type	All other areas
Date Performed	2/5/2004	Jurisdiction	Alexandria, VA
Time Period	PMPH	Analysis Year	Existing PMPH
		Project ID	1924-001 Park Center

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	3	0	1	3	0	1	0	1	0	0	0
Lane group		TR		L	T		L		R			
Volume, V (vph)		1922	64	198	1458		56		222			
% Heavy vehicles, %HV		0	0	0	0		0		0			
Peak-hour factor, PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Pretimed (P) or actuated (A)		P	P	A	A		P		P			
Start-up lost time, l_1		2.0		2.0	2.0		2.0		2.0			
Extension of effective green, e		2.0		2.0	2.0		2.0		2.0			
Arrival type, AT		3		3	3		3		3			
Unit extension, UE		3.0		3.0	3.0		3.0		3.0			
Filtering/metering, I		1.000		1.000	1.000		1.000	1.000	1.000			
Initial unmet demand, Q_b		0.0		0.0	0.0		0.0		0.0			
Ped / Bike / RTOR volumes	0		0				0		192	0		
Lane width		12.0		12.0	12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N
Parking maneuvers, N_m												
Buses stopping, N_B		0		0	0		0		0			
Min. time for pedestrians, G_p	3.2						3.2			3.2		

Phasing	WB Only	EW Perm	03	04	NB Only	06	07	08
Timing	G = 33.0	G = 50.0	G =	G =	G = 19.0	G =	G =	G =
	Y = 6	Y = 7	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis, T = 0.25 | Cycle Length, C = 119.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		2207		220	1620		62		33			
Lane group capacity, c		2169		565	3879		288		258			
v/c ratio, X		1.02		0.39	0.42		0.22		0.13			
Total green ratio, g/C		0.42		0.75	0.75		0.16		0.16			
Uniform delay, d_1		34.5		23.3	5.5		43.5		42.9			

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Progression factor, PF		1.000		1.000	1.000		1.000		1.000			
Delay calibration, k		0.50		0.11	0.11		0.50		0.50			
Incremental delay, d_2		23.8		0.4	0.1		1.7		1.0			
Initial queue delay, d_3												
Control delay		58.3		23.8	5.6		45.2		43.9			
Lane group LOS		E		C	A		D		D			
Approach delay	58.3			7.7			44.8					
Approach LOS	E			A			D					
Intersection delay	35.5			X_c = 0.69			Intersection LOS			D		

APPENDIX D

INTERSECTION CAPACITY ANALYSIS RESULTS – FUTURE BACKGROUND (2006) VOLUME

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst		Intersection	Route 7/ N.Hampton Road
Agency or Co.	Gorove/Slade Associates	Area Type	All other areas
Date Performed	2/5/2004	Jurisdiction	Alexandria, VA
Time Period	AMPH	Analysis Year	Future background 2006 AMPH
		Project ID	1924-001 Park Center

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	2	1	1	2	0	1	0	1	0	0	0
Lane group		T	R	L	T		L		R			
Volume, V (vph)		1244	129	134	1550		116		282			
% Heavy vehicles, %HV		0	0	0	0		0		0			
Peak-hour factor, PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Pretimed (P) or actuated (A)		P	A	A	A		P		P			
Start-up lost time, l_1		2.0	2.0	2.0	2.0		2.0		2.0			
Extension of effective green, e		2.0	2.0	2.0	2.0		2.0		2.0			
Arrival type, AT		3	3	3	3		3		3			
Unit extension, UE		3.0	3.0	3.0	3.0		3.0		3.0			
Filtering/metering, I		1.000	1.000	1.000	1.000		1.000	1.000	1.000			
Initial unmet demand, Q_b		0.0	0.0	0.0	0.0		0.0		0.0			
Ped / Bike / RTOR volumes	0		0				0		0	0		
Lane width		12.0	12.0	12.0	12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N
Parking maneuvers, N_m												
Buses stopping, N_B		0	0	0	0		0		0			
Min. time for pedestrians, G_p	3.2						3.2			3.2		

Phasing	EW Perm	EW Perm	03	04	NB Only	06	07	08
Timing	G = 10.0	G = 55.0	G =	G =	G = 17.0	G =	G =	G =
	Y = 3	Y = 6	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 95.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		1382	143	149	1722		129		313			
Lane group capacity, c		2090	1615	311	2584		323		1615			
v/c ratio, X		0.66	0.09	0.48	0.67		0.40		0.19			
Total green ratio, g/C		0.58	1.00	0.72	0.72		0.18		1.00			
Uniform delay, d_1		13.6	0.0	10.6	7.3		34.5		0.0			

Progression factor, PF		1.000	0.950	1.000	1.000		1.000		0.950			
Delay calibration, k		0.50	0.11	0.11	0.24		0.50		0.11			
Incremental delay, d_2		1.7	0.0	1.2	0.7		3.7		0.1			
Initial queue delay, d_3												
Control delay		15.3	0.0	11.8	8.0		38.1		0.1			
Lane group LOS		B	A	B	A		D		A			
Approach delay	13.9			8.3			11.2					
Approach LOS	B			A			B					
Intersection delay	10.8			X_c = 0.61			Intersection LOS		B			

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst		Intersection	Route 7/ N.Hampton Road
Agency or Co.	Gorove/Slade Associates	Area Type	All other areas
Date Performed	2/5/2004	Jurisdiction	Alexandria, VA
Time Period	PMPH	Analysis Year	Future Background 2006 PMPH
		Project ID	1924-001 Park Center

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	2	1	1	2	0	1	0	1	0	0	0
Lane group		T	R	L	T		L		R			
Volume, V (vph)		1757	181	211	1476		62		160			
% Heavy vehicles, %HV		0	0	0	0		0		0			
Peak-hour factor, PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Pretimed (P) or actuated (A)		P	A	A	A		P		P			
Start-up lost time, l_1		2.0	2.0	2.0	2.0		2.0		2.0			
Extension of effective green, e		2.0	2.0	2.0	2.0		2.0		2.0			
Arrival type, AT		3	3	3	3		3		3			
Unit extension, UE		3.0	3.0	3.0	3.0		3.0		3.0			
Filtering/metering, I		1.000	1.000	1.000	1.000		1.000	1.000	1.000			
Initial unmet demand, Q_b		0.0	0.0	0.0	0.0		0.0		0.0			
Ped / Bike / RTOR volumes	0		0				0		0	0		
Lane width		12.0	12.0	12.0	12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N
Parking maneuvers, N_m												
Buses stopping, N_B		0	0	0	0		0		0			
Min. time for pedestrians, G_p	3.2						3.2			3.2		

Phasing	EW Perm	EW Perm	03	04	NB Only	06	07	08
Timing	G = 10.0	G = 55.0	G =	G =	G = 17.0	G =	G =	G =
	Y = 3	Y = 6	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 95.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		1952	201	234	1640		69		178			
Lane group capacity, c		2090	1615	270	2584		323		1615			
v/c ratio, X		0.93	0.12	0.87	0.63		0.21		0.11			
Total green ratio, g/C		0.58	1.00	0.72	0.72		0.18		1.00			
Uniform delay, d_1		18.3	0.0	30.1	7.0		33.3		0.0			

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Progression factor, PF		1.000	0.950	1.000	1.000		1.000		0.950			
Delay calibration, k		0.50	0.11	0.40	0.22		0.50		0.11			
Incremental delay, d_2		9.3	0.0	24.4	0.5		1.5		0.0			
Initial queue delay, d_3												
Control delay		27.6	0.0	54.5	7.5		34.8		0.0			
Lane group LOS		C	A	D	A		C		A			
Approach delay	25.0			13.4			9.7					
Approach LOS	C			B			A					
Intersection delay	19.1			X_c = 0.82			Intersection LOS			B		

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst		Intersection	Route 7/ Site Drive
Agency or Co.	Gorove/Slade Associates	Area Type	All other areas
Date Performed	2/5/2004	Jurisdiction	Alexandria, VA
Time Period	AMPH	Analysis Year	Future background 2006 AMPH
		Project ID	1924-001 Park Center

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	3	0	1	3	0	1	0	1	0	0	0
Lane group		TR		L	T		L		R			
Volume, V (vph)		1369	89	136	1612		85		193			
% Heavy vehicles, %HV		0	0	0	0		0		0			
Peak-hour factor, PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Pretimed (P) or actuated (A)		P	P	A	A		P		P			
Start-up lost time, l_1		2.0		2.0	2.0		2.0		2.0			
Extension of effective green, e		2.0		2.0	2.0		2.0		2.0			
Arrival type, AT		3		3	3		3		3			
Unit extension, UE		3.0		3.0	3.0		3.0		3.0			
Filtering/metering, I		1.000		1.000	1.000		1.000	1.000	1.000			
Initial unmet demand, Q_b		0.0		0.0	0.0		0.0		0.0			
Ped / Bike / RTOR volumes	0		0				0		0	0		
Lane width		12.0		12.0	12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N
Parking maneuvers, N_m												
Buses stopping, N_B		0		0	0		0		0			
Min. time for pedestrians, G_p	3.2						3.2			3.2		

Phasing	WB Only	EW Perm	03	04	NB Only	06	07	08
Timing	G = 16.0	G = 55.0	G =	G =	G = 20.0	G =	G =	G =
	Y = 3	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 104.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		1620		151	1791		94		214			
Lane group capacity, c		2718		366	3691		347		311			
v/c ratio, X		0.60		0.41	0.49		0.27		0.69			
Total green ratio, g/C		0.53		0.71	0.71		0.19		0.19			
Uniform delay, d_1		16.9		11.0	6.6		35.8		39.1			

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Progression factor, PF		1.000		1.000	1.000		1.000		1.000			
Delay calibration, k		0.50		0.11	0.11		0.50		0.50			
Incremental delay, d_2		1.0		0.8	0.1		1.9		11.8			
Initial queue delay, d_3												
Control delay		17.8		11.8	6.7		37.7		50.9			
Lane group LOS		B		B	A		D		D			
Approach delay	17.8			7.1			46.9					
Approach LOS	B			A			D					
Intersection delay	14.8			X_c = 0.62			Intersection LOS			B		

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst		Intersection	Route 7/ Site Drive
Agency or Co.	Gorove/Slade Associates	Area Type	All other areas
Date Performed	2/5/2004	Jurisdiction	Alexandria, VA
Time Period	PMPH	Analysis Year	Future Background 2006 PMPH
		Project ID	1924-001 Park Center

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	3	0	1	3	0	1	0	1	0	0	0
Lane group		TR		L	T		L		R			
Volume, V (vph)		1771	116	193	1526		79		198			
% Heavy vehicles, %HV		0	0	0	0		0		0			
Peak-hour factor, PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Pretimed (P) or actuated (A)		P	P	A	A		P		P			
Start-up lost time, l_1		2.0		2.0	2.0		2.0		2.0			
Extension of effective green, e		2.0		2.0	2.0		2.0		2.0			
Arrival type, AT		3		3	3		3		3			
Unit extension, UE		3.0		3.0	3.0		3.0		3.0			
Filtering/metering, I		1.000		1.000	1.000		1.000	1.000	1.000			
Initial unmet demand, Q_b		0.0		0.0	0.0		0.0		0.0			
Ped / Bike / RTOR volumes	0		0				0		30	0		
Lane width		12.0		12.0	12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N
Parking maneuvers, N_m												
Buses stopping, N_B		0		0	0		0		0			
Min. time for pedestrians, G_p	3.2						3.2			3.2		

Phasing	WB Only	EW Perm	03	04	NB Only	06	07	08
Timing	G = 16.0	G = 55.0	G =	G =	G = 20.0	G =	G =	G =
	Y = 3	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 104.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		2097		214	1696		88		187			
Lane group capacity, c		2718		351	3691		347		311			
v/c ratio, X		0.77		0.61	0.46		0.25		0.60			
Total green ratio, g/C		0.53		0.71	0.71		0.19		0.19			
Uniform delay, d_1		19.5		25.1	6.4		35.7		38.4			

~~LOS~~ 100

Progression factor, PF		1.000		1.000	1.000		1.000		1.000			
Delay calibration, k		0.50		0.20	0.11		0.50		0.50			
Incremental delay, d_2		2.2		3.1	0.1		1.8		8.3			
Initial queue delay, d_3												
Control delay		21.7		28.2	6.5		37.4		46.7			
Lane group LOS		C		C	A		D		D			
Approach delay	21.7			8.9			43.7					
Approach LOS	C			A			D					
Intersection delay	17.4			X_c = 0.75			Intersection LOS			B		

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HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst		Intersection	Route 7/ N.Hampton Road
Agency or Co.	Gorove/Slade Associates	Area Type	All other areas
Date Performed	2/5/2004	Jurisdiction	Alexandria, VA
Time Period	AMPH	Analysis Year	Future Background 2006 AMPH
		Project ID	1924-001 Park Center

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	3	0	1	3	0	1	0	1	0	0	0
Lane group		TR		L	T		L		R			
Volume, V (vph)		1613	36	159	1431		97		354			
% Heavy vehicles, %HV		0	0	0	0		0		0			
Peak-hour factor, PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Pretimed (P) or actuated (A)		P	P	A	A		P		P			
Start-up lost time, l_1		2.0		2.0	2.0		2.0		2.0			
Extension of effective green, e		2.0		2.0	2.0		2.0		2.0			
Arrival type, AT		3		3	3		3		3			
Unit extension, UE		3.0		3.0	3.0		3.0		3.0			
Filtering/metering, I		1.000		1.000	1.000		1.000	1.000	1.000			
Initial unmet demand, Q_b		0.0		0.0	0.0		0.0		0.0			
Ped / Bike / RTOR volumes	0		0				0		151	0		
Lane width		12.0		12.0	12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N
Parking maneuvers, N_m												
Buses stopping, N_B		0		0	0		0		0			
Min. time for pedestrians, G_p	3.2						3.2			3.2		

Phasing	WB Only	EW Perm	03	04	NB Only	06	07	08
Timing	G = 25.0	G = 50.0	G =	G =	G = 27.0	G =	G =	G =
	Y = 6	Y = 7	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 119.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		1832		177	1590		108		226			
Lane group capacity, c		2172		443	3531		410		366			
v/c ratio, X		0.84		0.40	0.45		0.26		0.62			
Total green ratio, g/C		0.42		0.68	0.68		0.23		0.23			
Uniform delay, d_1		31.0		21.9	8.7		37.8		41.4			

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Progression factor, PF		1.000		1.000	1.000		1.000		1.000			
Delay calibration, k		0.50		0.11	0.11		0.50		0.50			
Incremental delay, d_2		4.2		0.6	0.1		1.6		7.6			
Initial queue delay, d_3												
Control delay		35.2		22.5	8.8		39.4		49.0			
Lane group LOS		D		C	A		D		D			
Approach delay	35.2			10.2			45.9					
Approach LOS	D			B			D					
Intersection delay	24.9			X_c = 0.70			Intersection LOS			C		

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst		Intersection	Route 7/ N.Hampton Road
Agency or Co.	Gorove/Slade Associates	Area Type	All other areas
Date Performed	2/5/2004	Jurisdiction	Alexandria, VA
Time Period	PMPH	Analysis Year	Future Background 2006 PMPH
		Project ID	1924-001 Park Center

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	3	0	1	3	0	1	0	1	0	0	0
Lane group		TR		L	T		L		R			
Volume, V (vph)		2087	65	202	1656		57		226			
% Heavy vehicles, %HV		0	0	0	0		0		0			
Peak-hour factor, PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Pretimed (P) or actuated (A)		P	P	A	A		P		P			
Start-up lost time, l_1		2.0		2.0	2.0		2.0		2.0			
Extension of effective green, e		2.0		2.0	2.0		2.0		2.0			
Arrival type, AT		3		3	3		3		3			
Unit extension, UE		3.0		3.0	3.0		3.0		3.0			
Filtering/metering, I		1.000		1.000	1.000		1.000	1.000	1.000			
Initial unmet demand, Q_b		0.0		0.0	0.0		0.0		0.0			
Ped / Bike / RTOR volumes	0		0				0		192	0		
Lane width		12.0		12.0	12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N
Parking maneuvers, N_m												
Buses stopping, N_B		0		0	0		0		0			
Min. time for pedestrians, G_p	3.2						3.2			3.2		

Phasing	WB Only	EW Perm	03	04	NB Only	06	07	08
Timing	G = 33.0	G = 50.0	G =	G =	G = 19.0	G =	G =	G =
	Y = 6	Y = 7	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 119.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		2391		224	1840		63		38			
Lane group capacity, c		2170		565	3879		288		258			
v/c ratio, X		1.10		0.40	0.47		0.22		0.15			
Total green ratio, g/C		0.42		0.75	0.75		0.16		0.16			
Uniform delay, d_1		34.5		23.5	5.9		43.5		43.0			

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Progression factor, PF		1.000		1.000	1.000		1.000		1.000			
Delay calibration, k		0.50		0.11	0.11		0.50		0.50			
Incremental delay, d_2		53.5		0.5	0.1		1.7		1.2			
Initial queue delay, d_3												
Control delay		88.0		24.0	6.0		45.3		44.2			
Lane group LOS		F		C	A		D		D			
Approach delay	88.0			7.9			44.9					
Approach LOS	F			A			D					
Intersection delay	50.8			X_c = 0.73			Intersection LOS			D		

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst		Intersection	Route 7/ N.Hampton Road
Agency or Co.	Gorove/Slade Associates	Area Type	All other areas
Date Performed	2/5/2004	Jurisdiction	Alexandria, VA
Time Period	PMPH	Analysis Year	Future Background 2006 PMPH
		Project ID	1924-001 Park Center

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	3	0	1	3	0	1	0	1	0	0	0
Lane group		TR		L	T		L		R			
Volume, V (vph)		2087	65	202	1656		57		226			
% Heavy vehicles, %HV		0	0	0	0		0		0			
Peak-hour factor, PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Pretimed (P) or actuated (A)		P	P	A	A		P		P			
Start-up lost time, l_1		2.0		2.0	2.0		2.0		2.0			
Extension of effective green, e		2.0		2.0	2.0		2.0		2.0			
Arrival type, AT		3		3	3		3		3			
Unit extension, UE		3.0		3.0	3.0		3.0		3.0			
Filtering/metering, I		1.000		1.000	1.000		1.000	1.000	1.000			
Initial unmet demand, Q_b		0.0		0.0	0.0		0.0		0.0			
Ped / Bike / RTOR volumes	0		0				0		192	0		
Lane width		12.0		12.0	12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N
Parking maneuvers, N_m												
Buses stopping, N_B		0		0	0		0		0			
Min. time for pedestrians, G_p	3.2						3.2			3.2		

Phasing	WB Only	EW Perm	03	04	NB Only	06	07	08
Timing	G = 23.0	G = 60.0	G =	G =	G = 19.0	G =	G =	G =
	Y = 6	Y = 7	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 119.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		2391		224	1840		63		38			
Lane group capacity, c		2604		413	3879		288		258			
v/c ratio, X		0.92		0.54	0.47		0.22		0.15			
Total green ratio, g/C		0.50		0.75	0.75		0.16		0.16			
Uniform delay, d_1		27.2		31.0	5.9		43.5		43.0			

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Progression factor, PF		1.000		1.000	1.000		1.000		1.000			
Delay calibration, k		0.50		0.14	0.11		0.50		0.50			
Incremental delay, d_2		6.6		1.5	0.1		1.7		1.2			
Initial queue delay, d_3												
Control delay		33.8		32.5	6.0		45.3		44.2			
Lane group LOS		C		C	A		D		D			
Approach delay	33.8			8.8			44.9					
Approach LOS	C			A			D					
Intersection delay	22.7			X_c = 0.73			Intersection LOS			C		

APPENDIX E
INTERSECTION CAPACITY ANALYSIS RESULTS – TOTAL FUTURE (2006) VOLUME

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst		Intersection	Route 7/ N.Hampton Road
Agency or Co.	Gorove/Slade Associates	Area Type	All other areas
Date Performed	2/5/2004	Jurisdiction	Alexandria, VA
Time Period	AMPH	Analysis Year	Total Future 2006 AMPH
		Project ID	1924-001 Park Center

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	2	1	1	2	0	1	0	1	0	0	0
Lane group		T	R	L	T		L		R			
Volume, V (vph)		1234	129	135	1559		116		281			
% Heavy vehicles, %HV		0	0	0	0		0		0			
Peak-hour factor, PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Pretimed (P) or actuated (A)		P	A	A	A		P		P			
Start-up lost time, l_1		2.0	2.0	2.0	2.0		2.0		2.0			
Extension of effective green, e		2.0	2.0	2.0	2.0		2.0		2.0			
Arrival type, AT		3	3	3	3		3		3			
Unit extension, UE		3.0	3.0	3.0	3.0		3.0		3.0			
Filtering/metering, I		1.000	1.000	1.000	1.000		1.000	1.000	1.000			
Initial unmet demand, Q_b		0.0	0.0	0.0	0.0		0.0		0.0			
Ped / Bike / RTOR volumes	0		0				0		0	0		
Lane width		12.0	12.0	12.0	12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N
Parking maneuvers, N_m												
Buses stopping, N_B		0	0	0	0		0		0			
Min. time for pedestrians, G_p	3.2						3.2			3.2		

Phasing	EW Perm	EW Perm	03	04	NB Only	06	07	08
Timing	G = 10.0	G = 55.0	G =	G =	G = 17.0	G =	G =	G =
	Y = 3	Y = 6	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 95.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		1371	143	150	1732		129		312			
Lane group capacity, c		2090	1615	313	2584		323		1615			
v/c ratio, X		0.66	0.09	0.48	0.67		0.40		0.19			
Total green ratio, g/C		0.58	1.00	0.72	0.72		0.18		1.00			
Uniform delay, d_1		13.6	0.0	10.5	7.4		34.5		0.0			

Progression factor, PF		1.000	0.950	1.000	1.000		1.000		0.950			
Delay calibration, k		0.50	0.11	0.11	0.24		0.50		0.11			
Incremental delay, d_2		1.6	0.0	1.2	0.7		3.7		0.1			
Initial queue delay, d_3												
Control delay		15.2	0.0	11.6	8.1		38.1		0.1			
Lane group LOS		B	A	B	A		D		A			
Approach delay	13.8			8.3			11.2					
Approach LOS	B			A			B					
Intersection delay	10.8			X_c = 0.62			Intersection LOS			B		

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HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst		Intersection	Route 7/ N.Hampton Road
Agency or Co.	Gorove/Slade Associates	Area Type	All other areas
Date Performed	2/5/2004	Jurisdiction	Alexandria, VA
Time Period	PMPH	Analysis Year	Total Future 2006 PMPH
		Project ID	1924-001 Park Center

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	2	1	1	2	0	1	0	1	0	0	0
Lane group		T	R	L	T		L		R			
Volume, V (vph)		1755	181	210	1472		62		160			
% Heavy vehicles, %HV		0	0	0	0		0		0			
Peak-hour factor, PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Pretimed (P) or actuated (A)		P	A	A	A		P		P			
Start-up lost time, l_1		2.0	2.0	2.0	2.0		2.0		2.0			
Extension of effective green, e		2.0	2.0	2.0	2.0		2.0		2.0			
Arrival type, AT		3	3	3	3		3		3			
Unit extension, UE		3.0	3.0	3.0	3.0		3.0		3.0			
Filtering/metering, I		1.000	1.000	1.000	1.000		1.000	1.000	1.000			
Initial unmet demand, Q_b		0.0	0.0	0.0	0.0		0.0		0.0			
Ped / Bike / RTOR volumes	0		0				0		0	0		
Lane width		12.0	12.0	12.0	12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N
Parking maneuvers, N_m												
Buses stopping, N_B		0	0	0	0		0		0			
Min. time for pedestrians, G_p	3.2						3.2			3.2		

Phasing	EW Perm	EW Perm	03	04	NB Only	06	07	08
Timing	G = 10.0	G = 55.0	G =	G =	G = 17.0	G =	G =	G =
	Y = 3	Y = 6	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis, T = 0.25					Cycle Length, C = 95.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		1950	201	233	1636		69		178			
Lane group capacity, c		2090	1615	270	2584		323		1615			
v/c ratio, X		0.93	0.12	0.86	0.63		0.21		0.11			
Total green ratio, g/C		0.58	1.00	0.72	0.72		0.18		1.00			
Uniform delay, d_1		18.3	0.0	30.1	7.0		33.3		0.0			

Progression factor, PF		1.000	0.950	1.000	1.000		1.000		0.950			
Delay calibration, k		0.50	0.11	0.39	0.21		0.50		0.11			
Incremental delay, d_2		9.2	0.0	23.8	0.5		1.5		0.0			
Initial queue delay, d_3												
Control delay		27.5	0.0	53.9	7.5		34.8		0.0			
Lane group LOS		C	A	D	A		C		A			
Approach delay	24.9			13.3			9.7					
Approach LOS	C			B			A					
Intersection delay	19.0			X_c = 0.82			Intersection LOS			B		

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst		Intersection	Route 7/ Site Drive
Agency or Co.	Gorove/Slade Associates	Area Type	All other areas
Date Performed	2/5/2004	Jurisdiction	Alexandria, VA
Time Period	AMPH	Analysis Year	Total Future 2006 AMPH
		Project ID	1924-001 Park Center

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	3	0	1	3	0	1	0	1	0	0	0
Lane group		TR		L	T		L		R			
Volume, V (vph)		1369	77	118	1612		96		217			
% Heavy vehicles, %HV		0	0	0	0		0		0			
Peak-hour factor, PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Pretimed (P) or actuated (A)		P	P	A	A		P		P			
Start-up lost time, l_1		2.0		2.0	2.0		2.0		2.0			
Extension of effective green, e		2.0		2.0	2.0		2.0		2.0			
Arrival type, AT		3		3	3		3		3			
Unit extension, UE		3.0		3.0	3.0		3.0		3.0			
Filtering/metering, I		1.000		1.000	1.000		1.000	1.000	1.000			
Initial unmet demand, Q_b		0.0		0.0	0.0		0.0		0.0			
Ped / Bike / RTOR volumes	0		0				0		0	0		
Lane width		12.0		12.0	12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N
Parking maneuvers, N_m												
Buses stopping, N_B		0		0	0		0		0			
Min. time for pedestrians, G_p	3.2						3.2			3.2		

Phasing	WB Only	EW Perm	03	04	NB Only	06	07	08
Timing	G = 16.0	G = 55.0	G =	G =	G = 20.0	G =	G =	G =
	Y = 3	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25					Cycle Length, C = 104.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		1607		131	1791		107		241			
Lane group capacity, c		2721		368	3691		347		311			
v/c ratio, X		0.59		0.36	0.49		0.31		0.77			
Total green ratio, g/C		0.53		0.71	0.71		0.19		0.19			
Uniform delay, d_1		16.8		9.9	6.6		36.1		39.9			

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Progression factor, PF		1.000		1.000	1.000		1.000		1.000			
Delay calibration, k		0.50		0.11	0.11		0.50		0.50			
Incremental delay, d_2		0.9		0.6	0.1		2.3		17.1			
Initial queue delay, d_3												
Control delay		17.7		10.5	6.7		38.4		56.9			
Lane group LOS		B		B	A		D		E			
Approach delay	17.7			7.0			51.2					
Approach LOS	B			A			D					
Intersection delay	15.4			X_c = 0.62			Intersection LOS			B		

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HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst		Intersection	Route 7/ Site Drive
Agency or Co.	Gorove/Slade Associates	Area Type	All other areas
Date Performed	2/5/2004	Jurisdiction	Alexandria, VA
Time Period	PMPH	Analysis Year	Total Future 2006 PMPH
		Project ID	1924-001 Park Center

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	3	0	1	3	0	1	0	1	0	0	0
Lane group		TR		L	T		L		R			
Volume, V (vph)		1771	114	190	1526		74		186			
% Heavy vehicles, %HV		0	0	0	0		0		0			
Peak-hour factor, PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Pretimed (P) or actuated (A)		P	P	A	A		P		P			
Start-up lost time, l_1		2.0		2.0	2.0		2.0		2.0			
Extension of effective green, e		2.0		2.0	2.0		2.0		2.0			
Arrival type, AT		3		3	3		3		3			
Unit extension, UE		3.0		3.0	3.0		3.0		3.0			
Filtering/metering, I		1.000		1.000	1.000		1.000	1.000	1.000			
Initial unmet demand, Q_b		0.0		0.0	0.0		0.0		0.0			
Ped / Bike / RTOR volumes	0		0				0		30	0		
Lane width		12.0		12.0	12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N
Parking maneuvers, N_m												
Buses stopping, N_B		0		0	0		0		0			
Min. time for pedestrians, G_p	3.2						3.2			3.2		

Phasing	WB Only	EW Perm	03	04	NB Only	06	07	08
Timing	G = 16.0	G = 55.0	G =	G =	G = 20.0	G =	G =	G =
	Y = 3	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25					Cycle Length, C = 104.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		2095		211	1696		82		173			
Lane group capacity, c		2718		351	3691		347		311			
v/c ratio, X		0.77		0.60	0.46		0.24		0.56			
Total green ratio, g/C		0.53		0.71	0.71		0.19		0.19			
Uniform delay, d_1		19.5		24.8	6.4		35.5		38.0			

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Progression factor, PF		1.000		1.000	1.000		1.000		1.000			
Delay calibration, k		0.50		0.19	0.11		0.50		0.50			
Incremental delay, d_2		2.2		2.9	0.1		1.6		7.0			
Initial queue delay, d_3												
Control delay		21.7		27.7	6.5		37.1		45.0			
Lane group LOS		C		C	A		D		D			
Approach delay	21.7			8.9			42.5					
Approach LOS	C			A			D					
Intersection delay	17.2			X_c = 0.74			Intersection LOS			B		

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HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst		Intersection	Route 7/ N.Hampton Road
Agency or Co.	Gorove/Slade Associates	Area Type	All other areas
Date Performed	2/5/2004	Jurisdiction	Alexandria, VA
Time Period	AMPH	Analysis Year	Total Future 2006 AMPH
		Project ID	1924-001 Park Center

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	3	0	1	3	0	1	0	1	0	0	0
Lane group		TR		L	T		L		R			
Volume, V (vph)		1637	36	159	1413		97		354			
% Heavy vehicles, %HV		0	0	0	0		0		0			
Peak-hour factor, PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Pretimed (P) or actuated (A)		P	P	A	A		P		P			
Start-up lost time, l_1		2.0		2.0	2.0		2.0		2.0			
Extension of effective green, e		2.0		2.0	2.0		2.0		2.0			
Arrival type, AT		3		3	3		3		3			
Unit extension, UE		3.0		3.0	3.0		3.0		3.0			
Filtering/metering, I		1.000		1.000	1.000		1.000	1.000	1.000			
Initial unmet demand, Q_b		0.0		0.0	0.0		0.0		0.0			
Ped / Bike / RTOR volumes	0		0				0		151	0		
Lane width		12.0		12.0	12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N
Parking maneuvers, N_m												
Buses stopping, N_B		0		0	0		0		0			
Min. time for pedestrians, G_p	3.2						3.2			3.2		

Phasing	WB Only	EW Perm	03	04	NB Only	06	07	08
Timing	G = 25.0	G = 50.0	G =	G =	G = 27.0	G =	G =	G =
	Y = 6	Y = 7	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis, T = 0.25 — Cycle Length, C = 119.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		1859		177	1570		108		226			
Lane group capacity, c		2172		443	3531		410		366			
v/c ratio, X		0.86		0.40	0.44		0.26		0.62			
Total green ratio, g/C		0.42		0.68	0.68		0.23		0.23			
Uniform delay, d_1		31.2		22.0	8.7		37.8		41.4			

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Progression factor, PF		1.000		1.000	1.000		1.000		1.000			
Delay calibration, k		0.50		0.11	0.11		0.50		0.50			
Incremental delay, d_2		4.6		0.6	0.1		1.6		7.6			
Initial queue delay, d_3												
Control delay		35.8		22.6	8.8		39.4		49.0			
Lane group LOS		D		C	A		D		D			
Approach delay	35.8			10.2			45.9					
Approach LOS	D			B			D					
Intersection delay	25.3			X_c = 0.70			Intersection LOS			C		

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst		Intersection	Route 7/ N.Hampton Road
Agency or Co.	Gorove/Slade Associates	Area Type	All other areas
Date Performed	2/5/2004	Jurisdiction	Alexandria, VA
Time Period	PMPH	Analysis Year	Total Future 2006 PMPH
		Project ID	1924-001 Park Center

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	3	0	1	3	0	1	0	1	0	0	0
Lane group		TR		L	T		L		R			
Volume, V (vph)		2075	65	202	1653		57		226			
% Heavy vehicles, %HV		0	0	0	0		0		0			
Peak-hour factor, PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Pretimed (P) or actuated (A)		P	P	A	A		P		P			
Start-up lost time, l_1		2.0		2.0	2.0		2.0		2.0			
Extension of effective green, e		2.0		2.0	2.0		2.0		2.0			
Arrival type, AT		3		3	3		3		3			
Unit extension, UE		3.0		3.0	3.0		3.0		3.0			
Filtering/metering, I		1.000		1.000	1.000		1.000	1.000	1.000			
Initial unmet demand, Q_b		0.0		0.0	0.0		0.0		0.0			
Ped / Bike / RTOR volumes	0		0				0		192	0		
Lane width		12.0		12.0	12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N
Parking maneuvers, N_m												
Buses stopping, N_B		0		0	0		0		0			
Min. time for pedestrians, G_p	3.2						3.2			3.2		

Phasing	WB Only	EW Perm	03	04	NB Only	06	07	08
Timing	G = 23.0	G = 60.0	G =	G =	G = 19.0	G =	G =	G =
	Y = 6	Y = 7	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 119.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		2378		224	1837		63		38			
Lane group capacity, c		2603		413	3879		288		258			
v/c ratio, X		0.91		0.54	0.47		0.22		0.15			
Total green ratio, g/C		0.50		0.75	0.75		0.16		0.16			
Uniform delay, d_1		27.1		31.0	5.9		43.5		43.0			

~~LOT~~ 119

Progression factor, PF		1.000		1.000	1.000		1.000		1.000			
Delay calibration, k		0.50		0.14	0.11		0.50		0.50			
Incremental delay, d_2		6.3		1.5	0.1		1.7		1.2			
Initial queue delay, d_3												
Control delay		33.4		32.4	5.9		45.3		44.2			
Lane group LOS		C		C	A		D		D			
Approach delay	33.4			8.8			44.9					
Approach LOS	C			A			D					
Intersection delay	22.5			X_c = 0.73			Intersection LOS			C		

~~120~~ 120

APPENDIX F
AREA TRANSIT SCHEDULE DESCRIPTION

APPENDIX F

BUS SCHEDULES:

BUSES 25 A, 25 F, 25 G, 25 J, 25 P:

- Weekday westbound and eastbound service: King Street Service Roadway and Menokin Dr., Braddock road and North Early Street, Fillmore Avenue, Ballston Metro
- AM Peak Hour (7 am to 9 am): 20 mins headway
- 9 am to 4 pm: 1 hr headway
- PM peak hour (4pm to 9pm): 20 mins headway
- 9 pm to midnight: 1 hr headway

BUS 25 P

- Weekends westbound and eastbound service: King Street Service Roadway and Menokin Dr., Braddock road and North Early Street, Fillmore Avenue, Ballston Metro
- 8 am to 9 pm: 1hr headway

BUSES 7A, 7B, 7C, 7E, 7F, 7P:

- Weekday Northbound and Southbound service: North Hampton dr. and Hunton Place, Park Center, Southern Towers (Stratford Bldg), 28th and King street, Pentagon
- AM Service, 5am to 12: headway between 10min to 30 min
- PM Service, 12:01pm to midnight: 10 min to 30 min headway

BUSES 7A, 7F

- Weekends Northbound and Southbound service: Southern Towers (Stratford Bldg), 28th and King street, Pentagon
- 6:30 am to 11 pm, 30 min headway

DASH BUS A.T. 6

- Weekday westbound and eastbound service: Hampton and Braddock, Bradlee, King St metro.
- Peak Hour Headway 30 min, Non-peak 1 hr.

BUS 28C

- Weekday westbound and eastbound service
- *Peak Hour Headway 30 min, Non-peak 1 hr.*

PC Docket Item #11
DSUP #2003-0035

"Biblin, Dina L." <DBiblin@FDIC.gov>
04/06/04 03:31 PM

To: "'Kendra.Jacobs@ci.alexandria.va.us'" <Kendra.Jacobs@ci.alexandria.va.us>
cc: Donna Fossum <Donna_Fossum@rand.org>
Subject: Comments for Docket 11 -- PC meeting tonight

TO: Alexandria Planning Commission
Re: Citizen Comment on Docket # 11: Park Tower Condominium Project (DSUP #2003-0035
Date: April 6, 2004

FROM: Dina L. Biblin, President, Stonegate Foundation Inc.
4688 Kirkpatrick Lane
Alexandria, VA 22311

Representing: Stonegate Foundation, Inc. (76 townhomes) and Stonegate Hamptons (100 townhomes) all situated south of the project along North Hampton Dr.

We are told the hearing is closed at this time to the public. Residents have not had an opportunity to comment on new issues and reports issued on March 23 and March 26, 2004. We have not yet seen the new executive summary that we have been told would be presented to the Commission at this meeting. In lieu of public comment (or in addition, if same is permitted), we submit the following outline of points for the Commission to consider IN OPPOSITION to this project.

1. APPROVAL OF THIS PROJECT AT THIS TIME IS PREMATURE AND BEING PUSHED TOO QUICKLY BY THE DEVELOPER AND CITY STAFF

- It has already been noted by city representatives that this stretch of King Street is one of the busiest in Alexandria - what compelling reason is there is exacerbate that situation further without first widening King Street or improving public transportation?

- There is no "need" for another condominium at this location. The justification provided by City Planning is that the City obtains nine additional "affordable housing units". That is not enough to justify the additional traffic, congestion, and diminution of quality of life for citizens in the surrounding communities caused by this proposal at this time.

- Any other benefits claimed by the developer (such as increases to the Transportation Management Plan) are those that were created to solve additional problems created by this very proposal. For example, TMP contributions are NECESSARY to facilitate and alleviate the additional traffic and congestion from the new construction and are of no benefit to the community at large.

- The City planning staff has not yet responded to questions raised by citizens at the Commission meeting on March 2, 2004, nor again at the community meeting held this past Thursday (April 1) concerning waste and storm water handling for downstream residents, such as Fairlington. The City said they would address this and what caused the collapse of the road (and water and sewer lines) at Hampton Place Apartments.

- Another question raised was what the accurate current statement was of which commercial spaces at Park Center were being used (and promised) for which residential development and no answer has been forthcoming. *See* discussion of visitor parking, below.

- The City has not considered other alternatives, if the original hotel concept is not economically feasible. Neighbors want commercial establishments they can walk to, not more housing and resulting cars. At present, the City has approved over 500 units, along with 700 additional automobiles, and that is WITHOUT the additional 173 residence units for the Park Towers condominium at this site.

- Does the City of Alexandria really want to re-create the Springfield interchange on King Street?

- We encourage the Commission personally to go drive by and look at this site under construction. The buildings going up are far larger than they appear on the "pretty" but not to scale models from the developer. This highrise does not fit into the existing community.

- Erkeletian, developer of Hampton Place apartments, has informed residents that it is not building its second tower until the Park Tower condominium is built. Do they know something about City approvals that the citizens who pay taxes do not know?

2. THE PROPOSAL DOES NOT PROVIDE SUFFICIENT VISITOR PARKING.

- 206 of the planned 277 h/o spaces are compact . Will they require that new residents get rid of their medium, not to mention, oversized cars?

- 45 guest spots are inadequate for a project of this size. Will those all be compact too?

- Need minimum 30% visitor parking for 170 units = 51 spaces.

- Even that is not enough. Visitor spots should be measured in terms of # of residences, not number of cars. Look at how many people might have a guest at any one time. That is the appropriate logical measurement. 15% of units is NOT ENOUGH.

- Stonegate Foundation was given only 8 spaces (5% of 76 one car garage townhomes). The City failed to notice that at least 17 of those townhomes had two car garages, causing the Community to lose an additional two plus guest spots to which they should have been entitled. This community relies on street parking along N. Hampton as there is no other place to have guests park in the vicinity.

- Hamptons at Stonegate, for example, has 18 visitor spots for 90 units and that still isn't enough.

- Highpointe does have enough parking. The City required 30 guest spots per 100 2 car townhome units.

- The supplement to the traffic study reporting 292 spaces in the vicinity is deceptive and

inaccurate. The "vicinity" where people reasonably would park when visiting a residential building are those spaces near that block. Other than the spaces on Ford Avenue, there are no guest spaces in that vicinity. The spaces on Ford Avenue are constantly used by construction and delivery vehicles. There are no legitimate public parking spaces there for visitors and residents. The traffic engineers ginned up over 200 parking spaces by counting streets in Fairlington, which is on the other side of King St. and not easily accessible to the new project because there are no cut-throughs to King St. until 28th St.

- On N.. Hampton, there are only 17 public spaces available to nearly 200 townhomes. They are located on the block of N. Hampton between Kirkpatrick and south to Kell. The spaces are poorly policed and there are rarely any spots available.

- The Traffic study erroneously reported 19 spaces on N. Hampton, but that total included two illegal spaces within 20 feet of the drive lanes/intersections. We wonder how many other totals were miscounted by these experts.

- Each developer (Abramson, Erkeletian) has played a "shell game" with the neighborhoods, stating that they could supplement their existing visitor parking with parking at Park Center office towers. However, one of those towers has never permitted additional resident parking for visitor parking as it has security restrictions (government tenant.) The Citizens asked the City and developer for an accurate current statement of which commercial spaces were being used (and promised) for which residential development and no answer has appeared.

3. THE CITY NEEDS TO ESTABLISH THE INFRASTRUCTURE TO SUPPORT THE ADDITIONAL TRAFFIC BEFORE APPROVING MORE DEVELOPMENT.

- King St. must be widened before more traffic is allowed to generate here. At least the King/Beauregard Intersection improvements should be completed first before any new housing construction can move ahead.

- Public transportation increases/improvements needed. City staff Tom Culpepper admitted to residents at the Thursday April 1 meeting that WMATA would not increase bus service to this area and in fact, was going to cut back. DASH does not have resources to increase service to this area.

- There is totally insufficient public bus service after 7:00pm on weeknights to this area to service higher income workers who customarily work beyond the normal rush hour. For that reason, this community is not amenable to public transportation options that the City has available, because they are insufficient. The bus/trip totals in the current traffic study report are totally inaccurate. Along N. Hampton, only two busses run residents to the Subway. One is the DASH-6, which only runs once an hour after 7:00pm, and only from King St. The other, the WMATA 7B, does NOT RUN to N. Hampton neighborhoods after 7:00pm. It only runs five (5) trips from those neighborhoods during morning rush and another 5 back to those neighborhoods (from Pentagon metro) during evening rush.

- The City should look at transportation data after the first of the three proposed highrises is constructed and occupied and see what impact that has on traffic, not to mention new commercial

developments at Skyline (Target, etc.) BEFORE APPROVING any additional residential development at Park Center.

4. SUGGESTED TRANSPORTATION-TRIP NUMBERS ARE NOT TO BE BELIEVED.

Main point: Regardless of what textbook Code references the developer chooses to apply, it defies human logic to think that a 173 unit condominium, including an expected 350 additional residents, with automobiles on a daily basis, will create less local traffic than would a transient hotel.

- The Study, if read carefully, misrepresents the traffic "savings" to the development on King St.

/ It achieves a lesser number of trips AT THE site because it is diverting hundreds of existing trips caused by drivers to the nearby office buildings from the Site Drive entrance to the Ford Avenue entrances. To do that, the development necessarily doubles and in one instance, triples the existing traffic at the intersections of King St./Park Center Drive and King St./N. Hampton Drive.

/ The Study achieves lesser number of trips at the Site Drive intersection because it is diverting traffic to a "driveway" from Hampton Place apartments to N. Hampton Drive, which causes additional congestion on what once was a quiet neighborhood street.

/ The Study plays down the fact that it increases significantly the traffic at N. Hampton and King Street during rush hours and on Saturdays. At present, without the 800 extra residential units, there is an average four minute wait to make a left turn at that intersection onto King St., and that's assuming that King St. Is not already backed up to I-395 at the time, going West.

- The study failed to take into consideration Target and other development west along Route 7. If one carefully reads how that traffic was taken into account, the engineers referred to it as a "wash." They said that the increased traffic to Target would just be a substitute for the traffic currently or previously at that location when the shopping center was active. That shopping center never was active; that's why they had no visitors and no traffic and they are building a TARGET to increase traffic.

- If the Commission wants to accept the traffic engineer's projections, about how Target's existence will not overly congest King St., and thus change the numbers they are using to make projections here, we have two words: "Potomac Yards."

- The supplement to the Traffic Study (March 23 memo) compares Park Tower condos to a dissimilar property – Place One.

/ Place One has a large number of older residents and immigrants. None of whom are federal workers who contribute to the congestion of people who travel downtown to work. This is unlike the projected demographics at Park Tower condominiums, a more luxury building.

/ The engineers took weekday traffic projections on a Tuesday, but did not utilize any particular average as is commonly done in the trade.

/ The engineers are now using the lower numbers they obtained from their March Place One counts to minimize the Park Towers projections for impact on King St. (*See* March 23 memo to the City.)

- The Engineers should analyze actual traffic out of this neighborhood after completion and habitation of the first apartment tower at Hampton Place.

PC Docket Item #11
DSUP #2003-0035

April 5, 2004

Mr. Chairman and Members of the Planning commission:

In regard to the April 6, 2004 Commission docket Item #11, Development Special Use Permit #2003-0035, 4380 KING STREET, PARK CENTER, I feel that the only responsible Commission action is DENIAL.

In an already traffic-stressed area of the City, you are considering approval of a significant change of use from o quite modest mid-rise hotel to a high-rise luxury condominium. You will hear the applicant and staff minimize the impacts on traffic and overflow parking, and how the impacts can be mitigated. Residents like myself fear maximum impacts in an area we have to live in all the time. The twin towers of Hampton Place are only partially built, yet anyone can easily see what problems they will cause.

I challenge each of you to be serious with me. Visit the site of the Hampton construction and the proposed Abramson high-rise. The mass and scale will belie the cute little model that the developer will no doubt have right in front of you. One tower of Hampton Place is about half built. Try to imagine where the other one will fit, and what that corner of the property will be like. Then try fitting the applicant's building in the space. All told it will be a colossus, akin the PTO.

The Hampton-Abramson complex will have some 750 units, with upwards of 1200 vehicles. Intuitively, I think you know this will make King Street unmanageable. There will be no green space, no rec areas, no commerce, and if the problems of the Esplanade are repeated, you will have an unappealing high-rise housing projects.

Does the City need this housing, in this area? While there might be demand for housing, it doesn't mean the City must accede to every developer's desire to build. What the City does need, of course, is affordable housing. On this score, the City has missed a golden opportunity here. With the approved SUP for a hotel, any suggestion of a different use should have prompted the City to suggest, nay require, significantly more affordable housing than this project proposes. Staff should have set a minimum of at least 50 affordable units. Instead, when presented with a proposal for a 14-story building with 2 affordable units, staff "negotiated" two more stories to get 7 more affordable units. Two more stories will have some 24 units, with potential sales revenue of $6.5-7 million beyond the original proposal. This represents a giveaway to the developer of roughly $1 million per affordable unit. Is this the cost the City envisions to provide affordable housing?

Some of these concerns and ideas might have been brought out early, had the City decided to inform residents of this proposal in a timely manner. Instead, City staff negotiated and planned with the developer **before** he even owned the property and for 2 months beyond. Residents first heard rumors in November 2003; staff had been working

with the developer since May 2003. Informed residents might have suggested more affordable housing, or lower density, or the ongoing traffic problems as mitigation, before staff and the Commission got so fully invested in the project. You are fully aware of how staff investment in project makes them almost impossible to alter significantly. Is this the new "Alexandria Way", aka the "Fogarty Way"? If so, I think it needs to be re-examined.

Many folks are convinced that overflow parking caused by visitors, multiple vehicles per unit, and spacing based on compact car dimensions will be a significant problems. The developer has acknowledged as much since the last Commission meeting, entering into some kind of negotiations with the office-parking vendor. At the very least, the City should guarantee that when (not if) our residents need it, we will be afforded restricted parking on Hampton Drive and the streets of Fairlington AT NO COST TO RESIDENTS.

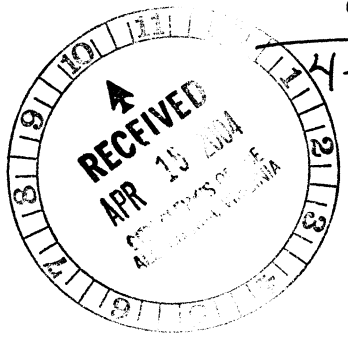
I urge you to deny this application, leaving the more desirable hotel SUP in place. The ACVA should then get active finding a willing hotel builder and operator.

Thank you very much for your focused attention to these matters.

Thomas E. Burke
2909 S. Dinwiddie St.
Arlington, VA 22206
(This address is in the City)

8

4-17-04



To MEMBERS of CITY COUNCIL

SUP
2004-0004

924 QUEEN ST

I the applycant request deferra

of above case

Thank you

DANG VAN DUNG

Dang

4/15/04

571.226.3178

DOCKET ITEM #9

Mr. Mayor and Members of City Council: April 17, 2004

My name is Tom Burke, and I live in the Alexandria section of Fairlington across from this proposed high-rise.

You are probably aware of the history of Park Center/Stone Tract development, as well as the difficulties of navigating in this part of the City. Council approved a Conceptual Development Plan some 17 years ago that envisioned a mix of residential, commercial and retail uses. What has obtained, including this proposal, is high density residential, with modest commercial, no retail, no open space, and a distinctly unfriendly pedestrian environment. Some 1200 residential units will clutter the landscape.

Approving this project in this location is a classic example of un-Smart Growth. MetroRail does not serve the area, public transit is woeful, and King Street is a mess. Yet you approved the 572 unit Hampton Place apartments, the Health Department move, and now you want to add this luxury high-rise. Have you visited the site? The first tower of Hampton place is about half done. The mass and scale of this one building is beyond what anyone envisioned. Try to picture where the second Hampton tower will go, and then add a third 16-story building.

You will (have) hear(d) various proposals for mitigating the impacts on traffic and overflow parking. The simplest way to mitigate impacts of any project is to deny the project.

The City has a "Plan for Planning", but apparently doesn't have a "Plan for Growth" or a way to direct good growth. Since this proposal was a significant change of use from the approved hotel, the City could have required almost anything from a developer seeking a change. The City could have said it wanted 50% affordable housing. Instead, it had to entice the developer with greater height and density to get 7 affordable units. The developer receives a windfall of several million $ for being so accommodating. This might have been avoided if residents were brought into the process earlier, not after staff had negotiated with the developer for 6 months.

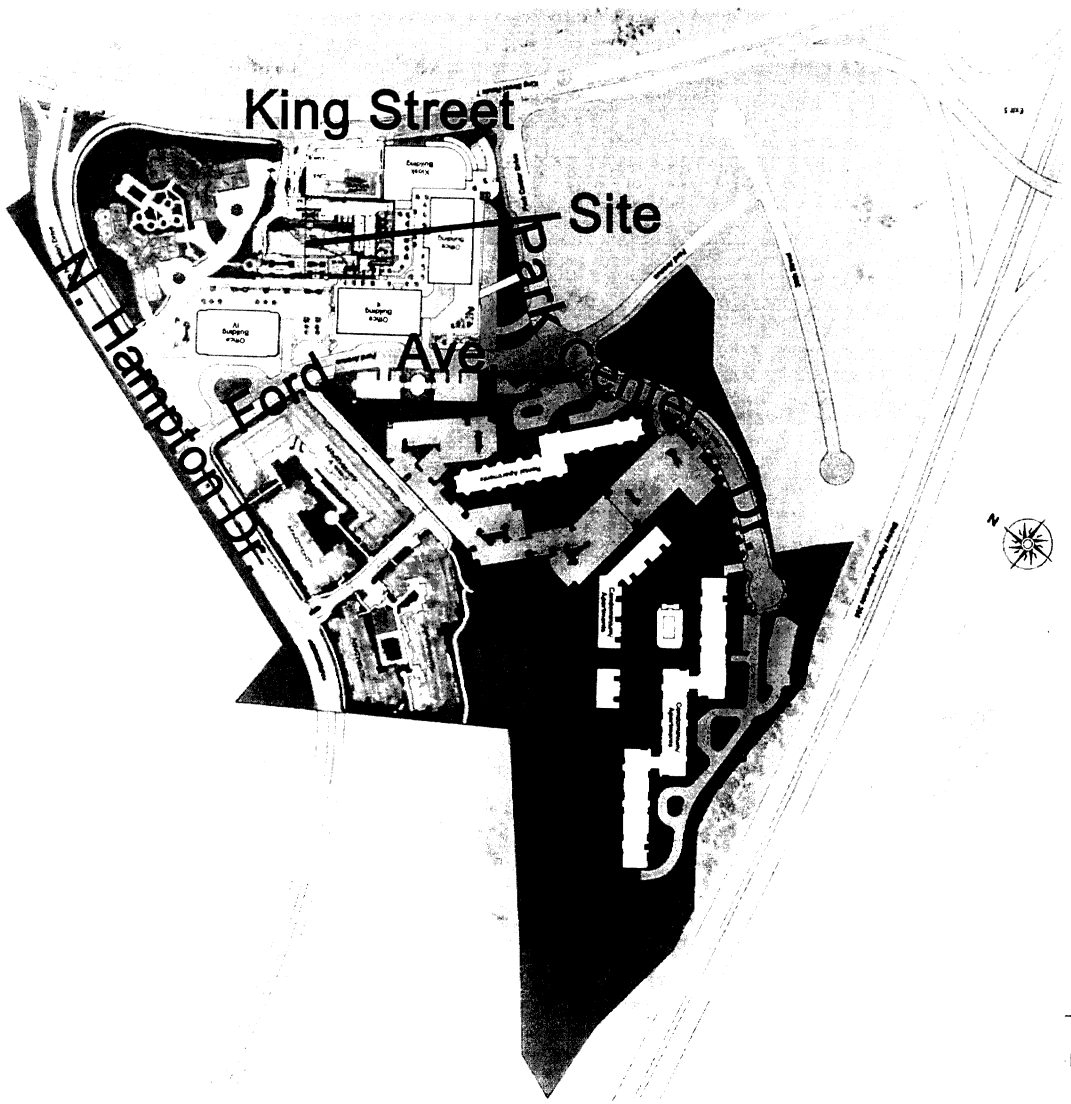
I challenge the Council to answer these questions---Does the City need another luxury high-rise? Does it need it in this location? What value does it add to our quality of life? What does growth mean to the City, and what is its down side?
You have allowed explosive commercial and residential growth in the last ten years. What have residents gotten from this growth? We have gotten ever-larger tax bills, and traffic congestion that makes getting from the West End to Old Town (or vice versa) a burden that many people avoid. It really is time for Council to take stock of the impacts and limits to growth, and where we go from here.

I urge you to deny this application as too much and too big for the location. Leave the existing SUP for a modest sized hotel in place. That use is a more desirable, more diverse use of the land.

9

4-17-04

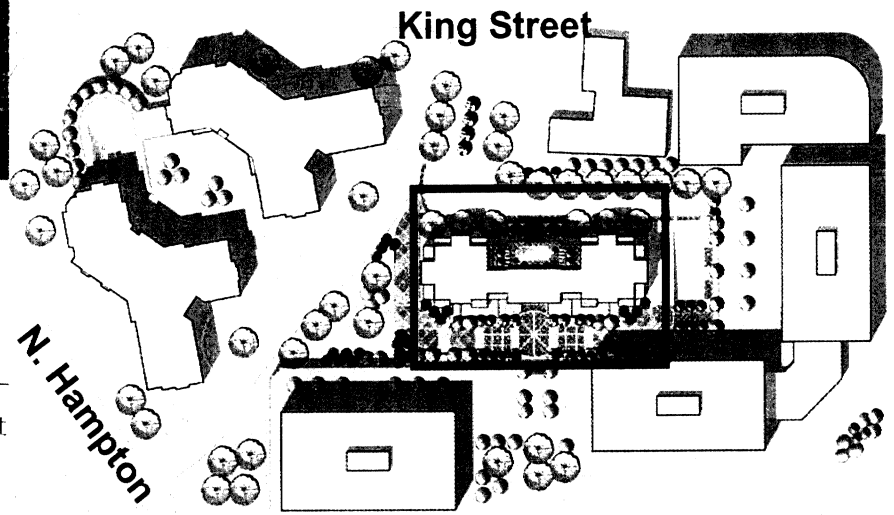
Park Center Plan



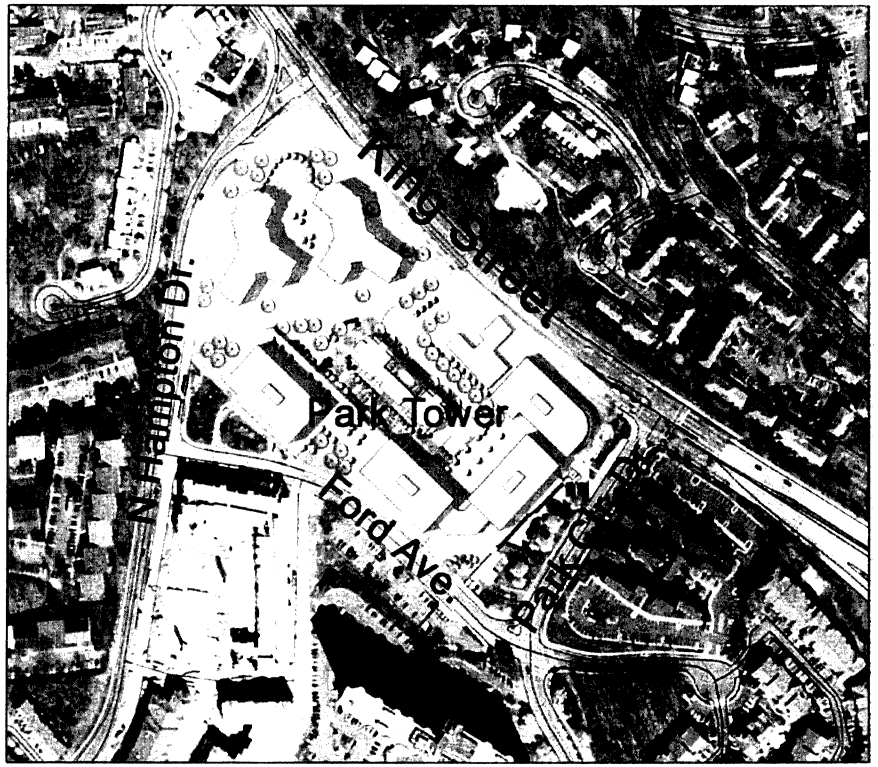
- **1984 entire site approved in perpetuity**
- **Hotel use amendment to final site plan approved in 2000**
- **Request: Amend use from hotel to residential use**

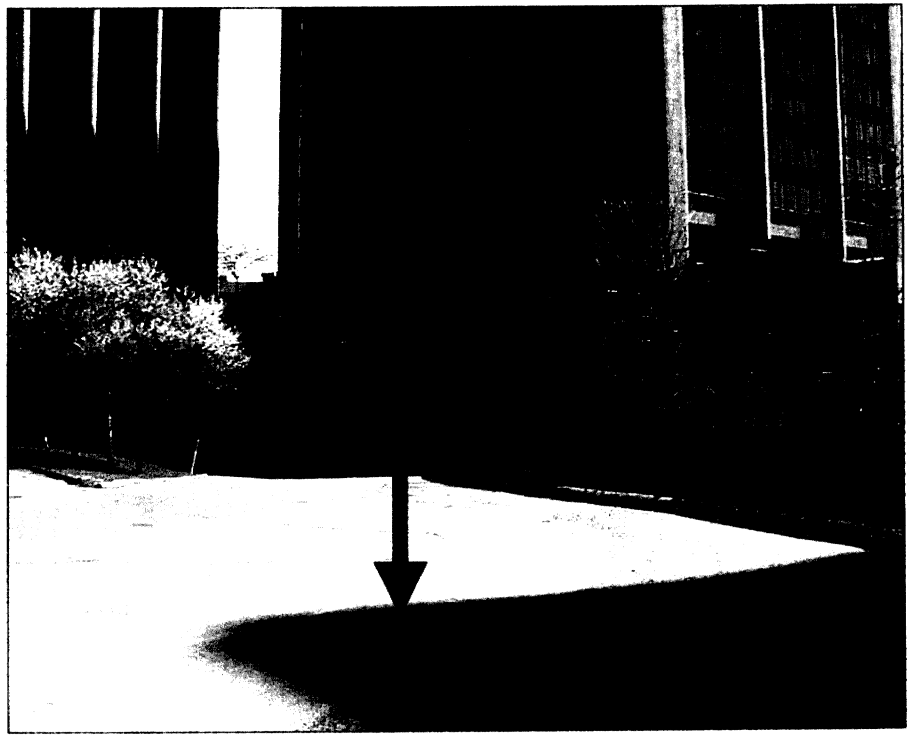
Park Center Condominium Proposal

- **173 units**
- **9 affordable units**
- **underground parking**
- **53% ground level open space**



Site Context





View of site and exposed parking decks

Process- Community Meetings

- **Visitor parking**
- **Landscaping on King Street**
- **Compact parking spaces**
- **First floor retail**
- **King & Beauregard improvements**
- **Stormwater management**
- **Signal timing**
- **Bus service**

Planning Commission Action

March 2, 2004- Public Hearing Action: Deferred

- Affordable Housing
- Parking
- Traffic

April 6, 2004- Planning Commission recommends approval with amendments to:

- Affordable Housing
- Parking
- Landscaping

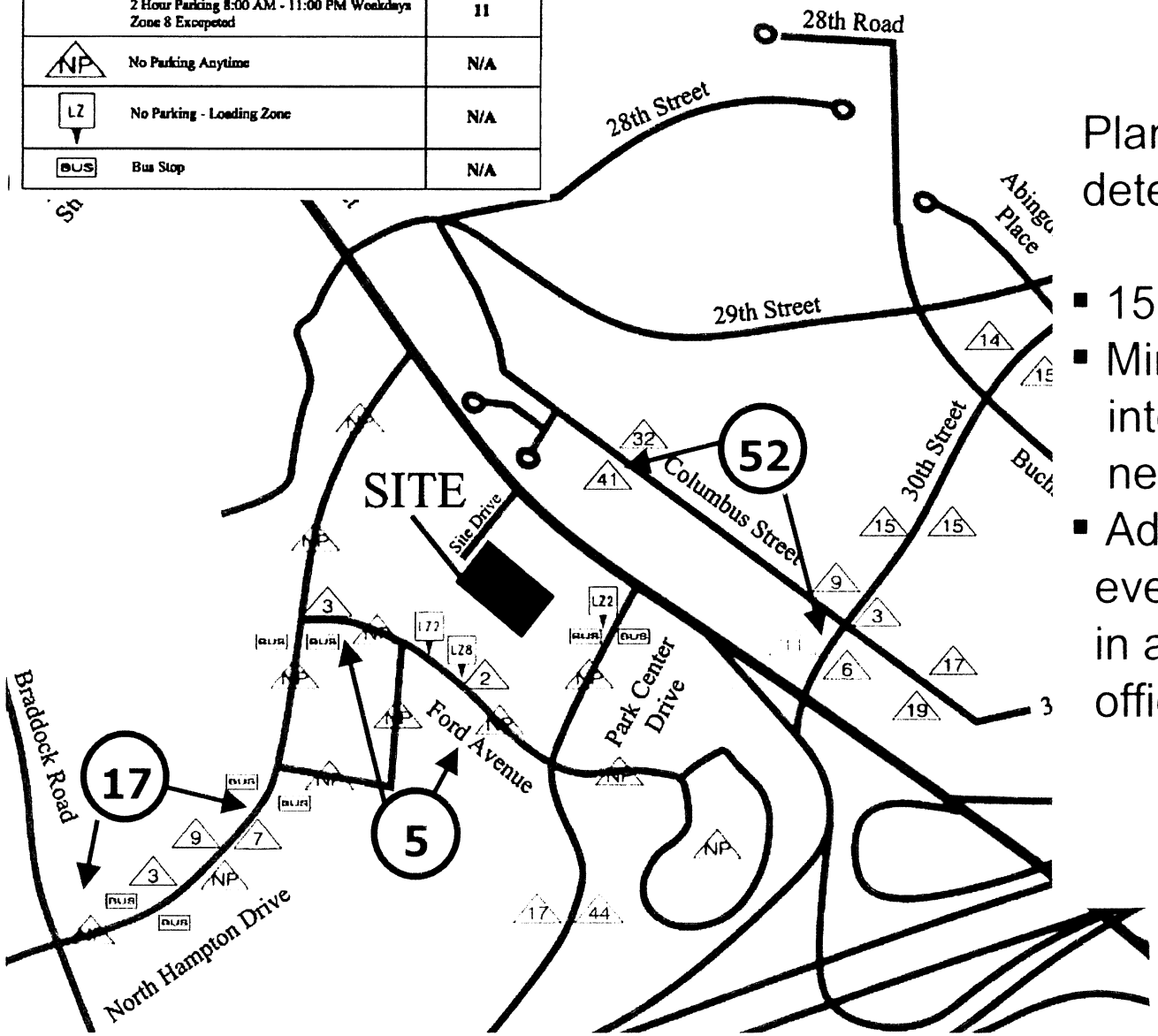
Affordable Housing

	Use	Units	ADU	% of project	Value of contribution		
	Sale	326	13	4%	$1,229,600	$2.01	201%
	Rent	369	15	4%	*	*	*
	Sale	63	6	9.5%	$100,435	$1.04	104%
	Sale	148	7	4.7%	$975,000	$2.07	207%
	Rent	572	25	4.4%	$1,605,680	$2.73	273%
	Sale	173	9	5.2%	$720,000	$3.48	348%

- All 2 bedroom units
- 30 year affordability

On-Street Parking

LEGEND		Total Available Spaces
XX	Un-Restricted / Un-Signed	192
XX	2 Hour Parking 8:00 AM - 5:00 PM M-F	61
XX	2 Hour Parking 8:00 AM - 11:00 PM Weekdays Zone 8 Excepeted	18
	2 Hour Parking 8:00 AM - 11:00 PM Weekdays Zone 8 Excepeted	11
NP	No Parking Anytime	N/A
LZ	No Parking - Loading Zone	N/A
BUS	Bus Stop	N/A



Planning Commission determined:

- 15% on-site visitor parking
- Minimal spill-over parking into adjoining residential neighborhoods
- Additional visitor event spaces provided in adjoining Park Center office parking garages

Traffic

A 173-unit condominium building instead of a 160-room hotel will produce the following:

PEAK HOUR TRIPS

- ***8.2% more trips*** during the morning peak hour
- ***21.6% fewer trips*** during the evening peak hour
- ***29.6% fewer trips*** during the Saturday peak hour
- ***22.0% fewer trips*** during the Sunday peak hour

AVERAGE TRIPS

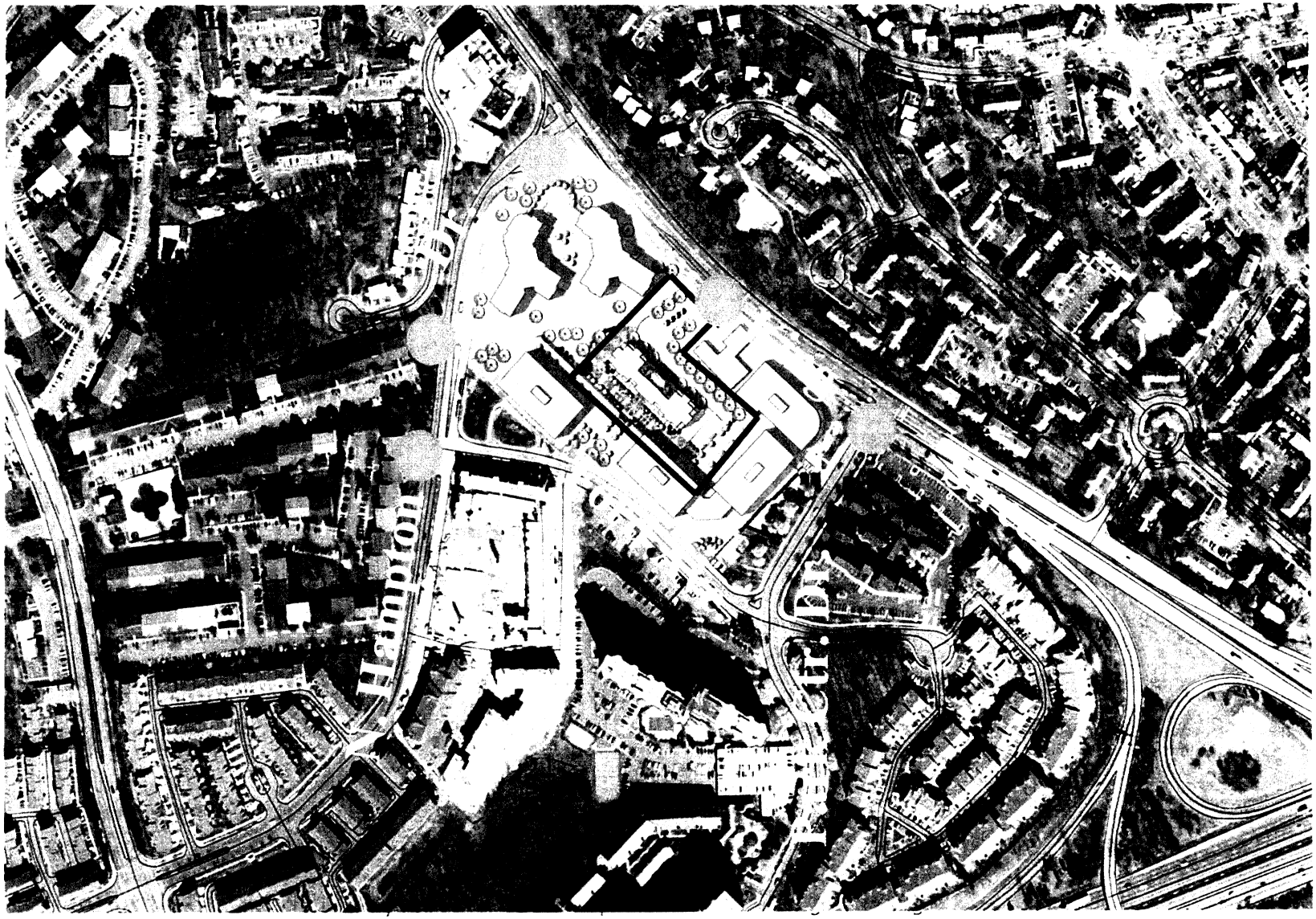
- ***17.3% fewer trips*** on an average Weekday
- ***29.4% fewer trips*** on an average Saturday
- ***11.2% fewer trips*** on an average Sunday

Traffic

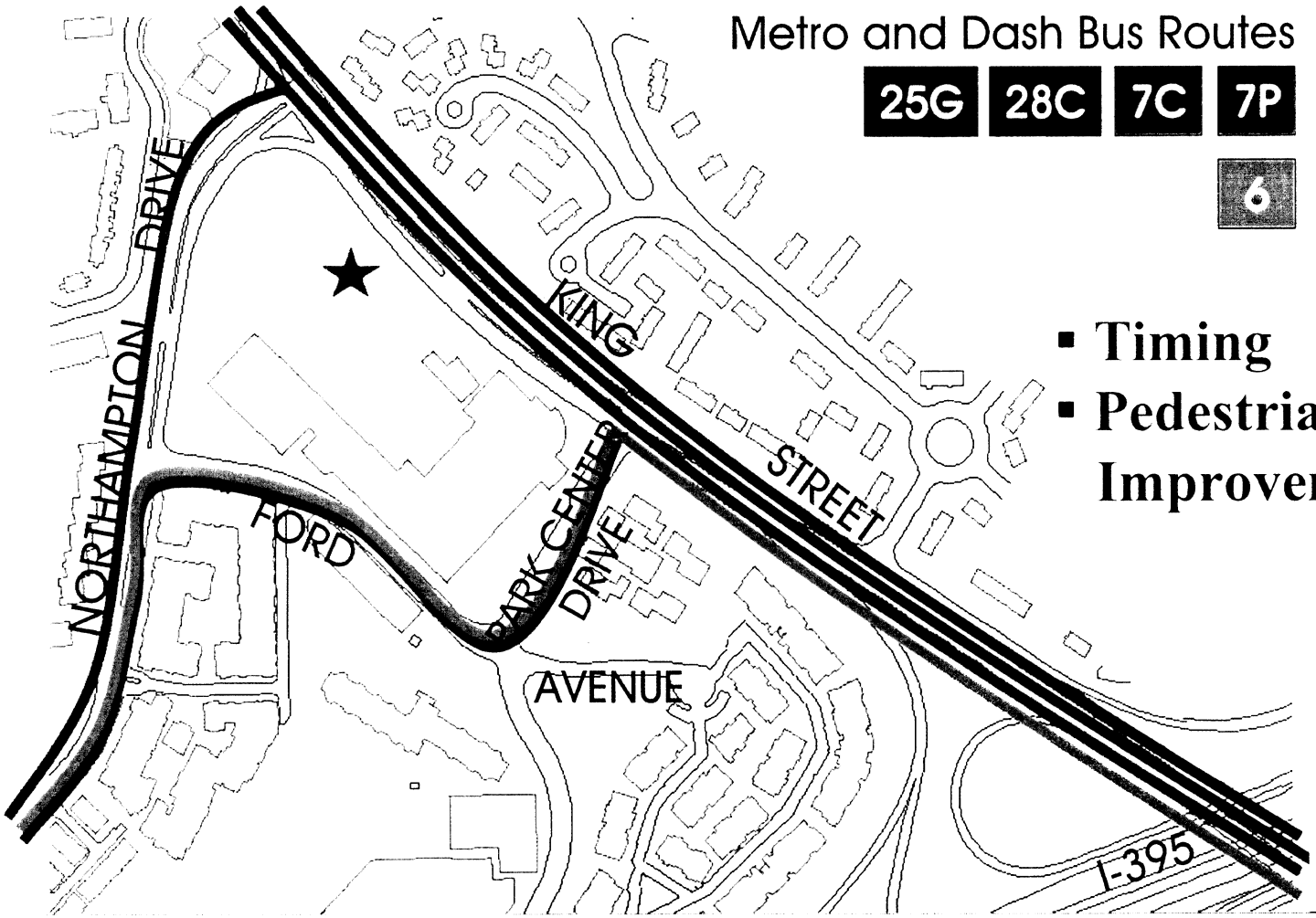
Development Traffic compared to Existing Traffic on King Street

	AM Trips	PM Trips	Saturday Trips
Existing Westbound Trips	1,494	1,481	1,527
Existing Eastbound Trips	1,328	1,647	1,676
Total Existing Trips	2,822 total trips	3,128 total trips	3,243 total trips
Proposed Condominium (Additional Trips)	54 *(1.9% of AM existing total)*	35 *(1.1% of PM existing total)*	56 *(1.7% of Saturday existing total)*

Traffic



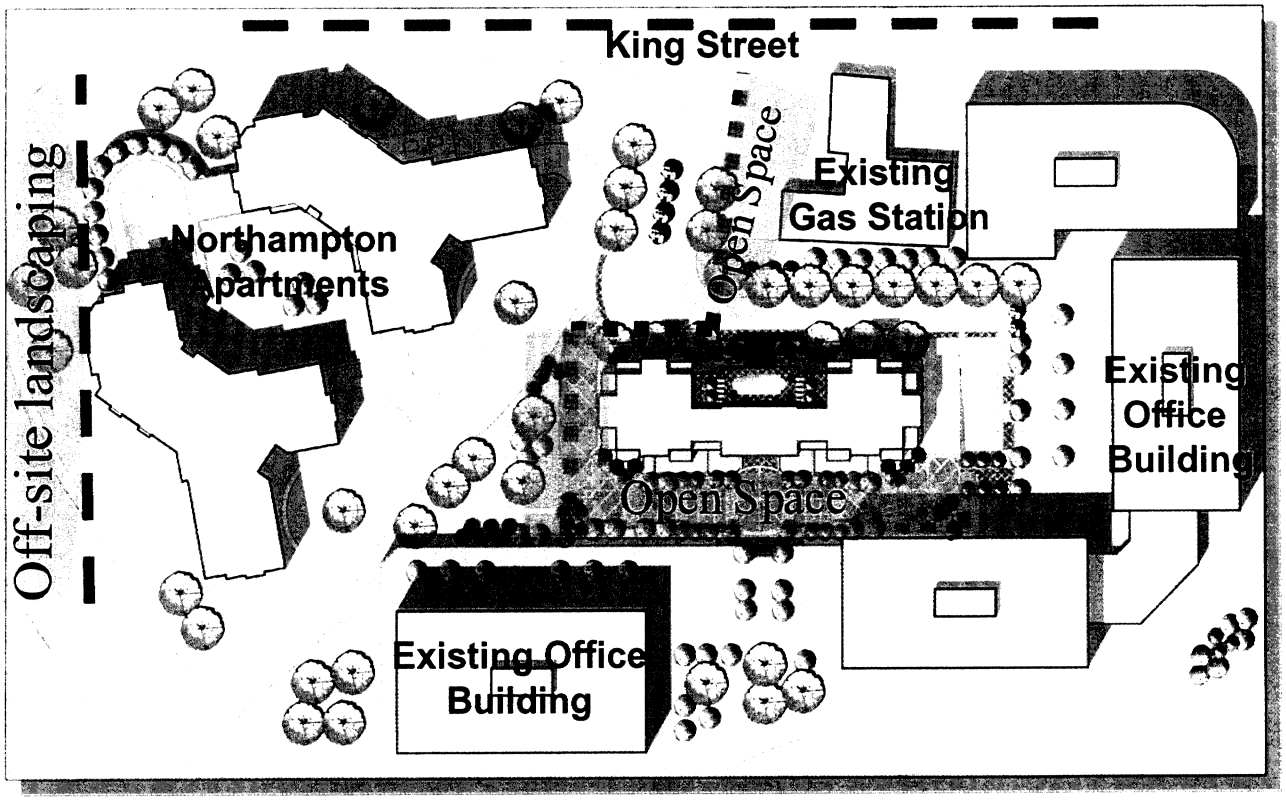
Mass Transit/Pedestrian Improvements/TMP



- **Timing**
- **Pedestrian & TMP Improvements**

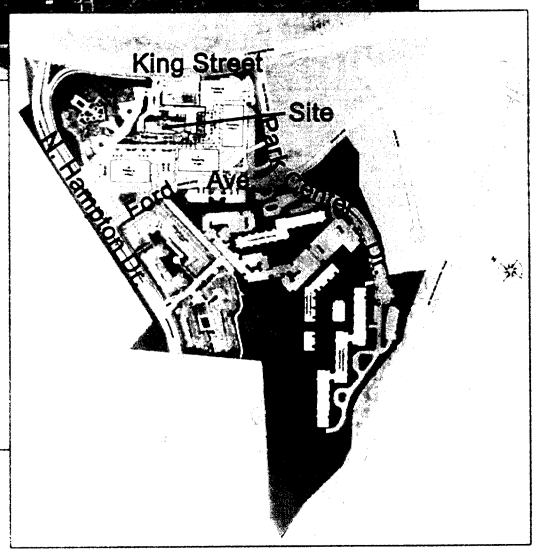
Pedestrian Improvements and Open Space

Off-site landscaping



Conclusion

- Enhanced building design
- 9 affordable units
- Underground parking
- King and N. Hampton Pedestrian improvements
- TMP enhancements- $21,000/ yr.
- Use of green building technology
- From 23% to 53% ground level open space



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4-17-04

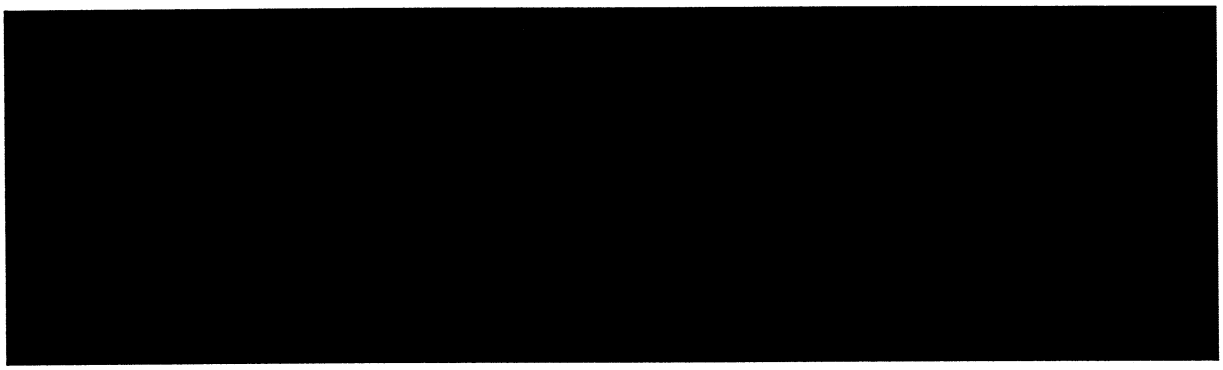
<DLBiblin@comcast.net>

04/16/2004 05:24 PM
Please respond to
DLBiblin

To: <alexvamayor@aol.com>, <delpepper@aol.com>, <council@joycewoodson.net>, <councilmangaines@aol.com>, <rob@krupicka.com>, <macdonaldcouncil@msn.com>, <paulcsmedberg@aol.com>, <rose.boyd@ci.alexandria.va.us>, <jackie.henderson@ci.alexandria.va.us>, <tom.raycroft@ci.alexandria.va.us>

cc:

Subject: 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, rob@krupicka.com, macdonaldcouncil@msn.com, paulcsmedberg@aol.com, rose.boyd@ci.alexandria.va.us, jackie.henderson@ci.alexandria.va.us, tom.raycroft@ci.alexandria.va.us)



Time: [Fri Apr 16, 2004 17:24:45] IP Address: [167.176.6.8]

Response requested: []

First Name: Dina

Last Name: Biblin

Street Address: 4688 Kirkpatrick Lane

City: Alexandria

State: VA

Zip: 22311

Phone: (703) 998-7658

Email Address: DLBiblin@comcast.net

Comments: Dear Council Members and Mayor:

re: Park Towers Condominium Project

You recently heard from one of our community members, Nancy Porter, who complained about the Planning Commission's decision to go forward with the proposed Park Tower Condominium Project (Docket #9 for Saturday, April 17). You have heard from Stonegate communities before about the totally inadequate parking we have in the SFI community (only 8 spaces serving 76

townhomes).

I prepared comments for what will be Docket #9 on your City Council Docket for Saturday, April 17, 2004. These can be found at pages 134 - 137, approximately, of the documents forwarded to you by the Planning Commission. Since I will be appearing before you on Saturday, I ask that you read the document in advance, so that you have an idea of my community's concerns.

I represent approximately 200 owners of luxury townhomes just south of the planned construction site. (Stonegate Foundation and Stonegate Hamptons). We will be adversely impacted by increased traffic projected from the new development on King St. and through our neighborhood, which we predict will become a "short cut" to many to avoid the increased traffic on King St.

We ask that you seriously look into the congestion that will be caused by this project. We strongly believe the study submitted to you has totally underestimated and minimized the impact. It is inconceivable to suggest that a condominium, which includes primarily two and three car families, would have less traffic than the originally approved hotel, which brings in only transient traffic.

The prposed project sits on a strip of King St. where you already have approved two high rise apartments (Hampton Place) and, now, a condominium where a low-rise hotel would have been. The addition of 173 new living units, with a projected 300+ more residential cars is a huge difference to this small block. At that block of King St., going West, a five lane road becomes only four lanes, and at present, without the completion of the three high rise residential buildings, we have tremendous backed up traffic on King St.

The junction of N. Hampton and King St. is the entrance point to five townhouse communities, which include over 500 residential units, and a low-rise apartment complex, Archstone Apartments at Park Center, with several hundred more units.

The City Planning officials have no means of improving the traffic along this strip of Kint St. after the development begins and have definitely decided not to fix this problem before they add these 800+ new residential units.

We strongly urge you to POSTPONE this project until the necessary infrastructure (improved traffic movement on King St., increased public transportation, etc.) can be in place.

We do not want to see the City of Alexandria at this stretch of King St. become another congested area like Springfield or Potomac Yards.

Thank you,

Dina Biblin
President, Stonegate Foundation, Inc.