

EXHIBIT NO. 1

13
11-17-01

Docket Item #12
DEVELOPMENT SPECIAL USE PERMIT #2001-0014
NORTHAMPTON PLACE APARTMENTS

Planning Commission Meeting
November 8, 2001

ISSUE: Consideration of a request for a development special use permit, with site plan, to construct two multi-family residential high-rise buildings.

APPLICANT: Park Center Office Building III, LLC and
Stone Tract Associates, LP,
by J. Howard Middleton, Jr., attorney

LOCATION: 3101 North Hampton Drive

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

PLANNING COMMISSION ACTION, NOVEMBER 8, 2001: On a motion by Mr. Gaines, seconded by Mr. Leibach, the Planning Commission voted to defer the application. The motion failed on a vote of 2 to 4 with Mr. Dunn abstaining. On a motion by Mr. Robinson, seconded by Mr. Komoroske, the Planning Commission voted to recommend approval of the request, subject to compliance with all applicable codes, ordinances and staff recommendation. The motion carried on a vote of 5 to 2; Mr. Gaines and Mr. Leibach voted against the motion.

Reason: Mr. Gaines and Mr. Leibach believed the application should be deferred because City Council will review and adopt an Affordable Housing Policy at its November 17, 2001 meeting. They believed a deferral would allow the Commission to consider the applicant's proposed affordable housing plan in the context of an adopted policy. However, the majority of the Planning Commission agreed with the staff analysis and believed that the applicant has made a commendable effort at providing moderately priced housing units within the project.

Speakers:

Howard Middleton, attorney, represented the application.

Tom Burke, Director and Secretary of the Fairlington Villages Condominium Association, represented the Board of Directors and presented the Fairlington Villages resolution to defer the application.

Gerald Hopkins spoke in support of the proposal, but believed a higher number of moderate income units would be preferable.

James Hurysz spoke against the application because of transportation and fire safety issues.

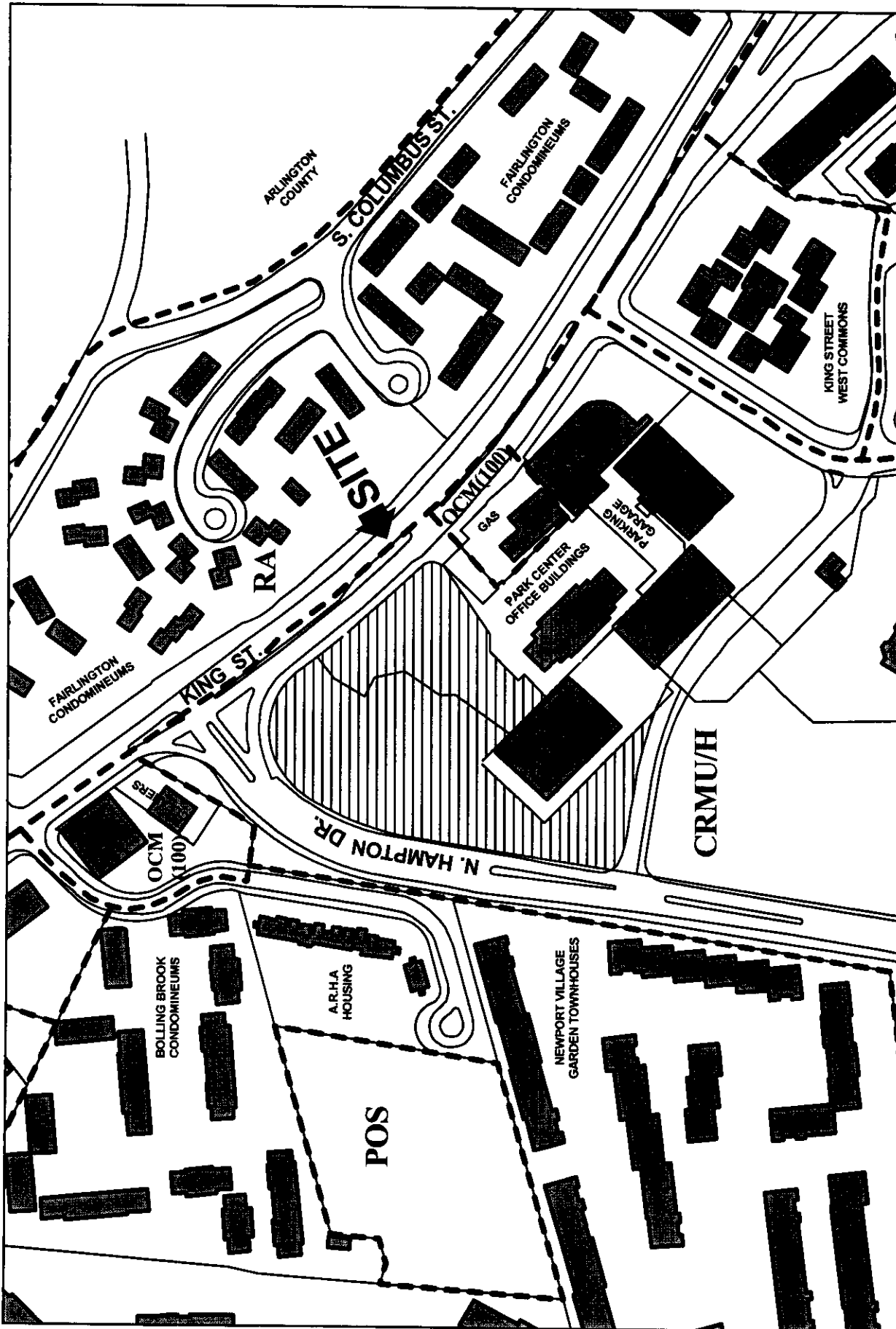
Holly Berman spoke in support of the Fairlington Villages resolution to defer the request.

Caroline Meirs supported deferral of the application as recommended by the Fairlington Villages resolution.

Stanford Darroch, of the King Street Alliance, requested deferral of the application to allow time to comment on the project.

Art Hildebrandt raised concerns about the removal of on-street parking along North Hampton Drive.

Steven Tapp expressed concerns about traffic congestion on weekends, mornings and evenings.



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SUMMARY:

The applicant, Park Center Office Building III, LLC and Stone Tract Associates, LP, is requesting an amendment to the approved CO zone planned unit development at Park Center in order to construct two 16-story high-rise apartment buildings with underground structured parking at Park Center. There are currently two vacant sites at Park Center. One of these sites was approved for construction of a hotel by City Council in June 16, 2000, and the final site plan for that hotel is currently being processed by staff. These proposed apartments will occupy the only other vacant tract within Park Center. The apartment site contains 4.115 acres and is located on the southwest corner of King Street and North Hampton Drive. This project, with 587,766 sq. ft., does not utilize the full remaining density at Park Center (approximately 800,000 sq. ft. of floor area); however, in order to build the proposed 574 dwelling units the applicant is proposing to convert approximately 275,000 sq. ft. of the remaining commercial office rights at Park Center to residential use. The residual FAR--approximately 200,000 sq. ft. of floor area--will go unbuilt, as no land remains for construction within the tract.

Staff worked extensively with the applicant during a conceptual review process prior to formal submission of the plan to improve the quality and character of the proposed buildings and site plan and to resolve significant issues:

- The design of the building has significantly improved, with increased variation in the building facades, improvement of the building proportions through creation of a strong base, use of building step-backs at the upper floor to increase articulation at the roof line, and refinement of building materials.
- Trees around the perimeter of the site have been saved.
- Site circulation was refined to improve coordination with the hotel access and to create adequate fire access.
- The design of the open space plaza, pool and the green space around the buildings was refined to provide higher quality and more usable open space.
- The project design was modified to accommodate a potential future widening of King Street by the Virginia Department of Transportation.
- A proposal to provide 22 affordable housing units on-site in lieu of a contribution to the City's Affordable Housing Trust Fund was developed utilizing, for the first time, a provision in the zoning ordinance that provides density and height bonuses in exchange for low or moderate income housing.

Staff recommends approval of the proposal as we believe that the project will be an attractive addition to the City, and that the project can also serve as a model for the provision of affordable on-site units in future projects.

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.

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

39. **NEW CONDITION:** 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)
40. **NEW CONDITION:** 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)
41. **NEW CONDITION:** 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)
42. **NEW CONDITION:** 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)
43. **NEW CONDITION:** 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)

44. NEW CONDITION: 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)
47. NEW CONDITION: 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)
48. NEW CONDITION :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:
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)
49. NEW CONDITION: 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)

50. **NEW CONDITION:** Developer to comply with the peak flow requirements of Article XIII of AZO. (T&ES)
51. **NEW CONDITION:** 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)
52. **NEW CONDITION:** 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)
53. **NEW CONDITION:** 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)
54. **NEW CONDITION:** All private streets and alleys must comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
55. **NEW CONDITION:** 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)
56. **NEW CONDITION:** Provide illuminated street signage to the satisfaction of the Director of T&ES. (T&ES)
57. **NEW CONDITION:** 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)

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58. NEW CONDITION: 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)
59. NEW CONDITION: Install under this plan the off-site sanitary sewer across King Street to 28th Street, per SUP 1640, recommendation #2. (T&ES)
60. NEW CONDITION: 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)
61. NEW CONDITION: 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 its 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)
62. NEW CONDITION: 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)
63. NEW CONDITION: 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)

65. NEW CONDITION: The developer will provide 22 units (11 in each building) 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:
- 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)

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.
3. Special use permit to reduce the number of required parking spaces and to allow tandem parking.
4. Special use permit for retail use.
5. Special use permit for increased penthouse height.
6. Modification to building setbacks from centerline of street.

BACKGROUND

The applicant, Park Center Office Building III, LLC and Stone Tract Associates, LP, request an amendment to the approved mixed use development plan for Park Center to construct two, 16-story high-rise apartment buildings containing a total of 574 units on the last remaining tract of land of the Park Center mixed use development. The subject site contains 4.115 acres of the 40.9 acre Park Center site located at the southwest corner of King Street and North Hampton Drive. The Park Center development site is located southwest of King Street across from Fairlington Village condominiums, east of Park Center Drive, north of Shirley Highway/I-395 and west of North Hampton Drive. The Park Center development is bounded by townhouse style offices to the east, a service station and dry cleaners to the north, an office building and Newport Village garden apartments to the west and the Stonegate Townhouses development to the south.

Development History

This project will complete redevelopment of the Park Center development tract as this is the last major redevelopment parcel located at Park Center. Originally approved in 1984 by City Council under SUP#1640 as a CO zone planned unit development (PUD), Park Center consists of commercial office, retail, restaurant, health club and residential uses. There have been several amendments to the original approved plans as listed below:

- * 1984, SUP#1640, approval to construct mixed use development office, retail, restaurant, hotel, health club and residential.
- * 1984, SUP#1640A, amendment to reorient residential high-rise tower.
- * 1995, SUP#95-0013, amendment to separate residential high-rises into three separate towers.
- * 1996, SUP#96-0008, amendment to covert three individual high-rise towers to garden style apartments.
- * 1998, DSUP#98-0022, amendment to construct a hotel, however, application was withdrawn.
- * 2000, DSUP#2000-0015, application to construct a hotel.

The most recent approval was granted by City Council on June 16, 2000 to permit construction of a 156 room hotel on the adjacent parcel located just east of this site.

Project Description

The subject site is a vacant wooded area located on the corner of North Hampton Drive and King Street. The center of the site is depressed with a low elevation of 134 sloping upwards to an elevation of 160 at the southeast corner of the site along King Street and up to elevation 166 at the southwest corner of the site along North Hampton Drive. The site elevation along the curvature at the corner of King Street and North Hampton Drive is at elevation 136.

The applicant is requesting approval to construct two 16-story towers, with each tower containing 287 units at a height of 157 feet. The two towers designated "West and East", will each contain 293,883 gross square feet of floor area located over three levels of underground structured parking facilities for 780 parking spaces. The project will be built in two phases for financing purposes, with construction of the west tower as Phase I. Phase I will also include construction of the underground parking structure with 406 parking spaces which includes portions of the east tower parking garage that will provide 63 temporary parking spaces for the west tower. Although the site's depressed topography has allowed a significant amount of the parking to be placed underground, there will be portions of the parking structure that will protrude above grade along the frontages of King Street and North Hampton Drive where the site grades descend to the lower elevations located along the intersection of King Street and North Hampton Drive.

The two buildings are designed in a unique "Y" shaped configuration which visually reduces the building's overall massing. The two buildings are separated by a landscaped plaza deck that covers the structured parking garage. Connected to the plaza deck at a slightly lower level is the pool deck which is located at the northmost neck between the two buildings extending outward to the corner of King Street and North Hampton Drive. The plaza deck is designed as a landscaped open space feature that was required to be designed to provide Fire Department access for ladder trucks.

The Fire Marshall has also required that ladder truck access be provided within at least 30 feet of the proposed buildings along the frontages of King Street and North Hampton Drive. This has been provided by way of grass paved ramps that are designed to support the truck's weight, but will appear visually as landscaped lawn areas with roll curbing located along the street edge to provide truck access. Tree locations and species are to be coordinated so as not to interfere with ladder truck operations.

The building's exterior design treatment has evolved since initial design drawings were first presented to staff. The building's design reflects the use of a base, middle and top, a desirable architectural feature for buildings, particularly taller buildings. The top floors of each tower is stepped backed (setback) from the main building tower to create an articulated and interesting roof line. The building facade treatment consists of brick and precast panels accentuated by punched windows. The facade treatment also utilizes unified vertical glass bands, balconies and bays to accentuate the building's vertical planes to break up the horizontal massing.

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The project's amenities include an outdoor swimming pool and landscaped open space areas and interior facilities for a deli market, lap pool, exercise, party and game rooms in each building.

Access to the site will be provided by way of King Street and North Hampton Drive. In Phase I, a new driveway connection will be constructed along North Hampton Drive just south of the west tower that provides access to the underground parking garage, loading facilities, circular driveway drop-off and the plaza deck. The new driveway also connects to a proposed driveway entrance connection into the existing parking garage of the adjacent office building located 4401 Ford Avenue. This connection is intended to provide access to additional resident and visitor parking spaces that are to be provided as shared parking spaces within the office building parking garage.

There will be a temporary road connection from an existing driveway entrance located along King Street adjacent to the existing gas station through the Phase II site into level P-1 of the Phase I parking garage. When Phase II is constructed, the temporary driveway will be constructed to connect to the Phase I driveway providing access through the site from North Hampton Drive over to King Street. As with Phase I, the Phase II building will access the driveway to provide access to its parking garage, loading and circular drop-off facilities.

Zoning

Under the provisions of the CO zone, the Planning Commission and City Council approved a conceptual development plan for the entire Park Center development, with administrative approval of final site plans. The approved development concept plan became a contractual agreement between the City and the developer where then the agreements were recorded among the land records. The development plan is valid in perpetuity unless the permit is substantially changed or repealed. The approved development plan for Park Center permits 3,319,618 square feet of development at an overall floor area ratio of 2.33, with 1,321,000 sq. ft. designated for commercial use on 7.5815 acres and 1,998,665 for residential use over the remaining 25.12624 acres of land. The table below illustrates the development levels approved for the Park Center development:

	Original Approval	Built	Under Construction	Remaining Development
Residential Units	1,464	910	392	162
Office Sq. Ft.	1,998,665	1,213,023	471,945	313,697
Retail Sq. Ft.	1,227,617	694,582	86,020 *	473,276
Health Club Sq. Ft.	65,383	19,191	--	46,192
Restaurant Seats	46,088	40,568	--	--
	800	515		285

* current approved hotel not yet built.

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The table shows remaining development rights for an additional 162 residential units, but does not reflect the applicant's amendment request to convert remaining commercial floor area over to residential use. The amendment would convert approximately 274,069 square feet of commercial space over to residential use. To date, approximately 1,684,968 sq. ft. of residential floor area has been constructed with 313,697 sq. ft. of space remaining. There is an additional 519,468 sq. ft. of remaining commercial floor area as well.

PROJECT: NORTHAMPTON PLACE APARTMENTS SUMMARY OF PROPOSED DEVELOPMENT		
Property Address:	4380 & 4390 King Street	
Total Site Area:	1,424,729 square feet./32.70774 acres	
Project Site Area:	179,252 square feet/4.1151 acres	
Zone:	CO/Commercial mixed use	
Current Use:	Vacant	
Proposed Use:	High-rise apartments	
	<u>Permitted/Required</u>	<u>Proposed</u>
Floor Area	3,319,618 sq. ft. 833,165 sq. ft.*	587,766 sq. ft.
FAR	2.33 overall on 32.70774 acre site	3.28 for 4.1151 acre site
Density	130 du's (permitted by zone) 58.27 (estimate of original approval)	67.77
Yards	none	n/a
Height	150'	155'
Open Space	none	75,119 sq. ft. (41.9%)
Parking	357 (204-2BR units @1.75 sps/unit) <u>479 (368-1BR units @1.30 sps/unit)</u> 836 sub total <u>126 visitor spaces @ 15%</u> 962 Total Spaces	780 spaces in garage ** (-56 spaces) <u>100 visitor spaces in adjacent garage</u> 880 Total Spaces (deficit of 82 spaces)
* Remaining floor area available for development		
**Parking reduction requested		

STAFF ANALYSIS

Staff supports the applicant's request for a development special use permit amendment to construct two high-rise towers with underground structured parking at the Park Center site. This is the last remaining development parcel at Park Center. The applicant's proposal is one of the first applications to undergo a new conceptual development review process that involves working with staff to resolve major issues prior to the applicant's formal submission of an application. The proposed project has undergone a series of meetings between various city agencies and the applicant's development team to identify and resolve many of the issues which are typically discussed and evaluated in staff's analysis of the application. This staff analysis focuses on explaining and/or clarifying various issues that were identified, discussed and/or examined during the pre-submission evaluation process.

Project Design Treatment

On the initial presentation to staff, the applicant's plans for the proposed building elevations were considerably less articulated and detailed. Staff worked with the applicant on refining the design of the building to break up the building's vertical and horizontal massing, articulate the building's skyline by setting back the upper floors and provide a well-defined architectural treatment for the building base, middle and top. Over a period of several months a series of meetings between staff, the City's architectural consultant and the applicant's development team to identify, discuss and resolve various issues related to the building's design treatment and site functions. This process has resolved a number of issues and produced a significantly superior building design as well as improving facilities for fire protection and vehicular access at the project.

The only remaining design issue involves the manner in which the grade transition is treated for the area between the building platform base and the slopes at the corner of King Street and North Hampton Drive. As final plans continue to evolve and be refined, the design treatment of the grade's transition may need further attention in order to insure that a modest transition is maintained between the public sidewalk area up to the project building platform base. Even though the project has been designed with a modest transition, staff is concerned that as final plans are prepared, particularly related to the six-foot reservation to widen King Street, it may result in slightly steeper grading than what is currently being shown on the plans. If in the event that final grading results in slightly steeper grades at the corner of King Street and North Hampton Drive, staff is recommending that the applicant provide additional landscaped terraces to visually reduce and soften the appearance of the slopes.

Parking

The applicant is requesting a parking reduction to the number of required parking spaces pursuant to Section 7-700 of the zoning ordinance for providing moderate income housing. The proposed project requires a total of 836 parking spaces based on the unit type and number. In addition, another 10-15 percent is required for visitor parking (up to 126 spaces) for a total requirement of 962 parking spaces. The plan provides for a total of 780 parking spaces (including 35 tandem parking spaces) for a deficiency of 182 parking spaces. However, the applicant has also proposed providing access to at least 100 off-street parking spaces within an existing commercial office building parking garage on the adjacent site. This reduces the deficit to 82 parking spaces for the project.

Although the applicant is requesting a reduction based on a provision of the zoning ordinance for providing affordable housing units, staff finds that affordable housing units generate no less a demand than market rate units. Also, the applicant's parking analysis failed to include requirements for providing mandated 10-15 percent visitor parking spaces. However, staff supports the parking reduction because there is conveniently located off-street parking available in the adjacent office building. Staff has always supported the concept of shared parking facilities particularly where peak parking demands are off-set to each other. To insure that there is a sufficient supply of available parking spaces off-site, staff is recommending that the total number of parking spaces available for use by residents and visitors in the adjacent parking garage be increased from 100 parking spaces to a total of 182 spaces, the number that would be required if the parking was provided on-site.

Affordable Housing Plan

The applicant has proposed an affordable housing plan to provide a total of 22 moderate income housing units (11 units in each building). The units will be provided for households with median incomes not exceeding 60% of the Washington D.C. Metropolitan area median income, currently \$51,360. The income range eligible for Northampton Place Apartments is \$35,280 to \$51,360. Eleven units will be provided in each building, 3 efficiencies, 6 one-bedroom units and 2 two-bedroom units. The rents for the affordable units will range from \$880 to \$1,134, whereas comparable market units are projected to rent for between \$1,260 and \$2,340.

The applicant is utilizing Section 7-700 of the zoning ordinance which allows increases for density, height and a reductions in required off-street parking as an incentive for providing affordable housing units. This project is the first in staff's memory to utilize this provision to provide new affordable housing units; in this case, a 7' increase in height (to 157') is requested in order to allow construction of one additional floor on each building. While the project is also requesting a parking reduction under this provision, as noted earlier, the required parking will be provided in the adjoining office building.

This additional height allows the construction of one additional floor on each building, accommodating 18 additional units on each building, for a total of 36 units. Of these 36 units, 22 are proposed to be subsidized and provided as affordable units for a period of fifteen years in lieu

of a payment into the City's affordable housing trust fund. The City's Affordable Housing Trust Fund Advisory Committee voted to support the proposed affordable housing plan, noting that this approach should serve as a model for future development. More details about the affordable housing proposal are provided in the attached memo from the Director of Housing, Mildrilyn Davis, to the Affordable Housing Trust Fund Advisory Committee.

Emergency Vehicle Access

The Fire Marshall requires that emergency vehicle/ladder truck access be provided within 30' of at least three building faces at the project. The project provides emergency vehicle access to each tower from the plaza deck located between the two towers, at the south end of each tower adjacent the circular service driveway and along the frontages of King Street and North Hampton Drive. The plaza deck area--which is located over an underground parking structure--and areas located along the frontages of North Hampton Drive and King Street are proposed as open space features with plantings and trees. There is a Code Enforcement requirement that the plaza deck and the frontages along North Hampton Drive and King Street have to be built to "H-20" loading--a structural system specification necessary to accommodate the weight of fire fighting apparatus. However, there are also landscaping limitations in these areas for the location and height of scrubs and trees as they cannot interfere with the placement and operation of emergency vehicles.

The applicant has addressed these issues by designing the plaza deck to have unencumbered maneuvering space for emergency vehicles and by coordinating the placement and size of plant materials with fire fighting requirements. For areas along the public street frontages, the project has been designed with roll curbing along the street curb that will provides access to grass paved ramps which will visually appear as lawn areas, but allows emergency vehicle access within 30 feet of the building face. The proposed planting plan for this area has been coordinated with lower growing trees so as not to interfere with ladder truck access and operations.

Proposed King Street Widening

The Virginia Department of Transportation (VDOT) has developed plans to widen King Street from the existing driveway entrance located at the Exxon Service Station just east of this site extending westward to Dawes Avenue. The Department of Transportation and Environmental Services is recommending that the applicant provide for a six (6) foot reservation along the frontage of King Street to accommodate a potential future widening that may occur should VDOT select an alignment that requires land from properties located along the south side of King Street which includes the King Street frontage of this project. The developer's engineers have indicated that a six foot widening will not significantly impact the project, but staff believes it may result in slightly steeper grades along the King Street frontage of the project.

STAFF: Eileen P. Fogarty, Director, Department of Planning and Zoning;
Kimberley Johnson, Chief, Development;
Gregory Tate, Urban Planner.

CITY DEPARTMENT COMMENTS

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

Transportation & Environmental Services:

- 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 a site lighting plan.
- C-9 Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control.
- C-10 Provide a phased erosion and sediment control plan consistent with grading and construction.

Code Enforcement:

- C-1 Provide two Siamese connections for each building located to the satisfaction of the Director of Code Enforcement. Therefore a second siamese is required for the phase 2 building within 100 feet of a fire hydrant.
- C-2 Provide a fire hydrant within 100 feet of the free standing siamese at the north end of the phase 1 building.
- C-3 A separate tap is required for the building fire service connection.

- C-4 Applicant must provide Emergency Vehicle Easement on front and back side of building. Show that all dead end EVE's have sufficient space for vehicle turnaround. Please provide an exhibit showing this capability for the phase 1 plan and the courtyard area.
- C-5 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-6 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan.
- C-7 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement.
- C-8 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.
- C-9 The final site plans shall show all EVE's and the placement of fire easement signs. This shall include the curvilinear drives adjacent to Hampton Drive and King Street. See attached guidelines for sign details and placement requirements.
- C-10 A soils report must be submitted with the building permit application.
- C-11 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. Refer to the attached guidelines for calculation methodology.
- C-12 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 118.0.
- C-13 Show how the limits of the reinforced turf courtyard will be demarcated.
- C-14 A tree is shown in the EVE area shown on sheet L3.

- C-15 The west tower parking exceeds 400 spaces and as such requires 9 handicapped parking spaces.
- C-16 Required exits, parking, and facilities shall be accessible for persons with disabilities.
- C-17 The public parking garage floor must comply with USBC and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code. 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.
- C-18 Enclosed parking garages must be ventilated in accordance with USBC.
- C-19 This garage is required to have an automatic sprinkler system throughout the structure to be in compliance with USBC.
- C-20 The proposed building must comply with the requirements of HIGH-RISE building
- C-21 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.

Health Department:

- C-1 An Alexandria Health Department Permit is required for all regulated activities.
- C-2 Permit are non-transferable.
- C-3 Permits must be obtained prior to operation.
- C-4 Five sets of plan are to be submitted to and approved by this department prior to construction of any facility regulated by the Health Department.
- C-5 Plans for food facilities must comply with the Alexandria City Code, Title 11, Chapter 2, Food and Food Establishments. There is a \$135.00 fee for review of plans for food facilities.
- C-6 Pool plans must comply with Title 11, Chapter 11, Swimming Pools. Tourist establishment pools must have six (6) sets of plans submitted.
- C-7 Personal grooming facilities must comply with Title 11, Chapter 7, Personal Grooming Establishments.

- C-8 Tanning Salons must meet State Code Title 59.1, Chapter 24.1 Tanning Facilities.
- C-9 Massage Facility plans must comply with Title 11, Chapter 4.2, Massage Regulations. All massage therapists must possess a current massage therapist certification, issued by the Commonwealth of Virginia in accordance with the code of Virginia Chapter 599, 54.1-3029 and must possess an Alexandria Massage permit in accordance with the Alexandria City Code Title 11, Chapter 4.2 prior to engaging in any massage activity.
- C-10 Coin-operated dry cleaning facility plans must comply with Title 9, Chapter 4, Coin operated Dry Cleaning Establishments.
- C-11 Coin-operated laundry plans must comply with Title 9, Chapter 5, Coin Operated Laundries.
- C-12 Hotels/Motels must comply with State Code 35.1, Hotels, Restaurant, Summer Camps, and Campgrounds.
- C-13 Marina plans must comply with the provisions of Section 32.1-246 of the Code of Virginia. Information to be included in the plans submittal is to be as required by the Code of Virginia.
- C-14 Provide a menu or list of foods to be handled at this facility to the Health Department prior to opening.
- C-15 Food must be protected to the point of service at any outdoor dining facility.

Police Department:

The following conditions are not being recommended by Planning Staff as these conditions were already required under previous special use permit approvals which are being carried forward with this approval.

- R-1 Lighting in common areas to be two candled power maintained.
- R-2 Lighting should not be placed near trees.
- R-3 Plants along walkways should be no higher than three feet maintained.
- R-4 All trees should be trimmed to six feet from the base.
- R-5 All garages should be painted white.
- R-6 Phones should be placed in garages for emergency purposes.

Historic Alexandria (Archaeology):

- F-1 This property is situated on a terrace beside a small stream which is part of the Four Mile Run drainage system. Native Americans often settled in this type of environment. The property therefore has the potential to yield archaeological resources which could provide insight into Alexandria's prehistory.
- C-1 The applicant must either present evidence of extensive ground disturbance or prepare a series of Ground Impact Maps to Alexandria Archaeology so that a decision regarding necessary archaeological work can be made. The Ground Impact Maps provide information both on the extent of the impact that the current construction project will have on the soil levels which could contain significant archaeological resources. For this purpose, it is necessary to examine historical maps, aerial photographs, and the current construction plans. The Ground Impact Map series includes the following:
1. A site plan map showing footprints of all proposed structures and all existing and proposed underground utility lines; the depth of ground penetration for each of these must be given in feet above sea level.
 2. A site plan map of ground surface contours to the same scale as the map above, showing the existing elevations and the proposed final elevations in feet above sea level.
 3. An overlay map at the same scale as the above maps, showing historical contours with elevations in feet above sea level, as well as all structures and other features (wells, cisterns, walkways, fence lines, roads, driveways, creeks, etc.) previously located on the property, as indicated on historical maps and aerial photographs.
 4. A profile or cross-section through the property, which indicates the existing contours, the historical contours and the maximum depth of impact of the proposed development activities.
- C-2 If deemed necessary by Alexandria Archaeology after a review of the Ground Impact Maps, the applicant shall hire an archaeological consultant to conduct an Archaeological Evaluation, and prepare a Resource Management Plan, as outlined in the City of Alexandria Archeological Standards.
- C-3 All archeological preservation must be completed prior to ground-disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance). To confirm, call Alexandria Archaeology at (703)838-4399.

- C-4 The above statement (in C-3) must appear in the General Notes of the Preliminary and Final Site Plan. Additional statements to be included on the Final Site Plan will be determined in consultation with Alexandria Archaeology.

Parks & Recreation (Arborist):

- F-1 No comments.

Virginia American Water Company:

1. Water service is available for domestic use and fire protection. Hydraulic calculations will be completed to verify main sizes upon final submittal of the site plan. Profiles will be required for hydraulic calculations.
2. Maintain a 10' horizontal separation between water and sewer mains.
3. Provide a 10' water line easement for mains and hydrants out of the public right-of-way.
4. Call out the proposed 2" blow off to the main extension to the east tower on the plans.
5. The proposed fire hydrants lateral on King Street is no longer than 50' and must have another gate valve at the hydrants. Same for the proposed fire hydrant to the west tower, add a gate valve at the fire hydrant.
6. Add a gate valve at the tee for the fire hydrant to the east tower.
7. There are 2 existing services on North Hampton Drive, One is an 8" with a existing fire hydrant on it that can be used for both the 8" fire service to the west tower and the proposed fire hydrant. The other is a 6" that can be used for the domestic service to the west tower.
8. Add the following notes to the plan:
 - All water facility construction shall conform to Virginia American Water Company Standards and Specifications.
 - Contact Virginia-American Water Company at 703-549-7080 to coordinate construction and inspection of water facilities.

APPENDIX - PREVIOUSLY APPROVED CONDITIONS

The following conditions 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 or 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.

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- 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)
 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)

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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)

[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)

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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)

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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 Conditions Are Being Deleted because they have already been met.

1. **CONDITION DELETED BY STAFF:** ~~This entire complex be equipped with automatic sprinkler systems. (Fire Dept.) (SUP #1640)~~
2. **CONDITION DELETED BY STAFF:** ~~Provide for completed loop for water mains. (Fire Dept.) (SUP #1640)~~
3. **CONDITION DELETED BY STAFF:** ~~Condition deleted (covered under #11). (SUP #1640)~~
5. **CONDITION DELETED BY STAFF:** ~~Comply with all agreements and bonds for previous site plan on this site. (T&ES) (SUP #1640)~~
6. **CONDITION DELETED BY STAFF:** ~~Correct slide area before getting any permits for new construction under this S.U.P. (T&ES) (SUP #1640)~~
7. **CONDITION DELETED BY STAFF:** ~~Provide traffic lights on North Hampton Drive south of King Street at Ford Avenue and at entrance to office building #5. (T&ES) (SUP #1640)~~
8. **CONDITION DELETED BY STAFF:** ~~Complete storm and sanitary sewers along relocated North Hampton Drive in accordance with the letter from J. Howard Middleton of 5/12/83. (T&ES) (SUP #1640)~~
9. **CONDITION DELETED BY STAFF:** ~~Complete portions of relocated N. Hampton Drive necessary to service buildings before application for C of O for each building. (T&ES) (SUP #1640)~~
11. **CONDITION DELETED BY STAFF:** ~~Obtain driveway easement from Barber Exxon over existing driveway (vacated Hampton Drive). (T&ES) (SUP #1640)~~
12. **CONDITION DELETED BY STAFF:** ~~Denote existing storm sewer outfall at corner of King and Old Hampton Show how it is extended to storm sewer in Hampton. (T&ES) (SUP #1640)~~
13. **CONDITION DELETED BY STAFF:** ~~Believe depression south of Ford Avenue at 150 will be unstable. Soils engineer to comment. (T&ES) (SUP #1640)~~
14. **CONDITION DELETED BY STAFF:** ~~Denote Ford Avenue to have public surface easement. (T&ES) (SUP #1640)~~

15. **CONDITION DELETED BY STAFF:** ~~Depression in front of southerly most residential high rise serves no purpose - only makes drainage more difficult. Area would be better used for visitor parking spaces. (T&ES) (SUP #1640)~~
16. **CONDITION DELETED BY STAFF:** ~~Provide visitor parking for 2 new high rises off Park Center Drive. (T&ES) (SUP #1640)~~
17. **CONDITION DELETED BY STAFF:** ~~Blind connect catch-basin on Hampton near King to 84" RCP - do not go upstream to existing structure. (T&ES) (SUP #1640)~~
18. **CONDITION DELETED BY STAFF:** ~~Storm sewer (72"/84"), parallel sanitary, and off-site sanitary to be constructed in accordance with J. Howard Middleton letter of 5/12/83. (T&ES) (SUP #1640)~~
19. **CONDITION DELETED BY STAFF:** ~~All on-site lighting for parking and walk areas must be a minimum 1 foot candle average illumination. (T&ES) (SUP #1640)~~
20. **CONDITION DELETED BY STAFF:** ~~Show street landscaping. (T&ES) (SUP #1640)~~
21. **CONDITION DELETED BY STAFF:** ~~Show landscaping to west of relocated Hampton (existing and proposed). (T&ES) (SUP #1640)~~
22. **CONDITION DELETED BY STAFF:** ~~Provide additional landscaping to approximate original plan. (Recreation, Parks and Cultural Activities). (SUP #1640)~~
23. **CONDITION DELETED BY STAFF:** ~~Provide a detailed landscape plan to satisfaction of Planning and Community Development and City Arborist prior to final site plan approval. (P&Z) (SUP #1640)~~
24. **CONDITION DELETED BY STAFF:** ~~That the developer work with staff to provide suitable landscaping between development stages if construction is to be deferred for more than a year. (P&Z) (SUP #1640)~~
25. **CONDITION DELETED BY STAFF:** ~~That the required 10% visitor parking for new residential development be reflected on the plan. (P&Z) (SUP #1640)~~
26. **CONDITION DELETED BY STAFF:** ~~Residential parking to be provided at or above code requirement (1984), irrespective of any subsequent reduction allowed or granted for commercial uses. (P&Z) (SUP #1640)~~
27. **CONDITION DELETED BY STAFF:** ~~Provide clear headroom to entrance and inside garages for vans. (P&Z) (SUP #1640)~~

28. **CONDITION DELETED BY STAFF:** ~~Condition deleted. (SUP #1640)~~
29. **CONDITION DELETED BY STAFF:** ~~Condition deleted. (SUP #1640)~~
30. **CONDITION DELETED BY STAFF:** ~~Condition deleted. (SUP #1640)~~
31. **CONDITION DELETED BY STAFF:** ~~Condition deleted. (SUP #1640)~~
32. **CONDITION DELETED BY STAFF:** ~~Pin oaks are a constant maintenance problem; change to red oaks or willow oaks. (City Arborist) (SUP#1640-A)~~
33. **CONDITION DELETED BY STAFF:** ~~Submit final as-built site plans for developed portions of the site, with zoning computations, prior to release of any final site plan for phase III apartments. (P&Z) (SUP#95-0013)~~
34. **CONDITION DELETED BY STAFF:** ~~Submit an amended special use permit contract for review by the City Attorney within one hundred twenty (120) days of approval of this special use permit amendment. Contract shall be recorded among the City Land Records. (P&Z) (SUP#95-0013)~~
36. **CONDITION DELETED BY STAFF:** ~~Submit a construction phasing plan for the phase III apartments for approval by the Directors of T&ES and P&Z prior to the release of any final site plan for the phase III apartments. (P&Z) (SUP#95-0013)~~
38. **CONDITION DELETED BY STAFF:** ~~Provide a separate sheet showing detailed and complete zoning tabulations for the entire project, with amendments and revision dates, prior to the release of the first final site plan for the phase III apartments. (P&Z) (SUP#95-0013)~~
39. **CONDITION DELETED BY STAFF:** ~~Provide computations on crown coverage for phase III apartments, including the parking deck on the final site plan(s). Crown coverage shall be calculated using the Department of Recreation, Parks and Cultural Activities computations for landscape materials located in planter boxes. (P&Z) (SUP#95-0013)~~
42. **CONDITION DELETED BY STAFF:** ~~Provide a detailed plan of the pool house and plaza deck areas in conjunction with the first final site plan for the phase III apartments to the satisfaction of the Directors of P&Z and RP&CA. (P&Z) (SUP#95-0013)~~
43. **CONDITION DELETED BY STAFF:** ~~Provide additional open space amenities within Park Center, i.e. par exercise course, walking trails, or other outdoor recreational facilities; to the satisfaction of the Directors of P&Z and RP&CA. (P&Z) (PC) (SUP#95-0013)~~

44. ~~**CONDITION DELETED BY STAFF:** Provide a plan showing landscaping, seating, walkways and lighting in open areas along North Hampton Drive to the satisfaction of the Directors of P&Z and RP&CA. (P&Z) (SUP#95-0013)~~
45. ~~**CONDITION DELETED BY STAFF:** Provide litter receptacles near entrances, seating and plaza deck areas to the satisfaction of the Director of P&Z. (P&Z) (SUP#95-0013)~~
46. ~~**CONDITION DELETED BY STAFF:** Provide screening covers for garage exhaust vents on the plaza deck to the satisfaction of the Director of P&Z. (P&Z) (SUP#95-0013)~~
47. ~~**CONDITION DELETED BY STAFF:** Provide a permanent pedestrian trail connecting phase III apartments to the preservation area of Stonegate Parcel B. (P&Z) (SUP#95-0013)~~
48. ~~**CONDITION DELETED BY STAFF:** Provide building facade treatment and materials consistent with depicted building elevations or to the satisfaction of the Director of P&Z. (P&Z) (SUP#95-0013)~~
49. ~~**CONDITION DELETED BY STAFF:** Provide the following with the final site development plan:
 - a) ~~building elevation plans with maximum heights and average finished grade measurements~~
 - b) ~~plan layout of garage levels, first floor, typical floor and roof top. (P&Z) (SUP#95-0013)~~~~
50. ~~**CONDITION DELETED BY STAFF:** The total number of residential units for the phase III apartments shall not exceed 554 units. (P&Z) (SUP#95-0013)~~
52. ~~**CONDITION DELETED BY STAFF:** Provide a variety of plantings in the pedestrian areas that are thin enough and low enough to allow adequate visibility to the satisfaction of the City Landscape Architect and the Chief of Police. (Police) (SUP#95-0013)~~
53. ~~**CONDITION DELETED BY STAFF:** Surface and garage parking area to have minimum maintained lighting of 2 foot candles or levels satisfactory to the Chief of Police and the Director of T&ES. (Police) (P&Z) (SUP#95-0013)~~
54. ~~**CONDITION DELETED BY STAFF:** Walkways to have minimum maintained lighting of 2 foot candles or a level satisfactory to the Chief of Police and the Director of T&ES. (Police) (P&Z) (SUP#95-0013)~~

55. **CONDITION DELETED BY STAFF:** ~~Garage walls and ceilings shall be treated to the satisfaction of the Chief of Police and the Director of T&ES. (Police) (P&Z) (PC) (SUP#95-0013)~~
56. **CONDITION DELETED BY STAFF:** ~~Emergency buttons shall be installed in the garage areas. (Police) (SUP#95-0013)~~
58. **CONDITION DELETED BY STAFF:** ~~Show the limit of the existing detention pond and the dam, with elevation of the 100-year flood. (T&ES) (SUP#95-0013)~~
59. **CONDITION DELETED BY STAFF:** ~~The applicant shall construct remaining north bound lanes of North Hampton Drive to the satisfaction of the Director of T&ES. Coordinate with the Stonegate developer for matching grades, curb, islands, etc. North Hampton Drive shall be complete, except for the final wearing course, and in service prior to receipt of the first final certificate of occupancy permit for occupancy. (T&ES) (PC) (SUP#95-0013)~~
60. **CONDITION DELETED BY STAFF:** ~~Provide sidewalk along the east side of Hampton Drive between King Street and Ford Avenue or to the satisfaction of the Director of T&ES. (T&ES) (PC) (SUP#95-0013)~~

[NOTE: Conditions #62-107 apply to SUP#96-0008 only:]

62. **CONDITION DELETED BY STAFF:** ~~Show locations of refuse compactors within the parking garages on the final site plan. (P&Z) (SUP#96-0008)~~
63. **CONDITION DELETED BY STAFF:** ~~The applicant shall provide pedestrian access from the apartment buildings to the sidewalk along North Hampton Drive to the satisfaction of the Director of P&Z. (P&Z) (PC) (SUP#96-0008)~~
64. **CONDITION DELETED BY STAFF:** ~~Modify the architectural facades of buildings facing North Hampton Drive to create the effect of a front elevation. (P&Z) (PC) (SUP#96-0008)~~
65. **CONDITION DELETED BY STAFF:** ~~The applicant shall submit a final detailed plan showing the location and design of the pedestrian path connecting phase III apartments to the trail on Stonegate parcel "B" to the satisfaction of the Director of P&Z. (P&Z) (SUP#96-0008)~~
66. **CONDITION DELETED BY STAFF:** ~~The applicant shall revise the plans of the plaza areas to define pedestrian paths through the plaza areas by providing a combination of raised or flush landscaped areas and landscape planters with alcoves to accommodate seating and trash receptacles to the satisfaction of the Director of P&Z. (P&Z) (SUP#96-0008)~~

67. **CONDITION DELETED BY STAFF:** ~~The two proposed project signs shall be of monument design with the material and location to be to the satisfaction of the Director of P&Z. (P&Z) (SUP#96-0008)~~
69. **CONDITION DELETED BY STAFF:** ~~Discuss specifications for all Best Management Practices with the City Engineer before finalizing the stormwater management plan. (T&ES) (SUP#96-0008)~~
70. **CONDITION DELETED BY STAFF:** ~~Discuss specifications and details with the plan approving authority before finalizing the erosion and sediment control plan. Note, however, that additional erosion and sediment control measures may be required by the City when deemed necessary to comply with the City's erosion and sediment control ordinance as a result of field conditions or construction activity. (T&ES) (SUP#96-0008)~~
71. **CONDITION DELETED BY STAFF:** ~~A stormwater management plan addressing the quantity of stormwater runoff and meeting the requirements of article 13-117 of the zoning code, unless exempted by the provisions therein, must be developed. The article requires that the post-development runoff from the site not exceed the pre-development runoff based on the 2-year and 10-year storm intensity curves, as depicted in the City Standards, with consideration given to the overflow of larger storms regarding safety and property damage. In addition to the above, the rate of runoff for sites within the Four Mile Run watershed cannot exceed pre-development runoff based on the 100-year storm. (T&ES) (SUP#96-0008)~~
72. **CONDITION DELETED BY STAFF:** ~~However, if stormwater detention for this site was provided in conjunction with prior development or the existing pond, provide information and computations to substantiate this. (T&ES) (SUP#96-0008)~~
74. **CONDITION DELETED BY STAFF:** ~~Delineate the stream/wetland and the Resource Protection Area. Also, provide a copy of the previously approved plan and/or information for this area so that a determination can be made regarding the "grand fathering" of the project under the Chesapeake Bay Preservation Ordinance, 13-122(A). (T&ES) (SUP#96-0008)~~
75. **CONDITION DELETED BY STAFF:** ~~Indicate type of fixture, i.e. Cobra head, Colonial, and so forth. (T&ES) (SUP#96-0008)~~
76. **CONDITION DELETED BY STAFF:** ~~Provide manufacturer's specifications for fixtures. (T&ES) (SUP#96-0008)~~
77. **CONDITION DELETED BY STAFF:** ~~Show mounting height and strength of fixture in lumens. (T&ES) (SUP#96-0008)~~

78. ~~**CONDITION DELETED BY STAFF:** Show all existing and proposed street lights and site lights. (T&ES) (SUP#96-0008)~~
79. ~~**CONDITION DELETED BY STAFF:** Provide lighting calculations to verify that lighting plan meets City standards. (T&ES) (SUP#96-0008)~~
80. ~~**CONDITION DELETED BY STAFF:** Show Bench Mark locations, elevations on USC&GS datum, and descriptions on the plan. (T&ES) (SUP#96-0008)~~
81. ~~**CONDITION DELETED BY STAFF:** Provide a utility plan showing existing and proposed utilities or show on the site/development plan. (T&ES) (SUP#96-0008)~~
82. ~~**CONDITION DELETED BY STAFF:** Show all existing and proposed easements, both public and private. (T&ES) (SUP#96-0008)~~
84. ~~**CONDITION DELETED BY STAFF:** Show proof of an agreement with the adjacent property owner that the northerly entrance to the parking directly adjacent to Ford Avenue may be closed. (T&ES) (SUP#96-0008)~~
85. ~~**CONDITION DELETED BY STAFF:** Identify surface parking, size and number of spaces, on the plan. (T&ES) (SUP#96-0008)~~
86. ~~**CONDITION DELETED BY STAFF:** Condition deleted. (PC) (SUP#96-0008)~~
87. ~~**CONDITION DELETED BY STAFF:** Condition deleted. (PC) (SUP#96-0008)~~
88. ~~**CONDITION DELETED BY STAFF:** Provide 5-foot sidewalks when directly adjacent to curb. (T&ES) (SUP#96-0008)~~
89. ~~**CONDITION DELETED BY STAFF:** Show proposed entrances as City standard entrances (CSES-1A). (T&ES) (SUP#96-0008)~~
90. ~~**CONDITION DELETED BY STAFF:** All emergency vehicle easements must be designed and constructed in accordance with City standards (CSAP-1A). Provide a detail of the pavement structure. (T&ES) (SUP#96-0008)~~
91. ~~**CONDITION DELETED BY STAFF:** Show length of turning lanes. (T&ES) (SUP#96-0008)~~
92. ~~**CONDITION DELETED BY STAFF:** Install City standard handicap parking and emergency vehicle easement signs where appropriate. (T&ES) (SUP#96-0008)~~

93. **CONDITION DELETED BY STAFF:** ~~Add street names to the unnamed streets as appropriate. (T&ES) (PC) (SUP#96-0008)~~
94. **CONDITION DELETED BY STAFF:** ~~Show spot elevations and proposed grading (contours) sufficient to determine drainage patterns, wall heights (top and bottom), and gutter flow around returns and elsewhere consistent with standard engineering practice. (T&ES) (SUP#96-0008)~~
95. **CONDITION DELETED BY STAFF:** ~~Show all internal streets as being private and having emergency vehicle easements a minimum of 22 feet in width. (T&ES) (SUP#96-0008)~~
96. **CONDITION DELETED BY STAFF:** ~~All private streets and alleys must be designed and constructed in accordance with the City's minimum standards for same as specified in the City Design and Construction Standards. Note or identify each street with the appropriate standard (typical section). (T&ES) (SUP#96-0008)~~
97. **CONDITION DELETED BY STAFF:** ~~Provide a note or narrative describing how solid waste and recyclable materials will be collected. If dumpsters are to be used, show their location and a detail of the dumpster enclosure. (T&ES) (SUP#96-0008)~~
98. **CONDITION DELETED BY STAFF:** ~~Provide plan and profiles of the storm and sanitary sewers and show size, type, and class of pipe for each pipe. The minimum class for sewers within the public right-of-way or public easement is as follows:

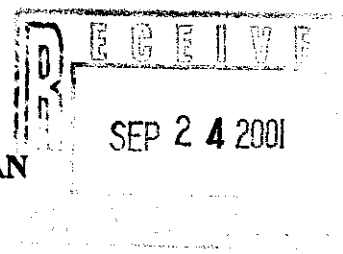
Sanitary Sewer: ASTM C-76 CL.IV RCCP (18-inch and larger), PVC SDR-35, or approved equal.
Storm Sewer: ASTM C-76 CL.IV RCCP or approved equal. (T&ES) (SUP#96-0008)~~
99. **CONDITION DELETED BY STAFF:** ~~Connect the pool drain to the storm sewer and show its location. (T&ES) (SUP#96-0008)~~
100. **CONDITION DELETED BY STAFF:** ~~Show the sanitary sewer laterals, size grade, and type pipe. (T&ES) (SUP#96-0008)~~
101. **CONDITION DELETED BY STAFF:** ~~All existing storm and sanitary sewers through this site are to remain functional during and after construction unless otherwise provided for. Identify any existing sewers which are to be abandoned. (T&ES) (SUP#96-0008)~~
102. **CONDITION DELETED BY STAFF:** ~~Provide drainage computations and divides including off-site drainage and un-detained runoff. (T&ES) (SUP#96-0008)~~
103. **CONDITION DELETED BY STAFF:** ~~Show proposed storm sewer as private. (T&ES) (SUP#96-0008)~~

DSUP #2001-0014
NORTHAMPTON PLACE APARTMENTS

104. ~~**CONDITION DELETED BY STAFF;** Address markers to be placed on the front and back of each building. (Police) (SUP#96-0008)~~
106. ~~**CONDITION DELETED BY STAFF;** Provide landscape plan with planting details of area around swimming pool and other common areas. (RP&CA) (SUP#96-0008)~~
107. ~~**CONDITION DELETED BY STAFF;** Illustrate all pedestrian circulation pathways throughout the site. (RP&CA) (SUP#96-0008)~~

Attachments are not included, but are available at
the Department of Planning and Zoning.

GT



AMENDED APPLICATION for DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN DSUP # 2001-0014

PROJECT NAME: Northampton Place Apartments
PROPERTY LOCATION: Park Center Development; Corner of Northampton Drive and King Street
TAX MAP REFERENCE: 11.02-01-07, Part of 11.02-01-08 ZONE: CO Planned Residential / Commercial Development; Presently Zoned CRMU-H

APPLICANT Name: Park Center Office Building III, L.L.C. and Stone Tract Associates, L.P.
Address: Attn: Erkiletian Real Estate Services, 4401 Ford Avenue - Suite 400 Alexandria, Virginia 22302

PROPERTY OWNER: Name: Same as Applicant
Address: Same as Applicant

SUMMARY OF PROPOSAL: To develop a residential community consisting of five hundred seventy two multi-family rental or condominium dwelling units in two buildings with amenities, within Park Center.

MODIFICATIONS REQUESTED: Setbacks to center line of King Street and Northampton Drive

- SUP's REQUESTED: (1) Special Use Permit amendment to Park Center CO Development, Special Use Permit #2000-0015 pursuant to § 12-600 of the zoning ordinance.
(2) Special Use Permit for increase in density and height and reduction in off-street parking for provision of residential moderate income housing pursuant to § 7-700 of the Zoning Ordinance.
(3) Special Use Permit for reduction of required off-street parking and tandem parking.

In addition, subdivision approval is requested.

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of the Zoning Ordinance 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 X1, 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 his knowledge and belief.

J. Howard Middleton
Print Name of Applicant or Agent

Signature

Reed Smith Hazel & Thomas, L.L.P.
3110 Fairview Park Drive-Ste. 1400
Mailing/Street Address

(703)641-4225 (703) 641-4340
Telephone # Fax #

Falls Church, Virginia 22042
City and State Zip Code

September 21, 2001
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: Received Plans for Completeness:
Fee Paid & Date: Received Plans for Preliminary:
ACTION - PLANNING COMMISSION

ACTION - CITY COUNCIL:

28 31 38

NORTHAMPTON PLACE APTS.

REVISED 9-24-01

2001-0014
~~0014~~

Development Special Use Permit with Site Plan (DSUP) #2000-0015

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 Contract Purchaser

Lessee 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.

Park Center Office Building III, L.L.C. Stone Tract Associates, L.P.

Myron P. Erkiletian: 71.9%

Myron P. Erkiletian: 29%

Stone Tract Associates, L.C., General Partner:45%

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

Yes. Provide proof of current City business license.

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

NARRATIVE DESCRIPTION

2. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 4-7.

(Attach additional sheets if necessary)

Park Center is a mixed use development on King Street, west of I-395. The original development plan was approved in 1984 as a CO Planned Residential/Commercial Development. The overall plan, consisting of approximately forty (40) acres of land, was approved for offices, residential, retail, restaurants, a health and sport club, along with ancillary uses.

Since 1984, as development proceeded, the plan was amended several times. The purpose of this application is to amend the plan to complete full development of Park Center. The remaining vacant parcel of land consists of approximately 4.1 acres on the corner of King Street and Northampton Drive. Presently the approved plan provides for office development at this site. This application requests an amendment to substitute residential use for the office use at this location. Existing development on the site includes approximately 700,000 sq. ft. of office, approximately 40,000 sq. ft. of health and sports club, approximately 87,000 sq. ft. in a hotel planned along King Street, an existing restaurant and retail space within the first floor of office buildings and 1302 residential dwelling units. The proposed amendment would authorize construction of 572 residential rental or condominium dwelling units within two buildings at the corner of King Street and Northampton Drive.

Moderate Income Housing: A key feature of this proposal for the Park Center community is to provide additional moderate income housing within the city. Section 7-700 of the Alexandria Zoning Ordinance permits increases in density and height and reductions in off-street parking as incentives for providing low to moderate income housing. This application proposes to utilize this section of the Alexandria Zoning Ordinance in order to make available additional moderate income housing within the city. Our plan provides for a total of twenty-two (22) affordable dwelling units pursuant to this section of the Ordinance, eleven (11) dwelling units within each building. These dwelling units would be reserved for persons with incomes of 60% or less of the median income for the statistical area, and would be available for rental not exceeding 30% of these maximum income levels.

In return for providing additional affordable dwelling units in accordance with section 7-700 of the Alexandria Zoning Ordinance, the applicant proposes two buildings which exceed the 150 ft. height limit by 8 ft., rising to a height of 158 ft. The additional height will enable us to include up to 18 additional dwelling units for each building over and above that which was originally planned for this residential development. In addition, the applicant is requesting a reduction of off-street parking as allowed by this ordinance. The number of off-street parking spaces required for all 572 dwelling units including the 22 affordable units is 836. The parking provided in the on-site underground structure is 745 regular spaces plus 35 tandem spaces for a total of 780 parking spaces. The applicant is, therefore, requesting a reduction of 56 spaces if the tandem spaces are taken into account and 91 spaces if the tandem spaces are excluded. The applicant is, however, proposing up to an additional 100 spaces in the office parking structure for visitor parking for a total of 880 spaces, including tandem and off-site parking. Furthermore, additional parking spaces will be made available in the office parking structure for occupants of the apartments and their visitors on weekends and holidays.

Conclusion: The construction of these proposed residential buildings will complete

4
26 40 41

the development of Park Center, retaining the mixed use character envisioned when first approved in 1984. Furthermore, by providing additional moderate income dwelling units over and above that which was expected by the original plan, the applicant is adjusting not only to the market needs for residential dwelling units in this area of Alexandria, but to the growing need for affordable dwellings perceived by city officials. In addition, the unique design of the buildings, which is more innovative than most high-rise residential buildings, also contributes to the better design now envisioned by the Department of Planning and Zoning. We therefore request approval of this application to effectuate these goals.

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Development Special Use Permit with Site Plan (DSUP) #2000-0015

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

572 Residential Dwelling Units; approximately 850-900 residents

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

Daytime: **Approximately seven (7) staff employees**

Nighttime: **One (1) Desk Clerk**

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

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

Residential Project: twenty-four hours a day, seven days a week.

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

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

Air Conditioning/Heating Condenser Units located on rooftop; no noise emanates from mechanical equipment.

B. How will the noise from patrons be controlled?

N/A

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

N/A

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Development Special Use Permit with Site Plan (DSUP) #~~2000-0015~~

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

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

Normal residential trash and garbage.

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

Trash and garbage will be compacted internal to the buildings.

C. How often will trash be collected?

A private collector will collect trash and garbage six days per week.

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

Maintenance service under contract will police the property seven days a week, both indoors and outdoors.

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:

Cleaning compounds used and disposed in the normal course of operations.

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Development Special Use Permit with Site Plan (DSUP) #2000-0015

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

Each building will have a 24-hour controlled access at all perimeter entrances. A security gate will be placed on the parking garage. Remote cameras will be placed in garages and at entrances to the garage.

ALCOHOL SALES

12. Will the proposed use include the sale of beer, wine, or mixed drinks?

[X] 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.

Retail space, with up to 2500 sq. ft. of floor area for both buildings.

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?

836 parking spaces required.

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

745 spaces, 35 tandem spaces and, in addition, access to 100 spaces for visitor parking in the existing office garage.

Standard spaces: 264

Compact spaces: 465

Tandem: 35

Handicapped accessible spaces: 16

Off-site visitor parking: up to 100

8/30/44/45

2001-0014

Development Special Use Permit with Site Plan (DSUP) #~~2000-0015~~

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

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

Pursuant to section 8-200 (C) of the zoning ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. Access to the parking spaces in the office structure is within the 500-ft. limit.

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?

N/A

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

Two (2) extra large spaces.

C. Where are off-street loading facilities located

Inside buildings at service entry.

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

Daylight Hours

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

Loading/unloading operations are primarily residents moving in and out of the multi-family development. This will occur on an average of up to one per day. A service entrance and loading dock for each building is provided for residents moving in and out of the building and for trash removal.

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

Street access is adequate from Northampton Drive and King Street.

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Special Use Permit #~~2000-0015~~

PARKING REDUCTION SUPPLEMENTAL APPLICATION

Supplemental information to be completed by applicants requesting special use permit approval of a reduction in the required parking pursuant to Section 8-100(A)(4) or (5).

1. Describe the requested parking reduction.. (e.g. number of spaces, stacked parking, size, off-site location)

The Northampton Place Apartments will consist of 572 dwelling units, 286 units in each of 2 buildings. The total number of dwelling units includes 22 affordable dwelling units. The number of off-street parking spaces required by the Zoning Ordinance is 836. The applicant proposes to construct in an underground structure a total of 780 off-street parking spaces, including 745 regular spaces and 35 tandem spaces. The type of spaces to be provided are: 264 standard spaces; 465 compact spaces; 35 tandem spaces; and 16 handicapped spaces.

In addition, the applicant is providing up to 100 off-street parking spaces within the office parking structure presently in existence. The office structure entrance is within 100 ft. of the Northampton Place Apartments. Therefore, including the 100 parking spaces off site, the applicant is providing a total of 880 off-street parking spaces. Additional parking spaces will be made available in the office structure for occupants of the apartments and their visitors on weekends and holidays.

2. Provide a statement of justification for the proposed parking reduction.

The applicant is requesting the off-street parking reduction pursuant to Section 7-700 of the Zoning Ordinance which allows for reduction of off-street parking in return for the provision of on-site low to moderate income housing. The applicant is proposing to provide 22 moderate income dwelling units, 11 in each building. The applicant submits that with the mix of units in the building, the full required off-street parking will not be necessary. However, having said that, the applicant is providing a total of 880 parking spaces including the off-site spaces within an existing office parking structure. Thus, including the tandem spaces and off-site spaces, the applicant is providing 44 off-street parking spaces over and above that which is required by the Zoning Ordinance.

3. Why is it not feasible to provide the required parking?

The on-site parking is entirely underground, and it is difficult to construct a parking structure large enough to provide more than the number of parking spaces proposed.

4. Will the proposed reduction reduce the number of available parking spaces below the number of existing parking spaces? Yes. No.

32 46 47

5. If the requested reduction is for more than five parking spaces, the applicant must submit a Parking Management Plan which identifies the location and number of parking spaces both on-site and off-site, the availability of on-street parking, any proposed methods of mitigating negative affects of the parking reduction.

The parking spaces are identified within the site plan documentation submitted.

6. The applicant must also demonstrate that the reduction in parking will not have a negative impact on the surrounding neighborhood.

The applicant submits that with the combined total of 880 parking spaces, both on- and off-site, there will be more than sufficient off-street parking both on-site and off-site within the office parking structure to accommodate all tenants and visitors to the Northampton Place Apartments. There will be no need for on-street parking, and therefore, the existing community will not be affected.

Park Center
Northampton Place Apartments
DSUP No. 2001-0014

Affordable Housing Plan

Summary: A significant aspect of the proposal to construct the Northampton Place Apartments within Park Center is the provision of moderate income housing. The plan consists of 572 dwelling units, 286 dwelling units in each of 2 buildings. Each building will include 11 affordable dwelling units, for a total of 22 affordable dwelling units for the Northampton Place Apartments. In accordance with Section 7-700 of the Alexandria Zoning Ordinance, the applicant is requesting allowance for an increase in density, height and a reduction in required off-street parking as incentive for the provision of affordable housing.

The allowances requested are: (a) additional 8 ft. in height, for buildings rising to 158 feet; (b) an additional 36 dwelling units over that which were originally proposed; and (c) a reduction in required off-street parking as described in the Parking Reduction Supplemental Application.

The financial contribution to permit affordable dwelling units at Northampton Place would consist of a) the \$.50 per sq. ft. of floor area contribution offered by the applicant; and b) developer's savings in construction costs resulting from the reduction of required off-street underground parking.

The duration of the commitment for affordable dwelling units within Northampton Place Apartments is for a 15-year period. In order to reach the 15-year period commitment, the applicant is requesting the City to contribute additional funds from the City of Alexandria Housing Trust Fund for this proposal.

34 48 49

Affordable Housing Plan Data

Income Range: Income not to exceed 60% of the median income (\$85,600) or \$51,360. Income range eligible for Northampton Place Apartments is \$35,280 to \$51,360.

Rents: Efficiency: \$882 per month: income eligibility \$35,280
1 BR Unit: \$942 per month: income eligibility \$37,680
2 BR Unit: \$1,134 per month: income eligibility \$45,360

No. and Types of Units Efficiency Units, 3 in each building.
1 BR Units, 6 in each building.
2 BR Units, 2 in each building.

Location of Units: Scattered throughout building; typical location will be random.

Financing: - Applicant contribution \$.50 per sq. ft. of floor area
- Applicant construction costs saved by reduction in underground structured off-street parking requirement.
- Contribution from City of Alexandria Housing Trust Fund of \$15-20,000 per year over the period of 15 years to accommodate reduction in rental/utility costs. (A chart showing this financial analysis for the first building to be constructed is attached as an Exhibit.)

Phasing: Eleven affordable dwelling units each building phase; first phase scheduled for completion 2003 as currently projected. Second phase is to be determined in accordance with market conditions.

Length of Program: 15 years

Allowances to Applicant
in accordance with
Section 7-700 of
Alexandria Zoning Ordinance:

Additional height of 8 ft., with each building rising to a height of 158 ft.

Additional 14 market rate dwelling units to increase the total density to 572 dwelling units, including the 22 affordable dwelling units.

Reduction of off-street parking of 56 spaces of tandem spaces are included or 91 spaces if tandem spaces are excluded.

The applicant submits that the request for allowances in return for providing on-site affordable housing is rather modest in scope. The addition of 8 ft. of height will allow for the establishment of the additional 36 dwelling units. Twenty-two dwelling units within both of the buildings will be set aside for affordable housing. In addition, the cost savings received by the applicant for the reduction of off-street parking will be contributed to the reduction of rents to create the affordable housing. The applicant has, in addition, agreed to provide up to 100 parking spaces in the office structure for visitors for a total of 880 available spaces, more than required by ordinance. Additional parking spaces will be made available in the office structure on weekends and holidays. In the unlikely event that spaces in the office structure would be needed to off set the reduction of parking requested, these spaces will be made available.

NORTHAMPTON PLACE - DSUP 2001-0014
Alexandria, VA

- 1. Developer contributes \$0.50 per net rentable square foot 122,600 22.97%
- 2. Developer contributes savings in parking garage reduction of 28 spaces 219,828 41.19%
- 3. City contributes annually \$12,750 , for a total contribution of 191,250

AFFORDABLE HOUSING SUBSIDY ANALYSIS

Total Subsidy 533,678 100.00%

West Tower Only

18 Added Units Total
11 Affordable Units
330 Subsidy/Mo |
43,560 Annual Subsidy

Year	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Interest Rate	4.00%														
Subsidy Balance	342,428	325,315	307,518	289,008	269,759	249,739	228,919	207,265	184,746	161,326	136,969	111,638	85,293	57,895	29,401
Annual Earning	13,697	13,013	12,301	11,560	10,790	9,990	9,157	8,291	7,390	6,453	5,479	4,466	3,412	2,316	1,176
City Annual Payment	12,750	12,750	12,750	12,750	12,750	12,750	12,750	12,750	12,750	12,750	12,750	12,750	12,750	12,750	12,750
Annual Deduct	43,560	43,560	43,560	43,560	43,560	43,560	43,560	43,560	43,560	43,560	43,560	43,560	43,560	43,560	43,560
End of Year Balance	325,315	307,518	289,008	269,759	249,739	228,919	207,265	184,746	161,326	136,969	111,638	85,293	57,895	29,401	-233

- NOTES: 1. Developer savings is deferred, saved spaces in East Tower. Savings is \$7,851 per space.
2. City contribution an annual payment to Developer.
3. Subsidy is for base rent only, not including utilities or other tenant charges.

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37 37 52

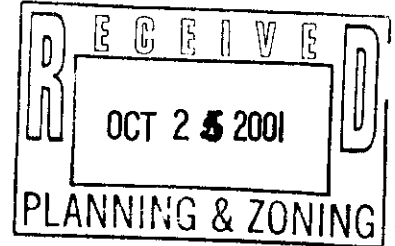
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DSUP #2001-0014
NORTHAMPTON PLACE APTS
3101 N. HAMPTON DR gt

City of Alexandria, Virginia

MEMORANDUM



DATE: OCTOBER 9, 2001
TO: AFFORDABLE HOUSING ADVISORY COMMITTEE
FROM: MILDRILYN DAVIS, DIRECTOR, OFFICE OF HOUSING *med*
SUBJECT: CONSIDERATION OF AFFORDABLE HOUSING PLAN FOR NORTHAMPTON PLACE

ISSUE: Consideration of an Affordable Housing Plan for Northampton Place, a proposed new multi-family rental development.

RECOMMENDATION: That the Committee approve the Affordable Housing Plan for Northampton Place with the following stipulations:

- 1) The developer will provide 22 units (11 in each building) 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.
- 2) 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.
- 3) 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.
- 4) 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.
- 5) Units designated as affordable shall be distributed throughout the first 9 floors of the 16-story development; concentrations of affordable units will be avoided.
- 6) 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.

DISCUSSION: Stone Tract Associates, L.P. and Park Center Office Building III, L.L.C. proposes to construct Northampton Place, a multi-family rental development of 572 units in two buildings to be located near the intersection of King Street and Northampton Drive in the City's West End. As part of the proposed project, the developers propose to set aside 22 affordable units on site, 11 units distributed throughout each of the development's two buildings. As allowed under the City's Zoning Ordinance, the applicant is requesting increased height (7 feet, for a total height of 157 feet, enabling the construction of an additional floor with a total of 36 additional units), and a reduction in off-street parking (56 spaces) as an incentive for the provision of affordable housing.

Based on discussions with City staff, the developers, who also own and operate the Park Center tax-exempt bond apartment complex, propose to reduce rents for the set-aside units to comply with the rent levels of the tax-exempt bond and Low Income Housing Tax Credit Program at the income level of 60% of area median, currently \$50,400 for a family of four. Although this property will not be assisted under either of these federal programs, the developer proposes to operate Northampton Place in essentially the same manner as it operates Park Center with regard to the assisted units. The rent levels shown will be further reduced by utility allowances (up to \$118 per month, depending on unit size), so that the household's total cost for rent and estimated utilities does not exceed the rent shown. In addition, the developer will accept households with Section 8 assistance who are able to afford the rent.

As shown below, minimum discounts for the affordable units (based on the lowest rent unit of each size) range from \$315 to \$657 per unit. The proposed affordable rents, depending on unit size, range from \$58 to \$105 above the level ARHA will subsidize with Section 8 subsidies as calculated by City staff at 110% of HUD's published Fair Market Rents effective October 1, 2001. Section 8 voucher holders can (and the majority do) rent units above the rent levels subsidized by ARHA, and pay the difference with their own funds. The proposed project will make more units available to such households.

The proposed rents are shown below, as compared to the anticipated Section 8 exception rent level as of October 1, 2001:

Unit Size	Number of Units	Northampton Planned Market Rents (excluding Floors 10 - 16)	Current Tax Credit Affordable Rents (Northampton Affordable Rents)	Minimum Rent Subsidy	Section 8 Exception Rent
Efficiency	6	\$1310 - \$1325	\$882	\$428	777
One Bedroom	12	\$1260 - \$1714	\$945	\$315	884
Two Bedroom	4	\$1791 - \$2340	\$1,134	\$657	1,037

The maximum income limits are as follows:

1 person	2 persons	3 persons	4 persons
\$35,280	\$40,320	\$45,360	\$50,400

The developer proposes to maintain these 22 units as affordable for a period of 15 years. The value of the subsidy (a minimum of \$1,605,680 before taking into account utility allowances and inflation) exceeds the developer's formula contribution of \$0.50 per square foot (\$288,788). Although the attached version of the developer's plan as contained in Attachment I calls for an investment from the City's Housing Trust Fund, the developer has withdrawn this request after further discussion with City staff, and has agreed to provide the 22 units with no investment from the City.

There is one issue on which staff and the developer have not reached agreement. Staff originally asked that the developer abide by the City's Voluntary Rent Guidelines in setting rents for the market rate units, but accepted the developer's response that a control on the maximum rents would make the project difficult for the developer to finance. Staff's current proposal is that the developer agree (as part of the Special Use Permit) to consider the City's guidelines in setting rent increases for the market units, with the understanding that this is not a binding commitment to adhere to the guidelines. The developer has not agreed to this request. This issue will be discussed at the October 11 meeting.

FISCAL IMPACT: None

ATTACHMENT:

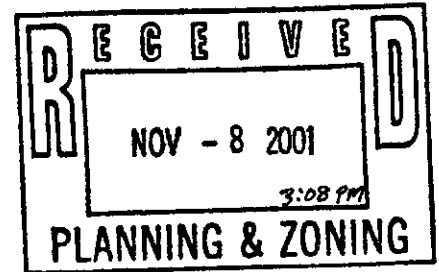
- VII. September 2001 staff recommendation and Northampton Place Proposed Affordable Housing Plan



**Fairlington Villages,
A Condominium Association**

November 8, 2001

Ms. Eileen Fogarty, Director
Department of Planning and Zoning
301 King Street
Room 2100
Alexandria, Virginia 22314



**Re: Northampton Place Apartments in Park Center Development
Development Special Use Permit #2001-0014
Request for Deferral of Planning Commission and City Council Hearings**

Dear Ms. Fogarty:

At its regular meeting on the evening of November 7, 2001, the Board of Directors of Fairlington Villages, A Condominium Association (North Fairlington) unanimously adopted the following resolution:

**WHEREAS, a developer has proposed building two residential high-rises, and
WHEREAS, Fairlington is an Historic District, and North Fairlington extensively borders the proposed development, and
WHEREAS, there has been inadequate notice and time to examine and evaluate the potential impacts of the proposal to North Fairlington, and
WHEREAS, the Association is concerned that its property and quality of life could be severely compromised by the proposed project,
THEREFORE BE IT RESOLVED, the Board of Directors request that the Planning Commission and City Council defer action on the subject application until such time as the following issues can be addressed:**

1. The impact of the construction on the Association's units adjacent to King Street and mitigation of any structural damage to those units.
2. The impact of locating the proposed buildings closer to King Street than is currently permitted, including a potentially widened King Street.
3. A study of weekend traffic to determine the impact on King Street and its intersections with I-395, N. Hampton Drive, S. 28th St, and N. Beauregard.
4. Adequacy of parking for the proposed residential buildings, including guest and visitor parking.
5. The impact on the City's tax base of changing from commercial to residential development at this site.
6. Consideration of Fairlington as an Historic District

Page 2

November 8, 2001

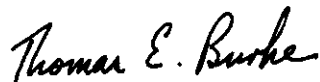
7. Noise mitigation during and after any construction of the proposed buildings.
8. Other related issues such as sun and shadow studies, impacts on local and regional air quality from additional cars and slower transit on King Street.

Should the Planning and Zoning Department and the Planning Commission decline to defer consideration of the proposal, the Board of Directors wishes to express its opposition to the current proposal. [End of Resolution]

These issues and other questions on the proposal and staff report were raised in a letter (enclosed) from me dated October 28, 2001, for which we have not received a reply. Notice of the Planning Commission hearing was sent by your office on October 25, 2001, although the developer had been working with your staff for several months.

If you have any questions, or wish to notify us of your decision to defer this item, please contact William Reynolds, Property Manager for Fairlington Villages at 703-379-1440 or me at 703-379-8279.

Sincerely,



Thomas E. Burke
Director and Secretary
Board of Directors
Fairlington Villages, A Condominium Association

Enclosure

cc: The Honorable Kerry C. Donley, Mayor
Chairman Eric Wagner
Members of City Council
Members of the Planning Commission

October 28, 2001

Ms. Eileen Fogarty
Director, Planning and Zoning Department
City of Alexandria, City Hall
Alexandria, VA 22314

Dear Ms. Fogarty:

I am writing in response to a staff report and recommendations released Friday, October 26, regarding the request for a Development Special Use Permit to construct two 16-story apartment buildings, named Northampton Place Apartments. This request, Item #2001-0014, is docketed for consideration at the Planning Commission meeting on Nov. 8.

I live in Fairlington, in the Alexandria section directly across King Street from the proposed development. It is unfortunate that the first time we in Fairlington heard about this proposal was around October 1, 2001 when the attorney, J. Howard Middleton phoned me to describe the proposal and offer to give Fairlington a presentation on it.

While the presentation was interesting and informative, one statement by Mr. Middleton was most distressing. He said that the developer had been working with City staff for "several" months to work out many details of the proposal. This preparative process has been described as the "Fogarty Way" of smoothing the way for development proposals. It is distressing that this process, alluded to again in the staff report itself, does not include affected properties and neighbors until the end of the process. It seems directly contrary to how City Council desires community involvement early in City affairs.

Staff Report Focus Specific questions on the staff report follow, but in general, while the staff must focus on the many elements of the proposal within its own perimeter, the report only minimally addresses impacts of the proposal off site. A condition is included prohibiting parking on Hampton Drive, but nowhere is it apparent that staff examined the impacts on traffic on King Street, improvements in traffic signalization in the area, impacts from potential overflow parking and cut-through traffic on surrounding areas including Fairlington, and effects from construction and reflected noise on Fairlington.

Notable Changes The proposed development relies heavily on a CO zone planned unit development plan approved by City Council in 1984. Much has changed in the intervening 17 years. Other areas of Park Center and the Stone Tract have been built out, and there is pending development. Road traffic has increased significantly, to the extent that the City and VDOT have attempted several times to widen King Street. The King Street Alliance and others have consistently opposed such an action, while attempting to impress on the City the need to improve

and optimize traffic signalization in the King Street Corridor. Except for two citizen initiatives, the City and VDOT have failed to perform any improvements to traffic flow.

This is significant because, according to the applicant's own traffic study, some 30-35% additional vehicles will be added at peak traffic periods from the combined construction and occupation of the Esplanade apartments, Courtyard at Marriott hotel and the proposed Northampton Place Apartments. The staff report does not address this problem.

Fairlington Villages is an Historic Site. In late 1998, Fairlington was added to the Virginia Landmarks Register, and on March 29, 1999 it was added to the National Register of Historic Places. As such, Fairlington is entitled to certain protections from proximal activities, especially those with Federal funding. At the very least, we should merit consideration from the City when development is proposed. The staff report makes no mention that Fairlington is across the street from the proposed development, let alone tries to identify any impacts associated with that development.

Questions to Staff

What provisions will be made to traffic signalization in the King Street corridor to handle the increased traffic from this, and other, development? The applicant's traffic study covered **one weekday**. What are the weekend counts, when traffic is worse all day?

What will be the increased level of traffic noise and exhaust pollutants?

What is the potential damage to Fairlington structures from construction activities? We already experience subsidence and shifting due to pockets of marine clay. Will construction noise and heavy equipment exacerbate this problem?

What will be the duration of construction activities? When is it planned to begin?

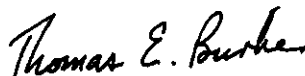
Describe how "Trees around the perimeter of the site have been saved." (p. 3 of staff report). There is no condition mandating this.

Will parking spaces under the apartment buildings be assigned by unit? Since provision is only being made for about 1 1/2 cars per unit, what will the 2, 3 and 4 car residents be doing with their vehicles?

What will be the extent of overflow parking in Fairlington? We already tolerate commuter parking from the commercial buildings. What do you suggest we do with them, as well as any apartment residents who decide to street-store their vehicles in Fairlington?

Describe the path and disruption anticipated in running sanitary and storm sewers "...across King Street to 28th Street." (Condition #59)

Thomas E. Burke
Fairlington Board of Directors
VP, King Street Alliance



#12. DSUP 2001-0014
NORTHAMPTON PLACE APTS
Rec'd 11-8-01
at PC. mtg.

Concerned Fairlington Residents
PO Box 6914
Shirlington Station
Arlington, VA 22206-0914

November 7, 2001

Alexandria Planning Commission
City of Alexandria
301 King Street
Alexandria, VA 22314

RE: High Density In-Fill Development in Park Place and Ft. Ward Heights

Concerned Fairlington Residents (CFR) is a grass roots citizens group. Our members are Fairlington residents. Fairlington is an historic community located in Arlington and Alexandria. The portion of Fairlington that lies within Alexandria city limits is adjacent to King Street (i.e., between South 31st Street and South 28th Street.) This Alexandria neighborhood includes approximately 240 residences and is directly across King Street from Park Center.

Fairlington Villages residents who live along King Street between South 31st Street and South 28th Street have long suffered from increased motor vehicle traffic and noise. Like their neighbors in Arlington County, Fairlington residents who live along Route 7 in the City of Alexandria opposed the widening of King Street when the issue was last discussed.

Concerned Fairlington Residents is opposed to additional high-density in-fill development in the Ft. Ward Heights and Park Place neighborhoods. Fairlington will soon have to deal with increased cut through traffic as Shirlington is developed. CFR also notes that shopping plazas west of Skyline are being remodeled and enlarged. It appears that there has been no coordination among Alexandria, Arlington, and Fairfax County governments regarding development along the King Street / Route 7 corridor. *CFR believes Route 7 planning coordination among Alexandria, Arlington, and Fairfax County governments is essential to preserve the quality of life in Fairlington and other residential communities along the Route 7 corridor.*

CFR also notes that there has been little or no additional infrastructure constructed concomitant with high-density development around Fairlington. For example, the fire station that houses Arlington's Engine Company 107 was constructed 57 years ago, to serve approximately 4,000 residences. Today Engine Company 107 is the closest fire company to *both* Park Place and Shirlington, and serves over 15,000 residences and more than 200 commercial buildings.

Similarly, our community center serves many Alexandria residents. The Fairlington Community Center was constructed 57 years ago as an elementary school. Our community center needs renovation and expansion, but it appears renovation and expansion will be deferred for years.

Consequently, CFR feels that further high-density development around Fairlington will significantly affect the quality of life in Fairlington. CFR therefore opposes additional high-density development in Park Center, Ft. Ward Heights, and along the Route 7 corridor between Quaker Lane and Skyline.

Sincerely,

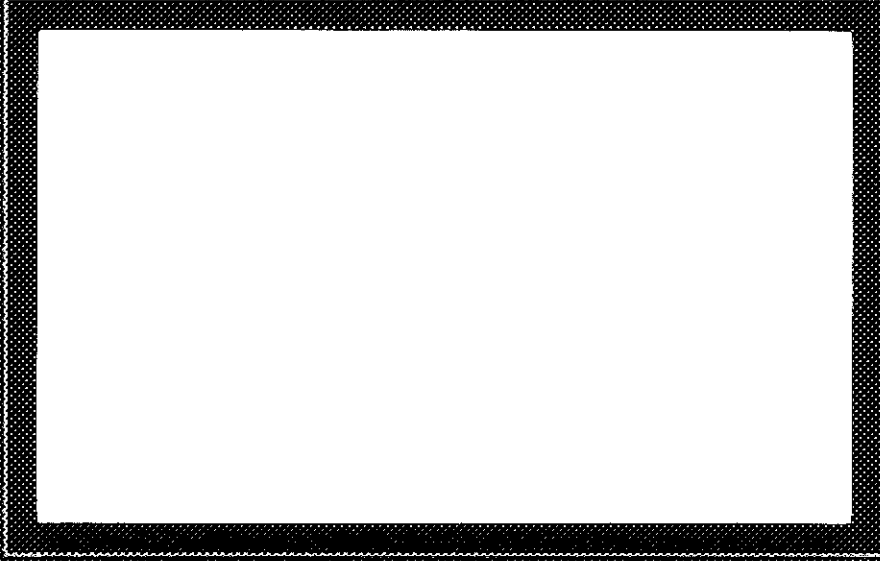
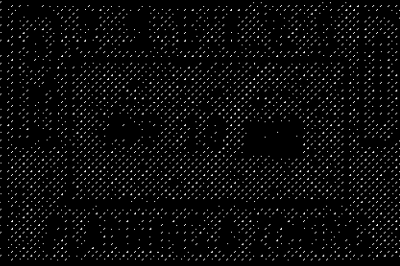
A handwritten signature in cursive script that reads "Beth Davis". The signature is written in black ink and is positioned to the right of the word "Sincerely,".

Beth Davis



DSUP #2001-0014 ¹³/₁₁₋₁₇₋₀₁
NORTHAMPTON PLACE APTS
3101 N. HAMPTON DR gt

DSUP #2001-0014
NORTHAMPTON PLACE APTS
3101 N. HAMPTON DR gt



WELLS & ASSOCIATES, LLC
TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

MEETING THE NEEDS OF A MOBILE SOCIETY

**NORTHAMPTON PLACE APARTMENTS
TRAFFIC IMPACT STUDY
ALEXANDRIA, VIRGINIA**

Prepared for:
Erkiletian Real Estate Services

Prepared by:
Wells & Associates, LLC

June 29, 2001
Revised August 9, 2001

**NORTHAMPTON PLACE APARTMENTS
TRAFFIC IMPACT STUDY
ALEXANDRIA, VIRGINIA**

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**NORTHAMPTON PLACE APARTMENTS
TRAFFIC IMPACT STUDY
ALEXANDRIA, VIRGINIA**

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INTRODUCTION

This report presents the results of a traffic impact analysis of the proposed Northampton Place apartment project. The subject site is bounded by Route 7 (King Street) on the north and N. Hampton Drive on the west, in Alexandria, Virginia, as shown on Figure 1.

The owner, Erkiletian Real Estate Services, proposes to develop this 4.15-acre infill site with two, 16-story, 286-unit apartment buildings. Three levels of underground parking, containing approximately 780 spaces (or 1.36 spaces per unit) would serve the project. This development was assumed to be built and occupied by 2002.

Tasks undertaken in this study included the following:

1. Review the proposed development plans and other background data.
2. A field reconnaissance of existing roadway and intersection geometrics, traffic controls, traffic signal phasings/timings, and speed limits.
3. Meetings with the project team and City of Alexandria staff.
4. Counts of existing traffic at three off-site intersections.
5. Analysis of existing levels of service at each of these intersections.
6. Background future traffic volumes were forecasted based on existing traffic counts, traffic generated by other approved but incomplete development projects, and background traffic growth.
7. Background levels of service were calculated at each key intersection based on background traffic forecasts, existing traffic controls, and existing intersection geometrics.

8. The number of weekday, AM peak hour, and PM peak hour trips that will be generated by the proposed Northampton Place Apartments were estimated based on standard Institute of Transportation Engineers (ITE) trip generation rates.
9. Total future traffic forecasts were identified based on background traffic forecasts plus site traffic assignments.
10. Total future levels of service were calculated at each key intersection based on total future traffic forecasts, existing traffic controls, and existing intersection geometrics.
11. Parking requirements were identified based on the City of Alexandria Zoning Ordinance.

Sources of data for this analysis included traffic counts conducted by Wells & Associates, the Institute of Transportation Engineers (ITE), the City of Alexandria, and Erkiletian Real Estate Services.

The conclusions of this traffic impact study are as follows:

1. ***Off-site intersections in the study area currently operate at acceptable levels of service during both the AM and PM peak hours.***
2. ***The approved but unbuilt projects in the study area will generate a total of 238 to 268 new peak hour trips upon completion.***
3. ***These additional trips can be adequately accommodated at the key intersections in the study.***
4. ***Northampton Place Apartments will add another 170 to 194 new peak hour trips to the public street system upon project completion.***
5. ***The key intersections in the study would adequately accommodate these additional trips.***

6. *The King Street/N. Hampton Drive intersection would operate at acceptable levels of service during the AM and PM peak hours with the northbound right turn movement under signal control.*
7. *Northampton Place Apartments would provide 780 new parking spaces.*

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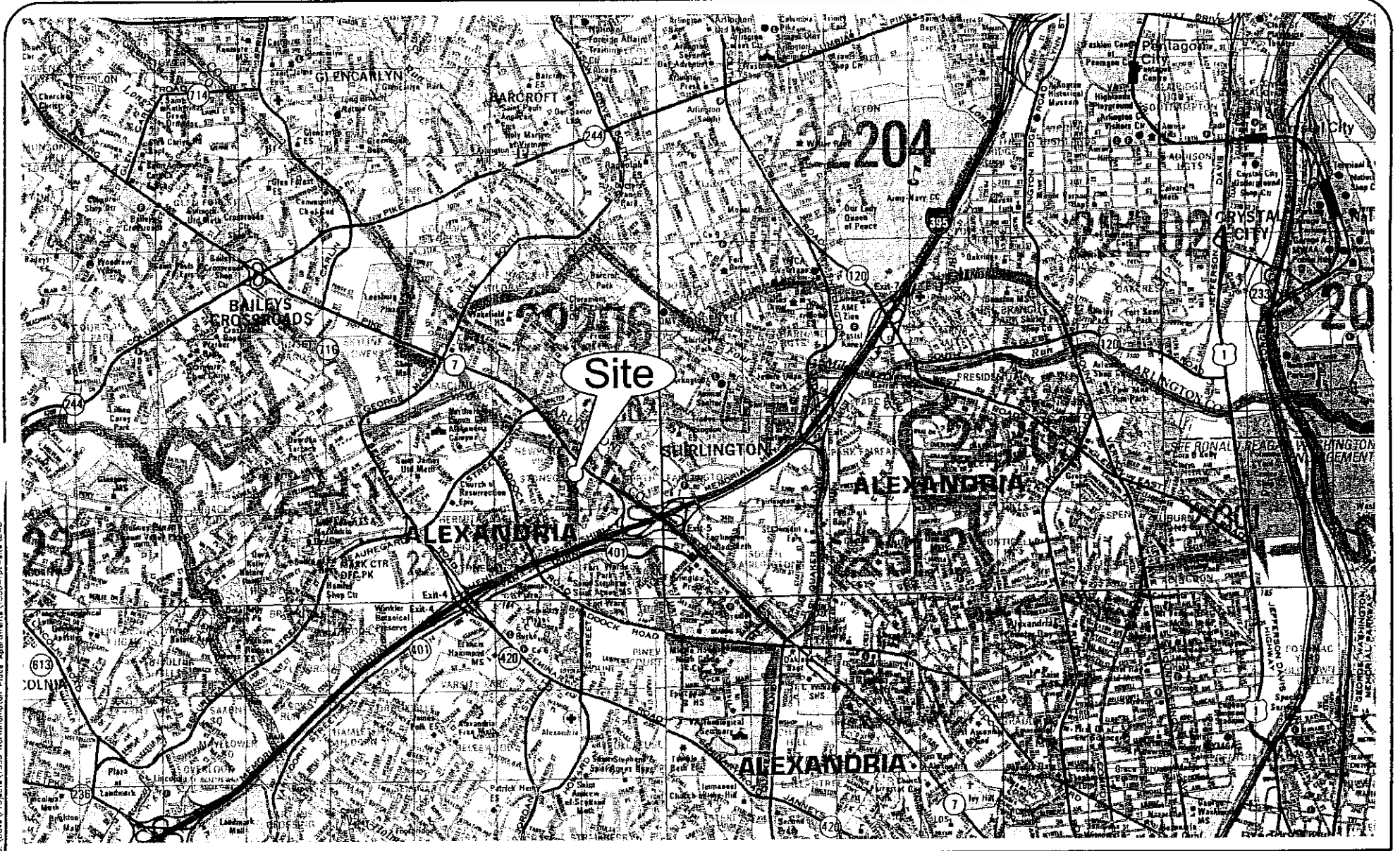


Figure 1
Site Location



BACKGROUND DATA

Public Road Network

Existing Network. Regional access to the Northampton Place Apartments is provided by I-395 and Route 7. Local access is provided by Route 7 (King Street) and N. Hampton Drive. Existing intersection lane use and traffic control at key intersections in the site vicinity are shown on Figure 2.

Route 7 (King Street) varies from a four-lane, undivided roadway, west of N. Hampton Drive to a six-lane, divided roadway east of N. Hampton Drive. King Street has separate left turn lanes at key intersections and posted with a 35 miles per hour (mph) speed limit.

Park Center Drive is a two-lane roadway with on-street parking north of Ford Avenue. On-street parking is prohibited between King Street and Ford Avenue.

N. Hampton Drive is a divided roadway with separate left turn lanes. N. Hampton Drive has sufficient width to operate as a four-lane divided roadway, however, is not striped to separate travel lanes. On-street parking is prohibited along N. Hampton Drive.

The westbound approach of the King Street/N. Hampton Drive intersection has sufficient width to operate dual left turn movements. Currently, the second left turn lane is striped for future lane use.

Site Access Concept

Access to the Northampton Place Apartments site is proposed via two driveways, an existing driveway on King Street and a proposed driveway on N. Hampton Drive, as shown on Figure 3.

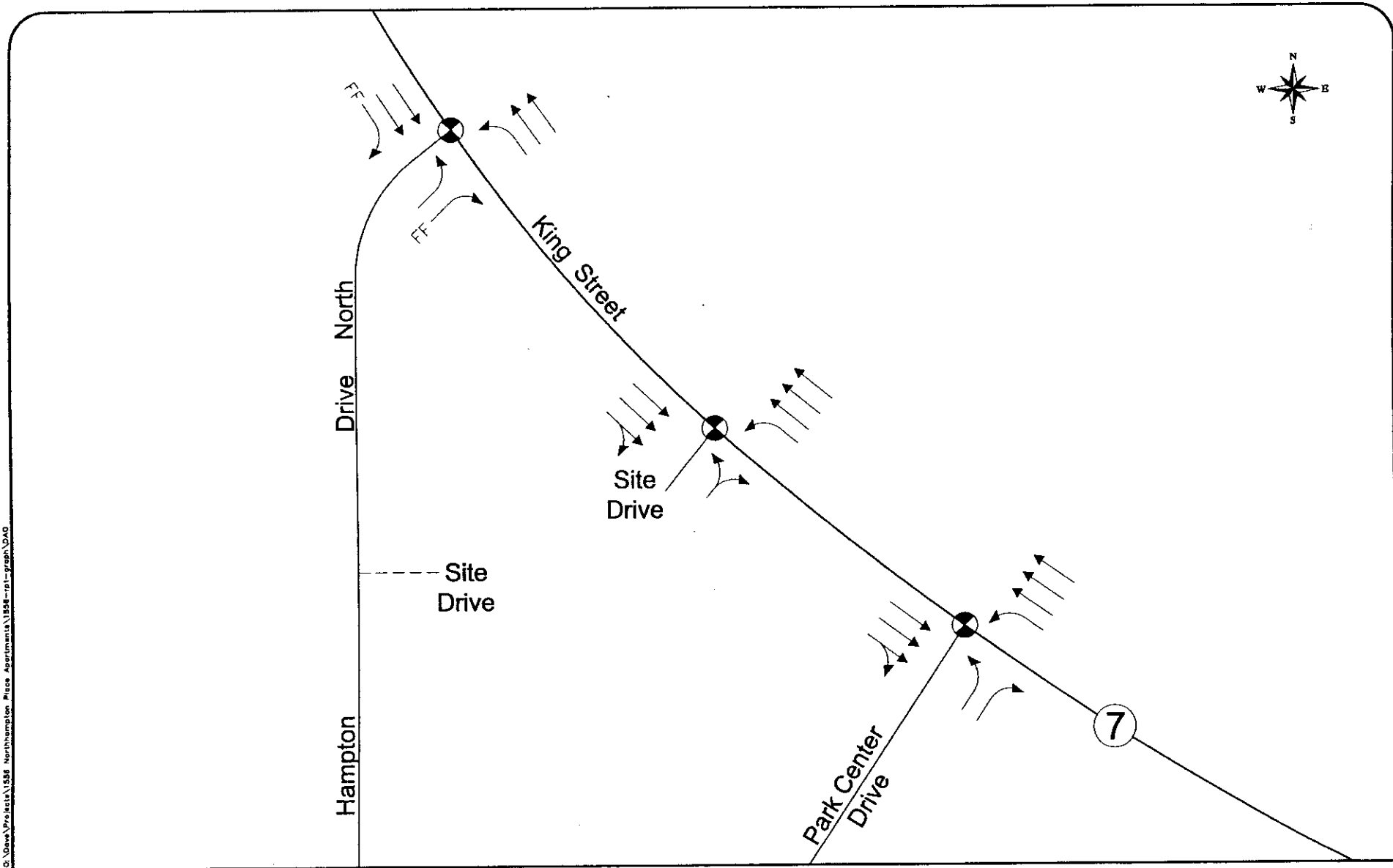
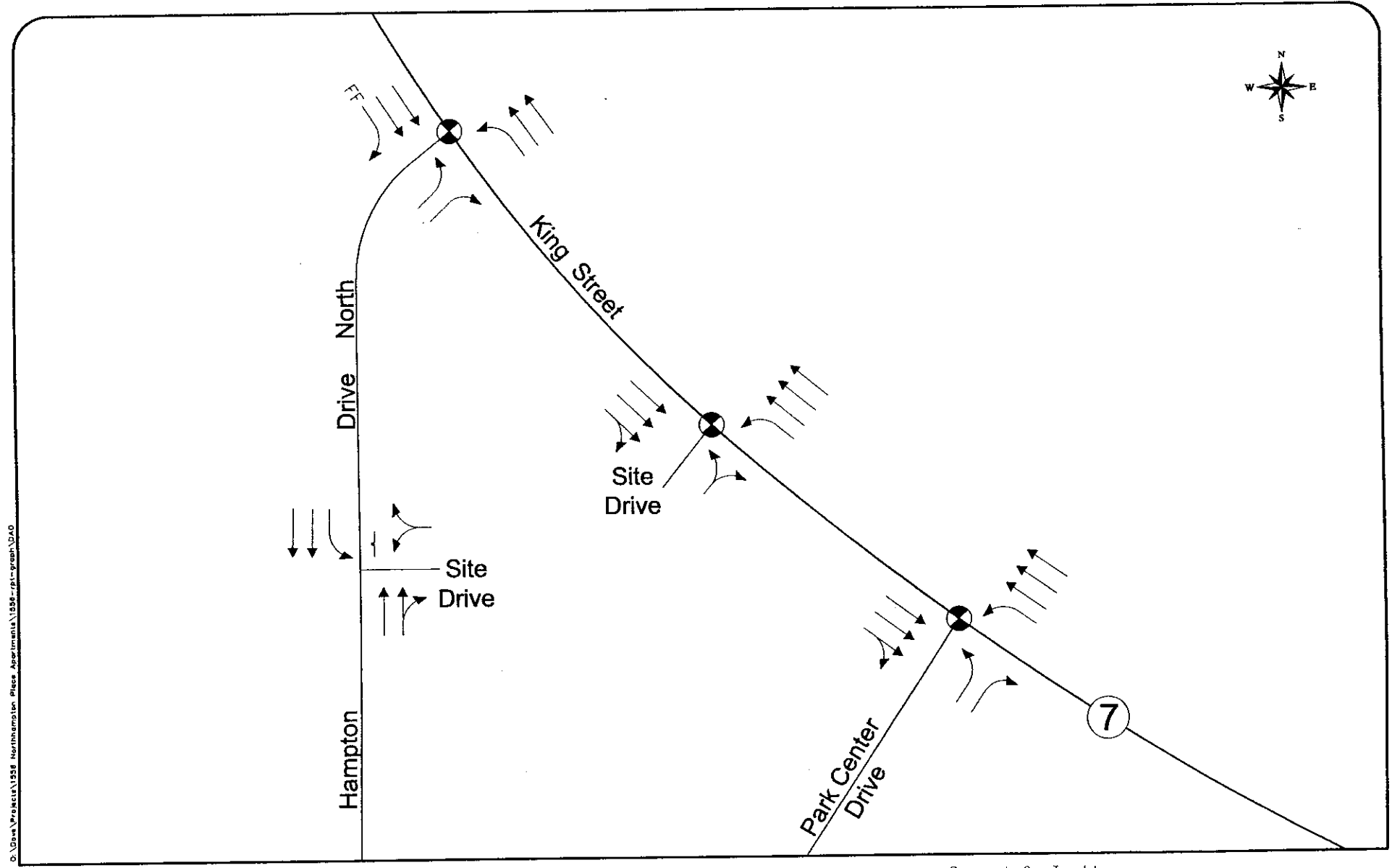


Figure 2
Existing Lane Use and Traffic Control

- ← Represents One Travel Lane
- Signalized Intersection
- Stop Sign
- FF Free Flow Right Turn

L



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Figure 3
Future Lane Use and Traffic Control

- ← Represents One Travel Lane
- ⊙ Signalized Intersection
- Stop Sign
- FF Free Flow Right Turn

Existing Traffic Volumes

Existing AM and PM peak hour traffic counts were conducted on Thursday, May 24, 2001, by Wells & Associates at the following intersections:

1. King Street/Park Center Drive.
2. King Street/Site Driveway.
3. King Street/N. Hampton Drive.

The results are included in Appendix A and summarized on Figure 4.

Figure 4 indicates that eastbound King Street, west of Park Center Drive, presently carries 1,388 AM peak hour trips and 1,927 PM peak hour trips. Westbound King Street, west of Park Center Drive carries 1,387 AM peak hour trips and 1,469 PM peak hour trips.

Other Approved Developments

Two other approved but unbuilt projects are located within the site vicinity. The Hotel at Park Center is planned to have 160 rooms. The Esplanada at Park Center apartments contains 392 dwelling units. Based on information obtained through the Esplanada leasing office, at the time the traffic counts were collected, 280 dwelling units were unoccupied.

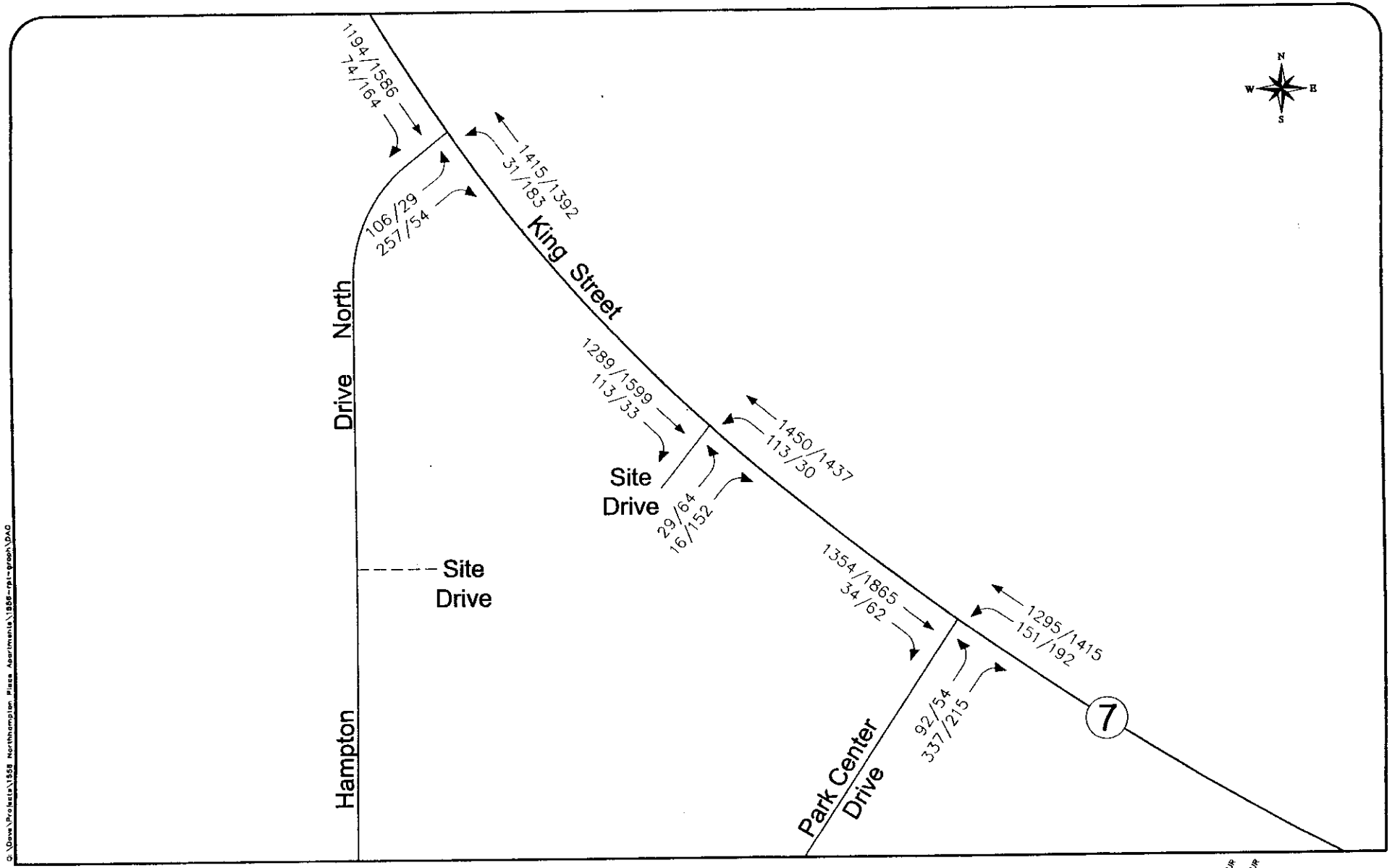


Figure 4
Existing Peak Hour Traffic Volumes

AM PEAK HOUR
PM PEAK HOUR
000/000

ANALYSIS

Project Impact Area

Based on a scoping meeting with the City of Alexandria, the Northampton Place Apartments impact area includes the following intersections:

1. King Street/Park Center Drive (existing).
2. King Street/Site Access (existing).
3. King Street/N. Hampton Drive (existing).
4. N. Hampton Drive/Site Driveway (planned).

Existing Levels of Service

Existing peak hour levels of service were estimated at the three existing key off-site intersections listed above based on the existing lane usage and traffic control shown on Figure 2, the existing traffic volumes shown on Figure 4, existing signal timings, and Highway Capacity Manual 2000 procedures. The results are presented in Appendix B and summarized in Table 1.

Table 1 indicates that the King Street/N. Hampton Drive and King Street/Site Access intersections currently operate at an overall acceptable level of service (LOS) "B" during both the AM and PM peak hours. The King Street/Park Center Drive intersection operates at an acceptable LOS "C" during both the AM and PM peak hours. All intersection approaches operate at an acceptable LOS "D" or better during both peak hours.

Capacity analyses indicated that the intersections operate at acceptable levels of service, however, based on field observations, vehicles entering I-395 from eastbound King Street form a queue in the rightmost lane through the King Street/Park Center Drive.

Table 1
 Northampton Place Apartments
 Existing Intersection Levels of Service (1,2,3,4)

Intersection	Intersection Control	Approach	AM	PM
1. Route 7 (King Street)/ N. Hampton Drive	Signal	EB	B (13.6)	B (19.1)
		WB	A (6.3)	A (8.7)
		NB	<u>D (36.3)</u>	<u>C (32.3)</u>
		Overall	B (10.6)	B (14.0)
2. Route 7 (King Street)/ Site Access	Signal	EB	B (16.2)	B (17.7)
		WB	A (5.8)	A (5.6)
		NB	<u>C (35.0)</u>	<u>D (45.6)</u>
		Overall	B (11.1)	B (13.9)
3. Route 7 (King Street)/ Park Center Drive	Signal	EB	C (29.0)	D (45.6)
		WB	A (8.7)	A (6.7)
		NB	<u>D (44.1)</u>	<u>D (44.0)</u>
		Overall	C (20.9)	C (28.3)

- Notes:
- (1) Analysis based on existing cycle lengths.
 - (2) Numbers in parentheses represent delay, in seconds per vehicle, at signalized intersections.
 - (3) Numbers in brackets represent delay, in seconds per vehicle, at stop controlled intersections.
 - (4) "NA" stands for "not applicable."

Other Development Traffic

The number of peak hour and daily trips that will be generated by the Hotel at Park Center and Esplanada at Park Center were estimated based on peak hour equations included in the Institute of Transportation Engineers' (ITE) Trip Generation manual, 6th Edition. As shown in Table 2, these projects will generate a total of 238 AM peak hour trips and 268 PM peak hour trips, upon completion.

Trip Distribution Analysis

The distribution of the peak hour trips that will be generated by the Northampton Place Apartments and other approved projects was determined based on the existing traffic patterns. It is estimated that approximately 60 percent of all trips would approach the site from the east on King Street, 5 percent from the south on N. Hampton Drive, and 35 percent from the west on King Street.

Approximately 70 percent of the trips leaving the site area are destined towards the east and I-395 on King Street, 5 percent to the south on N. Hampton Drive, and 25 percent to the west via King Street.

Background Traffic Growth Rate

Background traffic growth was estimated at one percent per year, based historical traffic counts on Route 7. This growth rate was applied to all movements at the key intersections in the study area through 2002.

Table 2
 Northampton Place Apartments
 Other Development Trip Generation Analysis (1)

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Hotel at Park Center	310	160	Occupied Rooms	55	40	95	48	50	98
Esplanada at Park Center Apartments	220	280	Dwelling Units	23	119	142	114	56	170
Total				78	160	238	162	106	268

Notes: (1) Trips generated using the Institute of Transportation Engineers Trip Generation, 6th Edition.

13

Background Traffic Forecasts

The trips generated by other approved but unbuilt development shown in Table 2 were assigned to the public road network according to the directional distribution described above. The resulting traffic assignments are shown on Figure 5. These assignments were added to counts of existing traffic plus background traffic growth to yield the future background traffic volumes shown on Figure 6.

Background Future Levels of Service

Future peak hour levels of service without the Northampton Place Apartments were estimated at the key intersections in the study area based on the existing lane usage and traffic control shown on Figure 2, the background traffic forecasts shown on Figure 6, existing traffic signal cycle lengths, and the Highway Capacity Manual 2000 procedures. The results are presented in Appendix C and summarized in Table 3.

Table 3 indicates that the King Street/N. Hampton Drive and King Street/Site Access intersections would continue to operate at an acceptable LOS "B" during both the AM and PM peak hours. The King Street/Park Center Drive intersection would operate at an acceptable LOS "C", instead of LOS "B", during both the AM and PM peak hours.

Vehicles entering I-395 from eastbound King Street would continue to form a queue in the rightmost lane through the King Street/Park Center Drive intersection.

Site Trip Generation Analysis

Proposed Development. The numbers of trips that will be generated by the Northampton Place Apartments were estimated based on ITE trip generation rates. For purposes of this traffic impact analysis, Northampton Place Apartments was assumed to include 576 dwelling units, in two 16-story buildings. As shown on Table 4, this development would generate 170 AM peak hour trips and 194 PM peak hour trips upon completion.

Table 3
 Northampton Place Apartments
 Intersection Levels of Service (1,2,3,4)

Intersection	Intersection Control	Approach	Background		Total Future			
			AM	PM	AM	PM		
1. Route 7 (King Street)/ N. Hampton Drive	Signal	EB	B (13.9)	B (19.9)	B (13.9)	C (20.5)		
		WB	A (6.5)	A (9.5)	A (6.6)	B (11.0)		
		NB	<u>D (38.5)</u>	<u>C (33.0)</u>	<u>D (39.9)</u>	<u>C (33.4)</u>		
		Overall	B (11.2)	B (14.9)	B (11.5)	B (16.0)		
		With northbound right under signal control	EB	NA	NA	B (13.1)	B (19.5)	
			WB	NA	NA	A (6.6)	B (11.0)	
			NB	<u>NA</u>	<u>NA</u>	<u>C (31.2)</u>	<u>C (27.8)</u>	
			Overall	NA	NA	B (12.5)	B (15.6)	
			2. Route 7 (King Street)/ Site Access	Signal	EB	B (16.7)	B (18.2)	B (17.0)
		WB	A (6.3)	A (8.4)	A (6.9)	A (8.8)		
NB	<u>D (37.0)</u>	<u>D (39.9)</u>	<u>D (41.3)</u>	<u>D (43.6)</u>				
Overall	B (11.9)	B (15.3)	B (13.0)	B (16.1)				
3. Route 7 (King Street)/ Park Center Drive	Signal	EB	C (29.9)	D (53.3)	C (31.3)	C (31.9)		
		WB	B (11.4)	A (7.7)	B (11.5)	A (8.6)		
		NB	<u>D (42.2)</u>	<u>D (44.9)</u>	<u>D (42.2)</u>	<u>D (44.9)</u>		
		Overall	C (22.7)	C (32.5)	C (23.5)	C (21.7)		
		4. N. Hampton Drive/ Site Access	Stop Sign	SBL	NA	NA	A [8.4]	A [7.6]
WBLR	NA			NA	B [10.4]	A [9.1]		

Notes: (1) Analysis based on existing cycle lengths.
 (2) Numbers in parentheses represent delay, in seconds per vehicle, at signalized intersections.
 (3) Numbers in brackets represent delay, in seconds per vehicle, at stop controlled intersections.
 (4) "NA" stands for "not applicable."

Table 4
 Northampton Place Apartments
 Site Trip Generation Analysis (1)

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Apartments (High Rise)	222	576	Dwelling Units	42	128	170	118	76	194

Notes: (1) Trips generated using the Institute of Transportation Engineers Trip Generation, 6th Edition.

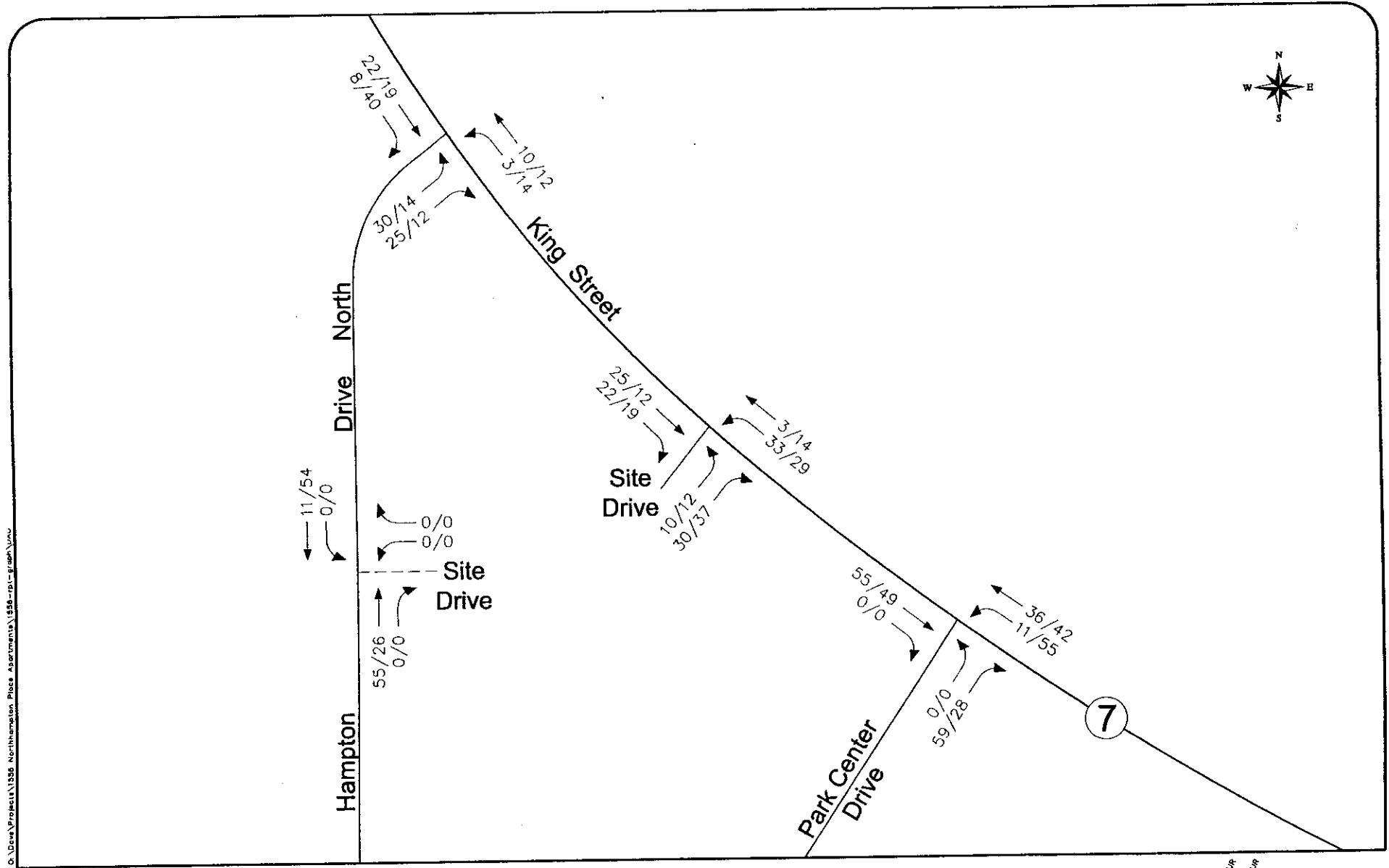


Figure 5
Other Development Traffic Forecast

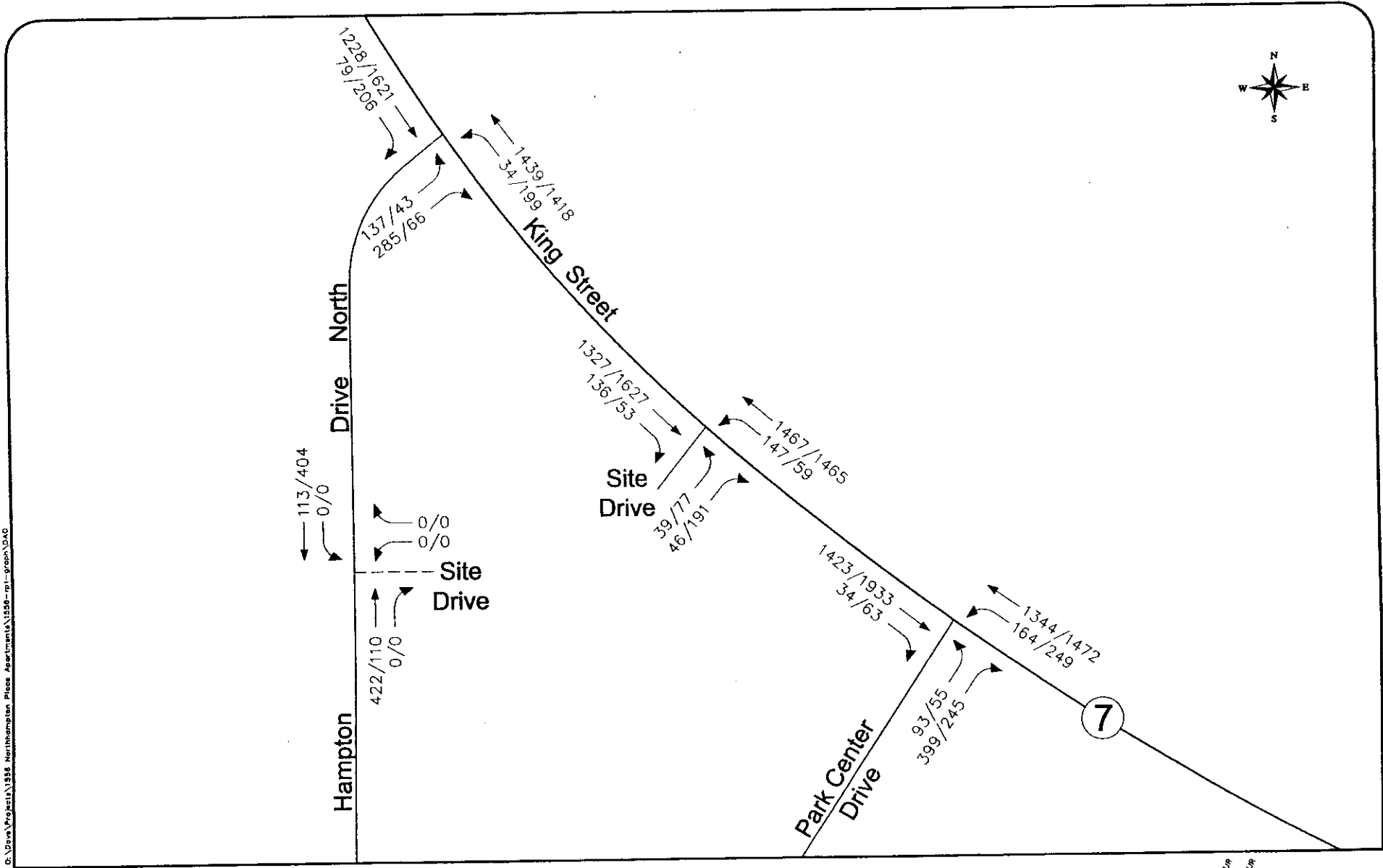


Figure 6
Total Background Peak Hour Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000/000

Total Future Traffic Forecasts

The site-generated traffic volumes shown in Table 4 were assigned to the public road network according to the directional distribution discussed previously. The resulting site traffic assignments and distributions are shown on Figure 7. These assignments were added to the future background traffic volumes shown on Figure 6 to yield the total future traffic forecasts shown on Figure 8.

Total Future Intersection Levels of Service

Future peak hour levels of service with the Northampton Place Apartments were estimated at the key intersections in the study area based on the existing lane usage and traffic control shown on Figure 2, the total future traffic forecasts shown on Figure 8, existing traffic signal cycle lengths, and the Highway Capacity Manual 2000 procedures. The results are presented in Appendix D and summarized in Table 3.

Table 3 indicates that all of the intersections studied would continue to operate at acceptable levels of service with the development of the site. The King Street/N. Hampton Drive intersection would continue to operate at LOS "B" during both the AM and PM peak hours, with the existing intersection geometry. Further, the King Street/N. Hampton Drive intersection would operate at LOS "B" during both peak hours, with the northbound right turn lane from N. Hampton Drive to eastbound King Street under signal control. With the existing intersection geometry, a weave section would exist between the King Street intersections with N. Hampton Drive and the site access. This weave section would be eliminated if the northbound right turn lane would be under signal control.

The King Street/Site Access intersection would continue to operate at LOS "B" during both the AM and PM peak hours. The King Street/Park Center Drive intersection would operate at LOS "C" during both the AM and PM peak hours.

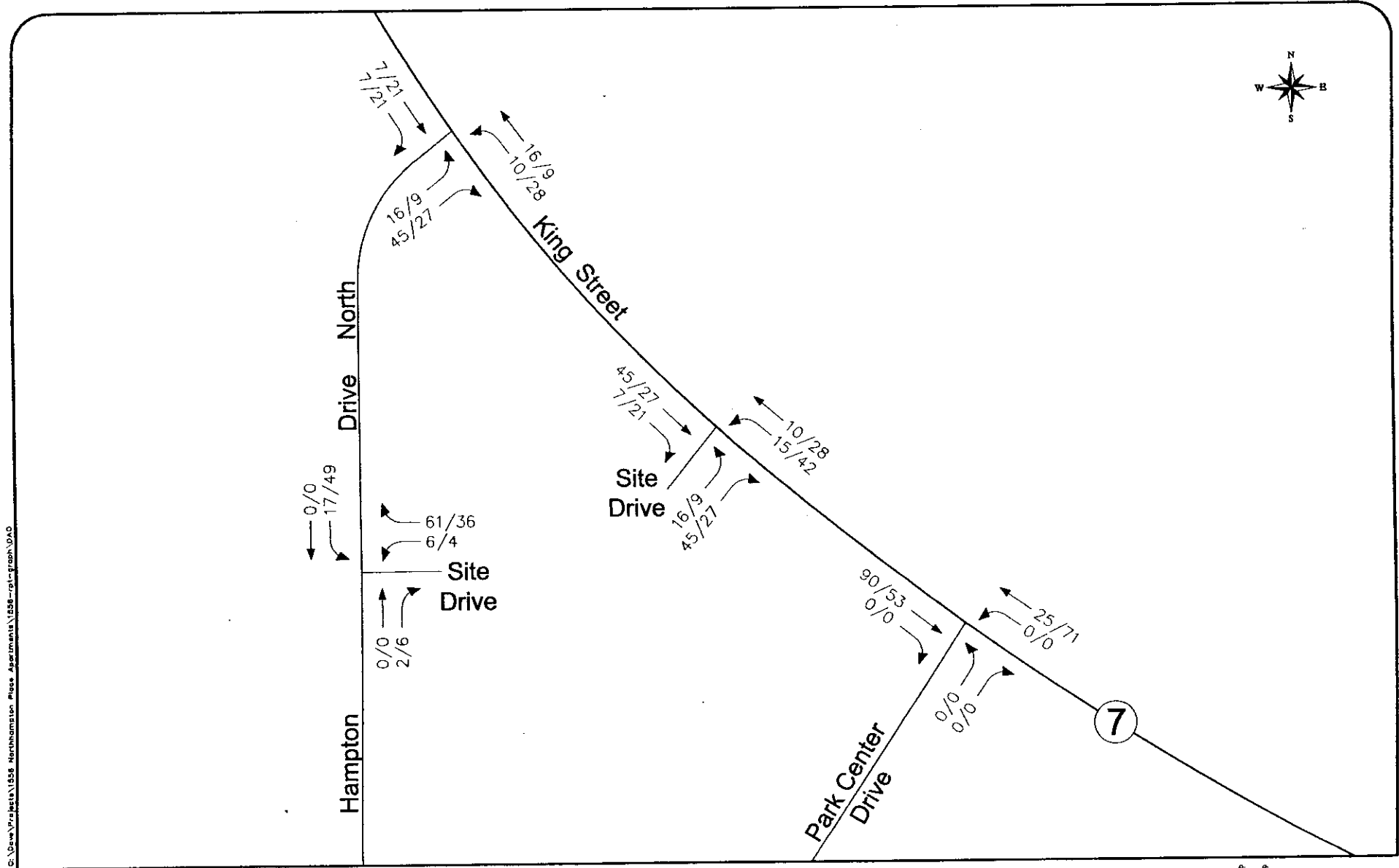


Figure 7
Site-Generated Traffic Assignments

AM PEAK HOUR
PM PEAK HOUR
000/000

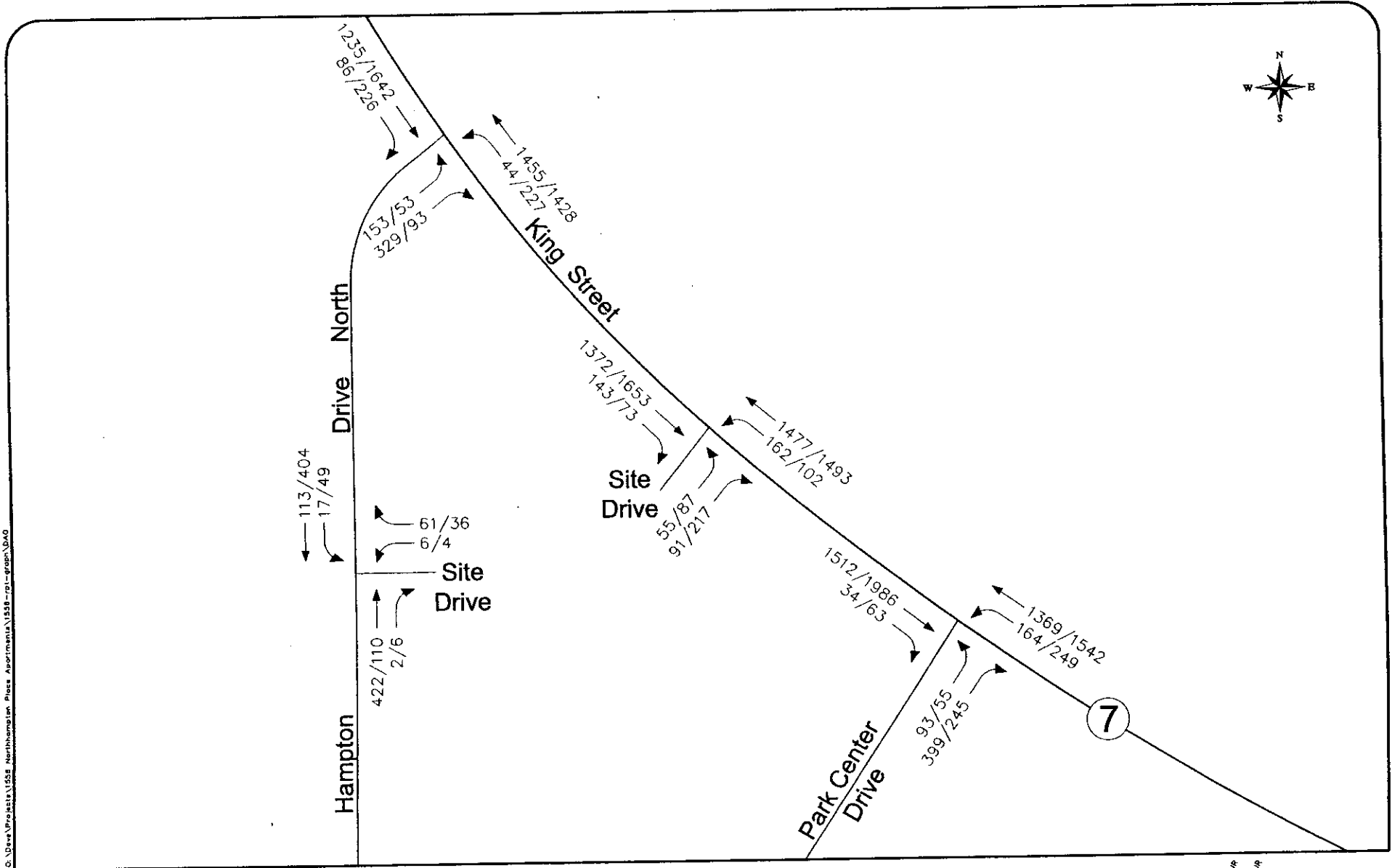


Figure 8
Total Future Peak Hour Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000/000

The critical movements at the N. Hampton Drive/Site Access intersection would operate at LOS "A" or "B" during the AM peak hour and LOS "A" during the PM peak hour, under stop sign control.

Vehicles entering I-395 from eastbound King Street would continue to form a queue in the rightmost lane through the King Street/Park Center Drive intersection.

Parking Requirements

The number of parking spaces required for the Northampton Place Apartments was determined based on the City of Alexandria's Zoning Ordinance, Section 8-200, General Parking Regulations.

According to the regulations for multifamily-dwellings, 1.30 spaces for each unit up to and including one-bedroom units and 1.75 spaces for each two-bedroom unit are required. The 576 dwelling units consist of 368 single bedroom and efficiency apartments, 204 two-bedroom apartments, including 22 affordable dwelling units. Accordingly, 836 spaces are required to accommodate Northampton Place Apartments.

Three, below-grade parking levels would provide the 780 parking spaces, including 35 tandem parking spaces. A 56-parking space (7 percent) reduction would be necessary. The 22 affordable dwelling units were not considered towards the parking space tabulation.

An additional 100 spaces would be provided for guest parking in the adjacent office garage, after 5:00 PM. A pedestrian walkway would connect the visitor parking to the apartments.

CONCLUSIONS

The conclusions of this traffic impact study are as follows:

1. Off-site intersections in the study area currently operate at acceptable levels of service during both the AM and PM peak hours.
2. The approved but unbuilt projects in the study area will generate a total of 238 to 268 new peak hour trips upon completion.
3. These additional trips can be adequately accommodated at the key intersections in the study.
4. Northampton Place Apartments will add another 170 to 194 new peak hour trips to the public street system upon project completion.
5. The key intersections in the study would adequately accommodate these additional trips.
6. The King Street/N. Hampton Drive intersection would operate at acceptable levels of service during the AM and PM peak hours with the northbound right turn movement under signal control.
7. Northampton Place Apartments would provide 780 new parking spaces.

Appendix A
Existing Peak Hour Traffic Counts

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

Time Period		Turning Movements																Total	PHF	Time Period			
		Southbound				Westbound King St (Rt 7)				Northbound North Hampton Dr				Eastbound King St (Rt 7)							North & South	East & West	
		1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total						
AM																							
6:00-6:15		0	0	0	0	0	0	191	3	194	23	0	6	29	2	127	0	129	29	323	352		6:00-6:15
6:15-6:30		0	0	0	0	0	0	173	7	180	26	0	6	32	15	176	0	191	32	371	403		6:15-6:30
6:30-6:45		0	0	0	0	0	0	247	6	253	36	0	3	39	10	230	0	240	39	493	532		6:30-6:45
6:45-7:00		0	0	0	0	0	0	246	7	253	57	0	13	70	17	184	0	201	70	454	524		6:45-7:00
7:00-7:15		0	0	0	0	0	0	283	5	288	52	0	16	68	20	225	0	245	68	533	601		7:00-7:15
7:15-7:30		0	0	0	0	0	0	336	5	341	65	0	16	81	10	256	0	266	81	607	688		7:15-7:30
7:30-7:45		0	0	0	0	0	0	319	7	326	76	0	42	118	23	276	0	299	118	625	743		7:30-7:45
7:45-8:00		0	0	0	0	0	0	375	12	387	63	0	21	84	13	277	0	290	84	677	761		7:45-8:00
8:00-8:15		0	0	0	0	0	0	356	10	366	65	0	20	85	9	333	0	342	85	708	793		8:00-8:15
8:15-8:30		0	0	0	0	0	0	365	2	367	53	0	23	76	25	308	0	333	76	700	776		8:15-8:30
8:30-8:45		0	0	0	0	0	0	341	10	351	55	0	14	69	16	283	0	299	69	650	719		8:30-8:45
8:45-9:00		0	0	0	0	0	0	309	10	319	41	0	12	53	14	265	0	279	53	598	651		8:45-9:00
3 Hour Totals		0	0	0	0	0	0	3,641	84	3,626	612	0	192	804	174	2,940	0	3,114	804	6,738	7,543		
1 Hour Totals																							
6:00-7:00		0	0	0	0	0	0	857	23	880	142	0	28	170	44	717	0	761	170	1,641	1,811	0.85	6:00-7:00
6:15-7:15		0	0	0	0	0	0	949	25	974	171	0	38	209	62	816	0	877	209	1,851	2,060	0.86	6:15-7:15
6:30-7:30		0	0	0	0	0	0	1,112	23	1,135	210	0	48	258	57	895	0	952	258	2,087	2,345	0.85	6:30-7:30
6:45-7:45		0	0	0	0	0	0	1,184	24	1,208	250	0	87	337	70	941	0	1,011	337	2,219	2,556	0.86	6:45-7:45
7:00-8:00		0	0	0	0	0	0	1,313	29	1,342	256	0	95	351	66	1,034	0	1,100	351	2,442	2,793	0.92	7:00-8:00
7:15-8:15		0	0	0	0	0	0	1,386	34	1,420	269	0	99	368	55	1,142	0	1,197	368	2,617	2,985	0.94	7:15-8:15
7:30-8:30		0	0	0	0	0	0	1,415	31	1,446	257	0	106	363	70	1,194	0	1,264	363	2,710	3,073	0.97	7:30-8:30
7:45-8:45		0	0	0	0	0	0	1,437	34	1,471	236	0	78	314	63	1,201	0	1,264	314	2,735	3,049	0.96	7:45-8:45
8:00-9:00		0	0	0	0	0	0	1,371	32	1,403	214	0	69	283	64	1,189	0	1,253	283	2,656	2,939	0.93	8:00-9:00
AM Peak																							
7:30-8:30		0	0	0	0	0	0	1,415	31	1,446	257	0	106	363	70	1,194	0	1,264	363	2,710	3,073	0.97	AM Peak 7:30-8:30
PM																							
4:00-4:15		0	0	0	0	0	0	266	17	283	11	0	13	24	25	388	0	413	24	696	720		4:00-4:15
4:15-4:30		0	0	0	0	0	0	286	20	306	12	0	9	21	28	358	0	386	21	692	713		4:15-4:30
4:30-4:45		0	0	0	0	0	0	327	36	363	15	0	14	29	29	423	0	452	29	815	844		4:30-4:45
4:45-5:00		0	0	0	0	0	0	301	38	339	9	0	12	21	30	401	0	431	21	770	791		4:45-5:00
5:00-5:15		0	0	0	0	0	0	351	35	386	16	0	12	28	32	400	0	432	28	818	846		5:00-5:15
5:15-5:30		0	0	0	0	0	0	347	42	389	11	0	8	19	44	428	0	472	19	861	880		5:15-5:30
5:30-5:45		0	0	0	0	0	0	354	58	412	13	0	4	17	38	403	0	441	17	853	870		5:30-5:45
5:45-6:00		0	0	0	0	0	0	340	48	388	14	0	5	19	50	355	0	405	19	793	812		5:45-6:00
6:00-6:15		0	0	0	0	0	0	372	43	415	18	0	9	27	45	346	0	391	27	806	833		6:00-6:15
6:15-6:30		0	0	0	0	0	0	338	43	381	16	0	7	23	40	354	0	394	23	775	798		6:15-6:30
6:30-6:45		0	0	0	0	0	0	361	38	399	12	0	8	20	33	319	0	352	20	751	771		6:30-6:45
6:45-7:00		0	0	0	0	0	0	287	29	316	21	0	10	31	28	283	0	311	31	627	658		6:45-7:00
3 Hour Totals		0	0	0	0	0	0	3,930	447	4,377	188	0	111	278	422	4,458	0	4,880	278	8,257	8,536		
1 Hour Totals																							
4:00-5:00		0	0	0	0	0	0	1,180	111	1,291	47	0	48	95	112	1,570	0	1,682	95	2,973	3,068	0.91	4:00-5:00
4:15-5:15		0	0	0	0	0	0	1,265	129	1,394	52	0	47	99	119	1,582	0	1,701	99	3,095	3,194	0.94	4:15-5:15
4:30-5:30		0	0	0	0	0	0	1,325	151	1,477	51	0	46	97	135	1,652	0	1,787	97	3,264	3,361	0.95	4:30-5:30
4:45-5:45		0	0	0	0	0	0	1,353	173	1,526	49	0	36	85	144	1,632	0	1,776	85	3,302	3,387	0.96	4:45-5:45
5:00-6:00		0	0	0	0	0	0	1,392	183	1,575	54	0	29	83	164	1,586	0	1,750	83	3,325	3,408	0.97	5:00-6:00
5:15-6:15		0	0	0	0	0	0	1,413	191	1,604	56	0	26	82	177	1,532	0	1,709	82	3,313	3,395	0.96	5:15-6:15
5:30-6:30		0	0	0	0	0	0	1,404	192	1,596	61	0	25	86	173	1,458	0	1,631	86	3,227	3,313	0.95	5:30-6:30
5:45-6:45		0	0	0	0	0	0	1,411	172	1,583	60	0	29	89	168	1,374	0	1,542	89	3,125	3,214	0.96	5:45-6:45
6:00-7:00		0	0	0	0	0	0	1,358	153	1,511	67	0	34	101	145	1,302	0	1,448	101	2,959	3,060	0.92	6:00-7:00
PM Peak																							
5:00-6:00		0	0	0	0	0	0	1,392	183	1,575	54	0	29	83	164	1,586	0	1,750	83	3,325	3,408	0.97	PM Peak 5:00-6:00

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

Time Period	Turning Movements															Total	PHF	Time Period				
	Southbound				Westbound King St (Rt 7)				Northbound Driveway				Eastbound King St (Rt 7)						North & South	East & West		
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left						Total	
AM																						
6:00-6:15	0	0	0	0	0	197	20	217	0	0	0	0	0	10	140	0	150	0	367	367		6:00-6:15
6:15-6:30	0	0	0	0	0	185	13	198	0	0	5	5	19	180	0	199	5	397	402		6:15-6:30	
6:30-6:45	0	0	0	0	0	248	25	273	1	0	2	3	15	259	0	274	3	547	550		6:30-6:45	
6:45-7:00	0	0	0	0	0	264	33	297	0	0	1	1	26	208	0	234	1	531	532		6:45-7:00	
7:00-7:15	0	0	0	0	0	279	31	310	4	0	5	9	20	242	0	262	9	572	581		7:00-7:15	
7:15-7:30	0	0	0	0	0	329	28	357	4	0	3	7	19	278	0	297	7	654	661		7:15-7:30	
7:30-7:45	0	0	0	0	0	332	27	359	4	0	0	4	24	328	0	352	4	711	715		7:30-7:45	
7:45-8:00	0	0	0	0	0	379	26	405	4	0	6	10	21	305	0	326	10	731	741		7:45-8:00	
8:00-8:15	0	0	0	0	0	371	29	400	3	0	19	22	38	348	0	386	22	786	808		8:00-8:15	
8:15-8:30	0	0	0	0	0	368	31	399	5	0	4	9	30	308	0	338	9	737	746		8:15-8:30	
8:30-8:45	0	0	0	0	0	333	26	359	8	0	3	11	18	280	0	298	11	657	668		8:30-8:45	
8:45-9:00	0	0	0	0	0	332	34	366	4	0	5	9	19	288	0	307	9	673	682		8:45-9:00	
3 Hour Totals	0	0	0	0	0	3,617	323	3,940	37	0	53	90	259	3,164	0	3,423	90	7,363	7,453			
1 Hour Totals																						
6:00-7:00	0	0	0	0	0	894	91	985	1	0	8	9	70	787	0	857	9	1,842	1,851	0.84	6:00-7:00	
6:15-7:15	0	0	0	0	0	976	102	1,078	5	0	13	18	80	889	0	969	18	2,047	2,065	0.89	6:15-7:15	
6:30-7:30	0	0	0	0	0	1,120	117	1,237	9	0	11	20	80	987	0	1,067	20	2,304	2,324	0.88	6:30-7:30	
6:45-7:45	0	0	0	0	0	1,204	119	1,323	12	0	9	21	89	1,056	0	1,145	21	2,468	2,489	0.87	6:45-7:45	
7:00-8:00	0	0	0	0	0	1,319	112	1,431	16	0	14	30	84	1,153	0	1,237	30	2,668	2,698	0.91	7:00-8:00	
7:15-8:15	0	0	0	0	0	1,411	110	1,521	15	0	28	43	102	1,259	0	1,361	43	2,882	2,925	0.91	7:15-8:15	
7:30-8:30	0	0	0	0	0	1,450	113	1,563	16	0	29	45	113	1,289	0	1,402	45	2,955	3,010	0.93	7:30-8:30	
7:45-8:45	0	0	0	0	0	1,451	112	1,563	20	0	32	52	107	1,241	0	1,348	52	2,911	2,963	0.92	7:45-8:45	
8:00-9:00	0	0	0	0	0	1,404	120	1,524	20	0	31	51	105	1,224	0	1,329	51	2,853	2,904	0.90	8:00-9:00	
AM Peak 7:30-8:30	0	0	0	0	0	1,450	113	1,563	16	0	29	45	113	1,289	0	1,402	45	2,985	3,010	0.93	AM Peak 7:30-8:30	
PM																						
4:00-4:15	0	0	0	0	0	295	8	303	29	0	4	33	0	340	0	340	33	643	676		4:00-4:15	
4:15-4:30	0	0	0	0	0	296	7	303	19	0	30	49	20	283	0	303	49	606	655		4:15-4:30	
4:30-4:45	0	0	0	0	0	330	6	336	48	0	15	63	6	438	0	444	63	780	843		4:30-4:45	
4:45-5:00	0	0	0	0	0	342	12	354	34	0	14	48	5	406	0	411	48	765	813		4:45-5:00	
5:00-5:15	0	0	0	0	0	350	4	354	41	0	15	56	11	371	0	382	56	736	792		5:00-5:15	
5:15-5:30	0	0	0	0	0	415	8	423	29	0	20	49	11	384	0	395	49	818	867		5:15-5:30	
5:30-5:45	0	0	0	0	0	374	6	380	44	0	12	56	11	373	0	384	56	764	820		5:30-5:45	
5:45-6:00	0	0	0	0	0	378	9	387	27	0	10	37	19	330	0	349	37	736	773		5:45-6:00	
6:00-6:15	0	0	0	0	0	390	12	402	37	0	14	51	11	318	0	329	51	731	782		6:00-6:15	
6:15-6:30	0	0	0	0	0	356	13	369	20	0	13	33	6	363	0	369	33	738	771		6:15-6:30	
6:30-6:45	0	0	0	0	0	393	8	401	14	0	13	27	9	313	0	322	27	723	750		6:30-6:45	
6:45-7:00	0	0	0	0	0	373	9	382	8	0	12	20	14	348	0	362	20	744	764		6:45-7:00	
3 Hour Totals	0	0	0	0	0	4,252	102	4,354	350	0	172	522	123	4,267	0	4,390	522	8,764	9,306			
1 Hour Totals																						
4:00-5:00	0	0	0	0	0	1,263	33	1,296	130	0	63	193	31	1,467	0	1,498	193	2,794	2,987	0.89	4:00-5:00	
4:15-5:15	0	0	0	0	0	1,318	29	1,347	142	0	74	216	42	1,498	0	1,540	216	2,887	3,103	0.92	4:15-5:15	
4:30-5:30	0	0	0	0	0	1,437	30	1,467	152	0	64	216	38	1,599	0	1,632	216	3,099	3,315	0.96	4:30-5:30	
4:45-5:45	0	0	0	0	0	1,481	30	1,511	148	0	61	209	33	1,534	0	1,572	209	3,083	3,292	0.95	4:45-5:45	
5:00-6:00	0	0	0	0	0	1,517	27	1,544	141	0	57	198	52	1,458	0	1,510	198	3,054	3,252	0.94	5:00-6:00	
5:15-6:15	0	0	0	0	0	1,557	35	1,592	137	0	56	193	52	1,405	0	1,457	193	3,049	3,242	0.93	5:15-6:15	
5:30-6:30	0	0	0	0	0	1,498	40	1,538	128	0	49	177	47	1,384	0	1,431	177	2,969	3,146	0.96	5:30-6:30	
5:45-6:45	0	0	0	0	0	1,517	42	1,559	98	0	50	148	45	1,324	0	1,369	148	2,928	3,076	0.98	5:45-6:45	
6:00-7:00	0	0	0	0	0	1,512	42	1,554	79	0	52	131	40	1,342	0	1,382	131	2,936	3,067	0.98	6:00-7:00	
PM Peak 4:30-5:30	0	0	0	0	0	1,437	30	1,467	152	0	64	216	33	1,599	0	1,632	216	3,099	3,315	0.96	PM Peak 4:30-5:30	

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT: North Hampton Place Apartments		DATE: 5/24/01		SOUTHBOUND ROAD: Park Center Dr																	
W & A JOB NO.: 1556		DAY: Thursday		NORTHBOUND ROAD: King St (Rt 7)																	
INTERSECTION: King St (Rt 7)/Park Center Dr		WEATHER: Slight Overcast		WESTBOUND ROAD: King St (Rt 7)																	
LOCATION: Alexandria, VA		COUNTED BY: GB/BP		EASTBOUND ROAD: King St (Rt 7)																	
		INPUTED BY: ELD																			
Time Period	Turning Movements																Total	PHF	Time Period		
	Southbound				Westbound				Northbound				Eastbound								
	1	2	3	Total	4	5	6	Total	7	8	9	Total	10	11	12	Total					
	Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		North & South	East & West			
AM																					
6:00-6:15	0	0	0	0	0	185	25	210	27	0	6	33	4	120	0	124	33	334	367		6:00-6:15
6:15-6:30	0	0	0	0	0	184	43	227	26	0	5	31	5	145	0	150	31	377	408		6:15-6:30
6:30-6:45	0	0	0	0	0	309	47	356	61	0	8	69	8	226	0	234	69	590	659		6:30-6:45
6:45-7:00	0	0	0	0	0	242	34	276	43	0	15	58	3	234	0	237	58	513	571		6:45-7:00
7:00-7:15	0	0	0	0	0	262	33	295	71	0	19	90	7	233	0	240	90	535	625		7:00-7:15
7:15-7:30	0	0	0	0	0	343	38	381	69	0	19	88	4	285	0	289	88	670	758		7:15-7:30
7:30-7:45	0	0	0	0	0	349	46	395	103	0	14	117	6	359	0	365	117	760	877		7:30-7:45
7:45-8:00	0	0	0	0	0	321	28	349	71	0	26	97	10	300	0	310	97	659	756		7:45-8:00
8:00-8:15	0	0	0	0	0	282	39	321	94	0	33	127	14	410	0	424	127	745	872		8:00-8:15
8:15-8:30	0	0	0	0	0	228	30	258	69	0	24	93	9	305	0	314	93	572	665		8:15-8:30
8:30-8:45	0	0	0	0	0	360	66	426	69	0	22	91	11	321	0	332	91	758	849		8:30-8:45
8:45-9:00	0	0	0	0	0	320	43	363	48	0	25	73	14	324	0	338	73	701	774		8:45-9:00
3 Hour Totals	0	0	0	0	0	3,385	472	3,857	761	0	216	987	95	3,262	0	3,357	967	7,214	8,181		
1 Hour Totals																					
6:00-7:00	0	0	0	0	0	920	149	1,069	157	0	34	191	20	725	0	745	191	1,814	2,005	0.76	6:00-7:00
6:15-7:15	0	0	0	0	0	997	157	1,154	201	0	47	248	23	838	0	861	248	2,015	2,263	0.86	6:15-7:15
6:30-7:30	0	0	0	0	0	1,156	152	1,308	244	0	61	305	22	978	0	1,000	305	2,308	2,613	0.86	6:30-7:30
6:45-7:45	0	0	0	0	0	1,196	151	1,347	286	0	67	353	20	1,111	0	1,131	353	2,478	2,831	0.81	6:45-7:45
7:00-8:00	0	0	0	0	0	1,275	145	1,420	314	0	78	392	27	1,177	0	1,204	392	2,624	3,016	0.86	7:00-8:00
7:15-8:15	0	0	0	0	0	1,295	151	1,446	337	0	92	429	34	1,354	0	1,388	429	2,834	3,263	0.93	7:15-8:15
7:30-8:30	0	0	0	0	0	1,180	143	1,323	337	0	97	434	39	1,374	0	1,413	434	2,736	3,170	0.90	7:30-8:30
7:45-8:45	0	0	0	0	0	1,191	163	1,354	303	0	105	408	44	1,336	0	1,380	408	2,734	3,142	0.90	7:45-8:45
8:00-9:00	0	0	0	0	0	1,190	178	1,368	280	0	104	384	48	1,360	0	1,408	384	2,776	3,160	0.91	8:00-9:00
AM Peak																					
7:15-8:15	0	0	0	0	0	1,295	151	1,446	337	0	92	429	34	1,354	0	1,388	429	2,834	3,263	0.93	AM Peak
PM																					
4:00-4:15	0	0	0	0	0	295	33	288	79	0	11	90	10	450	0	460	90	748	838		4:00-4:15
4:15-4:30	0	0	0	0	0	286	49	335	52	0	15	67	11	343	0	354	67	689	756		4:15-4:30
4:30-4:45	0	0	0	0	0	333	56	389	83	0	9	92	6	452	0	458	92	847	939		4:30-4:45
4:45-5:00	0	0	0	0	0	276	38	314	54	0	7	61	16	435	0	451	61	765	826		4:45-5:00
5:00-5:15	0	0	0	0	0	358	59	417	58	0	18	76	12	480	0	492	76	909	985		5:00-5:15
5:15-5:30	0	0	0	0	0	437	51	488	47	0	11	58	13	436	0	449	58	937	995		5:15-5:30
5:30-5:45	0	0	0	0	0	344	44	388	56	0	18	74	21	514	0	535	74	923	997		5:30-5:45
5:45-6:00	0	0	0	0	0	324	72	396	39	0	17	56	24	331	0	355	56	751	807		5:45-6:00
6:00-6:15	0	0	0	0	0	416	77	493	63	0	20	83	24	386	0	410	83	903	986		6:00-6:15
6:15-6:30	0	0	0	0	0	313	46	359	46	0	12	58	16	383	0	399	58	758	816		6:15-6:30
6:30-6:45	0	0	0	0	0	406	57	463	52	0	13	65	18	363	0	381	65	844	909		6:30-6:45
6:45-7:00	0	0	0	0	0	326	57	383	48	0	11	59	16	339	0	355	59	738	797		6:45-7:00
3 Hour Totals	0	0	0	0	0	4,074	638	4,713	677	0	182	839	187	4,912	0	5,099	839	9,812	10,651		
1 Hour Totals																					
4:00-5:00	0	0	0	0	0	1,150	176	1,326	268	0	42	310	43	1,680	0	1,723	310	3,049	3,359	0.89	4:00-5:00
4:15-5:15	0	0	0	0	0	1,253	202	1,455	247	0	49	296	45	1,710	0	1,755	296	3,210	3,506	0.89	4:15-5:15
4:30-5:30	0	0	0	0	0	1,404	204	1,608	242	0	45	287	47	1,803	0	1,850	287	3,458	3,745	0.94	4:30-5:30
4:45-5:45	0	0	0	0	0	1,415	192	1,607	215	0	54	269	62	1,865	0	1,927	269	3,534	3,803	0.95	4:45-5:45
5:00-6:00	0	0	0	0	0	1,463	226	1,689	200	0	64	264	70	1,761	0	1,831	264	3,520	3,784	0.95	5:00-6:00
5:15-6:15	0	0	0	0	0	1,521	244	1,765	205	0	66	271	82	1,667	0	1,749	271	3,514	3,785	0.95	5:15-6:15
5:30-6:30	0	0	0	0	0	1,397	239	1,636	204	0	67	271	85	1,614	0	1,699	271	3,335	3,606	0.90	5:30-6:30
5:45-6:45	0	0	0	0	0	1,459	252	1,711	200	0	62	262	82	1,463	0	1,545	262	3,256	3,518	0.89	5:45-6:45
6:00-7:00	0	0	0	0	0	1,461	237	1,698	209	0	56	265	74	1,471	0	1,545	265	3,243	3,508	0.89	6:00-7:00
PM Peak																					
4:45-5:45	0	0	0	0	0	1,415	192	1,607	215	0	54	269	62	1,865	0	1,927	269	3,534	3,803	0.95	PM Peak

Appendix B

Existing Intersection Levels of Service

HCS2000: Signalized Intersections Release 4.1

Analyst: CLK Inter.: Route 7/N. Hampton Road
 Agency: Wells & Associates Area Type: All other areas
 Date: 6/20/2001 Jurisd: Alexandria, VA
 Period: Existing AM Peak Hour Year :
 Project ID: Northampton Place Apartments
 E/W St: Route 7, King Street N/S St: N. Hampton Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	1	2	0	1	0	0	0	0	0
LGConfig		T		L	T		L					
Volume		1194		31	1415		106					
Lane Width		12.0		12.0	12.0		12.0					
RTOR Vol												

Duration 0.25 Area Type: All other areas
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right					Right			
Peds					Peds			
WB Left		A	P		SB Left			
Thru		A	P		Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	10.0	55.0				17.0		
Yellow	3.0	4.0				3.0		
All Red	0.0	2.0				1.0		

Cycle Length: 95.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
T	2123	3539	0.63	0.60	13.6	B	13.6	B
Westbound								
L	371	1770	0.09	0.73	7.1	A		
T	2608	3539	0.60	0.74	6.3	A	6.3	A
Northbound								
L	335	1770	0.35	0.19	36.3	D	36.3	D
Southbound								

Intersection Delay = 10.6 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1

Analyst: CLK Inter.: Route 7/N. Hampton Road
 Agency: Wells & Associates Area Type: All other areas
 Date: 6/20/2001 Jurisd: Alexandria, VA
 Period: Existing PM Peak Hour Year :
 Project ID: Northampton Place Apartments
 E/W St: Route 7, King Street N/S St: N. Hampton Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	1	2	0	1	0	0	0	0	0
LGConfig		T		L	T		L					
Volume		1586		183	1392		29					
Lane Width		12.0		12.0	12.0		12.0					
RTOR Vol												

Duration 0.25 Area Type: All other areas
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right					Right			
Peds					Peds			
WB Left		A	P		SB Left			
Thru		A	P		Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		10.0	55.0			17.0		
Yellow		3.0	4.0			3.0		
All Red		0.0	2.0			1.0		

Cycle Length: 95.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
T	2123	3539	0.83	0.60	19.1	B	19.1	B
Westbound								
L	320	1770	0.63	0.73	27.8	C		
T	2608	3539	0.59	0.74	6.2	A	8.7	A
Northbound								
L	335	1770	0.10	0.19	32.3	C	32.3	C
Southbound								

Intersection Delay = 14.1 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1

-Analyst: CLK Inter.: Route 7/ Hampton Road
 Agency: Wells & Associates Area Type: All other areas
 Date: 6/20/2001 Jurisd: Alexandria, VA
 -Period: Existing AM Peak Hour Year :
 Project ID: Northampton Place Apartments
 E/W St: Route 7, King Street N/S St: Hampton Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	1	3	0	0	0	0	0	0	0
LGConfig	TR			L T			LR					
Volume	1289	113		113	1450		29		16			
Lane Width	12.0			12.0	12.0			12.0				
RTOR Vol			0						0			

Duration 0.25 Area Type: All other areas
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left		A	P		SB Left			
Thru		A	P		Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	16.0	55.0			20.0			
Yellow	3.0	4.0			4.0			
All Red	0.0	1.0			1.0			

Cycle Length: 104.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
TR	2754	5024	0.57	0.55	16.2	B	16.2	B
Westbound								
L	402	1770	0.31	0.72	8.9	A		
T	3716	5085	0.43	0.73	5.6	A	5.8	A
Northbound								
LR	349	1729	0.14	0.20	35.0-	C	35.0-	C
Southbound								

Intersection Delay = 11.1 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1

Analyst: CLK Inter.: Route 7/ Hampton Road
 Agency: Wells & Associates Area Type: All other areas
 Date: 6/20/2001 Jurisd: Alexandria, VA
 Period: Existing PM Peak Hour Year :
 Project ID: Northampton Place Apartments
 E/W St: Route 7, King Street N/S St: Hampton Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	1	3	0	0	0	0	0	0	0
LGConfig	TR			L T			LR					
Volume	1599 33			30 1437			64 152					
Lane Width	12.0			12.0 12.0			12.0					
RTOR Vol	0						30					

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left	A	P			SB Left			
Thru	A	P			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	16.0	55.0			20.0			
Yellow	3.0	4.0			4.0			
All Red	0.0	1.0			1.0			

Cycle Length: 104.0 secs

Intersection Performance Summary

Appr/Lane	Lane Group	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
Grp	Capacity		v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
TR	2779	5070	0.65	0.55	17.7	B	17.7	B
Westbound								
L	378	1770	0.09	0.72	8.4	A		
T	3716	5085	0.43	0.73	5.6	A	5.6	A
Northbound								
LR	341	1691	0.61	0.20	45.6	D	45.6	D
Southbound								

Intersection Delay = 13.9 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1

Analyst: CLK Inter.: Route 7/ Park Center Drive
 Agency: Wells & Associates Area Type: All other areas
 Date: 6/20/2001 Jurisd: Alexandria, VA
 Period: Existing AM Peak Hour Year :
 Project ID: Northampton Place Apartments
 E/W St: Route 7, King Street N/S St: Park Center Drive

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	1	3	0	1	0	1	0	0	0
LGConfig	TR			L T			L R					
Volume	1354 34			151 1295			92 337					
Lane Width	12.0			12.0 12.0			12.0 12.0					
RTOR Vol	0						151					

Duration 0.25 Area Type: All other areas
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left	A	P			SB Left			
Thru	A	P			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0	50.0				27.0		
Yellow	4.0	4.0				3.0		
All Red	2.0	3.0				1.0		

Cycle Length: 119.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
TR	2214	5066	0.70	0.44	29.0	C	29.0	C
Westbound								
L	494	1770	0.34	0.69	17.3	B		
T	3547	5085	0.41	0.70	7.7	A	8.7	A
Northbound								
L	416	1770	0.25	0.24	38.3	D	44.1	D
R	366	1615	0.57	0.23	47.0	D		
Southbound								

Intersection Delay = 20.9 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1

Analyst: CLK Inter.: Route 7/ Park Center Drive
 Agency: Wells & Associates Area Type: All other areas
 Date: 6/20/2001 Jurisd: Alexandria, VA
 Period: Existing PM Peak Hour Year :
 Project ID: Northampton Place Apartments
 E/W St: Route 7, King Street N/S St: Park Center Drive

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	1	3	0	1	0	1	0	0	0
LGConfig	TR			L	T		L		R			
Volume	1865	62		192	1415		54		215			
Lane Width	12.0			12.0	12.0		12.0		12.0			
RTOR Vol			0						192			

Duration	0.25	Area Type:	All other areas						
Signal Operations									
Phase Combination	1	2	3	4	5	6	7	8	
EB Left					NB Left	P			
Thru		P			Thru				
Right		P			Right	P			
Peds					Peds				
WB Left	A	P			SB Left				
Thru	A	P			Thru				
Right					Right				
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	33.0	50.0				19.0			
Yellow	4.0	4.0				3.0			
All Red	2.0	3.0				1.0			
								Cycle Length: 119.0	secs

Intersection Performance Summary

Appr/Lane	Lane Group	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
Grp	Capacity		v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
TR	2212	5061	0.97	0.44	45.6	D	45.6	D
Westbound								
L	613	1770	0.35	0.76	20.7	C		
T	3889	5085	0.40	0.76	4.8	A	6.7	A
Northbound								
L	297	1770	0.20	0.17	44.2	D	44.0	D
R	258	1615	0.10	0.16	43.5	D		
Southbound								

Intersection Delay = 28.3 (sec/veh) Intersection LOS = C

Appendix C

Future Intersection Levels of Service,
Without Northampton Place Apartments

HCS2000: Signalized Intersections Release 4.1

Analyst: CLK Inter.: Route 7/N. Hampton Road
 Agency: Wells & Associates Area Type: All other areas
 Date: 6/20/2001 Jurisd: Alexandria, VA
 Period: Background AM Peak Hour Year :
 Project ID: Northampton Place Apartments
 E/W St: Route 7, King Street N/S St: N. Hampton Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	1	2	0	1	0	0	0	0	0
LGConfig	T			L T			L					
Volume	1228			34 1439			137					
Lane Width	12.0			12.0 12.0			12.0					
RTOR Vol												

Duration 0.25 Area Type: All other areas
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right					Right			
Peds					Peds			
WB Left	A	P			SB Left			
Thru	A	P			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	10.0	55.0			17.0			
Yellow	3.0	4.0			3.0			
All Red	0.0	2.0			1.0			
Cycle Length: 95.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
T	2123	3539	0.64	0.60	13.9	B	13.9	B
Westbound								
L	362	1770	0.10	0.73	7.5	A		
T	2608	3539	0.61	0.74	6.4	A	6.5	A
Northbound								
L	335	1770	0.45	0.19	38.5	D	38.5	D
Southbound								

Intersection Delay = 11.2 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1

Analyst: CLK Inter.: Route 7/N. Hampton Road
 Agency: Wells & Associates Area Type: All other areas
 Date: 6/20/2001 Jurisd: Alexandria, VA
 Period: Background PM Peak Hour Year :
 Project ID: Northampton Place Apartments
 E/W St: Route 7, King Street N/S St: N. Hampton Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	1	2	0	1	0	0	0	0	0
LGConfig		T		L	T		L					
Volume		1621		199	1418		43					
Lane Width		12.0		12.0	12.0		12.0					
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right					Right			
Peds					Peds			
WB Left	A	P			SB Left			
Thru	A	P			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	10.0	55.0			17.0			
Yellow	3.0	4.0			3.0			
All Red	0.0	2.0			1.0			

Cycle Length: 95.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
T	2123	3539	0.85	0.60	19.9	B	19.9	B
Westbound								
L	320	1770	0.69	0.73	31.7	C		
T	2608	3539	0.60	0.74	6.3	A	9.5	A
Northbound								
L	335	1770	0.14	0.19	33.0	C	33.0	C
Southbound								

Intersection Delay = 14.9 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1

Analyst: CLK Inter.: Route 7/ Hampton Road
 Agency: Wells & Associates Area Type: All other areas
 Date: 6/20/2001 Jurisd: Alexandria, VA
 Period: Background AM Peak Hour Year :
 Project ID: Northampton Place Apartments
 E/W St: Route 7, King Street N/S St: Hampton Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	1	3	0	0	0	0	0	0	0
LGConfig	TR			L T			LR					
Volume	1327	136		147	1467		39		46			
Lane Width	12.0			12.0	12.0			12.0				
RTOR Vol			0						0			

Duration 0.25 Area Type: All other areas
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left	A	P			SB Left			
Thru	A	P			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	16.0	55.0			20.0			
Yellow	3.0	4.0			4.0			
All Red	0.0	1.0			1.0			

Cycle Length: 104.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
TR	2748	5014	0.59	0.55	16.7	B	16.7	B
Westbound								
L	392	1770	0.42	0.72	12.5	B		
T	3716	5085	0.44	0.73	5.6	A	6.3	A
Northbound								
LR	344	1706	0.27	0.20	37.0	D	37.0	D
Southbound								

Intersection Delay = 11.9 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1

Analyst: CLK Inter.: Route 7/ Hampton Road
 Agency: Wells & Associates Area Type: All other areas
 Date: 6/20/2001 Jurisd: Alexandria, VA
 Period: Background PM Peak Hour Year :
 Project ID: Northampton Place Apartments
 E/W St: Route 7, King Street N/S St: Hampton Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	1	3	0	0	0	0	0	0	0
LGConfig	TR			L T			LR					
Volume	1627 53			59 1465			77 191					
Lane Width	12.0			12.0 12.0			12.0					
RTOR Vol	0						30					

Duration 0.25 Area Type: All other areas
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left		A	P		SB Left			
Thru		A	P		Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	10.0	55.0			26.0			
Yellow	3.0	4.0			4.0			
All Red	0.0	1.0			1.0			

Cycle Length: 104.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
TR	2774	5061	0.67	0.55	18.2	B	18.2	B
Westbound								
L	276	1770	0.24	0.66	11.9	B		
T	3423	5085	0.48	0.67	8.3	A	8.4	A
Northbound								
LR	438	1688	0.61	0.26	39.9	D	39.9	D
Southbound								

Intersection Delay = 15.3 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1

Analyst: CLK Inter.: Route 7/ Park Center Drive
 Agency: Wells & Associates Area Type: All other areas
 Date: 6/20/2001 Jurisd: Alexandria, VA
 Period: Background AM Peak Hour Year :
 Project ID: Northampton Place Apartments
 E/W St: Route 7, King Street N/S St: Park Center Drive

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	1	3	0	1	0	1	0	0	0
LGConfig	TR			L T			L R					
Volume	1423 34			164 1344			93 399					
Lane Width	12.0			12.0 12.0			12.0 12.0					
RTOR Vol	0						151					

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left	A	P			SB Left			
Thru	A	P			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0	50.0			32.0			
Yellow	4.0	4.0			3.0			
All Red	2.0	3.0			1.0			

Cycle Length: 119.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
TR	2214	5067	0.73	0.44	29.9	C	29.9	C
Westbound								
L	420	1770	0.43	0.65	22.1	C		
T	3333	5085	0.45	0.66	10.1	B	11.4	B
Northbound								
L	491	1770	0.21	0.28	34.0	C	42.2	D
R	434	1615	0.64	0.27	45.3	D		
Southbound								

Intersection Delay = 22.7 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1

Analyst: CLK Inter.: Route 7/ Park Center Drive
 Agency: Wells & Associates Area Type: All other areas
 Date: 6/20/2001 Jurisd: Alexandria, VA
 Period: Background PM Peak Hour Year :
 Project ID: Northampton Place Apartments
 E/W St: Route 7, King Street N/S St: Park Center Drive

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	1	3	0	1	0	1	0	0	0
LGConfig	TR			L T			L R					
Volume	1933 63			249 1472			55 245					
Lane Width	12.0			12.0 12.0			12.0 12.0					
RTOR Vol	0						192					

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left	A	P			SB Left			
Thru	A	P			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	33.0	50.0			19.0			
Yellow	4.0	4.0			3.0			
All Red	2.0	3.0			1.0			

Cycle Length: 119.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
TR	2212	5061	1.00	0.44	53.3	D	53.3	D
Westbound								
L	613	1770	0.45	0.76	24.1	C		
T	3889	5085	0.42	0.76	4.9	A	7.7	A
Northbound								
L	297	1770	0.21	0.17	44.2	D	44.9	D
R	258	1615	0.23	0.16	45.7	D		
Southbound								

Intersection Delay = 32.5 (sec/veh) Intersection LOS = C

Appendix D

Future Intersection Levels of Service,
With Northampton Place Apartments

HCS2000: Signalized Intersections Release 4.1

Analyst: CLK Inter.: Route 7/N. Hampton Road
 Agency: Wells & Associates Area Type: All other areas
 Date: 6/20/2001 Jurisd: Alexandria, VA
 Period: Total Future AM Peak Hour Year :
 Project ID: Northampton Place Apartments
 E/W St: Route 7, King Street N/S St: N. Hampton Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	1	2	0	1	0	0	0	0	0
LGConfig	T			L T			L					
Volume	1235			44 1455			153					
Lane Width	12.0			12.0 12.0			12.0					
RTOR Vol												

Duration 0.25 Area Type: All other areas
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right					Right			
Peds					Peds			
WB Left	A	P			SB Left			
Thru	A	P			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	10.0	55.0			17.0			
Yellow	3.0	4.0			3.0			
All Red	0.0	2.0			1.0			

Cycle Length: 95.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
T	2123	3539	0.65	0.60	13.9	B	13.9	B
Westbound								
L	360	1770	0.14	0.73	7.8	A		
T	2608	3539	0.62	0.74	6.5	A	6.6	A
Northbound								
L	335	1770	0.51	0.19	39.9	D	39.9	D
Southbound								

Intersection Delay = 11.5 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1

Analyst: CLK Inter.: Route 7/N. Hampton Road
 Agency: Wells & Associates Area Type: All other areas
 Date: 6/20/2001 Jurisd: Alexandria, VA
 Period: Total Future PM Peak Hour Year :
 Project ID: Northampton Place Apartments
 E/W St: Route 7, King Street N/S St: N. Hampton Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	1	2	0	1	0	0	0	0	0
LGConfig		T		L	T		L					
Volume		1642		227	1428		53					
Lane Width		12.0		12.0	12.0		12.0					
RTOR Vol												

Duration 0.25 Area Type: All other areas
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right					Right			
Peds					Peds			
WB Left	A	P			SB Left			
Thru	A	P			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	10.0	55.0				17.0		
Yellow	3.0	4.0				3.0		
All Red	0.0	2.0				1.0		

Cycle Length: 95.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
T	2123	3539	0.86	0.60	20.5	C	20.5	C
Westbound								
L	320	1770	0.79	0.73	40.1	D		
T	2608	3539	0.61	0.74	6.4	A	11.0	B
Northbound								
L	335	1770	0.18	0.19	33.4	C	33.4	C
Southbound								

Intersection Delay = 16.0 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1

Analyst: CLK

Agency: Wells & Associates

Date: 6/20/2001

Period: Total Future AM Peak Hour

Project ID: Northampton Place Apartments, Controlled NBR

E/W St: Route 7, King Street

Inter.: Route 7/N. Hampton Road

Area Type: All other areas

Jurisd: Alexandria, VA

Year :

N/S St: N. Hampton Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	1	2	0	1	0	1	0	0	0
LGConfig	T			L	T		L		R			
Volume	1235			44	1455		153		329			
Lane Width	12.0			12.0	12.0		12.0		12.0			
RTOR Vol								44				

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	A		
Thru		A			Thru			
Right					Right	A		
Peds					Peds			
WB Left		A			SB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
NB Right		A			EB Right			
SB Right					WB Right			
Green		10.0	55.0			17.0		
Yellow		3.0	4.0			3.0		
All Red		0.0	2.0			1.0		

Cycle Length: 95.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
T	2123	3539	0.65	0.60	13.1	B	13.1	B
Westbound								
L	360	1770	0.14	0.73	7.8	A		
T	2608	3539	0.62	0.74	6.5	A	6.6	A
Northbound								
L	335	1770	0.51	0.19	35.8	D	31.2	C
R	527	1615	0.60	0.33	28.8	C		
Southbound								

Intersection Delay = 12.5 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1

Analyst: CLK Inter.: Route 7/N. Hampton Road
 Agency: Wells & Associates Area Type: All other areas
 Date: 6/20/2001 Jurisd: Alexandria, VA
 Period: Total Future PM Peak Hour Year :
 Project ID: Northampton Place Apartments, Controlled NBR
 E/W St: Route 7, King Street N/S St: N. Hampton Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	1	2	0	1	0	1	0	0	0
LGConfig		T		L	T		L		R			
Volume		1642		227	1428		53		93			
Lane Width		12.0		12.0	12.0		12.0		12.0			
RTOR Vol									46			

Duration	0.25	Area Type:	All other areas						
Signal Operations									
Phase Combination	1	2	3	4	5	6	7	8	
EB Left					NB Left	A			
Thru		A			Thru				
Right					Right	A			
Peds					Peds				
WB Left		A	A		SB Left				
Thru		A	A		Thru				
Right					Right				
Peds					Peds				
NB Right		A			EB Right				
SB Right					WB Right				
Green		10.0	55.0			17.0			
Yellow		3.0	4.0			3.0			
All Red		0.0	2.0			1.0			
								Cycle Length: 95.0	secs

Intersection Performance Summary								
Appr/Lane	Lane Group	Adj Sat Flow Rate	Ratios		Lane Group		Approach	
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
T	2123	3539	0.86	0.60	19.5	B	19.5	B
Westbound								
L	320	1770	0.79	0.73	40.1	D		
T	2608	3539	0.61	0.74	6.4	A	11.0	B
Northbound								
L	335	1770	0.18	0.19	32.5	C	27.8	C
R	527	1615	0.10	0.33	22.4	C		
Southbound								

Intersection Delay = 15.6 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1

Analyst: CLK
 Agency: Wells & Associates
 Date: 6/20/2001
 Period: Total Future AM Peak Hour
 Project ID: Northampton Place Apartments
 E/W St: Route 7, King Street

Inter.: Route 7/ Hampton Road
 Area Type: All other areas
 Jurisd: Alexandria, VA
 Year :
 N/S St: Hampton Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	1	3	0	0	0	0	0	0	0
LGConfig	TR			L T			LR					
Volume	1372 143			162 1477			55 91					
Lane Width	12.0			12.0 12.0			12.0					
RTOR Vol	0						0					

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left		A	P		SB Left			
Thru		A	P		Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		16.0	55.0			20.0		
Yellow		3.0	4.0			4.0		
All Red		0.0	1.0			1.0		

Cycle Length: 104.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

TR 2748 5013 0.61 0.55 17.0 B 17.0 B

Westbound

L 384 1770 0.47 0.72 17.8 B
 T 3716 5085 0.44 0.73 5.6 A 6.9 A

Northbound

LR 342 1695 0.47 0.20 41.3 D 41.3 D

Southbound

Intersection Delay = 13.0 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1

Analyst: CLK Inter.: Route 7/ Hampton Road
 Agency: Wells & Associates Area Type: All other areas
 Date: 6/20/2001 Jurisd: Alexandria, VA
 Period: Total Future PM Peak Hour Year :
 Project ID: Northampton Place Apartments
 E/W St: Route 7, King Street N/S St: Hampton Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	1	3	0	0	0	0	0	0	0
LGConfig	TR			L T			LR					
Volume	1653 73			102 1493			87 217					
Lane Width	12.0			12.0 12.0			12.0					
RTOR Vol	0						30					

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left		A	P		SB Left			
Thru		A	P		Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	10.0	55.0			26.0			
Yellow	3.0	4.0			4.0			
All Red	0.0	1.0			1.0			

Cycle Length: 104.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

TR 2769 5053 0.69 0.55 18.6 B 18.6 B

Westbound

L 276 1770 0.41 0.66 14.6 B
 T 3423 5085 0.48 0.67 8.4 A 8.8 A

Northbound

LR 438 1687 0.70 0.26 43.6 D 43.6 D

Southbound

Intersection Delay = 16.1 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1

Analyst: CLK Inter.: Route 7/ Park Center Drive
 Agency: Wells & Associates Area Type: All other areas
 Date: 6/20/2001 Jurisd: Alexandria, VA
 Period: Total Future AM Peak Hour Year :
 Project ID: Northampton Place Apartments
 E/W St: Route 7, King Street N/S St: Park Center Drive

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	1	3	0	1	0	1	0	0	0
LGConfig	TR			L T			L R					
Volume	1512 34			164 1369			93 399					
Lane Width	12.0			12.0 12.0			12.0 12.0					
RTOR Vol	0						151					

Duration 0.25 Area Type: All other areas
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left	A	P			SB Left			
Thru	A	P			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0	50.0				32.0		
Yellow	4.0	4.0				3.0		
All Red	2.0	3.0				1.0		

Cycle Length: 119.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
TR	2215	5068	0.78	0.44	31.3	C	31.3	C
Westbound								
L	420	1770	0.43	0.65	22.6	C		
T	3333	5085	0.46	0.66	10.2	B	11.5	B
Northbound								
L	491	1770	0.21	0.28	34.0	C	42.2	D
R	434	1615	0.64	0.27	45.3	D		
Southbound								

Intersection Delay = 23.5 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1

Analyst: CLK Inter.: Route 7/ Park Center Drive
 Agency: Wells & Associates Area Type: All other areas
 Date: 6/20/2001 Jurisd: Alexandria, VA
 Period: Total Future PM Peak Hour Year :
 Project ID: Northampton Place Apartments
 E/W St: Route 7, King Street N/S St: Park Center Drive

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	1	3	0	1	0	1	0	0	0
LGConfig	TR			L T			L R					
Volume	1986 63			249 1542			55 245					
Lane Width	12.0			12.0 12.0			12.0 12.0					
RTOR Vol	0						192					

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left	A	P			SB Left			
Thru	A	P			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0	58.0			19.0			
Yellow	4.0	4.0			3.0			
All Red	2.0	3.0			1.0			

Cycle Length: 119.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
TR	2552	5062	0.89	0.50	31.9	C	31.9	C
Westbound								
L	494	1770	0.56	0.76	30.9	C		
T	3889	5085	0.44	0.76	5.0	A	8.6	A
Northbound								
L	297	1770	0.21	0.17	44.2	D	44.9	D
R	258	1615	0.23	0.16	45.7	D		
Southbound								

Intersection Delay = 21.7 (sec/veh) Intersection LOS = C

TWO-WAY STOP CONTROL SUMMARY

Analyst: clk
 Agency/Co.: Wells & Associates, LLC
 Date Performed: 6/22/2001
 Analysis Time Period: Total Future AM peak hour
 Intersection: N. Hampton/Site Access
 Jurisdiction: Alexandria
 Analysis Year: 2001
 Project ID: Northampton Place Apartments
 East/West Street: Site Access
 North/South Street: N. Hampton Drive

Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound			Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		422	2		17	113	
Peak-Hour Factor, PHF		0.90	0.90		0.90	0.90	
Hourly Flow Rate, HFR		468	2		18	125	
Percent Heavy Vehicles		--	--		2	--	--
Median Type		Raised curb					
RT Channelized?							
Lanes Configuration		2 T	0 TR		1 L	2 T	
Upstream Signal?		No			Yes		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		6		61			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		6		67			
Percent Heavy Vehicles		2		2			
Percent Grade (%)			0			0	
Median Storage		1					
Flared Approach: Storage		Exists? No					
RT Channelized?							
Lanes Configuration		0		0			
		LR					

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	NB	SB	Westbound			Eastbound		
	1	4 L	7	8 LR	9	10	11	12
v (vph)		18		73				
C(m) (vph)		1088		736				
v/c		0.02		0.10				
95% queue length		0.05		0.33				
Control Delay		8.4		10.4				
LOS		A		B				
Approach Delay				10.4				
Approach LOS				B				

HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

Analyst: clk
 Agency/Co.: Wells & Associates, LLC
 Date Performed: 6/22/2001
 Analysis Time Period: Total Future PM peak hour
 Intersection: N. Hampton/Site Access
 Jurisdiction: Alexandria
 Analysis Year: 2001
 Project ID: Northampton Place Apartments
 East/West Street: Site Access
 North/South Street: N. Hampton Drive

Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound			Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		110	6	49	404		
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR		122	6	54	448		
Percent Heavy Vehicles		--	--	2	--	--	--
Median Type	Raised curb						
RT Channelized?							
Lanes		2	0		1	2	
Configuration		T	TR		L	T	
Upstream Signal?		No				Yes	

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		4		36			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		4		40			
Percent Heavy Vehicles		2		2			
Percent Grade (%)			0			0	
Median Storage	1						
Flared Approach: Storage	Exists?		No				
RT Channelized?							
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	1	L		LR				
v (vph)		54		44				
C(m) (vph)		1456		925				
v/c		0.04		0.05				
95% queue length		0.12		0.15				
Control Delay		7.6		9.1				
LOS		A		A				
Approach Delay				9.1				
Approach LOS				A				

MEMORANDUM

DATE: NOVEMBER 12, 2001

TO: HONORABLE MAYOR DONLEY AND MEMBERS OF CITY COUNCIL

FROM: EILEEN FOGARTY, DIRECTOR, PLANNING & ZONING *Eileen Fogarty*

SUBJECT: NORTHAMPTON APARTMENTS (DSUP#001-14)

This case concerns an application for an amendment to the approved Park Center development plan in order to construct two 16 story high-rise apartment buildings with underground structured parking at the corner of North Hampton and King Streets. Staff recommends approval of the request, subject to all applicable codes and ordinances and the staff recommendations.

The apartment site contains 4.115 acres and is located on the southwest corner of King Street and North Hampton Drive. The proposed 572 residential units will be located in two towers containing 587,766 sq.ft. The Park Center site currently has approval for 800,000 square feet of additional office and residential development. This application amends the existing approval by:

- 1) converting 275,000 sq.ft. of the office space to residential use,
- 2) reducing the total square footage of the project by about 220,000 sq.ft.

Staff worked extensively with the applicant during a conceptual review process prior to formal submission of the plan to improve the quality and character of the proposed buildings and site plan and to resolve significant issues. Staff had concerns about the design and mass of the original buildings, the poor access into the site, the loss of all existing mature trees on the site and the quality of open space proposed. The design of the building has significantly improved, with increased variation in the building facades, improvement of the building proportions through creation of a strong base, use of building step-backs at the upper floor to increase articulation at the roof line, and refinement of building materials. In addition, trees around the perimeter of the site have been saved, and site open space and circulation was improved.

Staff also worked with the applicant to provide 22 affordable housing in site in lieu of the standard \$0.50/square foot contribution to the Affordable Housing Trust Fund. The affordable housing program was considered and approved by the City's Affordable Housing Advisory Task Force.

Planning Commission Hearing

At the Planning Commission public hearing, numerous residents of Fairlington, across the street from Park Center, spoke in opposition to and raised concerns about the proposal. The residents asked for additional time to review the proposal and expressed concern that they were not contacted earlier in the review process. The residents expressed a general concern about the size and scale of the Park Center development, including this last phase. They also expressed significant concerns about traffic impacts from the project on the highly congested King Street. The primary issue raised by the residents was the size and scale of the original Park Center approval relative to their low scale residences across King street.

After some discussion--and a failed motion to defer the request--the Planning Commission voted to recommend approval of the project. The initial recommendation of deferral was based primarily on a concern by two Commissioners that the on-site Affordable Housing program may not be in keeping with the new Affordable Housing policies the City is going to consider for adoption this month. However, other Commissioners felt that the project clearly was in keeping with the City's existing affordable housing policies--and in fact went beyond those existing policies by providing the on site units--and felt the project should be commended for its attempt to provide on-site affordable units rather than penalized. The Commission acknowledged the concerns of the Fairlington residents, but noted that the Park Center project had been approved for decades and that this final phase actually resulted in less density and traffic than could have been built on the site under the existing City approvals. The Planning Commission recommended approval of the project 5 to 2, with Mr. Gaines and Mr. Leibach voting against the motion.

Staff has offered to meet with the Fairlington residents during the upcoming week to further review the plan with residents. However, we note, and noted to the residents, that given the existing city approvals for 800,000 sq.ft. in 150' buildings for Park Center, the applicant has existing development rights. Therefore, it is likely the conditions we are able to help the community develop over the next week will not address their larger concerns about the scale of the development proposal, but will address issues such as noise, landscaping and screening, construction practices, etc.

Staff: Eileen Fogarty, Director, P&Z
Kimberley Johnson, Chief/Development, P&Z
Gregory Tate, Urban Planner, P&Z

13
11-17-01

The Honorable Kerry C. Donley, Mayor
City of Alexandria
301 King Street
Alexandria, VA 22314

November 16, 2001

Dear Mayor Donley:

We in Fairlington are concerned about the proposed construction of the Northampton Place Apartments in Park Center. We recognize that this proposal derives from a conceptual plan approved in 1984, but I feel there are several options that need to be explored before Fairlington, and perhaps others, can feel comfortable with this plan.

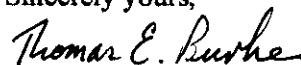
I presented a resolution to the Planning Commission on November 8, 2001 stating the unanimous position of the North Fairlington Board of Directors requesting deferral of consideration of this application. Our most pressing problem has been the lack of time to examine the ramifications of the proposal and attendant conditions. Notification from the City only occurred on October 25, 2001. We have had one meeting with City staff, but a number of issues persist that could not be addressed or resolved.

For your, and Council's, consideration, here are the most prominent concerns and issues presented as additions or modifications to conditions that already attach to the application.

1. Conduct a detailed engineering examination of the adequacy of the proposed sanitary and storm sewer lines across King Street and 28th Street, and their potential impact to such systems in Fairlington.
2. Conduct engineering baseline studies for structural shifts and/or degradation of our historic buildings caused by heavy construction.
3. Conduct an independent traffic survey that includes weekend data, the functioning of King Street, and the cumulative effect of this proposal, the approved hotel and the recently completed Esplanade.
4. Optimize traffic signals from I-395 to Dawes Ave. before final site plan approval. City staff indicated this could be done in six months.
5. Provide for a dense perimeter of trees on King Street and Hampton Drive, utilizing new plantings and preserving existing perimeter trees to the maximum extent practicable. New plantings on the north side of King Street should also be considered.
6. Examine the set-back concession along King Street relative to the building's proximity to the right-of-way being granted for possible King St. widening.
7. Adopt a 30 year duration for providing affordable units. The City's Affordable Housing Task Force report recommends 20 years; Arlington uses 30 years.
8. Expand condition No. 5 to include notification to all tenants, commuters and other users of buildings in Park Center discouraging parking in Fairlington.

We look forward to working with City staff and the developer on these issues.

Sincerely yours,



Thomas E. Burke

Director and Secretary, Fairlington Villages

Cc: Members of City Council

Northampton Place Apartments

City of Alexandria Department of Planning and Zoning

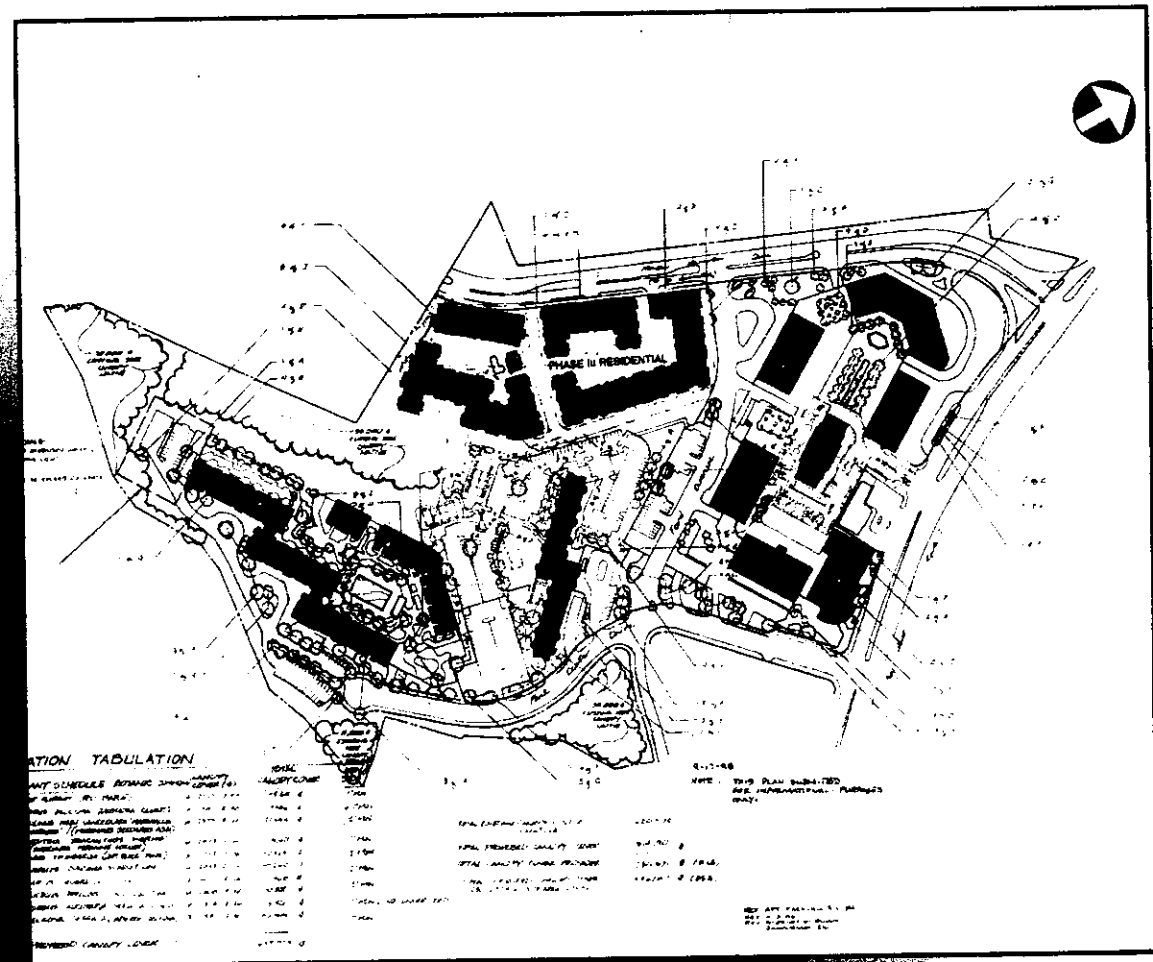
DSUP#2001-0014

PARK CENTER PLAN

Approved 1984

3.3 million sq.ft.
(36% residential)

Amended and re-approved by City five times since original approval, most recently in 2000 (for hotel)



Northampton Place Apartments

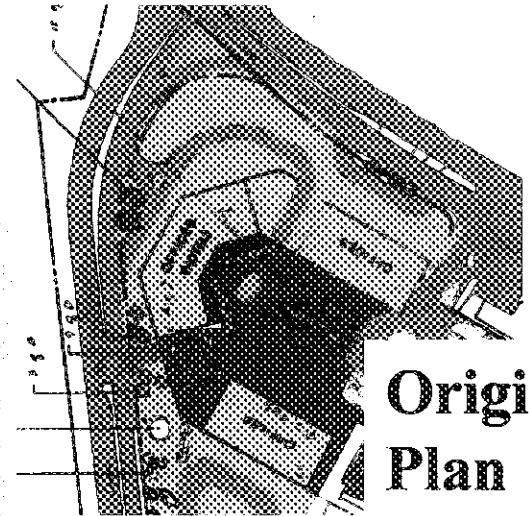
City of Alexandria Department of Planning and Zoning

CURRENT APPLICATION:

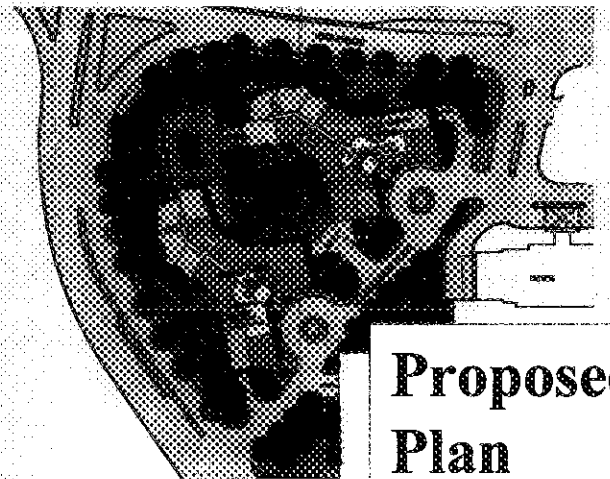
Amends Park Center plan to allow construction of 572 units in 2 towers at corner of N. Hampton and King

- Results in build-out of project at less than maximum density permitted (587,700 sq ft. proposed versus 630,100 sq ft. permitted)

- Requires conversion of 274,000 sq ft. of commercial space to residential space



Original Plan



Proposed Plan

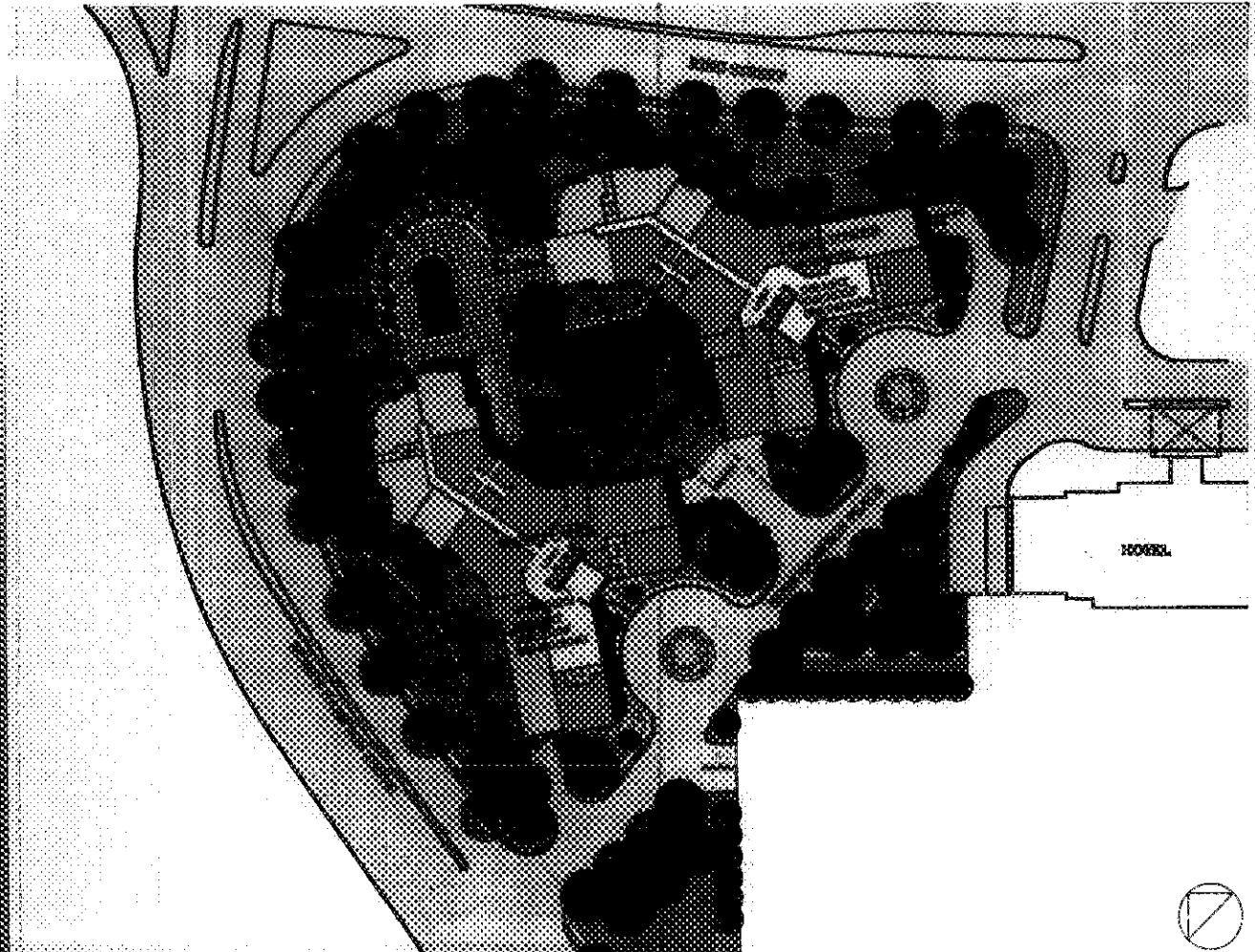
Northampton Place Apartments

City of Alexandria Department of Planning and Zoning

DSUP#2001-0014

The Plan:

- 572 units
- Two 157' towers
- Heavily landscaped perimeter
- High quality ground open space
- A/C and double pane windows



Northampton Place Apartments

City of Alexandria Department of Planning and Zoning

DSUP#2001-0014



View from King Street

Northampton Place Apartments

City of Alexandria Department of Planning and Zoning

DSUP#2001-0014

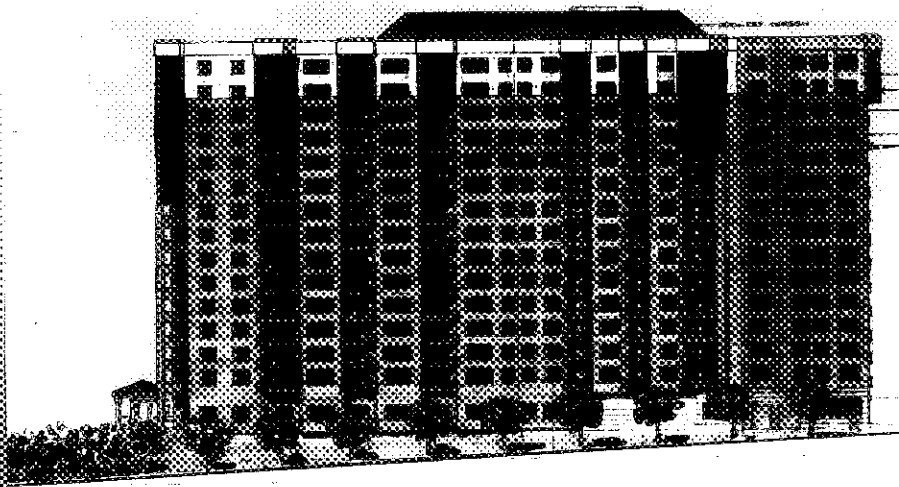
Issues Resolved By Staff:

- Site circulation refined to improve coordination with hotel access
- Existing trees to be saved and replanted around perimeter of site
- **Project redesigned to provide adequate fire department access**
- **Pool and plaza deck redesigned to provide higher quality open space**
- Land reserved for potential future widening of King Street by VDOT
- Additional parking provided in adjoining garage
- Meaningful on-site affordable housing program provided
- Building design improved

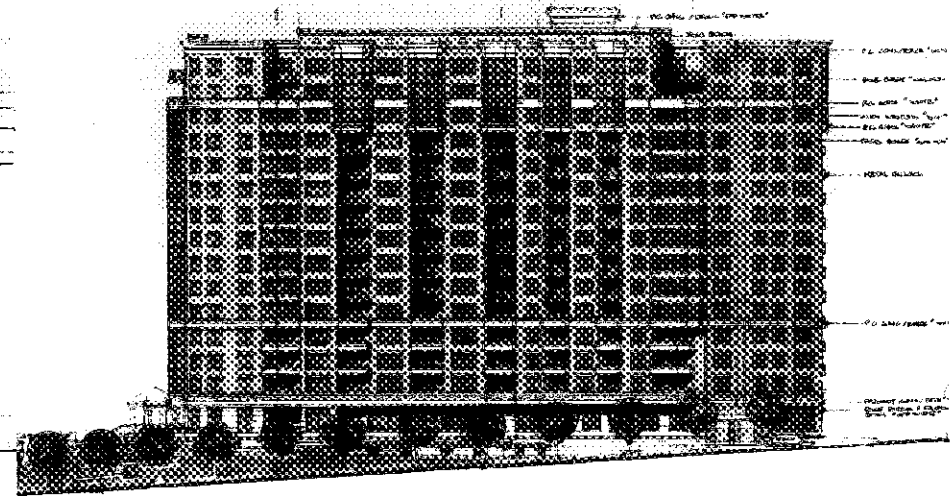
Northampton Place Apartments

City of Alexandria Department of Planning and Zoning

DSUP#2001-0014



Original Building Elevation



Final Building Elevation

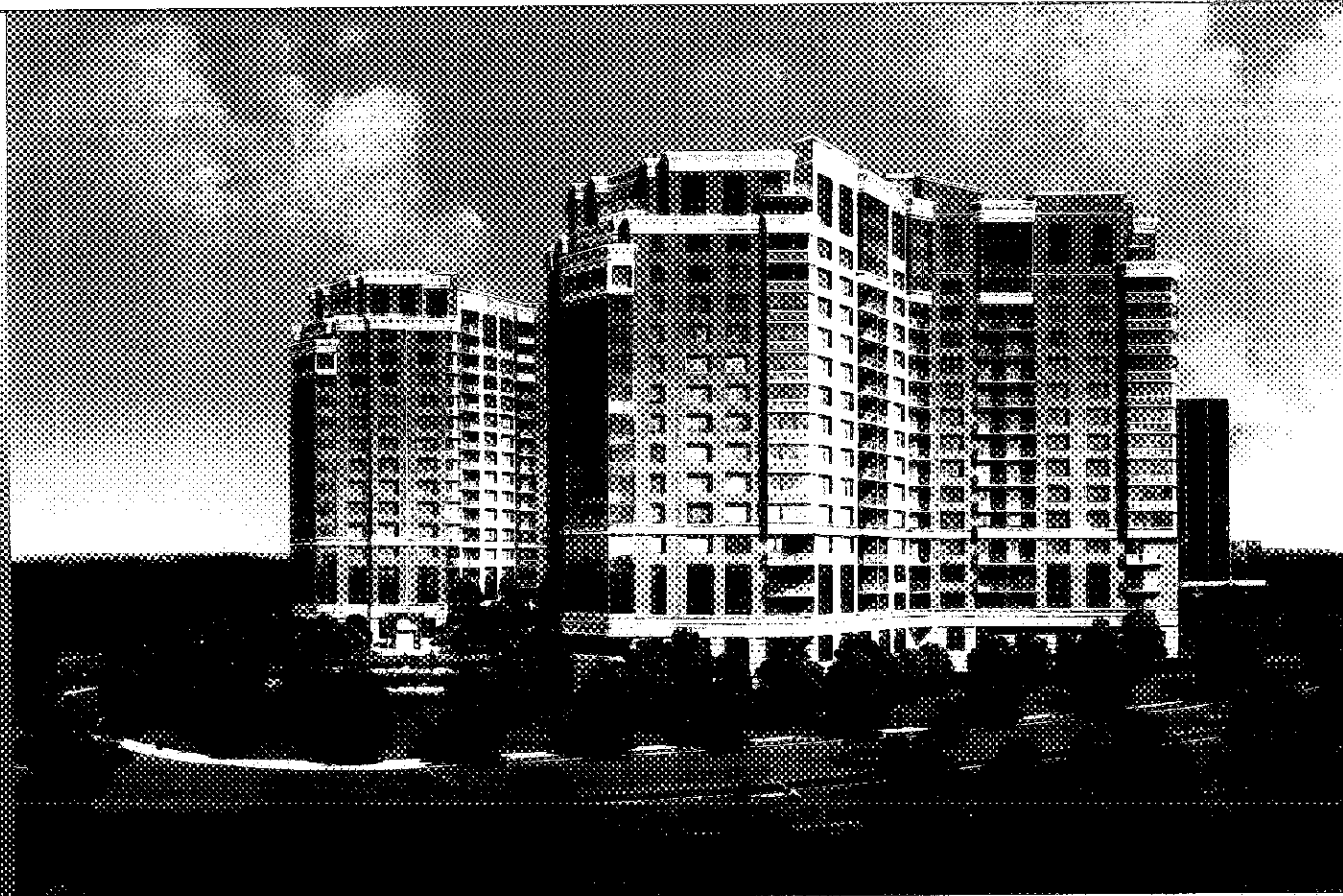
Building Design Recommendations From Staff:

- Increase detailing of building
- Increase building articulation, including at roof line
- Create strong base; define base, middle, top

Northampton Place Apartments

City of Alexandria Department of Planning and Zoning

DSUP#2001-0014



View from King St. and N. Hampton Dr.

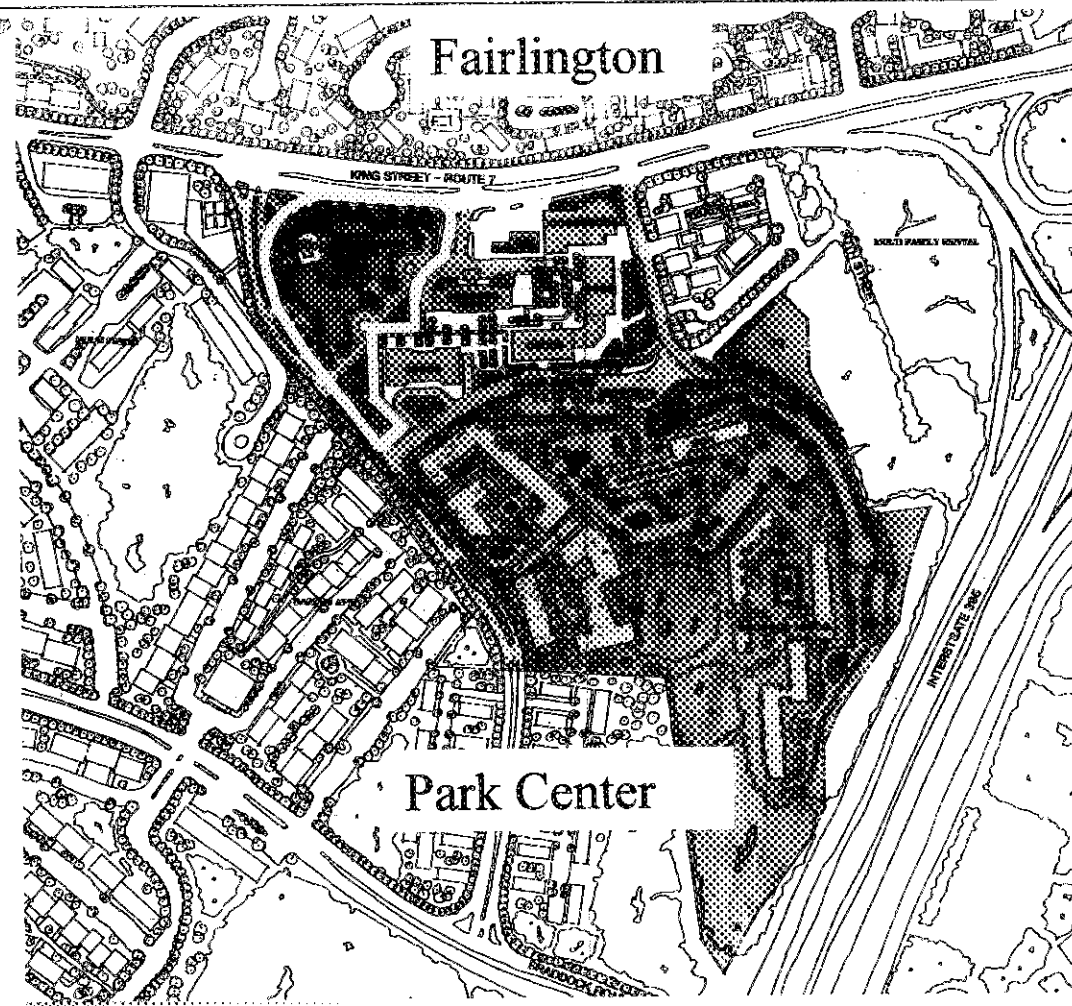
Northampton Place Apartments

City of Alexandria Department of Planning and Zoning

DSUP#2001-0014

COMMUNITY'S ISSUES:

- Mass and Scale of Park Center Development relative to low scale, historic Fairlington
- Traffic congestion on King Street; impact of residential vs. commercial use
- Adequacy of parking; parking in neighborhood
- Future widening of King Street?
- Landscaping and buffering
- Construction impacts: noise, damage to homes, activity



Northampton Place Apartments

City of Alexandria Department of Planning and Zoning

DSUP#2001-0014

AFFORDABLE HOUSING PROPOSAL

- 22 Affordable Units provided in lieu of \$.50/sq.ft. contribution (\$293,883)
- Units provided for 15 year term

• Rents:	<u>Efficiency</u>	<u>One-Bedroom</u>	<u>Two-Bedroom</u>
	Affordable	\$945	\$1,134
	Market	\$1,260-\$1,714	\$1,791-\$2,340

- Affordable Housing Advisory Committee supports the applicant's proposal

PLANNING COMMISSION ISSUE: Is the affordable housing plan consistent with the new Affordable Housing policies the City is currently considering? Should it be?

Northampton Place Apartments

City of Alexandria Department of Planning and Zoning

DSUP#2001-0014

TRAFFIC ISSUES

- Residential Use generates fewer trips than Office Use (570,000 sq.ft. residential versus 570,000 sq.ft. office)

	<u>Residential Trips</u>	<u>Office Trips</u>
AM Peak	169	747
PM Peak	192	718
Saturday Peak	220	234

- King Beauregard Study ongoing – VDOT
- Reopening of traffic signals along King Street can be done within 8 mos.

#13, 11/17/01

City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 27, 2001

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THROUGH: PHILIP SUNDERLAND, CITY MANAGER *PS*

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

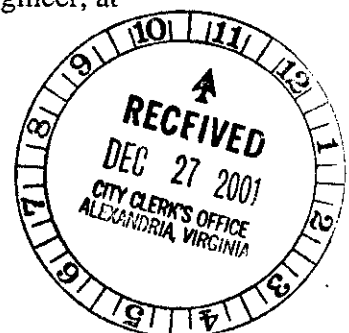
SUBJECT: REQUEST FOR EXAMINATION OF PROPOSED SANITARY AND STORM
SEWER LINES AT NORTH FAIRLINGTON VILLAGES

At the November 17, 2001 City Council Public Hearing, residents of the Fairlington Villages community expressed concerns about the proposed North Hampton Place apartment development which was on that meeting's docket. Specifically, they were concerned that the storm and sanitary sewer lines associated with the project would create a capacity problem with the sewers serving the Fairlington Villages community.

The storm and sanitary sewer lines that will serve this new development were constructed in their current location in the mid 1980's, with the construction of the North Hampton Street intersection with King Street. They were designed with sufficient capacity to serve the entire Park Center development, of which North Hampton Place Apartments is one of the last parcels. These storm and sanitary sewers run under King Street and into Arlington County. The sewer system design was coordinated with Arlington County in the early 1980's when the Park Center development was originally approved.

Fairlington Villages is served by separate storm and sanitary sewer systems than North Hampton Place. The sewers that serve Fairlington Villages are constructed at a higher elevation than the sewers that serve North Hampton Place. This difference in elevation varies from fifteen to as much as seventy feet. The two sewer systems come together in Arlington County, significantly downstream of either development. The sewer flows from North Hampton Place will not impact the capacity of the sewers serving Fairlington Villages because they enter the system much further downstream and at a lower elevation.

If you have any question, please call either me, at 838-4966, or Emily Baker, City Engineer, at 838-4327.



AMENDED
APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2001-0014

13
SEP 24 2001

PROJECT NAME: Northampton Place Apartments

PROPERTY LOCATION: Park Center Development; Corner of Northampton Drive and King Street

TAX MAP REFERENCE: 11.02-01-07, Part of 11.02-01-08
ZONE: CO Planned Residential / Commercial Development; Presently Zoned CRMU-H

APPLICANT Name: Park Center Office Building III, L.L.C. and Stone Tract Associates, L.P.

Address: Attn: Erkiletian Real Estate Services, 4401 Ford Avenue - Suite 400 Alexandria, Virginia 22302

PROPERTY OWNER: Name: Same as Applicant

Address: Same as Applicant

SUMMARY OF PROPOSAL: To develop a residential community consisting of five hundred seventy two multi-family rental or condominium dwelling units in two buildings with amenities, within Park Center.

MODIFICATIONS REQUESTED: Setbacks to center line of King Street and Northampton Drive

- SUP's REQUESTED:
- (1) Special Use Permit amendment to Park Center CO Development, Special Use Permit #2000-0015 pursuant to § 12-600 of the zoning ordinance.
 - (2) Special Use Permit for increase in density and height and reduction in off-street parking for provision of residential moderate income housing pursuant to § 7-700 of the Zoning Ordinance.
 - (3) Special Use Permit for reduction of required off-street parking and tandem parking.

In addition, subdivision approval is requested.

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of the Zoning Ordinance 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 X1, 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 his knowledge and belief.

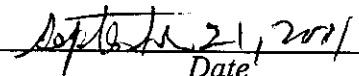
J. Howard Middleton
Print Name of Applicant or Agent


Signature

Reed Smith Hazel & Thomas, L.L.P.
3110 Fairview Park Drive-Ste. 1400
Mailing/Street Address

(703)641-4225 (703) 641-4340
Telephone # Fax #

Falls Church, Virginia 22042
City and State Zip Code


Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received:	Received Plans for Completeness:
Fee Paid & Date:	Received Plans for Preliminary:
ACTION - PLANNING COMMISSION 11/08/01	RECOMMEND APPROVAL 5-2

ACTION - CITY COUNCIL: 11/17/01PH--See attached.

NORTHAMPTON PLACE APTS.

REVISED
9-24-01

REPORTS AND RECOMMENDATIONS OF THE CITY MANAGER (continued)

11. Public Hearing on the Final Report of the City Manager's Affordable Housing Task Force. (#16 10/23/01)

City Council held the public hearing.

Mayor Donley spoke to the resolution adopted by the Council of Governments pertaining to affordable housing. When this item is brought back for final consideration, the Mayor would like staff to include with it, the resolution that was adopted by the Council of Governments, and he would like Council to endorse that resolution

City Council accepted the recommendations of the Affordable Housing Task Force, and requested that it be docketed for final acceptance as soon as possible.
Council Action: _____

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)**Planning Commission (continued)**

12. SPECIAL USE PERMIT #2001-0051
4603 DUKE ST
FOXCHASE CENTER
PINES OF FLORENCE RESTAURANT
Public Hearing and Consideration of (1) staff's recommendation that the special use permit be revoked, and (2) the applicant's request to add live entertainment, to increase the number of indoor seats, and to expand the hours of operation of the existing restaurant; zoned CG/Commercial General. Applicant: GFA, Inc., by Mohammad Khan and Sami U. Khan. (#9 10/13/01)

COMMISSION ACTION: Recommend Denial 6-0

City Council revoked the special use permit.

Council Action: _____

13. DEVELOPMENT SPECIAL USE PERMIT #2001-0014
3101 N HAMPTON DR
NORTHAMPTON PLACE APTS
Public Hearing and Consideration of a request for a development special use permit, with site plan, to construct two multi-family residential high-rise buildings; zoned CRMU-H/Commercial Residential Mixed Use, High. Applicant: Park Center Office Building III, LLC, and Stone Tract Associates, LP, by J. Howard Middleton, Jr., attorney.

COMMISSION ACTION: Recommend Approval 5-2

By the end of February, Mayor Donley asked staff to provide Council with a full report on light signalization and optimization, i.e., what it is planning to do, and when it hopes to have it completed. Staff was requested to send a copy of that report to the respective civic associations so that they know what the City is doing as well.

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)**Planning Commission (continued)**

Councilwoman Pepper suggested that some of the people in the audience who are sort of left with unresolved feelings about the sewers and other issues, get together with our staff and the applicant for maybe a three-way conversation so that they feel comfortable that it is all being worked out.

Councilwoman Woodson encouraged staff to continue to be proactive in reaching out and including our citizens and neighbors at the beginning of a process.

City Council approved the Planning Commission recommendation, **with an amendment to condition no. 65 to reflect the modifications to the affordable housing units by increasing the number of units from 22 to 25 (two efficiencies; thirteen one-bedrooms; and 10 two-bedrooms.)**

Council Action: _____

14. SPECIAL USE PERMIT #2001-0100
4103-4107 DUKE ST
Public Hearing and Consideration of a request for a special use permit to operate a light automobile repair garage; zoned CC/Commercial Community. Applicant: Ezel B. Alvarenga.

COMMISSION ACTION: Recommend Approval 7-0

City Council approved the Planning Commission recommendation, **with an amendment to condition no. 19 by changing "one year" in the last sentence to "six months."; and amended condition no. 20. to read as follows: "20. No noise generated by or in connection with an automobile detailing business shall be audible at the residential property line."**

Council Action: _____

15. SPECIAL USE PERMIT #2001-0093
1321 LESLIE AV
COMMONWEALTH ACADEMY
Public Hearing and Consideration of a request for a special use permit for a private school; zoned CSL/Commercial Service Low. Applicant: Learning Foundations of Metropolitan Washington, Inc., doing business as Commonwealth Academy, by Duncan W. Blair, attorney.

COMMISSION ACTION: Recommend Approval 7-0

City Council approved the Planning Commission recommendation.

Council Action: _____

2

SPEAKER'S FORM

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

13
11-17-01

DOCKET ITEM NO. 13

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: HOWARD MIDDLETON

2. ADDRESS: 3110 FAIRVIEW PARK DR

TELEPHONE NO. 641-4225 E-MAIL ADDRESS: jmiddlet@redbank.com

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

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

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

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

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

A maximum of 5 minutes will be allowed for your presentation. If you have a prepared statement, please leave a copy with the City Clerk.

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

The public normally may speak on docket items only at Public Hearing Meetings, and not at Regular Meetings. Public Hearing Meetings are usually held on the Saturday following the second Tuesday in each month; Regular Meetings are regularly held on the Second and Fourth Tuesdays in each month. The rule with respect to when a person may speak to a docket item can be waived by a majority vote of Council members present, but such a waiver is not normal practice. When a speaker is recognized, the rules of procedures for speakers at public hearing meetings shall apply.

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

Guidelines for the Public Discussion Period

- All speaker request forms for the public discussion period must be submitted by the time the item is called by the City Clerk.
- No speaker will be allowed more than 5 minutes, and that time may be reduced by the Mayor or presiding member.
- If more than 6 speakers are signed up or if more speakers are signed up than would be allotted for in 30 minutes, the Mayor will organize speaker requests by subject or position, and allocate appropriate times, trying to ensure that speakers on unrelated subjects will also be allowed to speak during the 30-minute public discussion period.
- If speakers seeking to address Council on the same subject cannot agree on a particular order or method that they would like the speakers to be called, the speakers shall be called in the chronological order of their request forms' submission.
- Any speakers not called during the public discussion period will have the option to speak at the conclusion of the meeting, after all docketed items have been heard.