

EXHIBIT NO. 1

KSI - VAN DORN STATION PROPOSAL

DSUP #2001-0024
SUP #2001-0115

~~10/19~~
~~11-16-02~~
10/11
2-22-03

Planning Commission Hearing
November 7, 2002

City Council Hearing
November 16, 2002

**KSI - VAN DORN STATION PROPOSAL
DSUP #2001-0024, SUP #2001-0115**

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Docket Item #19-A
DEVELOPMENT SPECIAL USE PERMIT #2001-0024
KSI/VAN DORN STATION PROPOSAL

Planning Commission Meeting
November 7, 2002

ISSUE: Consideration of a request for development special use permits, with a site plan, for construction of a residential development with associated parking, an increase in the overall floor area ratio, establishment of residential use within 1,000 feet of Eisenhower Avenue, retail and personal service space with associated parking and Metro parking spaces, a restaurant with outdoor seating, and a reduction in the size of the required parking spaces. Associated with the special use permits is an associated request for a construction sales trailer. The applicant is also requesting approval of a Transportation Management Plan.

APPLICANT: Van Dorn Metro II, LLC
by M. Catharine Puskar, attorney

LOCATION: 5699 Eisenhower Avenue

ZONE: OCH/Office Commercial High

CITY COUNCIL ACTION, NOVEMBER 16, 2002: Without objection, City Council deferred this special use permit for 90 days so that the applicant can respond to issues raised by staff, the community and the Planning Commission.

PLANNING COMMISSION ACTION, NOVEMBER 7, 2002: On a motion by Mr. Komoroske, seconded by Mr. Leibach, the Planning Commission voted to recommend denial of the proposed development special use permit. The motion carried on a unanimous vote of 7 to 0.

Reason: The Planning Commission agreed with the staff analysis. The Planning Commission has asked staff to provide a separate memorandum to City Council outlining their specific reasons for their denial. This memorandum will be provided to City Council under separate cover.

Speakers:

M. Catherine Puskar, attorney, representing the applicant

Douglas Hale, representing the property owner (WMATA).

Mr. Tom Parry spoke in opposition.

Mr. Mark Fields, representing the Eisenhower Partnership, spoke in favor.

Ms. Katie Cannady, representing the Federation of Civic Association, spoke in opposition.

Mr. Rodney Salinas, representing the Summers Grove HOA Board of Directors, spoke in favor.

Mrs. Tara Salinas, of Summers Grove, spoke in favor.

Mr. Edward Collins of Summers Grove, spoke in favor.

Mrs. Maria Collins of Summers Grove, spoke in favor.

Mr. L. Harris of Summers Grove, spoke in favor.

Mr. Roger Wade of Summers Grove, spoke in favor.

Mr. Paul Hertel spoke in opposition.

Ms. Linda Couture spoke in opposition.

Ms. Julie Crenshaw spoke in opposition.

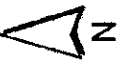
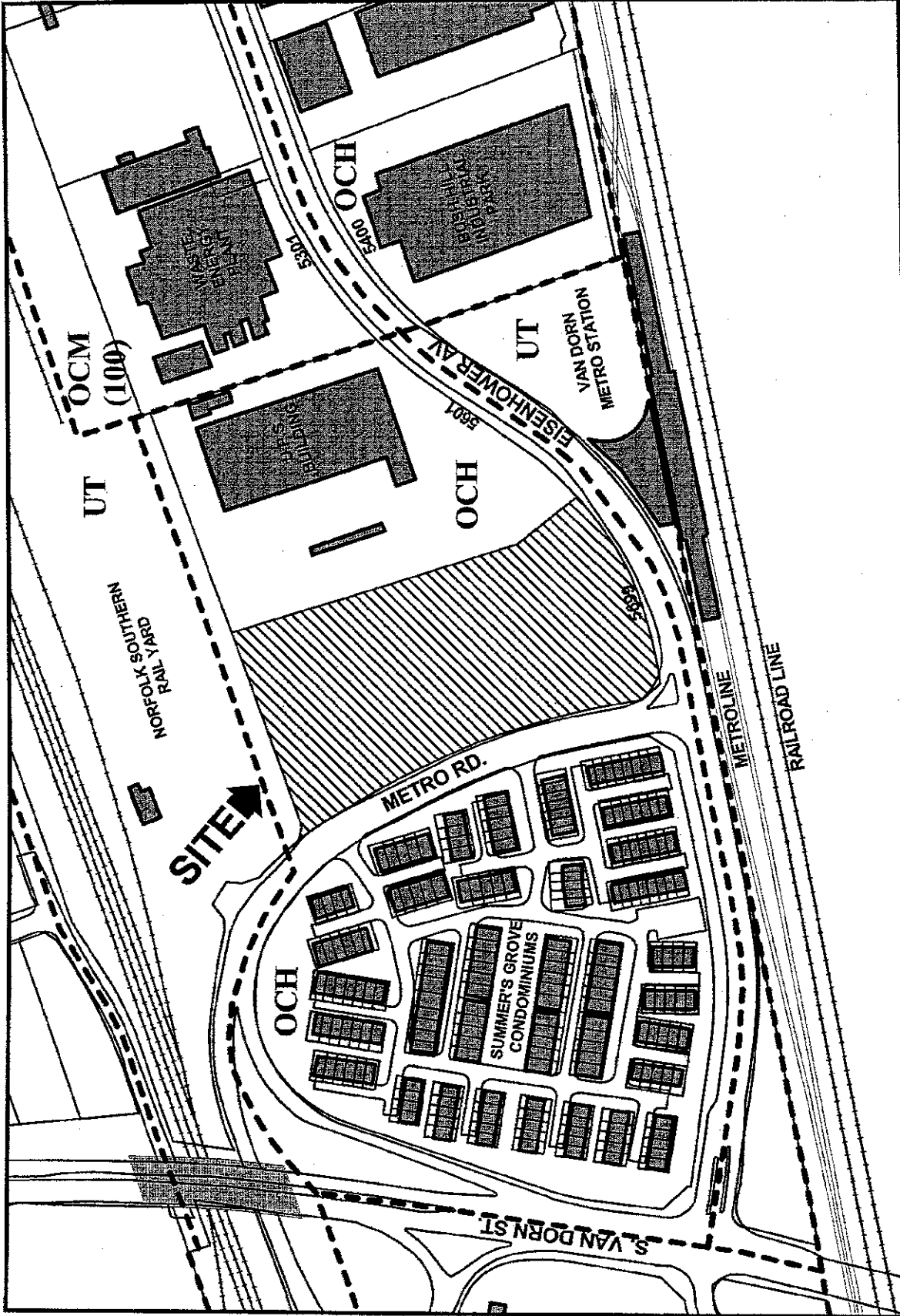
Mr. Joe Bennet, representing the Cameron Station Civic Association and the Holmes Run Committee, spoke in opposition.

PLANNING COMMISSION ACTION, OCTOBER 28, 2002: The Planning Commission held a special work session to discuss the land use issues and policy considerations associated with the application. The Planning Commissioners who were present (Messrs. Wagner, Leibach, Komoreske, Robinson, and Gaines and Ms. Fossum) concluded in discussions that there was no compelling justification to have the site developed today, the City should take a long-term look at this site, the site is not appropriate for residential use, the type of project is not a good example of "smart" growth" with respect to land utilization, as the Metro system is the most expensive commodity in the City. Chairman Wagner concluded that it would take a very compelling argument to cause the Commission to act in a manner different than the policy arguments as presented in the staff report. Mr. Wagner also indicated that an argument for this particular site would face a greater hurdle because of its prime location at the Metro station, reminded the Commission that the Master Plan was a long term document and the approval of this application would ignore the Master Plan and result in foregone opportunity for the City.

PLANNING COMMISSION ACTION, OCTOBER 1, 2002: By unanimous consent, the Planning Commission deferred the application for a period not to exceed 60 days.

Reason:

The Planning Commission deferred the item with the concurrence of the applicant. Chairman Eric Wagner announced that the application would be deferred for at least 60 days, and that a work session would be scheduled prior to the new hearing date. The work session will allow the Planning Commission to discuss the larger land use policy issues raised by the application, independent of the specifics of any particular site plan proposal.



11/07/02

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EXECUTIVE SUMMARY

Project Description

The applicant is proposing to redevelop the 5.46 acre Metro parking site at the Van Dorn Metro station into a 250 unit apartment complex with 17,570 square feet of retail space and 939 parking spaces, including a 436-space Metro parking garage to replace 429 existing Metro surface parking spaces. The parking is to be located in two above-grade, six to seven story parking structures, wrapped by mid-rise apartment buildings connected to the garages and each other by above-grade walkways. The proposal requires a special use permit to allow the development of the residential and retail uses on this site, to allow an increase in floor area, and to permit the use of "universal" size (8.5' x 18") rather than compact and standard parking spaces.

Summary of Findings

This applicant first approached the City with its development concept in the summer of 2001. From the onset of discussions and through the pre-application process the City has informed the applicant that it cannot support the project. Staff cannot support the project because:

- *The proposed residential land use is not compatible with the Master Plan that calls for the development of the Eisenhower Corridor with jobs producing commercial uses concentrated at the Van Dorn Metro Station and the Eisenhower Interchange;*
- *The proposal offers limited public benefit and is inconsistent with expressed community values that seek the creation of neighborhoods around Metro stations that are vibrant urban places that sustain the economic health of the city;*
- *There have been no studies to substantiate the long-term need for a 436-space parking structure at the Van Dorn Station. Such a development would also be inconsistent with City policy that generally discourages providing day-long parking at Metro stations for commuters*
- *The proposal establishes a harmful precedent for land use policy in the City and, in particular, for development in this corridor, while presenting a significant lost opportunity for the City, at this "100% corner" Metro site;*
- *Permitting additional rental residential uses on Eisenhower west of Clermont will drive the many existing small commercial and industrial business from this part of Eisenhower Valley;*

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- *The proposal locates a major residential development within 500' of the Waste-to-Energy plant. This proposal would place a residential use closer to the facility than any other existing or under-construction residential development in the corridor;*
- *The characteristics of the proposed building type are suburban in concept and do not follow the Smart Growth principle of "locating development to minimize its impact on the environment and maximize the benefits for the community";*
- *The proposed apartment use and its parking are configured in such a manner to visually create an overly large building mass for a relatively low housing density. The Planning Commission has indicated that this development model is not acceptable.*
- *More than 50% of the floor area of the proposal is devoted to parking, and the parking standards proposed for the residential and retail uses are too high and inappropriate for a Metro transit site; and*
- *Site plan and functional issues remain that have not been successfully resolved in the design. The layout of the circulation system creates potential pedestrian and vehicle conflicts that could prove to be unsafe. The direct proximity and access between the public parking and residential uses raises concerns about security for proposed residents, as well as, nuisance issues related to lighting and noise. (A more detailed analysis of site plan issues is discussed in the Staff Analysis section of the report.)*

The applicant indicated that its proposal was limited by today's market to residential use with a retail component and that WMATA's requirements limited the parking to an above-grade structure. Despite the City's objections, the applicant decided to proceed with the application, and to that end the Department agreed to work with the applicant to address site and design issues. During the pre-application process, the applicant made a number of significant changes to the plan to address specific issues, including:

1. Providing an internal street grid, that divides the site into smaller blocks;
2. Relocating parking and loading entrances to the new interior streets;
3. Enhancing the architectural design through better building articulation; and
4. Improving the design of the broad sidewalk along Eisenhower Avenue.

The applicant has been very responsive to staff recommendations, greatly improving the proposal with respect to the building design. However, the Department cannot support approval of this project because of the conflicts with the City's underlying land use policies as well as the building type proposed for the site.

The proposed residential land use is not compatible with the Master Plan that calls for the development of the Eisenhower Corridor with jobs-producing commercial uses concentrated at the Van Dorn Metro Station and the Eisenhower Interchange

Healthy communities assure that development occurs in accordance with their plans and values in order to create desirable neighborhoods and vibrant places that sustain their long term economic health and bring public benefits, while minimizing the harmful impacts on existing neighborhoods.

The City's Master Plan establishes a long term vision for higher density commercial redevelopment of the area adjacent to the Van Dorn Metro Station and the Eisenhower interchange with the Beltway. The intent of the Plan is for the interim use of the corridor to accommodate service commercial and industrial uses, similar to the many small businesses located within the corridor today. This vision has been reflected in the City's Master Plan since the mid-1970s, and significant public investments have been made in the corridor since that time in support of that vision, including the construction of the Eisenhower/Clermont interchange with the Beltway, improvements to Eisenhower Avenue, and the construction of the Van Dorn Metro Station.

The proposal offers limited public benefit and is inconsistent with recently expressed community values that seek the creation of neighborhoods around Metro stations that are vibrant urban places that sustain the economic health of the city

In the last few years broader community goals and policies have emerged from the City's planning efforts and from the review of other development applications. It is clear that the community is seeking development which brings the City public benefit, while protecting existing neighborhoods from negative impacts; assuring that development is an extension of the City's fabric, and creating a sense of place, rather than a collection of isolated and unrelated buildings or projects. The community is seeking neighborhood development that includes "things to do and places to go" – a vibrant center – where it is inviting and safe to walk, bicycle and gather.

The subject proposal does not contribute to the creation of a physical, economic or social neighborhood. There is no community focus nor neighborhood amenity. While the applicant has identified that the Metro parking structure is a key public benefit, in fact this facility primarily

commuters who live outside of Alexandria who do not pay taxes, purchase goods or contribute to Alexandria's community life. However, they do contribute to the traffic on the City's streets. The value of the WMATA garage must ultimately be measured in terms of traffic, lost ridership opportunities and lost development opportunities.

In terms of other public benefits, this project brings no public open space other than sidewalks, and brings only the minimum amount of affordable housing expected under City policies. While it does propose to provide retail uses, the retail use doesn't relate well to the circulation of transit patrons and given the relatively low residential density and absence of office use, the long-term viability is questionable.

There have been no studies to substantiate the long-term need for a 436-space parking structure at the Van Dorn Station. Such a development would also be inconsistent with City policy that generally discourages providing day-long parking at Metro stations for commuters

While maintaining the 436 spaces on the site assures that WMATA continues to capture the ridership of those commuters, it does so at a significant cost to Alexandria. With an estimate of \$12,000 to \$15,000 per parking space, the cost of this parking structure is in the range of \$5.2-\$6.4 million. There is a question as to whether these funds might be better spent to bring the same number or more commuters to the station in a fashion that minimizes traffic impacts for the City while allowing the land to be developed in a more appropriate manner. There is also the question of whether developing the site with active uses may actually achieve higher ridership than the Park & Ride garage. Clearly, there is a cost to the City if a parking garage is allowed to be developed at the site. The number of spaces required by WMATA combined with the fact that WMATA requires the spaces to be above grade severely constrains the site, reducing the potential for future development of the site in a higher density mix of uses more typical for an urban metro station.

The proposal establishes a harmful precedent for land use in the city and, in particular, for development in this corridor, while presenting a significant lost opportunity for the City, at this "100% corner" Metro site

This proposal will confirm a character for the Van Dorn Metro station area that is at odds with the broader community vision. The concept is suburban in character rather than urban, as it is dominated by parking and supports the "Park and Ride" characteristics of a suburban station. This residential development model, with its above grade parking structure wrapped by residential apartments, is relatively low in density (a remarkably low 1.31 FAR of actual non-parking use) and in sharp contrast to the type of development proposed for the City's other Metro stations. The commuter parking being provided will further contribute to traffic in the area.

Rather than capitalizing on the transit access afforded by the site's location at the Metro station, this project provides limited density, with parking ratios that match those provided at the City's most suburban locations, and which will generate traffic far in excess of that appropriate for a Metro station location. The development of the site as proposed will forever foreclose the opportunity of developing the site with a mix of commercial and limited residential uses at a density that is appropriate to a key Metro site.

Permitting additional rental residential uses on Eisenhower Avenue west of Clermont Avenue will drive the many existing small commercial and industrial businesses from this part of the Eisenhower Valley

The continued approval of residential in the western Eisenhower Valley will signal to the development community the acceptance of residential in what is planned as a commercial corridor. The prospect of higher values from residential development will generate proposals to convert existing commercial and small industrial business property to residential use.

The proposal locates a major residential development within 500' of the Waste-to-Energy plant. This proposal would place a residential use closer to the facility than any other existing or under-construction residential development in the corridor;

One of the reasons that the Landmark/Van Dorn Small Area Plan focuses on commercial rather than residential development for the western Eisenhower corridor is because of the proximity to the City's Waste To Energy Plant, the railroad, the Metrorail tracks, the Beltway, the asphalt plant, and the City's Police firing range, as well as, the interim industrial and service commercial uses that are not necessarily compatible with residential uses. The plant operates 24 hours a day/7 days /week and the noise of its operations, although muted, still can be heard from neighboring properties. The plant is equipped with state of the art air pollution equipment; however, its condensing unit does emit visible plumes of steam, which are sometimes mistaken for air pollution emissions. It is inappropriate to locate residential units closer to the Waste to Energy plant than the existing and approved residential. Commercial use would be much more compatible with this facility.

The characteristics of the proposed building type are suburban in concept and do not follow the Smart Growth principle of "locating development to minimize its impact on the environment and maximize the benefits for the community"

The applicant has promoted this proposal as "Smart Growth" for the city. "Smart Growth" is defined by the Coalition for Smarter Growth as growth that "locates and designs communities to minimize the impact of development on the environment, while maximizing the benefits for the community." A key tenet of Smart Growth is the concentration of development in more compact forms within areas that are already built-up and with better access to transit, thereby reducing sprawl and

maximizing communities' existing investments in infrastructure, enhancing livability and creating sustainable forms of development. The development of the Metro parking lot site presents a significant opportunity to create transit-oriented development consistent with Smart Growth principles. The Department has concluded that this project fails to capitalize on its prime Metro location; rather in concept, the project is suburban, with a suburban density and suburban parking ratios. More specifically:

This project is not Smart Growth in terms of:

- density for a Metro station site
- the mix of uses proposed
- the parking ratios proposed.

Parking drives this proposal. In addition to the Metro parking, the proposed residential and retail uses include suburban levels of parking despite their Metro station location. This level of parking at the Metro station will discourage rather than promote transit ridership. The above-grade parking structures dominate the mass of the development, introducing a very pedestrian unfriendly element at the heart of the Metro station. And because so much space and density is devoted to parking, a true mix of uses cannot be achieved on the site.

The proposed apartment use and its parking are configured in such a manner to visually create an overly large building mass for a relatively low housing density. The Planning Commission has indicated that this development model is not acceptable.

The proposed housing design wraps apartment units, accessed from a single loaded corridor, around a six story parking structure. While this arrangement offers some challenges such as corridors that look into the side of a garage, the primary concern is for the overall bulk of the building. The perceived building bulk is the sum of all of the parking and all of the residential units and circulation. The model is similar to the JPI housing under construction on Mill Road and the recently reviewed Archstone proposal for Cameron Station that was denied by the Planning Commission. Because there is little or no underground parking, the overall density of this proposal is quite low. The subject site is 5.46 acres and includes 250 units or a density of 46 units/acre. By comparison the recently approved Mill Race at the Eisenhower Metro station has an apartment density of 281/acre, or more than five times the density

Rather than capitalizing on the transit access afforded by the site's location at the Metro station, this project provides limited density, with parking ratios that match those provided at the City's most suburban locations and which will generate traffic far in excess of that appropriate for a Metro station location.

More than 50% of the floor area of the proposal is devoted to parking, and the parking standards proposed for the residential and retail uses are too high and inappropriate for a Metro transit site

The applicant proposes an overall residential parking ratio of 1.64 spaces/unit and a retail parking ratio of 5 spaces/1000 SF. This proposed residential ratio can be compared to Mill Race where the residential parking ratio is 1.15 cars/1000 SF. If the applicant were to use the Mill Race ratios, the number of residential parking stalls would be reduced by 121 cars. Similarly, the Mill Race retail parking ratio is 3 cars/1000 SF.

Site plan and functional issues remain that have not been successfully resolved by the design. The layout of the circulation system creates numerous potential pedestrian and vehicle conflicts that could prove to be unsafe. The layout of the circulation system creates potential pedestrian and vehicle conflicts that could prove to be unsafe. The direct proximity and access between the public parking and residential uses raises concerns about security for proposed residents, as well as, nuisance issues related to lighting and noise.

The Kiss & Ride facilities are proposed to be located at the current grade of the parking lot which is some 14' below the grade of Eisenhower Avenue. T&ES is concerned that the perception will be is that the Kiss & Ride is "in the basement", is not visible from Eisenhower and may cause confusion, which in turn could cause traffic congestion that would impact the overall traffic flow. Staff recommended that the Kiss & Ride be redesigned at the ground level, preferably on the new street.

The retail/residential loading dock and trash transfer dock has the potential to conflict with traffic movements and to some extent pedestrian movements. The submitted plan indicates that a 30' truck would block the entrance to the parking garage and the Park & Ride.

Staff is also concerned with unresolved issues related to the security and lighting of the WMATA garage as it relates to the residential units that wrap the garage. The open-air corridors that lead to the units face into the garage and down onto a drive aisle/taxi stacking area at ground level. The garage is proposed to be lit to commercial standards and is also proposed to be unsecured after WMATA operating hours, creating potential conflicts and impacts with the residential use.

Comparison To Mill Race

It may be useful to compare this proposed project to the recently approved Mill Race project at the Eisenhower Metro station. While the Mill Race site's permitted density and height exceed those of the WMATA/KSI property, the sites are similarly located (directly adjacent to a Metro station) and similarly sized (5.13 acres at Mill Race versus 5.46 acres at WMATA/KSI). The Mill Race development serves as a good example of what the WMATA/KSI project could be, albeit at a

somewhat lower scale and density. Mill Race is a good example of a project that is consistent with the city's plans, and sympathetic to the communities concerns in that it capitalizes upon the transit, minimizes the traffic and creates a sense of place and contributes to a larger whole. This approach provides significant benefits to the community while minimizing adverse impacts.

The Mill Race project:

- provides a good mix of residential, office and retail uses
- capitalizes on the metro location by maximizing use and minimizing parking, including only 1.15 spaces per residential unit and 3.0 spaces per 1000 nsf retail
- provides two public plazas and a \$160,000 contribution to an open space fund, in addition to extensive sidewalks and streetscape
- provides twice the minimum anticipated affordable housing, which is almost three-times the City minimum contribution of \$1.00/gsf.
- donates land for a Metro platform extension
- extends the City grid with streets designed to public street standards, all with on-street parking

In contrast, KSI/Van Dorn proposes:

- provides no office use, only residential and retail use
- does not capitalize on the Metro location, a relatively low density and, instead, maximizing parking to provide full non-metro levels of parking for the residential and retail use, plus an addition 436 car Metro parking garage
- proposes limited public open space or contribution
- proposes the minimum level of affordable housing
- extends the street grid, but does not provide sufficient width for public streets or for on-street parking on a majority of the streets.

Conclusion

The Staff recommends denial of the application because:

- The proposal is not consistent with the City's master Plan
- The proposal does not offer significant public benefit and is inconsistent with stated community values
- The proposal perpetuates harmful precedents
- The approval would lead to further residential applications in conflict with the established Plan and thus displace existing and future businesses
- The proposal locates a large residential use within 500' of the City's major Waste to Energy incinerator

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- The proposal is in conflict with Smart Growth principles
- The proposal forecloses on the opportunity to develop the site with appropriate uses and appropriate densities
- The proposed residential model is large in bulk and relatively low in density
- The Commission has indicated that the residential design model is inappropriate for new development in the Valley
- The proposed development includes parking ratios that are too high and are not appropriate to a transit station location
- A number of site and functional issues remain unresolved.

DESCRIPTION OF THE PROPOSAL

The subject property comprises a 5.46 acre parcel located at 5599 Eisenhower Avenue, at the northeast corner of Eisenhower Avenue and Metro Road. The site is owned by the Washington Metropolitan Transit Authority (WMATA) and contains a 436 space surface parking lot which serves as the “park and ride” and “kiss and ride” facilities for the Van Dorn Metro Station. Direct access to the Van Dorn Metro Station is provided via a tunnel to the site under Eisenhower Avenue.



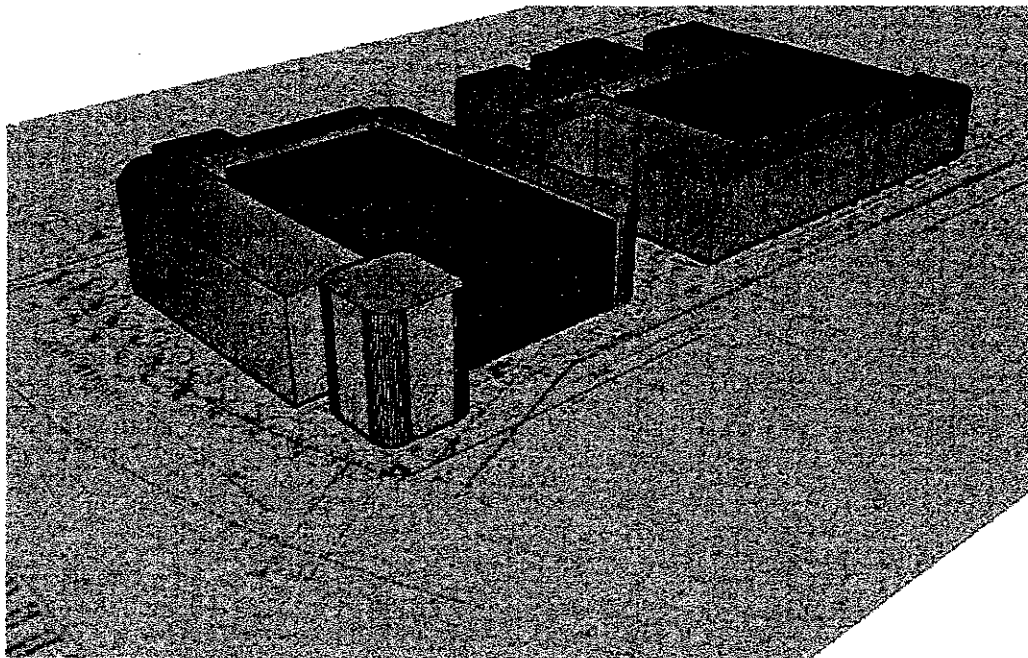
The applicant, Van Dorn Metro LLC (KSI Services) has entered into a master lease agreement with WMATA for a long term lease of the property (99 years). As part of the agreement, KSI is required to replace WMATA’s 429 parking spaces on the site within a structured parking garage; the proposal provides 436 WMATA spaces. The proposal also includes a 250 unit apartment complex with 17,570 sq. ft. of retail space with an additional 495 residential and retail parking spaces. The parking is located in two above-grade 6-7 story parking structures, wrapped by mid-rise apartment buildings connected to the garages and each other by above-grade walkways. The maximum height of any building proposed is 80 feet, with a minimum building height of 55 feet. In addition to the 931 off-street parking spaces proposed in the two parking structures, a total of 15 on-street parking spaces are provided on the interior streets of the development.

Development Summary:

- Apartments: 250 units; 136 one-bedroom, 74 two-bedroom and 40 three-bedroom
Retail: 17,570 gross square feet
Parking: 931 spaces;
- 410 residential spaces (1.64 spaces/unit average)
- 85 retail spaces (5 spaces/1000 sq.ft.)
- 436 WMATA spaces

The amount of area proposed to be occupied by each use, in descending order of floor area, is as follows:

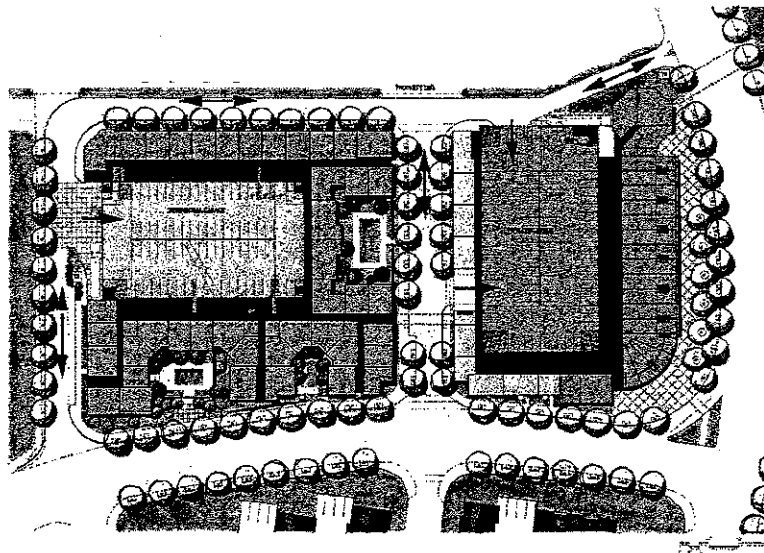
<u>Use</u>	<u>Sq. Ft.</u>	<u>% of Total</u>
Parking structures	349,030	(52.8%)
Residential use	295,000	(44.6%)
Retail use	<u>17,570</u>	(2.6%)
Total	661,600	



Tan=non-parking building mass

Red=parking building mass

The 5.46 acre parcel is divided into two blocks by a proposed new street system on the parcel. Three new streets are proposed, one extending eastward from the existing traffic signal on Metro Road, at the current entrance to the Metro lot and aligned with the entrance into the Summer's Grove townhome development across the street (New Street). The second street would run east-west along the northern property line (North Access Road), connecting to a new north-south road that runs along the eastern property line and connecting to Eisenhower Avenue (North Access Road).



South Block

WMATA's six story above grade parking garage is located along with retail parking spaces on the southern block. The garage is wrapped by residential buildings and, along Eisenhower Avenue and at the corner of Metro Road and Eisenhower, by ground floor retail. The entrance to WMATA's "kiss and ride" facility and a majority of the retail parking would be from the proposed internal New Street, which is approximately 13 feet below the grade of Eisenhower Avenue. This portion of the garage, facing eastward is exposed, but is architecturally treated. The "park and ride" facilities and balance of the retail parking would be served from the East Access Road. Most of the retail space would be along the Eisenhower Avenue frontage at the exiting street grade. The retail bays measure approximately 60 feet in depth and rise approximately 20 feet in height. A small retail area (1,162 square feet) is proposed along Metro Road in the southwestern corner of the property. Four stories of residential use would rise above the retail uses along the Eisenhower Avenue frontage, and the remainder of the development would be comprised of residential uses at the ground level, rising four to five stories in height.

North Block

The larger northern block is occupied by a six-story residential garage wrapped with residential units in four building nodes, which shield the parking garage except for a portion of the garage facing north, toward the railroad. The residential parking garage would be served by a single entrance from the North Access Road. The residential buildings wrapping the garage are articulated to provide three courtyard features which provide a majority of the ground-level open space for the residential use. A roof top deck is provided on the residential parking garage for recreational space for residents.

Zoning

The subject property is zoned OCH/Office Commercial High. The OCH zoning on this site allows office and other commercial uses by right, but requires a special use permit to allow the residential use and to allow retail use without an office component. A special use permit is also required to increase the floor area ratio on the site from 2.0 to 2.78. The development also requires approval of a transportation management plan special use permit (SUP#2001-0115).

PROJECT: KSI/VAN DORN METRO SUMMARY OF PROPOSED DEVELOPMENT		
Property Address: 5699 Eisenhower Avenue		
Total Site Area: 237,931 sq. ft. (5.46 acres)		
Zone: OCH (Office Commercial High)		
Current Use: WMATA surface parking lot		
Proposed Use: Residential with above-grade parking, above-grade WMATA parking and ground floor retail/service and restaurant uses along Eisenhower Avenue.		
	<u>Permitted/Required</u>	<u>Proposed</u>
Floor Area	475,862 sq. ft. 713,793 sq. ft. w/SUP	661,600 sq. ft. (including above ground garages)
FAR	2.0 (3.0 w/FAR)	2.78
Yards	None	N/A
Height	100 ft.	80 ft.
Open Space	51,236 sq. ft.	67,914 sq. ft., of which 42,000 sq. ft. is at ground level and including sidewalks, while 25,000 sq. ft. is either rooftop or elevated above ground level.
Parking	Residential, 391 spaces Retail, 70 spaces	Residential, 410 spaces, ratio of 1.64*, Retail, 85 spaces, a ratio of 5/1000 nsf Additional WMATA parking, 436 spaces
* The applicant is providing a number of parking spaces in excess of the amount required by Zoning Ordinance regulations; however, a parking reduction is requested to allow a decrease in the required size of parking spaces. Rather than a mixture of standard (9x18.5) and compact (8x16) size spaces, the applicant is proposing that all spaces be a "hybrid" and uniform size of 8.5x18.		

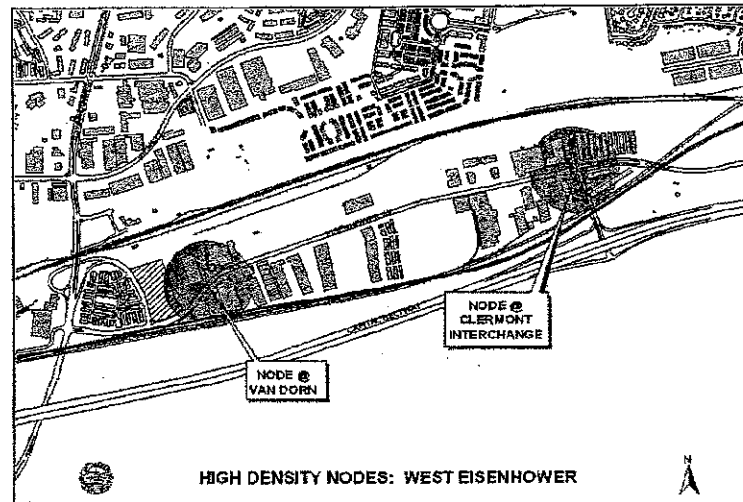
STAFF ANALYSIS

The applicant has been informed from the onset that staff could not support this proposal because the residential land use is inconsistent with the City's plans for the area and also because the form of the residential use—a land intensive apartment complex with above ground parking structures—is generally undesirable and particularly inappropriate at this Metro location. Nonetheless, the applicant indicated a desire to proceed, and staff worked with the applicant to resolve site plan issues. The applicant introduced a street grid which divided the site and greatly improved the proposed building design. However, the fundamental issues remain; the project is an incompatible use in an undesirable form, that underutilizes this critical Metro station site. In addition, there do remain unresolved site plan issues related to operation of the WMATA garage and circulation, which are significant enough to warrant denial. More specifically, staff recommends **denial** of the project for the reasons discussed below.

The proposed residential land use is not consistent with the Master Plan that calls for the development of the Eisenhower Corridor with jobs producing commercial uses concentrated at the Van Dorn Metro Station and the Eisenhower interchange.

The City's Master Plan serves as a guide to development and clearly defined a vision for the area around the Van Dorn Metro station as a commercial node. The purpose of a plan is to ensure that development brings benefits to the City, creates the most livable communities, minimizes impacts on existing neighborhoods, and maximizes the use of the City's existing investment in infrastructure. This proposed midrise apartment complex, with the Metro parking garage, is entirely inconsistent with the City's plan for the site, which call for development of this "100% corner at the Metro" in high intensity commercial uses. The City has planned for commercial redevelopment in the western Eisenhower Avenue corridor since the mid-1970s, and significant financial investments in infrastructure have been made since that time in support of such future development, including the expansion of Eisenhower Avenue, the construction of the Eisenhower interchange with the beltway, the construction of the Van Dorn Metro station, and major improvements to Cameron Run. The 1992 Plan envisioned uses and density concentrated at two nodes at each end of the corridor with the best access to existing transportation infrastructure. One commercial node was defined around the Clermont/Eisenhower interchange with the beltway, and the second node identified is around the Van Dorn Metro Station, the precise location of this proposed project.

From a master plan perspective, the City's proposed residential project is in direct conflict with the City's vision for this key Metro station site, placing relatively low density residential apartment development on a site targeted for active commercial development around the Metro station.



Eisenhower West Planning Effort

The City is on the verge of commencing a planning effort for the western Eisenhower Avenue corridor; the Plan for Planning calls for this planning effort to occur after completion of the Eisenhower East process, now underway. The planning process will refine the adopted Master Plan for the corridor by evaluating whether there are any locations which could be compatible for mixed use with limited residential. The process will plan for the appropriate mix of uses, with the appropriate open space and community facilities to support existing and planned development. The planning process will develop approaches to traffic management and mitigation in the corridor, which are likely to include creation of a secondary street grid and minimizing parking at the Metro station as means of reducing potential traffic.

Approving this project, which is inconsistent with the adopted plan, preempts the ability of the City to successfully plan for future development of the corridor. Just as Mill Race sets precedents for transit-oriented, quality development in Eisenhower Avenue East, this project will set precedents for a continuation of auto dominated apartment complexes in the western end of Eisenhower Avenue that will be difficult to overcome. The City has a tremendous opportunity to plan and develop this key "100% corner" site at the Metro station in a manner that serves as a cornerstone to and impetus to future development in the area.

Approval of this project at this time is inconsistent with any vision for this area will preclude the ability of the City to plan and promote the larger corridor over the long term for high-quality mixed use development with an office component. Approving this project in advance of the planning effort allows current market forces, rather than a planning process to dictate a future for this corridor.

The proposal offers limited public benefits and is inconsistent with recently expressed community values that seek the creation of neighborhoods around Metro stations that are vibrant, urban places that sustain the economic health of the city.

Ongoing planning efforts, as well as discussions in the context of other development applications, have defined broad community expectations related to new development, particularly at transit stations. For example, clear direction has emerged from the Eisenhower East planning process, which will be applicable to the western end of the corridor as well. The community is seeking:

- Pedestrian oriented, urban neighborhoods with a mix of uses and vibrant commercial centers; neighborhoods where it is safe to walk, to bike and to gather and that create a true sense of place;
- Development that brings public benefit and meaningful open space;
- Maximum transit, minimum traffic and minimum impact on surrounding neighborhoods.

Given the suburban, low density character of this proposed development, it cannot meet these expectations or provide significant public benefits.

With respect to public benefit, while a generous sidewalk with streetscape is provided along Eisenhower Avenue, the sidewalk narrows adjacent to the Metro entrance and the remainder of sidewalks within the project are narrow. There are no actual public open spaces or plazas provided. As a comparison, the Mill Race project, with a similar parcel size, provided the same generous sidewalk along Eisenhower and along Mill Road, plus broader internal sidewalks and two public plazas including one at the location of the future Metro entrance. Mill Race also brought a contribution to an open space fund to be utilized for purchasing public open space in the larger area.

The project was modified by the applicant to provide a street system through the site. The addition of the streets by the applicant has definitely improved the development and is a benefit to the greater area. While the streets are not of sufficient size to provide full city street connections, those along the edges of the development could potentially be widened in the future in conjunction with future development, if they were found important to creating a street grid to serve adjoining parcels.

One potential benefit of this site is the proposed retail use, which staff certainly supports. However, staff is concerned about the long-term viability of the proposed retail use, given the lack of density in the immediate area. In fact, the City's zoning does not even allow the retail use to be located in this zone unless it is in conjunction with an office building or serves office uses in the immediate area; this provision reflects the reality that a strong mix of uses, including office, is necessary to support a successful retail element. Further, the proposed design does not appear to promote the use of the retail by the Metro patrons who arrive and depart by vehicles from the WMATA garage; the Metro users are isolated from the retail, and will not pass-by the retail on the way to their vehicles.

The project does bring an affordable housing component; however, it is the minimum anticipated by the City policy, whereas other projects recently approved in the City proposed more significant affordable housing plans; Mill Race, which started with a higher affordable housing requirement in exchange for density, provided double its minimum requirement or almost three times the typical city minimum.

There have been no studies to substantiate the long-term need for a 436-space parking structure at the Van Dorn Metro Station. Such a development would also be inconsistent with City policy that generally discourages providing day-long parking at Metro stations for commuters.

The development site is currently occupied by a WMATA "Kiss and Ride" and "Park and Ride" lot. The proposed development replaces the existing 429 surface spaces (including taxi and motorcycle spaces) with 436 spaces (an excess of 7 spaces are proposed by applicant) located in a six level above-grade parking structure. It is WMATA's policy that at least the same number of surface spaces lost in redevelopment be replaced on site. The permanent above-grade parking structure and its associated traffic is being proposed on this site without any analysis or study of the appropriate level of WMATA parking for this site and its impacts on the City's future plans.

Generally, the City has had a policy of not providing day-long parking at Metro stations for commuters, instead investing in transit options to bring individuals to the City's stations in order to reduce traffic. The Van Dorn Station is the only City station with daily parking, but those spaces were constructed before the ultimate urban future for Van Dorn was planned by the City, and when many fewer parking spaces existed to serve commuters in Fairfax County. There is no question that the spaces are used by commuters; data from WMATA shows the lot to be 100% utilized. A windshield survey conducted by T&ES staff last year in the parking lot showed that most of the parkers in the lot are Fairfax County residents.

The number of parking spaces at Van Dorn was established in the 1980s in conjunction with the planning for the Metro line. Since that time, 4,015 spaces have been constructed at the next station in the line, Springfield Station, with 1,000 more spaces currently planned and under construction. Since that time, commuting patterns have changed dramatically through the region. These changes

lead staff to believe that an analysis that includes these factors should be conducted before the City approves a WMATA parking garage. That study needs to examine the how to optimize the use of the Metro site to achieve and balance WMATA's goals for maximized ridership and the City's goals for long-term redevelopment with benefits for Alexandria..

It is not clear to staff that the current proposal, building a 436 space Metro garage, is optimal for either WMATA or the City in the long term. While maintaining the 436 spaces at the site assures that WMATA continues to capture the ridership of those commuters, it does so at a great cost. Developer's have reported to staff that structured parking typically costs \$12,000 to \$15,000 per space, making the cost of this parking structure somewhere in the range of \$5.2 to \$6.4 million. The question of whether or not that level of funds could be better leveraged to attract more than the 369 commuters (the existing number of daily spaces) and the associated traffic that exists today should be evaluated before constructing a parking garage. In addition, the effect of building the garage on the development potential of the remainder of the site and of the surrounding area may actually mean that over the longer term, ridership is being sacrificed.

Further study of alternatives and impacts should be evaluated prior to construction of any Metro garage on this site.

If approved, the proposal would establish a harmful precedent for land use in the city and, in particular, for development in this corridor, representing a significant lost opportunity for the City at this "100% corner" Metro site.

From the City's perspective, it is clear that the type of transit station and parking facilities provided at a transit station help drive the character of surrounding development. The large number of Metro parking spaces, and the fact that WMATA requires that all of the spaces be above-ground severely constrains the site, reducing the potential for development of the site with a high density mix of commercial uses more typical for an urban metro station. The station model proposed here is more typical of a suburban type station, which is inconsistent with the City's goals for future development.

The City wishes to preserve the possibility of achieving long term redevelopment as envisioned by the master plan refined by the planning process. Approving development today that is inconsistent with these goals will preclude the ability of the City to plan and promote high-quality mixed use development with an strong office component over the longer term. The site of this proposed project is particularly critical to the future success of redevelopment in the West Eisenhower corridor because the site is at the "100% corner," right on the Metro Station.

Dr. Stephen Fuller of George Mason University, an economist very familiar with the region's markets prepared for the City an economic analysis of the future potential of the West Eisenhower corridor. According to Dr. Fuller, the earliest projects in an area tend to set the standard for future

development in a market. This principle has been well illustrated in the Eisenhower area of the City. Carlyle, with its high quality urban character, set a new standard for the eastern end of the corridor, supplanting a more suburban, lower-quality type development that typified the Valley. Subsequent development, even outside of the Carlyle boundaries, have benefitted.

Recent apartment projects approved in the west Eisenhower area, i.e. the Metropolitan and the Alexan, reflect the current market focus rather than the City's long-term interests. Construction of this proposed residential project would reinforce the presence of a strong rental market, further contributing to the direction of this corridor as a place for residential rental projects that are suburban in character, featuring moderate density, stick-built construction, and above grade parking.

The applicant has maintained that there is no current market for commercial uses at this site, and, therefore, residential use should be permitted by the City. Given the City's relatively limited land resources and few development opportunities immediately adjacent to Metro, it is appropriate for the City to take a longer term view. While it is unknown if commercial development will occur in this corridor sooner than 10 years, future higher density, high-quality mixed use development with a strong commercial component is still possible for the area. Dr. Fuller's analysis supports this conclusion. The corridor, with its inside-the-beltway location served by both a Metro station and a beltway interchange provides a rare economic development opportunity within the regional context.

Permitting additional rental residential uses on Eisenhower Avenue west of Clermont Avenue will drive the existing small commercial and industrial businesses from this portion of the Eisenhower valley.

Citywide, over the last 8 years, nearly two-thirds (61%) of the development on non-residentially zoned land has been constructed for residential uses. Over the last decade in this corridor, in the face of significant market pressure for residential development, 821 residential units have been built or are under construction, including the relatively low density townhomes at Summer's Grove (191 townhouses), and two apartment complexes, Bush Hill and Alexan (a total of 630 units). In addition, staff continues to have numerous inquiries about the potential for residential apartment developments in the corridor, most of the same model as this proposal: above grade parking structures wrapped by midrise units and connected to each other and the garages by above grade walkways. The residential development in this corridor over the last decade has taken approximately 27 acres—and all of the vacant developable land—out of the commercial land inventory (excluding the Clermont Cove site, which is technically still part of the railroad land and which has severe environmental constraints to development).

It is important that the City hold on to this site for future redevelopment in a manner that can serve as a cornerstone to future development of the area, rather than allowing current market forces to dictate an alternative future for the area. While the desired type of redevelopment may not occur

for some time, there is also benefit to the City of preserving the existing industrial and service commercial uses in the area in the interim.

An active industrial and commercial/service base exists today in the west Eisenhower corridor that contributes to the city and can continue to contribute to the city in the interim period until the optimal redevelopment potential is achievable.

In the area of west Eisenhower from the CSX rail crossing (Clermont) west to the project site, there are approximately 138 businesses, including 55 industrial and 83 service commercial/office enterprises. These businesses employ approximately 2,200 people (exclusive of the AMC office building) and generated \$900,000 in business tax revenue in 2001 for the city, the latest year for which such figures are available. When combined with salaries to employees and other spending by the businesses, these uses provide a financially positive benefit without the level of demand for City-provided services that typically are associated with a strictly residential base. The existing businesses in this corridor provide a valuable and realistic "holding pattern" in land use until the broader vision for the western valley can be realized.

These industrial and service commercial uses will not survive if the demand for residential development in the corridor continues. Recent assessment values of the other apartment sites on Eisenhower Avenue, the Alexan and Metropolitan properties, demonstrate that the service commercial and other business uses cannot compete on the market with apartment development. Approving additional apartments as a short-term "fix" will tend to drive out these uses, with the ultimate result a corridor of apartment complexes.

The proposal locates a major residential development within 500' of the Waste-to-Energy plant. This proposal would place a residential use closer to the facility than any other existing or under-construction residential development in the corridor.

One of the reasons the Landmark/Van Dorn Small area plan focused on commercial rather than residential redevelopment for the western Eisenhower corridor is because of the proximity of the City's Waste To Energy Plant, railroad and Metrorail tracks, the Beltway, the asphalt plant, the City's Police firing range, as well as the interim industrial and service commercial uses that are not necessarily compatible with residential use. Also, this area does not have the open spaces or community facilities necessary to support residential use. Staff continues to believe that this area is not appropriate for a concentration of residential uses, and that extra care must be taken in this area when planning for residential use to protect against these inherent conflicts.

It has been stated that this project would help shield Summer's Grove from the Waste-To-Energy plant. While this is certainly true, it does so by bringing even more new residents even closer, within 500" of, the Waste-To-Energy facility. The Waste-To-Energy facility is a core city service that the

City and Arlington jointly share financial liability for. It would be extraordinarily costly to close the plant, which represents a \$100 million investment, and would probably require the creation of a solid waste transfer facility somewhere in the City. While the City has taken extraordinary efforts (and probably all that can be done has been) in designing the plant to have it appear non-industrial, it remains a busy, noticeably industrial facility. It processes 340,000 tons of municipal solid waste each year, with major truck traffic bringing deliveries of municipal solid waste. The plant operates 24 hours a day/7 days a week and the noise of its operations, although muted, still can be heard from neighboring properties. Although it is equipped with state-of-the-art air pollution equipment, its condensing does emit visible plumes of steam which are sometimes mistaken for air pollution emissions. It should be noted that any new capital improvements to the Waste-To-Energy facility would be at the City's and Arlington's expense.

It is inappropriate for residential units to be constructed even closer to the plant than any of the existing or under-construction residential uses in the corridor. Commercial use would provide much more compatible buffer to the existing Summer's Grove residents.

Existing residents in the area have expressed concerns about the adjoining railroad operations and traffic. This applicant has been discussing with Summer's Grove resident's building a fence at the railroad and providing additional perimeter landscaping for the Summer's Grove community to help provide them buffers from the impacts created by the existing uses. Other residents in the larger area have complained to the City about the noise associated with the Police firing range; the new residents in this project will also be affected by the noise and, as a result T&ES staff is asking this developer to contribute toward some future noise attenuation for the firing range. These piecemeal efforts to address some of the conflicts between the residential and existing industrial uses are certainly laudable, but they will not solve the conflicts, and bringing more residents into the midst of these conflicts will only exacerbate the situation. Until a plan can be established that includes approaches to mitigating land use conflicts that might ultimately remain, staff cannot support bringing additional residential use to this location.

The characteristics of the proposed building type are suburban in concept and do not follow the Smart Growth principle of "locating development to minimize its impact on the environment and maximize the benefits for the community."

The applicant's plans for this project are labeled as the "Van Dorn Metro Mixed-Use Project" and have been promoted by the applicant to staff as an example of "Smart Growth" for the City. Numerous organizations have joined together in coalitions and networks to promote the idea of Smart Growth, which is defined by one such group in the Washington Metro region, the Coalition for Smarter Growth, as growth that "locates and designs communities to minimize development's impact on the environment, while maximizing the benefits to the community." A key tenet of the approach is the concentration of development in more compact forms within areas that are already

built-up and with better access to transit, thereby reducing sprawl and maximizing communities' existing investments in infrastructure, enhancing livability and creating sustainable forms of development. The proposed redevelopment of the Metro parking lot presents a significant opportunity to create transit-oriented development. But this proposed project fails to capitalize on its prime Metro location; rather, in design, the project is suburban--with a suburban density, suburban parking ratios and the excess traffic associated with the applicant's high parking ratio.

Concentrate Density at the Metro

At 46 units per acre, this project's density falls far short of the density of other residential projects in the City at Metro station locations, reflecting instead the density found at residential projects recently approved in other areas of the City, as summarized below.

<u>Metro Projects:</u>	Mill Race Apartments	281 du/ac
	Mill Race Condominiums	223 du/ac
	Braddock Place Condominiums	114 du/ac
	Potomac Club Apartments	208 du/ac
	Meridian @ Carlyle	287 du/ac
<u>Proposed Project:</u>	KSI at Van Dorn Metro	46 du/ac
<u>Non-Metro Projects:</u>	JPI Mill Road	41 du/ac
	Reserve at Potomac Yard	46 du/ac
	Millbrook at Mark Center	52 du/ac

So little residential use (250 units) is actually being built on the site because more than 50% of the site and allowable density is being devoted, instead, to above-grade parking facilities, including the WMATA garage. A breakdown of the uses proposed within this development shows that more than half of the building mass being constructed is devoted to parking facilities.

<u>Use</u>	<u>Sq. Ft.</u>	<u>% of Total</u>
Parking structures	349,030	(52.8%)
Residential use	295,000	(44.6%)
Retail use	<u>17,570</u>	(2.6%)
Total	661,600	

Early in the process, staff recommended that the applicant explore alternative approaches to the site incorporating underground parking facilities and higher scale residential uses, thereby achieving a more urban form of development that better utilized the site, concentrating more use nearer the Metro and helping to support the proposed retail use. However, the applicant's desire for this

particular building form—midrise, stick-built apartments surrounding above grade parking structures—precluded such consideration by this applicant in the context of this application.

Provide a Mix of Uses

A key defining element of “Transit-Oriented Development” is the provision of a mixed use. The goal is a balance of jobs, housing, stores and services in each community, with offices located near Metro, so that some portion of the population can walk or bike to work and so that people live near some of the places to which they run errands. This idea of a jobs/housing balance is a critical element of the planning process that is now occurring in the eastern end of the Eisenhower Avenue corridor.

While the applicant characterizes this project as “mixed-use,” the mix of uses is predominately residential and parking, with some ground floor retail. Of the 661,600 square feet of total building area proposed, only 3% is commercial (retail) use. This small amount of commercial area, even combined with its required parking area, approximately equates to a gross FAR of only 0.12, where 2.0 is the permitted “by-right” commercial FAR in this zoning district.

The following table illustrates how other regional projects at Metro stations, including one proposed in Alexandria, attempt to provide a balanced mix of uses:

<u>Project</u>	<u>Residential</u>	<u>Office</u>	<u>Retail</u>	<u>Other (Specify)</u>
KSI Proposal	58%	0%	3%	*39% WMATA parking
Mill Race	71%	26%	4%	
Pentagon Row	44%	40%	16%	
Friendship Heights	29%	42%	29%	
Bethesda Row	18%	14%	68%	

* Total percentage in garage structures is 53%; the remainder is residential garage and is listed under the residential percentage in this table.

Parking

So little floor area and building mass is devoted to actual uses on this site because so much floor area and building mass is devoted to parking and because that parking is all provided above ground. In part, this results from the project’s incorporation of WMATA’s above ground parking structure. But the residential parking is also above ground.

The parking proposed for the project is the full parking required for residential uses throughout the City. This project, which is more than 50% one-bedroom units, provides an average parking ratio of 1.64 spaces per unit. In contrast, the recently approved Mill Race project provided a residential

parking ratio of 1.15 spaces per unit, roughly 43% less parking per unit. Other residential projects built in the City or Arlington County at Metro stations have typically been providing in the range of 1.0 to 1.3 spaces per unit. Restricting the amount of parking available at Metro stations has been identified an important strategy in promoting transit usage, and is a fundamental component of transit-oriented development.

What would Transit-Oriented Development Look Like on this Site?

True transit oriented development would bring more units to this site, or additional commercial uses in a broader mix, with no additional parking, and thereby very little change in traffic generated by the development. If underground parking were introduced, these additional uses could be added without increasing the mass—the feeling of building size, scale and volume. If more height were deemed to be acceptable on portions of the site furthest from the adjoining low scale townhome units, this increase in uses on the site could potentially be accompanied by an increase in open and public spaces. These alternative approaches are the type of development envisioned by the by the City's master plan and which would spur higher quality, more pedestrian friendly and more livable communities, with a stronger foundation for retail and services.

Staff analyzed an alternative development scenario for this site as a means of illustrating that a different type of project could bring significant benefits to the City, while providing no more traffic impact and similar levels of transit ridership. The same level of density proposed by the applicant was maintained, but the WMATA garage was eliminated, all other parking placed underground, and the remaining density was replaced with commercial office development. Many alternatives are possible, including alternatives that maintain all or a portion of the Metro parking garage, and alternatives that do not utilize the full density permitted on this site. The analysis illustrated that it would be possible to develop this site in a more transit-oriented fashion, with parking ratios appropriate for a Metro station and end up with:

- no more mass on the site
- no more traffic generated by the site
- no less ridership for WMATA; and
- a dramatic increase in the number employees who would work on the site.

The current proposal would bring approximately 375 people to live in the area. While WMATA commuters would drive to the site, park, and leave, they would not remain on the site to bring activity other than traffic. Replacing the garage with office uses increases the number of people on the site to as many as 1,771. These additional people, in combination with good site and building design for any projects, are the key to creating a new place in the City that is active and viable and which could actually support the retail uses being proposed.

The apartment use and its parking are configured in such a manner as to visually create an overly large building mass for a relatively low housing density. The Planning Commission has indicated that this development is not acceptable.

The proposed housing design wraps apartment units, accessed by a single loaded corridor, around a six-story parking structure. While this arrangement offers some challenges such as corridors that look into the side of a garage, the primary concern is for the overall bulk of the building. The bulk of the building is the sum of all of the parking and all of the residential units and circulation. The model is similar to the JPI housing under construction on Mill Road and the recently reviewed Archstone proposal for Cameron Station that was rejected by the Planning Commission. Because there is little or no underground parking, the overall density of this proposal is quite low. The subject site is 5.46 acres and includes 250 units or a density of 46 units. By comparison, the recently approved Mill Race apartment project at the Eisenhower Metro station has a residential density of 281 units/acre.

At staff's request, the applicant modified the original design of the proposal to break the parcel into two blocks and introduce a street grid, relocating parking access and loading to internal streets. These changes have helped by breaking the building on site into two blocks. However, the overwhelming character remains suburban. The dominance of parking precludes the ability to place additional active uses on the site and emphasizes the vehicle over the pedestrian. This model of residential development consumes excessive land for above-grade parking facilities and creates significant mass with relatively little activity, while diminishing opportunities for open space and openness.

More than 50% of the floor area of the proposed project is devoted to parking, and the parking standards proposed for the uses are too high and inappropriate for a Metro station.

The applicant proposes an overall residential parking ratio of 1.64 cars/unit and a retail ratio of 5 cars/1000 sq. ft. This proposed residential ratio can be compared to Mill Race's parking ratio of 1.15 cars/1000 sq. ft. If the applicant used this same ratio, the number of residential stalls would be reduced by 121 cars. Similarly, the Mill race retail parking ratio is 3 cars/1000 sq. ft.

The project, despite its prime Metro location, is designed to promote traffic and demote transit usage. Rather than capitalizing on the transit access afforded by the site's location at the Metro station, this project provides 43% more parking spaces per unit, on average, than the residential units proposed at Mill Race. This 43% more parking equates to a 42% increase in cars, and ultimately, potentially 43% more traffic than what is desirable and achievable for this Metro station location. The commuter parking being provided within the WMATA garage will contribute further to traffic in the area, without bringing any of the corresponding benefits that would accrue to the City and the neighborhood if those parking spaces supported actual uses on the site.

DEVELOPMENT PLAN ISSUES

As stated earlier, the City has not supported this application from the onset due to the type of project it represents (rental residential with modest density wrapped around above ground parking structures with limited retail), the land use implications associated with a failure to capitalize the full development potential of this critical site at a Metro station, and because of the poor precedent that staff believes will virtually be locked for the western Eisenhower Avenue valley if this site is lost to a predominantly rental residential use.

In addition, staff also recommended early in the process that the applicant underground parking in order to allow a more urban layout and maximize use of the site. The applicant indicated that the terms of their agreement with WMATA required all of WMATA's parking to be above-ground, and that they could not underground the residential parking because of the significantly higher cost.

Despite staff's overarching concerns about the land use and the form of the development, the applicant desired to proceed with the application, setting aside the use and underground parking issues for decision by Planning Commission and City Council. The applicant has worked extensively with staff over the past year to make changes to the site plan in order to improve the plan and address site planning and physical project concerns identified by staff. These changes have significantly improved the mass, scale, design and character of the project. The most significant remaining issues—aside from the issues of use and building form—are the design and operation of the WMATA garage and overall access and circulation. This and other major issues are discussed in more detail below.

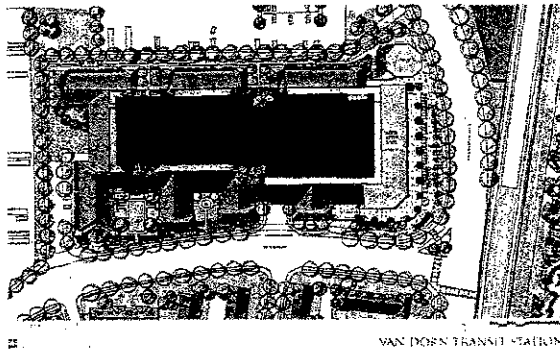
Site Layout

The original plan submitted by the applicant to the City proposed a similar development but without the introduction of any internal street network. Staff identified several key issues:

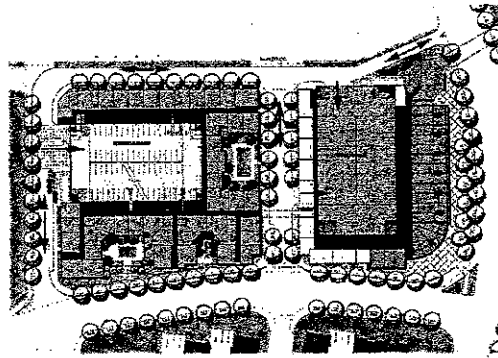
- The project was, while relatively low in scale, monolithic in size, with, visually, a single building mass occupying the roughly 320' x 700' development parcel.
- Access for all parking and loading occurred from a heavily trafficked street, Metro Road.
- Poor fire access was provided to the eastern side of the project.

In response, the applicant revised the plan to introduce the current street system.

Applicant's Original Proposal:



Current Proposal:



The revised design addresses the fire-safety issues and shifts access to garages and loading from the external streets to internal streets. The grid also helps to break up some of the mass of the development by creating two separate blocks, each approximately 250 to 350 feet in length. Unfortunately, the break between the two blocks is not entirely open, as the applicant proposes walkways across the street at the upper levels so that residents in the southern block can access the residential parking garage in the northern block. Also, staff had asked that the streets be designed to public street standards, with two lanes of traffic, two lanes of parking and sidewalks and street trees. This has been accomplished on portions of the east-west streets, but the applicant has not provided sufficient width on the north-south street for any parking, and in all cases, the width of the sidewalks/street tree area is narrower than would be provided on a public street.

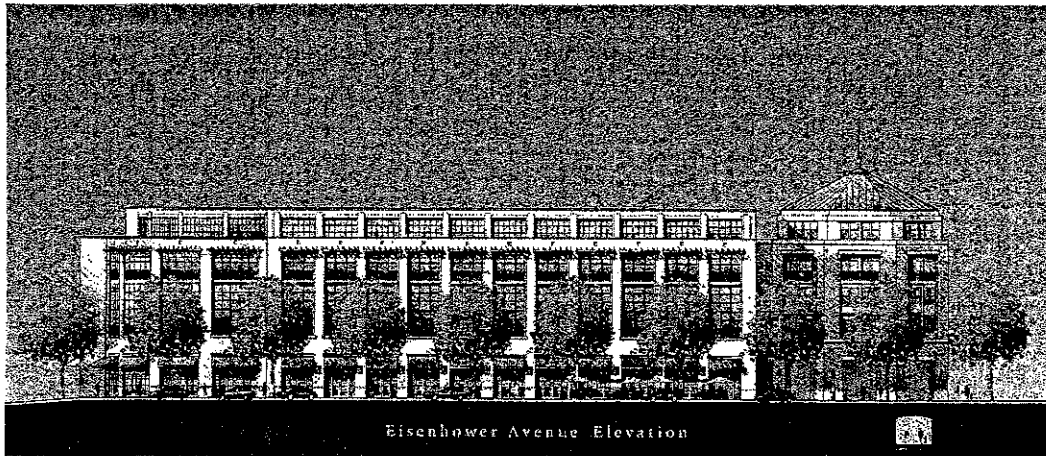
While not optimally designed, the introduction of the street network is a positive element in the plan which staff supports, and which may be able to be utilized to provide access to the adjoining UPS parcel in the future, if it redevelops. Staff is recommending that full public access easements be granted over the streets and sidewalks so that the site will be truly permeable from the public's perspective.

Building Design

Again, it must be reiterated that one major problem with this proposal is its very building form—the dominance of the above ground parking structures, and the resultant sprawling form of development. While not addressing this fundamental issue by proposing an alternative building type, the applicant did work to improve the character and quality of the buildings and their relationship to the street and surrounding development.

The applicant's architects have prepared designs that utilize varying front off-sets, a range of building materials and a four-story height to transition westward to the lower-scale town homes. The design renderings also feature a variation in roof lines to break up the visual massing of the large structures. The introduction of the street grid allowed the buildings to be redesigned so that loading and parking garage entrances did not face Metro Road and the existing Summer's Grove townhouse community. The buildings facing Summer's Grove are now all residential, with some entrances and with a small amount of retail at the corner of Metro Road and Eisenhower Avenue facing Metro Road. Two of the three open space courtyards provided for the residential buildings are also located facing Metro Road, providing significant articulation to that building face and opportunities for landscaping.

A portion of the base of the building along Metro Road, 5-8' in height, is a blank brick wall, behind which is located retail parking. Staff is recommending additional detailing of this wall—such as imitation windows and articulated brick—in order to provide additional interest along this prominent sidewalk.



Staff is concerned that the proposed facade treatment for the highly visible Eisenhower Avenue building elevation is a lower quality Exterior Insulated Finishing System (EIFS). According to an architectural consultant for the City, EIFS is not an appropriate material to be used to the extent proposed on a building of this size for the primary reason that the material is not durable and will not stand up well over time. This will particularly be true at the pedestrian level which will subject to more "wear and tear" and where the degradation over time will be most notable. It is also noted that the ground floor must have a strong architectural character, be rich in detail and have high quality materials in order to set the precedent for pedestrian retail in this area of the city. Staff has attempted to address this through conditions that would require the use of precast for this important

facade. The western face of the southern building, facing Summer's Grove, is proposed to be brick, as is the tower element at the Metro station entrance on Eisenhower Avenue. The northern building is predominately fiber-cement paneling, with brick bases.

Along Eisenhower Avenue, the building is designed to reflect an industrial loft character. Street level retail is provided at the first level along the entire frontage, and it is of adequate height and depth to accommodate first-class retailers. The design incorporates large store front windows and elements such as awnings to create a pedestrian friendly streetscape.

While most of the two above-grade parking structures are screened by residential units, two portions of the garage are exposed, on the north and east sides of the site. The design includes facade treatments for the exposed garage surfaces. The more prominently east facade of the WMATA garage would be visible from westbound traffic on Eisenhower Avenue. For this treatment, the design will appear entirely as building facade with the vehicle access points as the only visual indication of a garage structure from the exterior. The garage entry has been broken from one large single access to two smaller openings to reduce the mass and size of these access points and to be of a scale closer in size to the window openings on the upper levels. The garage's brick facade is punctuated with windows that are of a size consistent with the remainder of the facades in that building block.

The applicant has proposed a lesser treatment on the northern garage facade; it faces the railroad tracks, and while less prominent than the eastern facade, will nonetheless be fairly visible from the street. For this facade the applicant proposes brick at the street level. The upper levels are concrete, with brick panels mounted between the columns of the garage. While the applicant has attempted to replicate the feel of windows by breaking the span of the garage openings with vertical precast columns, the design does not successfully suggest windows openings rather than a garage. Staff has recommended additional refinement of this facade.

Eisenhower Avenue Frontage Features

The applicant has also been responsive to requests by the City to redesign the frontage along Eisenhower Avenue to provide a generous sidewalk that incorporates the bike trail that runs along this frontage. The Eisenhower Avenue frontage will feature a 6 foot wide street tree planting strip adjacent to the north curb of Eisenhower Avenue, a full 10 foot wide bike path, and a decorative sidewalk. The trail will be of a surface treatment and coloring different than the remaining sidewalk to visually delineate the difference in use. Beyond that, a sidewalk ranging in width from 6 to 24 feet, will include a second row of ornamental trees. The sidewalk area will be designed as a scored concrete promenade with paver bands and will feature decorative tree grates, benches, trash receptacles, and outdoor seating for the proposed restaurant use.

Unfortunately, because of the curvature of the frontage, the narrowest portion of the sidewalk—6'—is located adjacent to the Metro Station entrance, in the very location where a broader sidewalk and larger public plaza would be most appropriate. Staff had originally asked the applicant to provide a larger plaza area adjacent to the Metro station entrance, to serve as a focal point at the Metro Station for future redevelopment. However, absent any plan for the larger area it is difficult in this instance to design and require such a space in the context of this project. Staff has requested that the design be adjusted to allow escalators to be installed in the future at the Metro entrance; while current ridership does not warrant escalators according to Metro standards, future ridership may make such escalators desirable. Providing space for these escalators may result in a larger plaza area being created for their future accommodation.

Kiss and Ride Design/Location

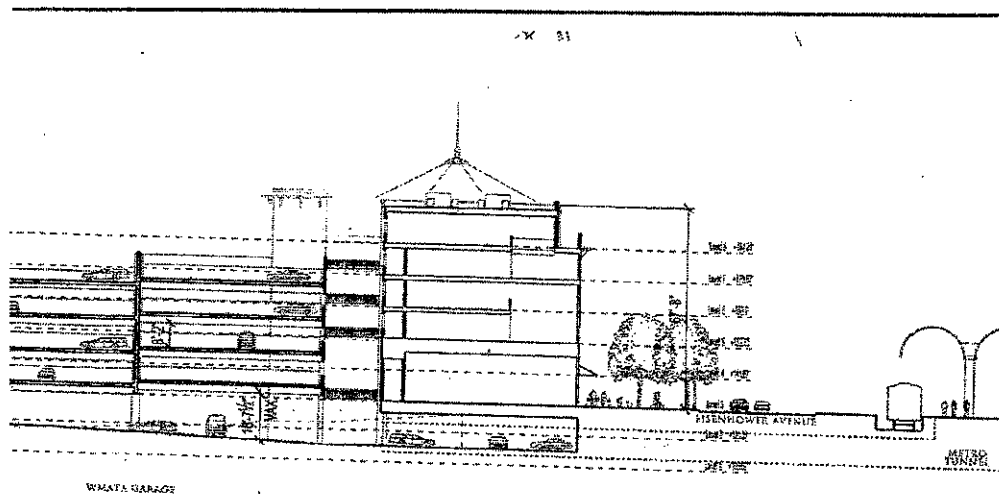
As discussed in the summary preceding this report, there are some outstanding site design issues with the applicant's proposal. A major component of this project is the proposed WMATA garage, which will accommodate the "park and ride" and "kiss and ride" spaces now located on a surface lot on the parcel. As noted earlier, the major issue raised by this garage is a significant policy issue; whether reconstructing the same number of WMATA surface spaces into a permanent structure optimizes either WMATA's or the City's goals in the long term. For that broader reason, does not support the construction of this garage without further analysis. However, setting aside this larger issue for the moment, staff also has concerns about the specific design of the proposed garage, from a safety and operational perspective.

Existing Grade Difference Between Eisenhower Avenue and Site:



As proposed, the kiss and ride facilities would be located at the same grade as the current parking lot, on the ground level of the parking structure. The subject property is approximately 14' lower than the grade of Eisenhower Avenue, so the parking lot is below the level of the street, roughly at the same level as the tunnel that connects under Eisenhower Avenue to the Metro station. While the site today is "in a hole," the existing lot nonetheless has good visibility in each direction, and users of the lot are oriented to the Metro station by being able to see the station across Eisenhower Avenue. As proposed, the new "kiss and ride" function will effectively remain at the same level it is today, becoming the ground level of the six level parking structure, with a garage built overtop and residential and retail uses wrapped around the perimeter.

Cross-Elevation of WMATA Garage, depicting kiss-and-ride level below grade:



Staff is concerned that although technically the "Kiss and Ride" garage is not underground, it will feel and function as though it is underground, with limited visibility. While this arrangement has the benefit of leaving the "Kiss and Ride" function at the same level as the tunnel entrance into the Metro, staff is concerned that the "Kiss and Ride" function may not operate as well in its buried location.

WMATA has a policy of not allowing parking to be underground, which they have expressed to the City on several occasions. WMATA has indicated the reason for this policy is to "provide the best access to the Metrorail station and to maximize the comfort and perceived safety of its patrons. When staff worked with WMATA on a proposal for development at the King Street Metro station, it was very critical to WMATA staff in that instance that there be clear visibility into and through

the garage. WMATA has indicated they support this proposed design because of the unique site characteristics and because the garage is at the same level as the tunnel opening, providing the most convenient access to patrons.

However, staff remains concerned because:

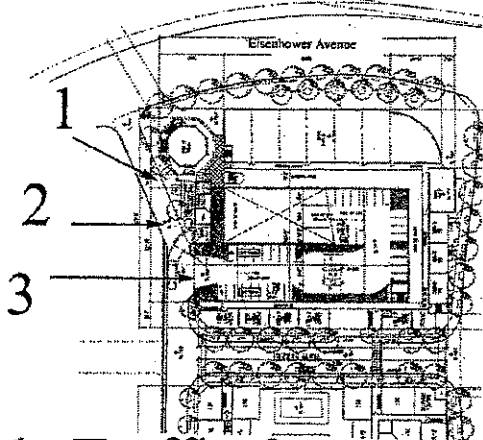
- The structure will eliminate the current visibility of the kiss and ride facility from Eisenhower Avenue and northbound traffic on Metro Road, creating the potential for confusion as to the facility's location that could impact traffic flow and facilitate congestion in the area. The applicant provided a "wayfinding" signage package that could partially address this concern; however, the amount of signage that has been included to direct patrons through the site could be evidence of the design difficulties presented by the applicant's proposal.
- Staff is also concerned that while the parking level is not technically underground, because views are completely obstructed by the surrounding buildings and little natural light will reach the interior it will look and feel to the queuing vehicles and waiting patrons as if it is underground, and patrons may feel the same discomfort waiting in the garage as they would an underground garage. If patrons do not feel comfortable waiting in the enclosed garage, they may choose to wait above grade on the street, creating traffic congestion when vehicles stop to pick them up along the roads driveways or Eisenhower Avenue. Also, vehicles dropping off patrons may find it more convenient to drop patrons off at street level, along the new roadway near the Metro entrance, rather than entering and circulating through the enclosed garage; this could cause significant congestion and traffic-back up on Eisenhower Avenue, of significant concern to T&ES staff. While theoretically it should be no more difficult for a vehicle to enter and circulate through a garage than it would have been for them to circulate through an open parking lot, the physical structure and idea of a garage will undoubtedly create some psychological deterrence for some.

Staff recommended that the applicant redesign the WMATA facilities so that "Kiss and Ride" occurred at ground level, preferably on the new interior street created along the eastern property line. While this would mean that WMATA riders would have to emerge from the tunnel and rise one level to the street, such an approach is not uncommon in an urban area and would have provided additional support to the retail uses on the site, by providing the added advantage of having all WMATA patrons exit at the same level as the retail, passing by the retail, rather than the retail being isolated from and out of the way of patrons. The applicant did not incorporate an on-street area for WMATA drop-off, and KSI and WMATA continue to believe that their garage design is preferable. Staff has not included a condition to redesign the garage as part of our recommendations, because such a condition would require significant redesign of the site; this issue is, therefore, another reason why staff, overall, recommends denial.

Loading Area

Compounding the circulation concerns is the proposed location of the retail/residential loading dock and trash transfer dock, which will potentially generate conflicts with vehicular traffic and to some extent, with pedestrian traffic as well. The loading/trash entrance is approximately 110 feet from the East Access Road intersection with Eisenhower Avenue and 15 feet from the entrance to the Park and Ride facility. This has the potential to create numerous conflicts between large trucks attempting to maneuver in and out of the loading area and vehicular traffic exiting Eisenhower Avenue and entering and exiting the WMATA garage. In fact, applicant's site plan submission illustrates a 30' truck blocking the entrance to the park and ride garage. The applicant has proposed to install 42" high fencing and landscaping to attempt to eliminate the pedestrian conflict potential in this area; however staff remains concerned that this area will generate conflicts with traffic movements.

Potential Conflict Areas



- 1- Traffic from Eisenhower
- 2- Loading/Trash
- 3- Garage Access

The loading conflicts could be addressed in one of two possible ways, including (a) The relocation of loading functions inside the WMATA garage on the western edge of level 3 in the area of 8 standard parking spaces. This area could be reconfigured for loading functions, and parking could be permitted during non-delivery hours, or (b) the loading dock area could be completely fenced and gated to prohibit and block access to the dock except during specified times. This option would reduce the potential for traffic conflicts and limit the possibility for non-delivery vehicles from occupying the loading space for other purposes.

A more substantial change in the plans to address this issue would be for the removal of the Eisenhower Avenue and East Access Road intersection. A smaller stub street could extend southward from New Street to provide access to park and ride facilities and the loading area. Additional open space could then be provided in an extended plaza area.

It should be noted that all of these options would require additional analysis and have been provided to the applicant previously as possible methods to address concerns with the applicant's proposed design in the absence of the applicant presenting any design alternatives.

Open Space

The applicant's current proposal provides a total of 67,914 square feet of open space on the site, of which roughly 42,954 sq. ft. is at the ground level and 13,010 (19% of the total proposed open space) on a roof-top sports deck. While this proposed open space meets the technical requirements of the Zoning Ordinance, in that the amount exceeds 40% of the site that is attributable to residential use, the public benefit from the applicant's open space provisions could be debated. The major street-level open space components include the wide sidewalk area in the vicinity of the retail uses along Eisenhower Avenue, two courtyards along Metro Road and a larger courtyard along New Street and more internal to the project. The remainder of technical open space is provided through the use of a roof-top sporting deck, which would include some landscaping as well as a half-court basketball court and a jogging track available for tenant use, and a series of sidewalks that can be included in the open space calculation because they will not be located within public rights-of-way and they meet the minimum width requirement.

The three courtyard features at street level vary in size and function. The northern most courtyard along the Metro Road frontage would include a private swimming pool for the apartment community's use, and must necessarily be fenced for Code requirement reasons. The second courtyard on Metro Road, measuring approximately 35x50 feet would feature landscaping and benches; however, this courtyard would be roughly six feet above the sidewalk level. The largest of the courtyards, measuring 90 feet along New Street with a depth of approximately 50 feet, is centrally located between the northern and southern building nodes.

While these courtyards will serve to introduce "green space" in critical locations within and along the exterior of the site, the usability of the spaces will be limited because of their individual small sizes. None of these spaces are designed for public use. The undergrounding of the residential parking structure or the reduction or removal of the WMATA garage would provide greater opportunity for valuable community benefitting open space to be provided at that this focal site in the west Eisenhower valley. In the absence of this and given the applicant's current proposal for consideration, staff is recommending that the applicant's proposed fencing and walls be removed so that these courtyard areas will visually appear as extensions of the street level sidewalks and create open areas that feel less confined and more likely to be used.

Public Infrastructure

In addition to the internal street grid being provided by the project, the project also proposes improvements to the Eisenhower Avenue and Metro Road intersection. The applicant is removing an existing "free-flow" right turning land from Eisenhower Avenue to Metro Road which will improve pedestrian safety. Utilities lines will also be undergrounded at the expense of the applicant as part of this application.

Affordable Housing Component

The applicant's affordable housing plan represents the minimum requirements of current City policy. Under the City's current affordable housing policy, the Affordable Housing contribution for this project would be approximately \$335,085. The applicant is proposing to provide five on-site units, or 2% of the project, in lieu of a cash contribution to the affordable housing trust fund. The units will be reserved for households with an income that does not exceed 60% of the area median income, which relates to a one bedroom unit rent maximum of \$978, and a two bedroom maximum rent of \$1,174. The applicant proposed to provide two 1-bedroom units (687 - 800 sq. ft.), two 2-bedroom units (933-1,080 sq. f.) and one 2-bedroom/den unit of 1,220 sq. ft. In addition, the residents of these units will be eligible for the applicant's "Rent to Buy" program, which reserves a portion of the monthly rent towards the closing cost of purchasing a home. A required affordability period of 20 to 25 years would be required to provide an equivalent to the City's \$1.00 per square foot cash contribution policy for this development, so the applicant has agreed to a 25-year period for the on-site units.

On September 5, 2002, the Affordable Housing Advisory Committee, acting as a committee of the whole to be ratified later due to lack of a quorum, voted to endorse the applicant's affordable housing plan for this project.

STAFF RECOMMENDATION:

Staff recommends **denial**.

If the Planning Commission and/or City Council wish to approve the proposal, staff recommends that the approval be subject to the following staff recommendations and all applicable codes and ordinances.

1. Final architectural building elevations shall be in substantial conformance with the drawings approved as part of the preliminary plan. Color renderings of the elevations shall be included with the final site plan submission, and shall comply with the following additional requirements, to the satisfaction of the Director of Planning and Zoning:
 - a. The facade of building #1 along the Eisenhower Avenue shall be precast concrete, or another compatible material to the satisfaction of the Director of P&Z. In addition, additional architectural character, detail and high quality materials shall be used at the ground level to enhance the retail area.
 - b. The bases of buildings #1 (Metro Road elevation), #3, #4, #5 and #6 shall be treated with additional detailing so as not to appear as blank walls along the sidewalk level, i.e. false windows, articulated brick, etc.
 - c. Mechanical appurtenances shall be located on roof-tops, and recessed and/or screened from view. Details on the screening methods shall be indicated on the final site plan. Excluded from this condition shall be the East Access Road facade, which may utilize recessed through-the-wall vents, screened through the use of ornamental grill-work of a color and material that compliments the building, to the satisfaction of the Director of P&Z.
 - d. At storefronts, provide visual means of support for the masonry above, through the use of pilasters or by extending the masonry. Where large expanses of glass are below masonry but in a different plane, provide visual means of support for the masonry above (visible through the glass)
 - e. The retail base shall provide low-level lighting as an integral part of the facade design to add nighttime visual interest to the buildings. Accent lighting is encouraged.
 - f. The size of all garage vehicle openings shall be reduced to minimum size necessary for each specific garage function. The final site plan shall specify the dimensions of the openings along with the anticipated dimensions of vehicles likely to utilize the garages.
 - g. The coloring of the loading facility doors shall match adjacent wall material and be integrated into the surrounding facade to minimize its presence.
 - h. The window facade features along the east face of the WMATA garage shall be fitted with glass, to the maximum extent possible to satisfaction of the Director of P&Z.
 - i. The upper level garage openings along the north face of the residential garage shall be resized to read as window openings. (P&Z)

2. The colors and materials of the retail tenant signs shall be designed of high quality materials and shall be designed as an integral part of the building that shall relate in materials, color and scale to the remainder of the building to the satisfaction of the Director of Planning and Zoning. (P&Z)
 - a. Sign messages shall be limited to logos, names and street address information.
 - b. Illuminated or non-illuminated parapet signs or wall signs above the first level for retail and/or residential uses are prohibited.
 - c. Signs applied to storefront windows shall cover no more than twenty percent of the glass.
 - d. Box signs shall be prohibited.
 - e. Any exterior decorative exterior banners/flags shall be deducted from the overall permitted sign area. Permanent or temporary advertising banners shall be prohibited.
 - f. Display cases, storage, carts or other obstructions shall not be designed to be temporarily or permanently located adjacent to the retail windows. Tables and other active uses adjacent to the window are encouraged.
 - g. No permanent freestanding signs, with the exception of one WMATA standard pylon identification sign, shall be permitted.

3. The applicant shall provide pedestrian streetscape improvements that at a minimum shall include those depicted on the preliminary plan and that meet the following requirements, to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services:
 - a. All sidewalks for the development shall be concrete with brick accents and banding and shall comply with City standards
 - b. A minimum unobstructed sidewalk 6ft . in width shall be provided along the East Access, North Access, New Street and Metro Road frontages, exclusive of any building projections, stoops, exterior stairs, tree well areas, etc. To make these adjustments, no tree wells may be reduced in size smaller than 4 feet in depth.
 - c. All project fencing shall be open and of a decorative metal material, with the exception of a screening fence along the northern property line which shall be of a material and design to the satisfaction of the Director of P&Z.
 - d. All retaining walls visible from the street shall be brick to match or compliment the base of the buildings.
 - e. All streetscape improvements shall be depicted with color renderings with the final site plan and completed prior to the issuance of a certificate of occupancy permit.(P&Z)

4. A perpetual public ingress/egress easement shall be granted for vehicular and pedestrian access for all sidewalks and streets located within the project. The applicant shall also provide public access easements along the Northern and Eastern Access Roads to allow the City or future developers of adjacent parcels to extend and widen these streets as needed in the future to facilitate a traffic grid to adjacent properties, to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. All easements and reservations shall be depicted on the final site plan and shall be approved by the City Attorney prior to the release of the final site plan. (P&Z, T&ES)
5. The doors for all loading facilities shall remain closed except when in use. The color of the doors shall match the adjacent wall material and be integrated into the surrounding facade to minimize its presence. (P&Z)
6. The vents for the parking garage shall not exhaust onto sidewalks at the pedestrian level. (P&Z)
7. The landscaping shall consist of the level of landscaping providing on the preliminary landscape plan and shall also include the following to the satisfaction of the Directors of Planning and Zoning and Recreation, Parks and Cultural Activities:
 - a. Shrubs along Eisenhower Avenue shall be of a species appropriate for urban streetscape.
 - b. The size and spacing of shrubs shall conform with City landscape guidelines.
 - c. Chinese Elm, Oak, Maple or other major shade trees shall be utilized along Eisenhower Avenue and Metro Road.
 - d. The existing trees along Eisenhower Avenue shall be evaluated by the City Arborist at the time of first final site plan review to determine the effectiveness of any tree-protection methods, to include replanting by the applicant of those trees on another portion of the site or onto public rights-of-way.
 - e. All street trees along Eisenhower Avenue and Metro Road shall be planted in a continuous planting trough with aeration, drainage and irrigation systems. The trough shall be large enough to provide sufficient arable soil volume to support adequate moisture for the tree. A planting trough for a single tree shall a single tree shall contain a minimum of 300 cubic feet of soil. Troughs shall be a minimum of thirty inches deep and six feet wide from the face of curb . An automatic irrigation system shall be provided for the tree troughs. Drainage of the tree troughs shall be to the Best Management Practice(BMP) facility. This condition shall not preclude the use of street-level decorative tree wells for the Metro Road frontage with acceptable underground trough mechanisms.
 - f. All street trees on Eisenhower Avenue and Metro Road shall be a minimum of 4" caliper at the time of planting.

- g. The developer shall be responsible for the installation and maintenance of all trees, including those adjacent to the public streets. This maintenance shall include, but not be limited to, pruning, watering, pest control, and removal and replacement of street trees as necessary.
 - h. The location of all light poles shall be coordinated with the street trees.
 - i. Underground utilities and utility structures shall be located away from the proposed landscaping and street trees to the extent feasible, to minimize any impact on the root systems of the proposed landscaping, to the satisfaction of the Director of T&ES and P&Z.
 - j. The final landscape plan shall be prepared by a licensed landscape architect.
 - k. All materials specifications shall be in accordance with the industry standard for grading plant material-The American Standard for Nursery Stock (ANSI Z60.1).
 - l. All utility lines shall be located away from the proposed landscaped areas to minimize the impact upon the proposed landscaping.
 - m. The courtyards shall be designed to provide a focal element (such as a sculpture or water feature etc.) and amenities such as benches, special paving and landscape planters and additional landscaping to encourage their use. The planters within the courtyard shall be adequate depth to provide trees. Fencing shall not be used to segregate the courtyards from the sidewalks, with the exception of the swimming pool courtyard, or where otherwise required by Code.
 - n. The shrubs along Eisenhower Avenue in the tree strip shall be designed to prohibit pedestrians from crossing Eisenhower Avenue and shall be carried around the East Access Road frontage to the loading dock area. The City may require a 42" fence within the shrub plantings if deemed necessary at the time of final site plan review by the Directors of P&Z, RPCA and T&ES.
8. All existing and proposed utility poles and overhead electrical/telephone lines for the entire site shall be located underground and the cost of such undergrounding shall be the sole responsibility of the developer. Transformers shall be located within a parking structure or underground vault or area not visible from the public right-of-way within an enclosed location to the satisfaction of the Directors of Transportation and Environmental Services and Planning and Zoning and in accordance with the requirements of Dominion Virginia Power. (P&Z)
9. The parking garage interior drive aisles and spaces shall be kept clear of any columns. Provide dimension lines of drive aisle widths on the final site plan. (P&Z)

10. The first floor space designated as "retail" on the preliminary plans shall be solely utilized by retail uses to include: a store engaged in the sale of goods for personal use or business supporting uses, such as bakeries, banks, credit unions, bookstores, clothing, clothing accessories, copier/reproductions, department stores, drugstores, dry cleaners (not dry cleaning plant), florists, groceries, jewelry, restaurants and any similar uses deemed by the Director of Planning and Zoning to meet the intent of providing active pedestrian-oriented retail uses.
 - a. If less than 50% of the retail space is leased within one year of receiving the last certificate of occupancy for the residential uses, the developer shall submit a retail marketing plan for approval to the director of P&Z that identifies both aggressive marketing strategies and rent subsidies or pay an amount not to exceed \$50,000/year (2002 dollars adjusted by CPI) to hire an independent marketing consultant identified by the City to identify potential tenants for the ground floor retail space.
 - b. If, after five years from the last certificate of occupancy permit for the subject building, and after a good faith effort has been made to lease the space to retail tenants and vacant retail space remains, the applicant may request a major amendment to this special use permit to allow other uses to occupy the retail space on a temporary basis.
 - c. The developer shall be prohibited from entering into any contractual lease arrangements that preclude, prohibit or limit the ground floor retail uses.
 - d. Retail leases shall prohibit the placement of display cases, display windows, storage, carts, etc., in front of or behind retail windows both temporarily and permanently, so that from the street pedestrians have a full view into the retail establishments. (P&Z)

11. The applicant shall provide a parking management plan which outlines mechanisms to maximize the use of the parking structure to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. At a minimum the plan shall include: (P&Z)
 - a. All visitor spaces shall be clearly identified.
 - b. A mechanism for providing convenient visitor parking within the garage structure, while also providing controlled access to the garage.
 - c. A mechanism to ensure that commuters, employees and residents do not park in the on-street spaces.
 - d. The on-street spaces shall be limited to short term parking during retail hours.
 - e. The retail parking spaces within the WMATA parking garage shall be reserved for retail patrons and shall include all applicable signage and control features to guarantee that they will not be used by WMATA or other long-term patrons.
 - f. Residential parking shall not be made available for sale to daily users.

- g. The applicant's management plan shall also include the provisions for replacement WMATA parking during the construction phase of the project, which shall be in effect until the certificate of occupancy is issued for the new WMATA parking garage. At a minimum, plans shall address the location of the interim parking, means by which patrons will be transported from the interim site to the station, hours that such service will be provided, and public awareness efforts that will be utilized to make patrons aware of the interim provisions.
12. A temporary informational sign shall be installed by the applicant on the site prior to the approval of the building permit for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions about the project. (P&Z)
13. The applicant shall submit a way-finding signage package with the final site plan. The signage package shall illustrate a comprehensive directional component for WMATA patrons from Eisenhower Avenue and Metro Road, as well as interior directional signage, to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z)
14. All utility structures, including cable TV and telephone pedestals shall be located within the buildings or located below grade in vaults. No above ground utilities serving this project shall be permitted within public right-of-ways, public access easement areas or areas visible to the public. (P&Z)
15. 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)
16. Temporary structures for leasing and construction shall be permitted and the period such structures are to remain on the site, size and site design for such structures shall be subject to the approval of the Director of Planning and Zoning. (P&Z)
17. Location surveys for the building and parking garage shall be submitted by the applicant to the Department of Planning and Zoning prior to issuance of a certificate of occupancy permit. (P&Z)
18. 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. (P&Z)

19. The applicant shall be allowed to make minor adjustments if the changes do not result in the loss of parking, open space, landscaping, building height or an increase in floor area ratio. (P&Z)
20. The Eisenhower Avenue pedestrian/bike path shall be 10 feet in width and of a smooth decorative surface that is treated in a different color than the remainder of the pedestrian sidewalk. The center of the bike/pedestrian path shall be striped or otherwise treated (inlaid bricks, etc.) to delineate two-way movement. The second (interior) row of tree plantings should be located to the north of the 10 foot path.
21. A restaurant with outdoor dining shall be permitted in the retail space with the following conditions:
 - a. Outdoor dining operations, including employee traffic, shall not encroach upon the city right-of-way, without a separate encroachment approval. Outdoor dining shall be limited to the Eisenhower Avenue frontage.
 - b. The outdoor seating areas including umbrellas shall not include advertising signage. The design of the outdoor furniture shall be compatible with the design of the building. The seating capacity for the outdoor dining shall not exceed 40 seats. The outside dining area shall be cleaned at the close of each day of operation.
 - c. No live entertainment is permitted inside the café or in the outdoor dining area.
 - d. The hours during which the indoor restaurant/café is open to the public shall be restricted between 7:00 a.m. and 10:00 p.m. Sunday through Thursday, and between 7:00 a.m. and 11:00 p.m. on Friday and Saturday. Meals ordered before the closing hour may be served, but no new patrons may be admitted and no alcoholic beverages may be served after the closing hour, and all patrons must leave by one hour after the closing hour. The outside dining hours shall be between 7:00 AM and 10:00 PM daily.
 - e. On-site or off-site alcohol sales/service are not permitted from the café or outdoor dining.
 - f. No delivery services shall be permitted from the café.
 - g. No food, beverages, or other material shall be stored outside.
 - h. 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 those containers.
 - i. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public. The applicant shall control cooking

- odors, smoke and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Department of Transportation & Environmental Services
- j. The applicant shall contact the Crime Prevention Unit of the Alexandria Police Department for a security survey and a robbery awareness program for all employees.
 - k. The Director of Planning and Zoning shall review the special use permit one year after the café and outdoor dining use becomes operational and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions, (b) the director has received a request from any person to docket the permit for review as a result of a complaint that rises to the level of a violation, or (c) the director has determined that there are problems with the operation of the use and that new or revised conditions are needed (P&Z)
- 22. Retail loading/unloading and trash pick-up shall not occur between the hours of 6:30a.m to 8:30a.m or 4:00p.m. to 7:00p.m., Monday through Friday. Residential move-in must be coordinated through the rental office and shall also not occur during the time frames previously stated. (P&Z)
 - 23. Re-locate the privately maintained BMP on the North Access Road outside of the proposed roadway to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)
 - 24. The applicant is advised that all stormwater designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of Transportation and Environmental Services may require resubmission of all plans that do not meet this standard. (T&ES)
 - 25. Pedestrian access from Eisenhower Avenue to the WMATA access tunnel shall meet all ADA requirements. The design shall be modified to allow sufficient space to be reserved for the future installation of escalators at the time that station ridership numbers satisfy WMATA policy. This reservation area shall be indicated on the final site plan. (T&ES)
 - 26. Provide a detailed plan for modifications to Eisenhower Avenue and Metro Road regarding removal of the free right turn/right lane transition, and changes to pedestrian signals and crosswalks. (T&ES)
 - 27. Provide count-down pedestrian crossing signals at both traffic signal locations. (T&ES)
 - 28. Provide internally illuminated street name signs at both traffic signals. (T&ES)

29. The intersection of East Access Road and Eisenhower Avenue shall be redesigned for right-in from Eisenhower and right-out from East Access operations. Design shall include island or some other physical device to restrict vehicular movements. Such design shall be depicted on the final site plan to the satisfaction of the Directors of Transportation and Environmental Services and Planning and Zoning. (T&ES, P&Z)
30. The East Access Road shall be widened to provide sufficient width for parking/loading spaces to accommodate "kiss and ride" drop-off and pick-up. (P&Z, T&ES)
31. The loading/unloading area shall be redesigned to the satisfaction of the Directors of Transportation and Environmental Services and Planning and Zoning to address conflicts with vehicular traffic in one of the following ways:
 - a. Locating such functions within the WMATA parking structure on level 3 beyond the retail parking spaces
 - b. Providing fencing and gates that block access except for certain specified periods agreeable to the Directors of P&Z and T&ES
 - c. Some other alternative presented by the applicant at the time of final site plan that addresses the traffic conflicts.
32. Provide typical section for proposed retaining walls including footing design and relationship to drive aisles. Wall construction shall not encroach onto adjacent property above, or below surface. (T&ES)
33. If applicable, provide written proof that approval has been obtained from Fairfax County for sewer connection, if the applicant pursues a connection to the nearby sanitary sewer owned by Fairfax County. (T&ES)
34. The applicant is advised that all storm water designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of Transportation and Environmental Services may require re-submission of all plans that do not meet this standard. (T&ES)
35. All existing and proposed public storm sewers, and other utilities, shall be re-located outside of all structural load planes to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)
36. Developer to comply with the peak flow requirements of Article XIII of AZO. (T&ES)

37. Adequate space shall be reserved in both the north and south building clusters for a recycling station for residential and retail use. Such locations shall be depicted in the final site plan and located wholly within a structure. (P&Z, T&ES)
38. The developer agrees to deliver all solid waste, as defined by the Code of the City of Alexandria, to a refuse disposal facility designated by the Director of Transportation and Environmental Services. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (CMO)
39. All private streets and alleys must comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
40. 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)
41. 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. The level of lighting for the exteriors of the buildings and sidewalks shall be to the satisfaction of the Director of Transportation and Environmental Services in consultation with the Chief of Police. (T&ES)
42. Provide sixteen (16) City standard street cans, to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)
43. Provide all pedestrian and traffic signage, to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)
44. Provide a stamped asphalt pedestrian crossing across Metro Road at the intersection with Eisenhower Ave, to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

45. Plan must demonstrate to the satisfaction of Director of Transportation and Environmental Services that adequate stormwater outfall is available to the site or else developer is to design and build any on or off-site improvements to discharge to an adequate outfall. (T&ES)
46. All driveway entrances and sidewalks in public ROW or abutting public ROW shall meet City standards. (T&ES)
47. The site is located on marine clay areas as delineated on City map of marine clay areas. Provide geotechnical report including recommendations from a geotechnical professional for proposed cut slopes, embankments and any soil improvement required. (T&ES)
48. Prior to the start of construction, developer shall submit shop drawings to Transportation and Environmental Services for approval for the following equipment: pedestrian signals, backlit street signs, and traffic and pedestrian signage/poles. (T&ES)
49. Prior to the release of the final site plan, provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, detours, construction entrances, haul routes, and storage and staging. (T&ES)
50. If the project is to be developed in phases, submit a development phasing plan which addresses interim site conditions and infrastructure for those portions of the project not scheduled for the first phase(s) of development to the satisfaction of the Directors of Code Enforcement, Planning and Zoning and Transportation and Environmental Services. (P&Z, T&ES)
51. All private street signs that intersect a public street shall be marked with a fluorescent green strip to notify the plowing crews, (both City and contractor), that they are not to plow those streets. (T&ES)
52. Provide a demolition plan sheet. (T&ES)
53. Due to the conflicts regarding residential development and noise from the police firing range, the applicant shall make a \$50,000 contribution to the City to be used for a noise abatement project for reducing the noise emanating from the firing range. This payment shall be made prior to the release of the final site plan. (T&ES)
54. Applicant shall contribute \$100.00 per unit to the Eisenhower Avenue Improvement Fund. Payment shall be made prior to release of final site plan. (T&ES)

55. Due to the close proximity of the site to the railroad tracks, highway and Eisenhower Avenue. The applicant shall prepare a noise study identifying the levels of noise residents at the site will be exposed to the present time and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). The study shall identify options to minimize noise exposure to future residents at the site, particularly in those units closest to railroad, including:
- a. Triple-pane glazing for windows
 - b. Additional wall and roofing insulation.
 - c. Installation of resilient channels between the interior gypsum board leaf and the wall studs.
 - d. Others as identified by the applicant.

If needed, install some combination of the above-mentioned noise mitigation measures or others to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

56. All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. (T&ES)
57. The stormwater collection system is part of the Cameron / Holmes Run watershed. All stormwater inlets shall be duly marked to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)
58. Provide a drainage map for the area flowing to the chosen BMP, including topographic information and storm drains. (T&ES)
59. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design engineer or his designated representative. The design engineer shall make a written certification to the City that the BMP(s) are constructed and installed as designed and in accordance with the approved Final Site Plan. (T&ES)
60. The surface appurtenances associated with the on-site structural BMP's shall be marked to the satisfaction of the Director of Transportation and Environmental Services to identify them as part of the structural BMP system. (T&ES)
61. For any surface-installed Best Management Practices, i.e. Bio-Retention Filters, Vegetated Swales, etc. are employed for this site, descriptive signage for the BMPs is required to be installed to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

62. The Developer shall furnish the owners with an Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include an explanation of the functions and operations of each BMP and any supporting utilities, catalog cuts on any mechanical or electrical equipment, a schedule of routine maintenance for the BMP(s) and supporting equipment, and a copy of the maintenance agreement with the City. (T&ES)
63. 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)
64. The following shall apply for bike accommodations:
 - A. Retail Bicycle Parking Facilities:

The applicant shall provide two (2) visitor/customer spaces for every 10,000 square feet, or portion thereof, of the first 50,000 square feet of retail floor area; one (1) space for every 12,500 square feet, or portion thereof, of additional retail floor area and one (1) employee space for every 25,000 square feet, or portion thereof, of retail floor area to the satisfaction of the Director of T&ES.
 - B. Residential Facilities:

The applicant shall provide one (1) space for every 10 residential units, or portion thereof, and one (1) visitor space for every 50 residential units, or portion thereof to the satisfaction of the Director of T&ES.
65. The applicant shall submit a fire flow analysis with the submission of the final site plan for review and approval of the Director of Code Enforcement. This analysis shall be prepared by a professional engineer registered in Virginia. Included in this analysis shall be verification that the existing infrastructure can support the required demand. The analysis shall be based on the methodology in the attached handout. (Code Enforcement)
66. Provide 2 fire hydrants along east access road and shall be on the building side of the road. (Code Enforcement)
67. 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 each 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. (Code Enforcement)

68. Provide a fire hydrant and associated fire department connection (FDC) for building 1 on the Eisenhower Avenue face. (Code Enforcement)
69. Move the fire hydrant at the entrance of north access road to the other side of the road so that hose lays do not cross the road to connect to the FDC. (Code Enforcement)
70. Provide a FDC for building 4 on new street. (Code Enforcement)
71. All stairs for building #1 shall be extended to the roof. (Code Enforcement)
72. Profiles with hydraulic calculations will be required at final site plan submittal to verify water main sizes. (VAWC)
73. A minimum 10' water line easement shall be provided for all mains and hydrants located outside of public rights-of-way. (VAWC)
74. The proposed 6" fire service line to the WMATA garage shall have a tee and valve at the water main connection. (VAWC)
75. Relocate proposed water main on east side of building 5 and 6 to be further away from structures. If 10' horizontal separation between water and sewer lines cannot be maintained, there shall be an 18" vertical separation. VAWC may approve other alternatives at time of Final Site Plan review. (VAWC)
76. The applicant shall consult with the Crime Prevention unit of the Alexandria Police Department regarding locking hardware and alarms for the residential and retail buildings prior to the commencement of construction. In addition, a security survey shall be completed for the construction trailer and temporary leasing office upon their installation and prior to their use. (Police)
77. As site trees mature, they shall be limbed to a minimum of 6 feet clearance to allow for natural surveillance. (Police)
78. Parking garages shall have controlled access and all garage walls and ceiling shall be painted white. In the event that 24-hour on-site security is not provided in the garages, emergency panic buttons or at least two 911 phones shall be installed on each level of each parking structure. (Police)

79. The developer shall provide five total units (two 1-bedroom, two 2-bedroom, and one 2-bedroom with den) at rent levels not exceeding the maximum rents (taking into account utility allowances) allowed under the Low Income Housing Tax Credit program for households with incomes at or below 60% of area median income for a period of 25 years from the date of initial occupancy of each affordable unit, subject to the following:
(Housing Office)
- a. The developer shall rent the affordable units only to households with at least one member that lives or works in the City of Alexandria and with incomes that do not exceed 60% of area median as calculated for the purposes of the Low Income Housing Tax Credit program. The developer shall 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 of comparable size (i.e., with the same number of bedrooms, den space and/or approximate square footage) 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 with a Housing Choice (Section 8) Voucher will not be denied admission on the basis of receiving Section 8. The developer will treat the Section 8 payments as income for the purpose of determining minimum income eligibility for the applicant.
 - d. Units designated as affordable shall be distributed throughout the buildings to avoid concentrations of affordable units.
 - 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.
 - f. If the market rents are less than anticipated, the tax credit rents (as adjusted for utility allowances) will continue to be used as the affordable rents; however, in the event the differential between the market rents and the affordable rents falls below \$150, the affordable rents shall be reduced to maintain a differential of at least \$150 at all times.
 - g. Households renting the affordable units shall be afforded the same opportunity to participate in the developer's rent-to-own program as other households in the development, with a priority on offering such households affordable, entry-level ownership opportunities within the City. The developer shall refer such households to the City for possible participation in the City's home ownership assistance programs.
 - h. The developer shall provide the City with access to the necessary records and information to enable annual monitoring of compliance with the above conditions for the 25-year affordability period.

80. Amendments to the approved Affordable Housing Plan must be submitted to the Affordable Housing Advisory Committee for consideration, and require final approval from the City Manager. (Housing Office)
81. The applicant shall present a disclosure statement to potential tenants disclosing the following to the satisfaction of the Director of Planning and Zoning and the City Attorney:
 - A) That heavy industrial uses, the City Waste-To-Energy Plant, the Police Firing Range and Metrorail tracks and other railway operations are located within the immediate vicinity of the project, are permitted to continue indefinitely, and will generate truck traffic, including empty garbage trucks emanating odors, on the public streets surrounding the project.
 - B) That Eisenhower Avenue is a major four-lane arterial and that future traffic is expected to increase significantly on it as development along Eisenhower Avenue continues.

The disclosure statements shall be signed by tenants at the time of lease-signing to acknowledge they are aware of these facts, and such language shall be included as part of the lease. The developer shall provide a copy of a sample lease to the city prior to release of the building permit. (P&Z)

Transportation Management Plan Conditions

82. A TMP Coordinator shall be designated for the Van Dom Metro Mixed Use (KSI Services) upon application for the initial building permit for the project. The name, address and telephone number of the TMP Coordinator shall be kept on file with the Office of Transit Services and Programs (OTS&P). The Coordinator shall maintain an on-site office at Van Dom Metro Mixed Use (KSI Services) and shall be responsible for establishing and administering a Transportation Management Plan for the entire Van Dom Metro Mixed Use (KSI Services) project, including both residential and retail uses.
83. The applicant shall promote the use of transit, carpooling/ vanpooling and other components of the TMP with prospective tenants of the retail space and prospective residents of the residential section during marketing/leasing activities.
84. The applicant shall display and distribute information about transit, carpool/vanpool and other TMP programs and services to tenants, and residents of the project, including maintaining, on site, stocks of appropriate bus schedules and applications to the regional rideshare program. The applicant shall also keep abreast of new programs that promote the use of transit such as Flexcar and Carshare.

85. The applicant shall administer a ride-sharing program, including assisting in the formation of two person car pools and car/vanpools of three or more persons, and registering pools of three or more persons with the Office of Transit Services and Programs.
86. Annual surveys shall be conducted to determine the number of employees and their place of residence, the number of residents and their place of employment, modes of transportation, arrival and departure times, willingness and ability to use carpooling and public transit, and such additional information as the City may require.
87. The applicant shall provide annual reports to OTS&P, including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, an accounting of receipts and disbursements of the TMP account; and a work program for the following year. The initial report shall be submitted 1 year following approval of a certificate of occupancy (CO) for at least 60% of the residential units. This report, and each subsequent report, shall identify, as of the end of the reporting period, the number of square feet of commercial floor area and the number of dwelling units occupied, the actual number of employees and residents occupying such space.
88. Semi-annual reports on the receipts and disbursements of the TMP accounts shall be provided using the City's standardized reporting procedures.
89. The applicant shall administer the on-site sale of discounted bus and rail fare media. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and other public transportation system fare media requested by employees and/or OTS&P. The availability of these fare media will be prominently advertised. The transit media will be sold at a minimum 20% discount to the residents of the residential units and the employees of the retail space unless otherwise approved by the Director of Transportation and Environmental Services. Upon approval by the Director of Transportation and Environmental Services, this requirement may be satisfied by an agreement by another party to sell such transit fare media at a location convenient to the applicant's project.
90. The applicant shall participate with other projects in the vicinity of the site and OTS&P in the mutually agreed upon cooperative planning and implementation of TMP programs and activities, including the provision of enhanced bus service.
91. That the applicant work with the City's Office of Transit Services and Programs and with WMATA and DASH to promote and, as appropriate, to improve bus services to and from the site.

92. That the applicant fund, at an annual rate of 0.1254 per net occupied square foot of commercial space and at a rate equal to \$60.00 per occupied residential unit a transportation account to be used exclusively for 1) discounting the cost of transit fare media for on-site employees and residents; and 2) marketing and promotional materials to promote the TMP; or any other TMP activities as may be proposed by the applicant and approved by the Director of Transportation and Environmental Services. Commencing a year after the first financial report, the annual rate shall be increased at a rate equal to the rate of inflation for that year, unless a waiver is obtained from the Director of Transportation and Environmental Services. As determined by the Director of Transportation and Environmental Services, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transit and/or ridesharing programs and activities.
93. That the applicant prepare, as part of its leasing, sales and homeowner's agreements, appropriate language to inform tenants and housing purchasers of the special use permit and conditions therein; such language to be reviewed and approved by the City Attorney's Office.
94. Modifications to approved TMP activities shall be permitted upon approval by the Director of T&ES, provided that any changes are consistent with the goals of the TMP.
95. The applicant shall prepare a revised Transportation Management Plan Summary, which summarizes the measures approved for the Van Dorn Metro Mixed Use (KSI Services) TMP, for approval by Transportation and Environmental Services and Planning and Zoning prior to the release of the final site plan.
96. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assignees with whom sale or lease agreements are executed subsequent to the date of this approval. Penalties for non-compliance of the Ordinance are contained in the City of Alexandria Code.

STAFF: Eileen P. Fogarty, Director, Department of Planning and Zoning;
Kimberley Johnson, Chief, Development;
Brian Davis, 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 down-spouts 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 placed underground.
- C-7 Provide site lighting plan to meet minimum city standards.
- C-8 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-9 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.
- C-10 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4.
- F-1 On-street parking on Metro Road is not acceptable as T&ES is evaluating improvements to the intersection of Eisenhower Ave and Van Dorn Street.

Code Enforcement:

- C-1 Provide a geotechnical report at time of construction permit submission.
- C-2 Prior to approval of the final site plan a fire flow analysis shall be provided to this office for review and approval. This analysis shall be prepared by a professional engineer registered in Virginia. Included in this analysis shall be verification that the existing infrastructure can support the required demand. The analysis shall be based on the methodology in the attached handout.
- C-3 Provide 2 fire hydrants along east access road and shall be on the building side of the road.
- C-4 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 each 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-5 Provide a fire hydrant and associated fire department connection (FDC) for building 1 on the Eisenhower Ave. face.
- C-6 Move the fire hydrant at the entrance of north access road to the other side of the road so that hose lays do not cross the road to connect to the FDC.
- C-7 Provide a FDC for building 4 on new street.
- C-8 Verify that entrances parking and facilities are accessible to the handicapped.
- C-9 All roof drainage shall be piped into the storm sewer system.
- C-10 Construction permits are required for this project. Plans prepared by a registered architect shall accompany the application.
- C-11 Prior to the issuance of a demolition, construction or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps to be taken to prevent the spread of rodents to the surrounding community and sewers.

Health Department:

- C-1 An Alexandria Health Department Permit is required for all regulated facilities.
- C-2 Permits are non-transferable.
- C-3 Permits must be obtained prior to operation.
- C-4 Five sets of plans 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 pool 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, Section 54.1-3029 and must possess an Alexandria Massage permit in accordance with 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 Provide a menu or list of foods to be handled at this facility to the Health Department prior to opening.
- C-13 Food must be protected to the point of service at any outdoor dining facility.

Police Department:

F-1 No lighting plan has been submitted.

The following recommendations related to lighting have not been included as conditions; rather, staff has recommended that the applicant prepare a lighting plan to the satisfaction of the Director of T&ES in consultation with the police, which will likely result in lower lighting levels than those desired by Police.

R-1 Lighting for the garage area to be a minimum of 5.0 foot candle power maintained.

R-2 Lighting for all common areas to be a minimum of 2.0 foot candle power maintained.

Historic Alexandria (Archaeology):

No comment.

Parks & Recreation (Arborist):

Comments incorporated into conditions, no additional issues.

Alexandria Sanitation Authority

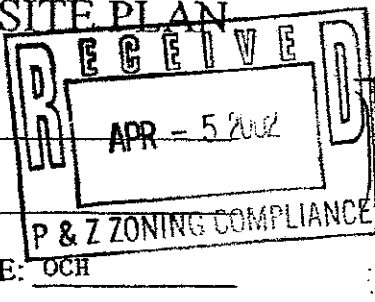
C-1 The applicant shall ensure that all discharges are in accordance with the provisions of City of Alexandria Code 4035.

Virginia American Water Company

1. Profiles will be required with final site plan submittal so that hydraulic calculations can be completed to verify main sizes.
2. Revise plan to show existing 12" water main along entire length of Metro Access Road.
3. Proposed water main to the east of building 5 and 6 must be moved into street, currently too close to buildings. Contact VAWC for alternatives if 10' horizontal separation between water and sewer mains cannot be achieved.
4. A tee and valve connection will be required at the connection for the water main connection of the proposed 6" fire service to WMATA garage.
5. Provide a 10' water line easement for mains and hydrants, to be located outside of the public right-of-way.
6. All water mains shall be ductile iron cement lined pipe (DICL).
7. A minimum 3 ½' of cover is required on the main in profile.
8. Gate vales are required on any service line of 1 ½" or larger and on all fire hydrants.
9. All fire service lines require a double detector check backflow prevention device. For those inside the premise, a remote reading meter in a separate accessible room is required.

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2001-0024



PROJECT NAME: Van Dorn Metro Mixed Use Project

PROPERTY LOCATION: 5699 Eisenhower Avenue

TAX MAP REFERENCE: 76.02-03-01

ZONE: OCH

APPLICANT Name: Van Dorn Metro II LLC

c/o KSI Services, Inc.
Address: 8081 Wolftrap Rd., Suite 300, Vienna, VA 22182

PROPERTY OWNER Name: Washington Metro Area Transit Authority

Address: 600 5th Street, N.W., Washington, DC 20001

SUMMARY OF PROPOSAL: Mixed use development containing approximately 250 residential units, approximately 17,570 square feet of retail with associated parking and replacement of 429 Metro parking spaces.

MODIFICATIONS REQUESTED:

1. Residential use on lot located within 1,000 ft. of the centerline of Eisenhower Ave.
2. Retail shopping/personal service establishments on lot which does not include office building;
3. Increase in FAR from 2.0 to 2.94; and
4. Reduction in required parking to permit universal spaces (8 1/2 ft. width)

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 XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

M. Catharine Puskar, Agent/Attorney

Print Name of Applicant or Agent

Walsh, Colucci, Stackhouse, Emrich & Lubeley
2200 Clarendon Blvd., 13th Floor

Mailing/Street Address

Arlington, VA 22201

City and State

Zip Code

M. Catharine Puskar
Signature

(703) 528-4700

(703) 525-3197

Telephone #

Fax #

(Revised April 5, 2002)

October 15, 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: _____

KSI VAN DORN METRO MIXED USE

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.

Robert C. Kettler

Richard W. Hausler

c/o KSI Services, Inc.
8081 Wolftrap Road, Suite 300

Vienna, VA 22182

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?

N/A

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)

The applicant, Van Dorn Metro II LLC, has entered into a Master Lease Agreement with the Washington Metropolitan Area Transit Authority (WMATA) to redevelop the existing surface parking lot at the Van Dorn Metro Station into a mixed use development containing approximately 250 multi-family residential units and 17,570 square feet of retail, with associated parking, and the replacement of 429 Metro parking spaces. For this development, the applicant is requesting the following special use permits:

1. Residential use on a lot located within 1,000 feet of the centerline of Eisenhower Avenue.
2. Retail/personal service use on a lot, which does not include an office building.
3. An increase in FAR from 2.0 to 2.89.
4. A reduction in required parking to permit universal parking spaces (8 ½' width).

The applicant has also filed an associated Transportation Management Plan Special Use Permit Application as well as a Parking Reduction Supplemental Application for this mixed use development. Although the applicant is providing the required number of spaces for the proposed development, the applicant is requesting approval to utilize a universal parking space (8 ½' wide) instead of the standard and compact space sizes defined in the Zoning Ordinance. The justification for the universal space is provided in a letter from Walker Parking Consultants, dated April 1, 2002, which is attached to the supplemental application.

As set forth in the executed Master Lease Agreement for the property, WMATA has specific requirements relative to the redevelopment of this site and the provision of Metro parking. Pursuant to the Agreement, the applicant is required to provide 361 park-and-ride spaces, 46 kiss-and-ride spaces, 4 kiss-and-ride handicapped accessible spaces, 10 motorcycle spaces, 8 "A" spaces, and a cab cueing line. In addition, WMATA has stipulated that the parking spaces must be physically separated from the residential parking and above ground to provide the best access to the Metro station and to maximize the comfort and perceived safety of its patrons. The 250 residential units and 17,570 square feet of retail will wrap the associated parking and WMATA parking, thereby screening all parking from the street.

The applicant's proposal creates a mixed-use development, which accommodates the WMATA parking needs while providing residential and retail development to complement the surrounding uses and achieves. The development will also achieve the urban design goals for the Eisenhower Corridor.

The proposed retail development will front on Eisenhower Avenue. The retail storefronts and associated streetscape will create a lively pedestrian-activated area to serve Metro users and residents and workers in the vicinity. This retail will fill an existing gap in retail uses in this area of Eisenhower Valley.

The proposed 4-story residential development creates an appropriate transition in use, mass, and scale from the townhouses to the west to the industrial and commercial uses to the east. The high quality residential development will complement the existing Summers Grove Townhouses. Building articulation has been achieved through the use of building offsets, breaks in building lengths, and changes in materials. In addition, decorative architectural belt courses, cornices, and eaves have been incorporate to create a three-dimensional interest in the façade. Ground level open spaces in the form of residential courtyards have been located along Metro Road across from the Summers Grove townhouses, as well as on the eastern boundary of the site adjacent to the UPS facility.

J:\KST\613.48\narrative-dsup.doc

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

To be determined when retail space leased

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

To be determined when retail space leased

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

Day	Hours	Day	Hours
To be determined when retail space leased			

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

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

Noise levels will comply with City of Alexandria noise ordinance.

- 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:

Normal odors for proposed use

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 for proposed use

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

Normal for proposed use

C. How often will trash be collected?

3-4 times per week for residential

Undetermined until retail space leased

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

Property management will monitor the site

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

Yes. No.

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

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

Yes. No.

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

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

Controlled access for residential garage

On-site property management between 9:00 a.m. and 6:00 p.m. daily

ALCOHOL SALES

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

Yes. No.

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

To be determined when retail space leased

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?

395 for residential, 70 for retail

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

46 Standard spaces

 Compact spaces

18 Handicapped accessible spaces.

845 Other (10 motorcycle and 835 universal (8½ ft. wide) spaces

395 residential, 70 retail, 429 WMATA, 30 visitor

4
68

72

- 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. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 1

- B. How many loading spaces are available for the use? 2 (1 residential/1 retail)

- C. Where are off-street loading facilities located? Loading facilities for retail located off Metro Road adjacent to retail space. Loading facilities for residential located off Metro Road adjacent to residential parking garage.

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

Loading/unloading for retail to be determined

Loading/unloading for residential to occur between 8:00 a.m. and 6:00 p.m.

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

Loading/unloading for retail to be determined

Loading/unloading for residential to occur as needed as residents move in and out

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

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 Applicant is providing the required number of spaces, but is requesting approval to utilize a universal parking space (8½ ft. wide)

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

See attached letter from Walker Parking Consultants dated April 1, 2002

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

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

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.

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



VIA FACSIMILE

July 23, 2001

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

Re: Van Dorn Metro Site - KSI Services, Inc

Dear Ms. Fogarty:

As you are aware, KSI is in the process of developing a joint development plan for the Van Dorn Metro site, which will include WMATA facilities/parking, retail, and residential. KSI has requested that I provide the City with a letter providing WMATA's needs relative to this property.

As set forth in the executed Master Lease Agreement for this property, WMATA has specific requirements relative to the redevelopment of this site and the provision of Metro parking. Pursuant to this Lease Agreement, the Lessee is required to provide no less than 361 park-and-ride spaces, 46 kiss-and-ride spaces, 4 kiss-and-ride handicapped accessible spaces, 10 motorcycle spaces, 8 "A" spaces, and a cab queuing line. In addition, WMATA has stipulated that the parking spaces must be above-ground. WMATA requires that the spaces be above ground to provide the best access to the Metrorail station and to maximize the comfort and perceived safety of its patrons.

429
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Thank you for this opportunity to present the interests of WMATA and its patrons in your review of this project. If WMATA can provide you with any additional information, please contact Mr. Douglas Hale at (202) 962-2399.

Sincerely,

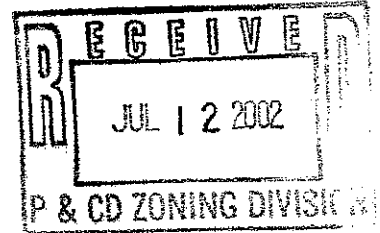
Denton U. Kent
Director
Office of Property Development & Management

Washington
Metropolitan Area
Transit Authority

600 Fifth Street, NW
Washington, DC 20001
202/962-1234

By Metrorail:
Judiciary Square—Red Line
Gallery Place-Chinatown—
Red, Green and
Yellow Lines
By Metrobus:
Routes D1, D3, D6, P6,
70, 71, 80, X2

A District of Columbia,
Maryland and Virginia
Transit Partnership



VIA FACSIMILE AND U.S. MAIL

July 10, 2002

Eileen Fogarty, Director
Department of Planning and Zoning
City of Alexandria
301 King Street, Room 2100
Alexandria, VA 22314-3211

Re: Development Special Use Permit #2002-0024 (Tax Map 76.02-03-01)

Dear Ms. Fogarty:

I am writing to endorse the referenced permit which will enable KSI to move forward with its proposed mixed-use development at the Van Dorn Metrorail station. As you know, WMATA has been working with KSI on its joint development proposal for the Van Dorn station area for many months and has been involved in the design process from the beginning. We firmly believe that the proposed development, which contains a new WMATA parking facility, street front retail and residential units, is the best use of this site.

It is our understanding that your staff is in the process of analyzing the merits of office versus residential development on the site. As you evaluate these options, please consider the following. We are not aware of any attractors for Class A office space in this area of Eisenhower Valley, but we do see considerable opportunities for commercial development near the Eisenhower Avenue and King Street Metrorail stations. On the other hand, the proposed development at the Van Dorn Metrorail station is the optimal mixed-use solution for this site, incorporating many transit-oriented development features including housing in close proximity to Metro, more retail development in the west end of the Eisenhower Valley, and a new parking facility for Metrorail patrons, which will locate Park-and-Ride spaces closer to the station entrance than the current configuration.

Relative to the proposed location of the Kiss & Ride parking spaces within the parking structure, please note that the Kiss & Ride spaces will be in the same location that they are in today and at the same elevation, but will provide Metro patrons protection from the elements. WMATA

**Washington
Metropolitan Area
Transit Authority**

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202/962-1234

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Gallery Place-Chinatown—
Red, Green and
Yellow Lines
By Metrobus:
Routes D1, D3, D6, F6,
T0, T1, 80, X2

A District of Columbia,
Maryland and Virginia
Transit Partnership

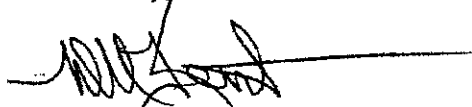
Ms. Eileen Fogarty
Page Two

is currently in the process of designing and constructing a number of new parking facilities. At stations such as Van Dorn where site constraints exist, Kiss & Ride parking is located within structure. In designing these facilities, the convenience and safety of our patrons has been WMATA's paramount consideration. WMATA's and KSI's parking consultants have determined that the proposed configuration is the optimal configuration for the Kiss & Ride spaces.

In conclusion, it bears noting that this property is unique, in that any development proposal must provide a Metro parking structure to replace the 429 existing on-site surface parking spaces. This parking structure must be above-grade, must meet WMATA's design criteria (including lighting levels, floor to ceiling heights, parking space dimensions, construction type etc.), and be developed to ensure the quality of construction and the safety of our patrons. In addition, the developer must construct the facility at its own expense and must provide interim parking in close proximity to the site with a shuttle service until the new garage is operational. I believe that KSI's willingness to adapt its proposal to meet both WMATA's design standards and the City's urban design criteria has resulted in a superior proposal that will be an asset to the City of Alexandria.

We look forward to continuing to work with KSI and the City toward the proposed development of the Van Dorn site. If you have any questions, please contact Douglas Hale at 202-962-2399.

Sincerely,



Denton U. Kent
Director
Office of Property Development
and Management

cc: The Honorable William D. Euille
Phil Sunderland
Dick Knapp
Don Misner
Pam Tyrrell
Michael Eastwood
Catharine Puskar
Nan Terpak
Richard Baier

73

77



WALKER
PARKING CONSULTANTS

April 1, 2002

Walker Parking Consultants
900 West Valley Road, Suite 800
Wayne, PA 19087

Voice: 610.995.0260
Fax: 610.995.0261
www.walkerparking.com

Mr. Michael Eastwood
KSI
8081 Wolftrap Road
Suite 300
Vienna, VA 22182-5100

**RE: Van Dorn Mixed Use Project
Parking Geometrics
Walker Job # 14-2960.00**

Dear Michael:

Please use this letter to serve as KSI's request for a modification of use pursuant to Article VIII, Off-Street Parking and Loading, Section 8-200) of the City of Alexandria's Zoning Ordinance related to the parking space dimensions.

Walker has adopted the Level of Service (LOS) approach to parking design. Traffic engineers use the LOS approach to describe the extent of congestion at intersections and roadways. Per the traffic engineers, LOS A is free flow, LOS F is gridlock, LOS B through E are intermediate levels. For parking design, we have adopted the LOS approach to describe the parking and unparking maneuvers. With LOS A, drivers can enter the stall with virtually no hesitation or delay. LOS D results in drivers having little freedom to maneuver. We do not use LOS E or F. LOS B and C parking geometrics provide intermediate levels of comfort.

With the LOS system, WALKER has developed parking geometric standards that have been put to use in hundreds of parking structures that we have designed across the country. In parking geometric design, there are five variables:

- **Vehicle population size:** The typical vehicle parked at an employee parking garage in a large city tends to be a smaller size vehicle that is used primarily for commuting and is fuel efficient. Conversely, the vehicle seen in a rural shopping mall lot tends to be a larger vehicle. For the Van Dorn residential parking structure and portions of the Van Dorn WMATA parking structure that are Kiss-n-Ride and spaces for the small retail component, we will assume that the typical vehicle population conservatively consists of 60% standard size cars and 40% small cars. For the Van Dorn WMATA parking structure that serves Park-n-Ride, we assume that the split is 50% standard/50% small cars. This split is consistent with



WALKER
PARKING CONSULTANTS

Mr. Michael Eastwood

KSI

April 1, 2002

Page 2 of 5

other WALKER designs for this type of facility. WALKER has developed guidelines for what is a standard car and a small car; our tables are based upon our definitions. Please note, current vehicle (including sport utility vehicles) sales are approximately 55% standard car/45% small car per the WALKER definition.

- **Stall width:** The dimension measured perpendicular to the stripe defines the stall width. WMATA has requested 9'-0" for the Kiss-n-Ride spaces. For a balance of driver comfort and economy of structure, while avoiding excessive building mass, we recommend 8'-6" wide stalls for the retail, residential and Park-n-Ride spaces.
- **Parking Angle:** The angle of the stripe is measured from the wall in front of the car to the stripe. If the angle is 90°, this vehicle is parked head on into the stall. Traffic flow is normally two way because the 90° stall can be accessed or egressed from either direction. With the angled stall, one-way traffic flow is used. All parking will be two-way except at Kiss-n-Ride.
- **Parking Module:** The parking module is the width of a parking bay that is required for a drive aisle and two rows of parked vehicles accessed from the drive aisle. The module width is a function of parking angle and to a lesser extent, the stall width. The module width is also typically evaluated on a structure by structure basis.
- **Level of Service:** LOS A to D parking geometrics are achieved through the proper combination of the stall width, parking angle and parking module. Walker has developed standards with these variables. For a given vehicle population size, changing one of the three variables will affect the LOS. Changing one variable with an appropriate adjustment to one or both of the other variables will allow the LOS to remain the same. Through our research, we periodically update the WALKER standards as the general vehicle population changes. LOS A is normally associated with high turnover parking to provide maximum comfort without being wasteful. LOS D is the tightest geometrics we normally recommend. LOS D geometrics might be used in a facility with low turnover parking located in a large city where space is at a premium cost.

The Owner has requested Walker's LOS D parking geometrics for the residential portion of the parking structure, recognizing that parking is long term (greater than 3 hours), therefore not requiring the highest LOS. Many facilities in the Washington D.C. area have LOS D parking geometrics. Table 3-7 of "Parking Structures Planning, Design, Construction, Maintenance & Repair", 3rd edition, by Chrest, Smith, Bhuyan, Monahan



WALKER
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Mr. Michael Eastwood
KSI
April 1, 2002
Page 3 of 5

and Iqbal requires a 57'-9" module for an 8'-6" stall at 90°. We are proposing a 58'-0" module with periodic column intrusions into the module with "one size fits all" parking stalls. Using the LOS D geometrics will result in the overall massing of the building being slightly less. Additionally, overly conservative parking geometrics:

- waste natural resources and building materials
- waste capital dollars to build excessive floor area
- waste operating dollars to light, clean, and maintain more floor area for each space
- reduce available area for green space
- divert dollars that could otherwise be used for other amenities at the development.
- may make otherwise beneficial development uneconomical
- provide wider drive aisles which may lead to higher vehicular speeds

WMATA uses an 8'-0" wide stall at many of their Metro Park-n-Ride facilities. For this facility they have requested an 8'-6" "one size fits all" wide stall with a 60'-0" module, periodic column intrusions are acceptable. This results in Walker LOS B parking geometrics. WMATA has requested 9'-0" "one size fits all" wide stalls with a 60'-0" module using 60° angle parking and one-way traffic flow for their Kiss-n-Ride. These parking geometrics are very comfortable and exceed LOS A.

For the retail spaces, we recommend LOS B and the same parking geometrics as the WMATA Park-n-Ride, 8'-6" stall, 90° parking, 60'-0" module. We do not recommend LOS A because in the Washington D.C. area, lower LOS parking geometrics are the norm and are accepted.

We recognize that the City of Alexandria has parking geometrics standards which allow isolating small cars from large cars. We prefer the "one size fits all" concept. It reduces search time for available spaces and it is self-enforcing (a large car may elect to skip a space if it is perceived as too tight). Since the small car vehicle population is approximately 50% and 30 to 75% (retail versus non retail) of the spaces can be designated as small car, enforcement is required if small cars do not park in the small car only spaces. The small car only stalls must be positioned in the prime parking location to be well utilized. If too many small cars park in large car spaces or there are too many small car only spaces, that leaves small car only spaces for large cars and that doesn't work. The spaces are too narrow, a large car may end up taking two spaces. Enforcement problems then develop. The biggest problem is that the current vehicle population does not have a clearly defined transition between the large and small car sizes. The Urban Land Institute's "The Dimensions of Parking" 4th edition, Chapter 8 conclusions states "Due to the convergence of vehicle sizes, small-vehicle-only parking spaces are no longer a rational design alternative".



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Mr. Michael Eastwood
KSI
April 1, 2002
Page 4 of 5

The following table recreates Part D of Section 8-200 the Zoning Ordinance:

<u>Parking angle</u>	<u>Stall width</u>	<u>Module</u>	<u>Remarks</u>
90°	9'-0"	59'-0"	Full size
90°	8'-0"	52'-0"	Compact

If we propose "blended" parking geometrics assuming 30% compact for a "one size fits all" for the retail component, interpolating the above numbers results in:

90°	8'-8"	57'-0"	"One size fits all"
-----	-------	--------	---------------------

Note 4 of Table 3-7 in "Parking Structures" identifies a correction factor between stall width and aisle width to maintain the same level of service parking maneuver by increasing the module 3" for every 1" decrease in stall width. Therefore, the blended parking geometrics for an 8'-6" wide stall requires the 57'-0" module to increase to 57'-6". Therefore,

90°	8'-6"	57'-6"	"One size fits all"
-----	-------	--------	---------------------

If we propose "blended" parking geometrics assuming 75% compact for a "one size fits all" for the non-retail component, interpolating the zoning ordinance requirements results in:

90°	8'-3"	53'-9"	"One size fits all"
-----	-------	--------	---------------------

We are proposing the following for the Van Dorn Mixed Use Project, in all cases, the blended parking geometrics are exceeded:

<u>Parking Angle</u>	<u>Stall Width</u>	<u>Module</u>	<u>Remarks</u>
90°	8'-6"	60'-0"	WMATA Park-n-Ride
60°	9'-0"	60'-0"	WMATA Kiss-n-Ride (exceeds base zoning requirements)
90°	8'-6"	60'-0"	Retail Parking
90°	8'-6"	58'-0"	Residential Parking

DSUP 2001-0024



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Mr. Michael Eastwood
KSI
April 1, 2002
Page 5 of 5

Please note, our geometrics assume that periodic column intrusion of specified projection have little impact on the overall level of comfort for the user of the facility. We may also designate 5 to 10% of the spaces as small car only where it is physically not possible to place a regular size car.

Please call me if you have any questions.

Very truly yours,
WALKER PARKING CONSULTANTS

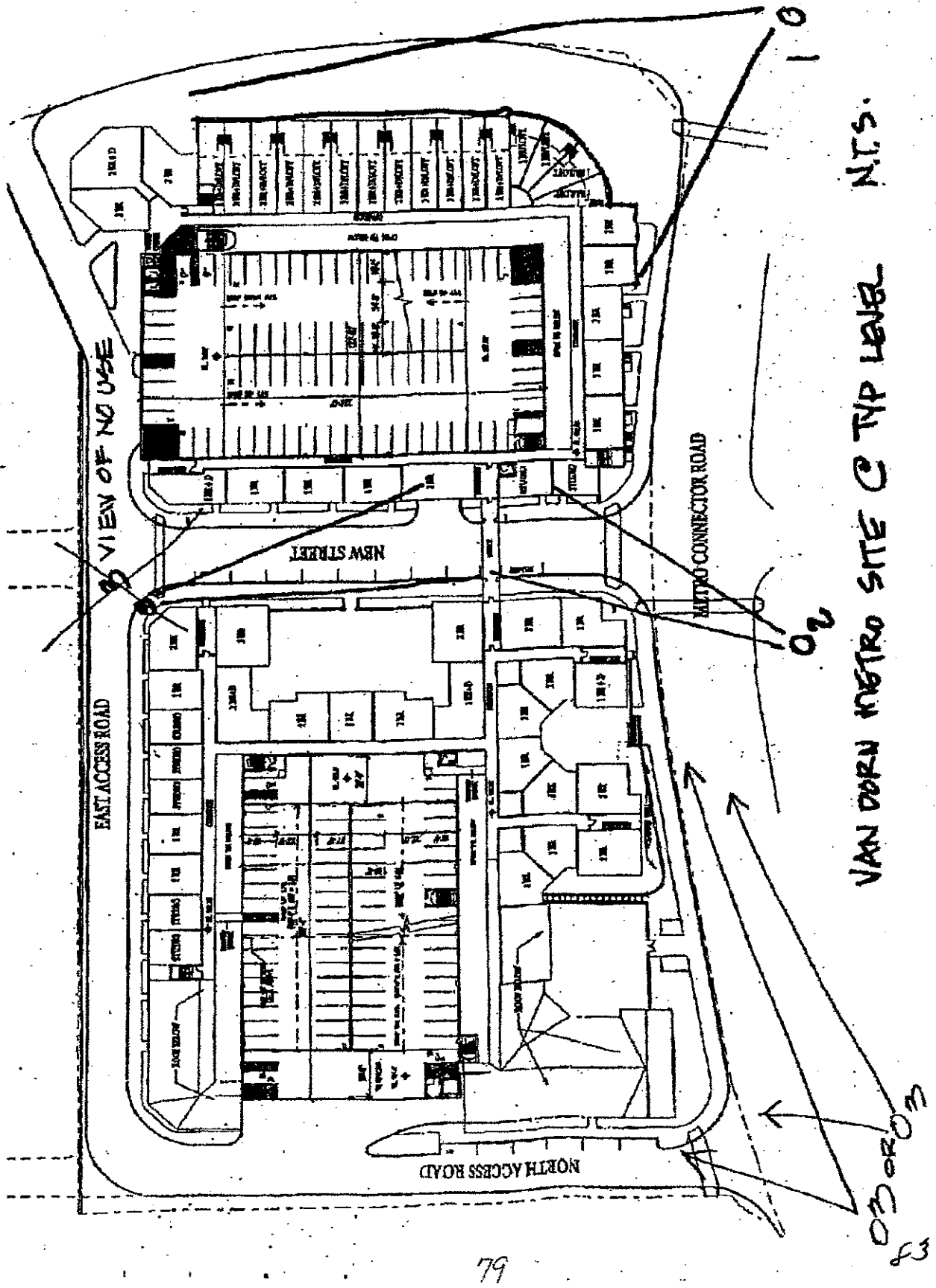
A handwritten signature in black ink, appearing to read "Michael P. Albers".

Michael P. Albers, P.E.
Vice President

cc: Maurice Walters @ Torti Gallas

VAN DORN METRO MIXED USE
5699 EISENHOWER AV
DSUP #2001-0024

b davis



DEVELOPMENT SPECIAL USE PERMIT WITH SITE PLAN VAN DORN METRO MIXED-USE PROJECT

CITY OF ALEXANDRIA, VIRGINIA

DEVELOPER

KSI SERVICES, INC.
8081 WOLFRAP ROAD
SUITE 300
VIENNA, VIRGINIA
(703) 841-9000
ATTN: PAMELA TYRRELL

CIVIL ENGINEER

VKA, INC.
8180 GREENSBORO DRIVE
SUITE 200
MCLEAN, VIRGINIA 22102
(703) 442-7800
FAX: (703) 761-2787
ATTN: JOHN LOTOSTANSKI

ARCHITECT

TORTI GALLAS AND PARTNERS
CHK, INC.
1300 SPRING STREET
FOURTH FLOOR
SILVER SPRING, MD 20910
(301) 588-4800
FAX: (301) 650-2255
ATTN: MAURICE WALTERS

ATTORNEY

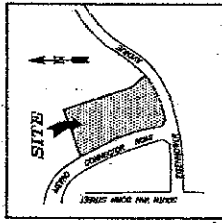
WALSH, CALUCCI, STACKHOUSE,
EMRICH & LUBECCY, P.C.
COURTHOUSE PLAZA
2200 CLARENDON BOULEVARD
SUITE 1300
ARLINGTON, VIRGINIA 22201-3359
(703) 528-4700
FAX: (703) 525-3197
ATTN: M. CATHARINE FUSKAR

LANDSCAPE ARCHITECT

LEWIS SCULLY GONNET, INC.
8330 OLD COURTHOUSE ROAD
SUITE 350
VIENNA, VIRGINIA 22182
(703) 821-2045
FAX: (703) 446-0867
ATTN: ADAM STEINER

OWNER OF RECORD

WASHINGTON METROPOLITAN AREA
TRANSIT AUTHORITY
800 5TH STREET, NW
WASHINGTON, DC 20001



SUBJECT: MAP
SCALE: 1" = 50'

GENERAL NOTES

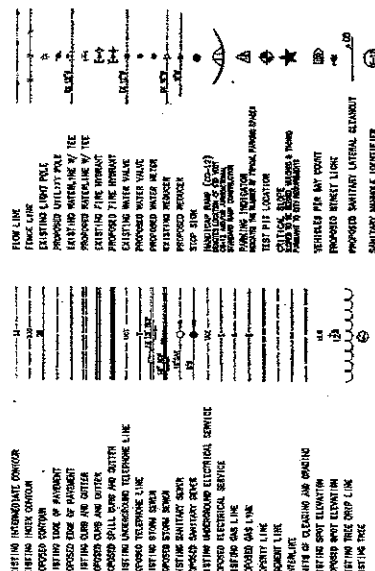
- THE PROJECT AREA IS LOCATED IN THE CITY OF ALEXANDRIA. THE ASSASSIN MAP IS 74-05-15-14 AND IS ZONED O-1.
- EXISTING AND PROPOSED AREAS, PLANS, AND SPECIFICATIONS SHALL BE IN ACCORDANCE WITH THE CITY OF ALEXANDRIA ZONING ORDINANCE AND THE CITY OF ALEXANDRIA SUBDIVISION MAP ACT.
- THE DEVELOPER SHALL OBTAIN ALL NECESSARY PERMITS FROM THE CITY OF ALEXANDRIA AND THE STATE OF VIRGINIA.
- THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE CITY OF ALEXANDRIA AND THE STATE OF VIRGINIA.
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- THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE CITY OF ALEXANDRIA AND THE STATE OF VIRGINIA.

RECORDING AND CONVEYANCE ARE TO BE COMPLETED WITHIN 90 DAYS OF THE DATE OF THE PERMIT. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE CITY OF ALEXANDRIA AND THE STATE OF VIRGINIA.

SPECIAL USE PERMIT REQUEST

- RESIDENTIAL USE ON LOT LOCATED WITHIN 100' OF CENTERLINE OF EISENHOWER AVENUE.
- RESIDENTIAL USE ON LOT LOCATED WITHIN 100' OF CENTERLINE OF EISENHOWER AVENUE.
- RESIDENTIAL USE ON LOT LOCATED WITHIN 100' OF CENTERLINE OF EISENHOWER AVENUE.
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- RESIDENTIAL USE ON LOT LOCATED WITHIN 100' OF CENTERLINE OF EISENHOWER AVENUE.
- RESIDENTIAL USE ON LOT LOCATED WITHIN 100' OF CENTERLINE OF EISENHOWER AVENUE.

LEGEND



RECEIVED
MAY 31 2002
PLANNING & ZONING

BUILDING

ADDRESS: VAN DORN METRO
MIXED-USE PROJECT
CITY OF ALEXANDRIA, VIRGINIA

OWNER: VAN DORN METRO
DESIGNER: VKA, INC.
DATE: 05/01/02

PROJECT NO. 02-001
SHEET NO. 01 OF 01

DATE: 05/01/02
SCALE: AS SHOWN

PROJECT NO. 02-001
SHEET NO. 01 OF 01

DATE: 05/01/02
SCALE: AS SHOWN

PROJECT NO. 02-001
SHEET NO. 01 OF 01

DATE: 05/01/02
SCALE: AS SHOWN

APPROVED

DATE: 05/01/02
SCALE: AS SHOWN

PROJECT NO. 02-001
SHEET NO. 01 OF 01

DATE: 05/01/02
SCALE: AS SHOWN

PROJECT NO. 02-001
SHEET NO. 01 OF 01

DATE: 05/01/02
SCALE: AS SHOWN

PROJECT NO. 02-001
SHEET NO. 01 OF 01

DATE: 05/01/02
SCALE: AS SHOWN

PROJECT NO. 02-001
SHEET NO. 01 OF 01

COVER SHEET

DATE: 05/01/02
SCALE: AS SHOWN

PROJECT NO. 02-001
SHEET NO. 01 OF 01

DATE: 05/01/02
SCALE: AS SHOWN

PROJECT NO. 02-001
SHEET NO. 01 OF 01

DATE: 05/01/02
SCALE: AS SHOWN

PROJECT NO. 02-001
SHEET NO. 01 OF 01

DATE: 05/01/02
SCALE: AS SHOWN

PROJECT NO. 02-001
SHEET NO. 01 OF 01

REVISIONS

DATE: 05/01/02
SCALE: AS SHOWN

PROJECT NO. 02-001
SHEET NO. 01 OF 01

DATE: 05/01/02
SCALE: AS SHOWN

PROJECT NO. 02-001
SHEET NO. 01 OF 01

DATE: 05/01/02
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PROJECT NO. 02-001
SHEET NO. 01 OF 01

DATE: 05/01/02
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REVISIONS

DATE: 05/01/02
SCALE: AS SHOWN

PROJECT NO. 02-001
SHEET NO. 01 OF 01

DATE: 05/01/02
SCALE: AS SHOWN

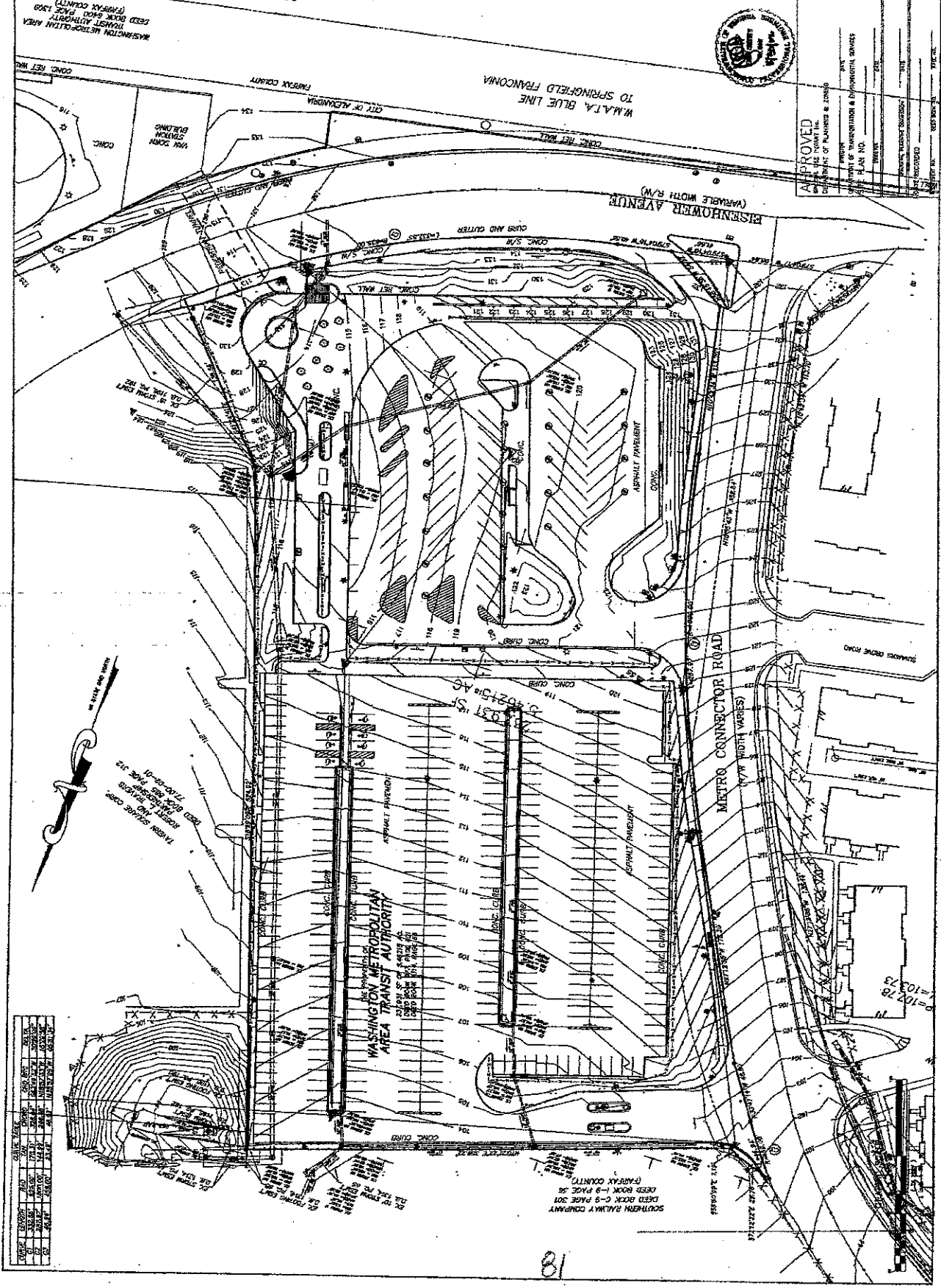
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SHEET NO. 01 OF 01

DATE: 05/01/02
SCALE: AS SHOWN

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SHEET NO. 01 OF 01

DATE: 05/01/02
SCALE: AS SHOWN

PROJECT NO. 02-001
SHEET NO. 01 OF 01

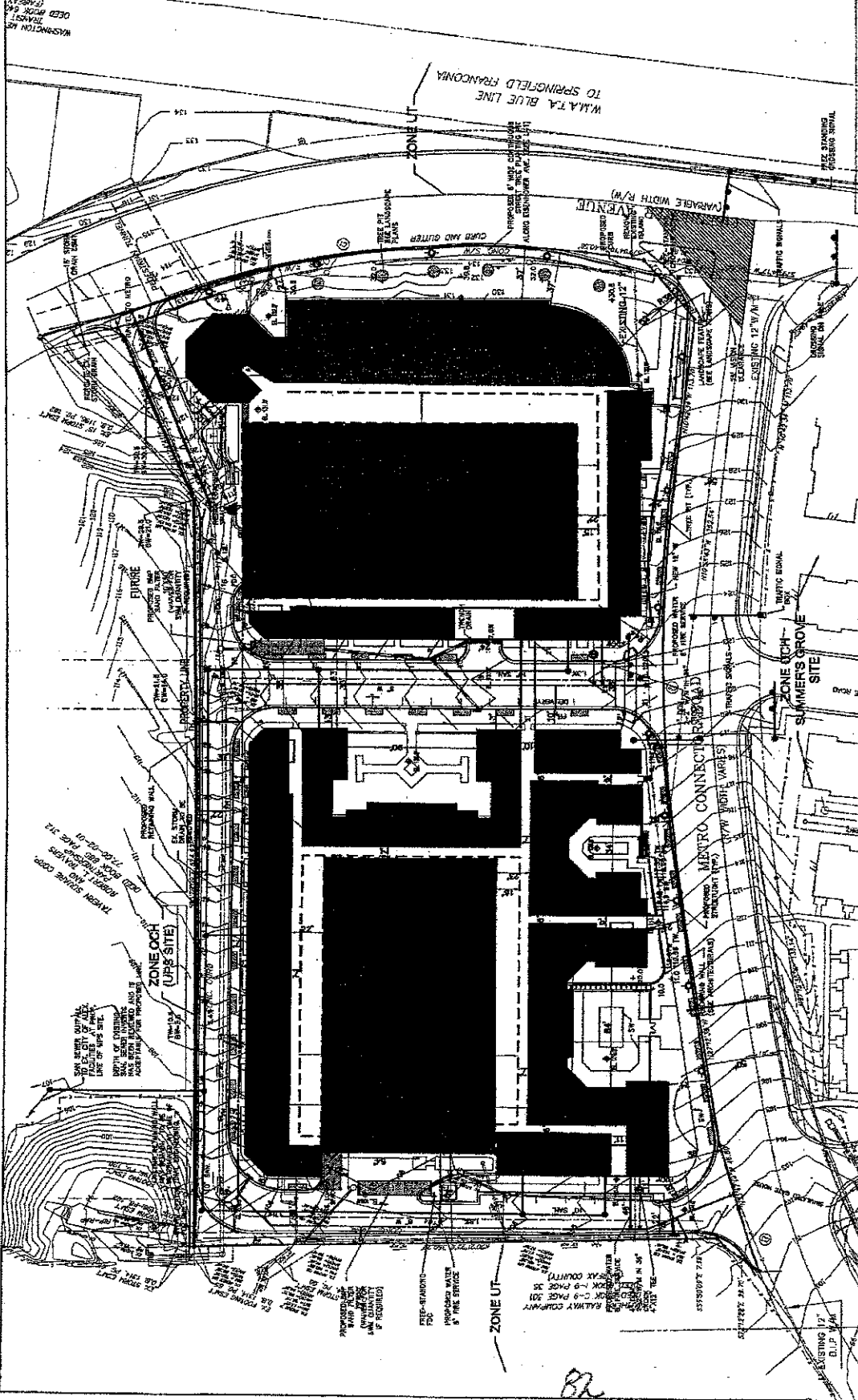


WASHINGTON DC
DEED BOOK 624
17-18833

VAN DORN METRO
MIXED-USE PROJECT
CITY OF ALEXANDRIA, VIRGINIA

PRELIMINARY SITE PLAN

DATE REVISIONS	REV. DATE	BY
1. PRELIMINARY	01/11/02	...
2. ...	...	...
3. ...	...	...
4. ...	...	...
5. ...	...	...
6. ...	...	...
7. ...	...	...
8. ...	...	...
9. ...	...	...
10. ...	...	...



APPROVED
 DEPARTMENT OF PLANNING & ZONING
 OFFICE OF TRANSPORTATION & INFRASTRUCTURE SERVICES
 SITE PLAN NO. 20816
 SCALE: 1"=50'
 PROJECT/FILE NO. 20816
 DATE REVISED: 01/11/02
 SHEET NO. 0-3



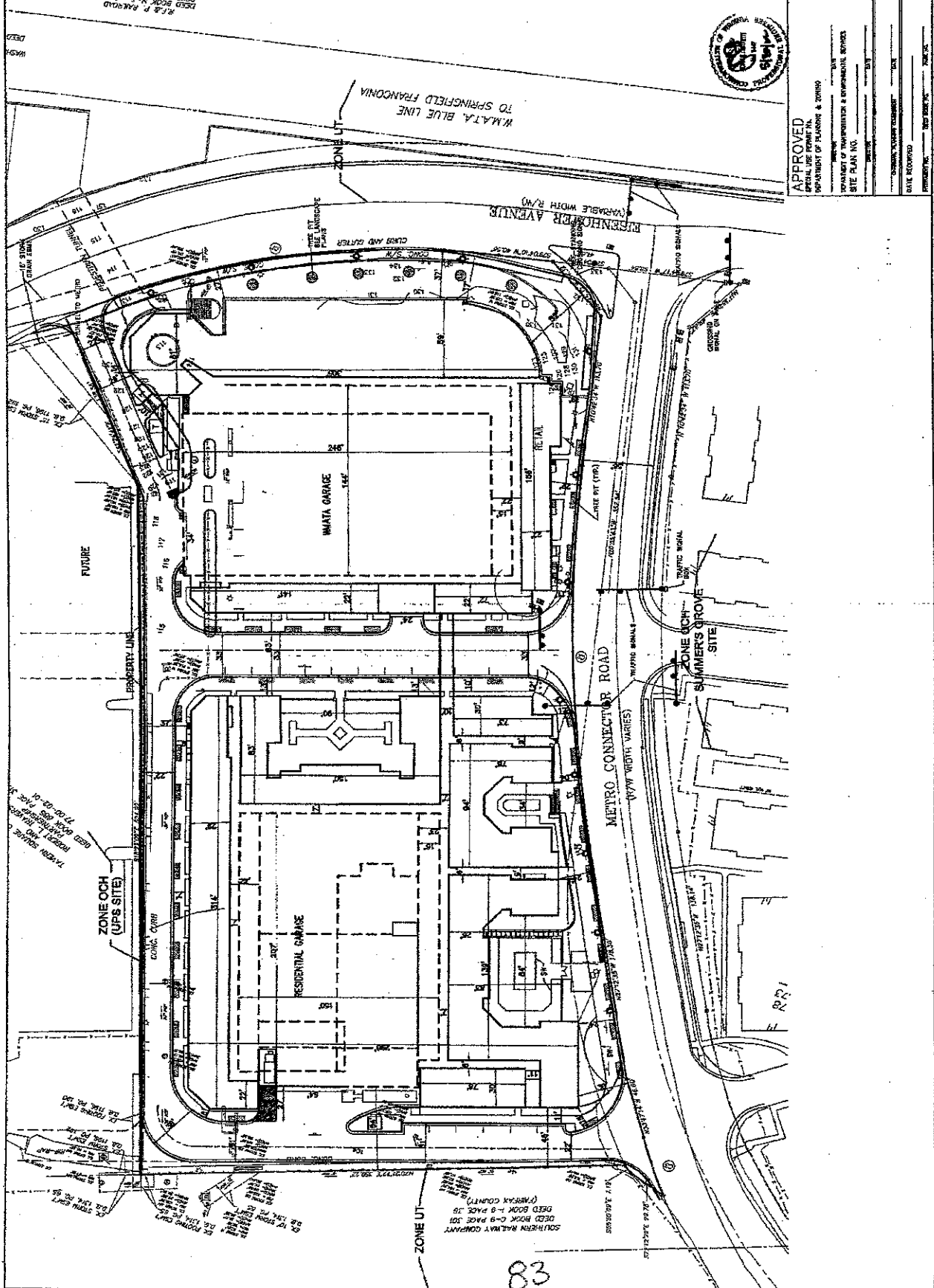
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 (SEE SHEET 0-50)

82

VAN DORN METRO
 MIXED-USE PROJECT
 CITY OF ALEXANDRIA, VIRGINIA
 PREPARED BY: [unreadable]
 DATE: [unreadable]

BUILDING DIMENSIONS PLAN

DATE REVISIONS	REV. 5-20-02
DATE	05/20/02
SCALE	1"=20'
PROJECT FILE NO.	02-000000
SHEET NO.	4

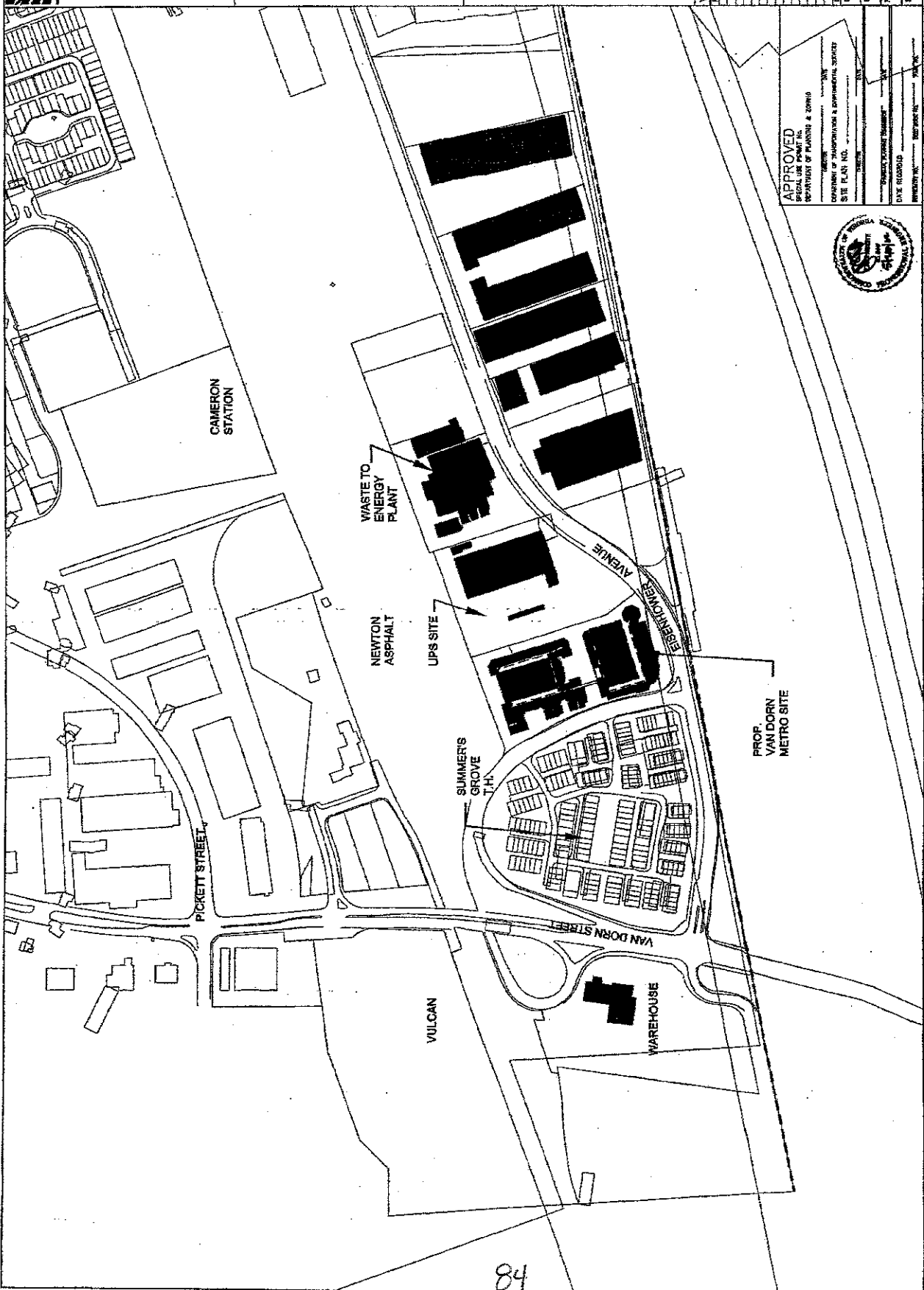


APPROVED
 SPECIAL USE PERMIT IN
 DEPARTMENT OF PLANNING & ZONING
 FORWARD BY: [unreadable]
 DATE: [unreadable]
 SITE PLAN NO.: [unreadable]



83

87



DATE: 10/20/01
 DRAWN BY: [unintelligible]
 CHECKED BY: [unintelligible]
 SCALE: 1"=100'
 PROJECT NO. 0483
 SHEET NO. 5-5

VAN DORN METRO
 MIXED-USE PROJECT
 CITY OF ALEXANDRIA, VIRGINIA

CONTEXTUAL
 SITE PLAN

10/20/01
 304423 24 EST.
 5-29-02

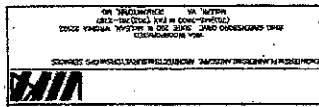
APPROVED
 SPECIAL USE PERMIT NO. 0483
 DEPARTMENT OF PLANNING & ZONING

DATE: 10/20/01
 DRAWN BY: [unintelligible]
 CHECKED BY: [unintelligible]
 SCALE: 1"=100'
 PROJECT NO. 0483
 SHEET NO. 5-5



84

88



VAN DORN METRO
MIXED-USE PROJECT
CITY OF ALEXANDRIA, VIRGINIA

BMP CALCULATIONS
SHEET

DATE	05/29/82
BY	...
CHECKED	...
PROJECT NO.	...
SHEET NO.	C-8

ALEXANDRIA, VIRGINIA
PHOSPHORUS LOADING COMPUTATIONS

THE BRIGGS SITE CONSISTS OF 3.158 ACRES IN THE CITY OF ALEXANDRIA, VIRGINIA. THIS SITE IS FOR TWO MEDICAL AND RESIDENTIAL BUILDINGS AND PARKING GARAGES. A COMPOUND SAND FILTER AND STORM CISTERN WILL BE PROVIDED FOR WATER QUALITY CONTROL.

1. COMPLETE SITE DEVELOPMENT PLAN.

PHOSPHORUS LOADING COMPUTATIONS

USE	LOADING RATE (LBS/AC/HR)	LOADING RATE (LBS/AC/HR)
RESIDENTIAL	1.0	...
OFFICE	1.0	...
...
TOTAL	...	...

$W = 0.15 \times (0.00 \times 1)$
 $G = 1250 \times 1.00 \text{ MW}$
 $1250 \times 1.00 \text{ MW}$

1. A IS THE TOTAL AREA OF THE SITE
 1.1 A IS THE TOTAL IMPERVIOUS COVER ON THE SITE

2. CALCULATE THE PRE-DEVELOPMENT LOAD (L PRE)
 L PRE = 2.18 LB/AC/HR = 1.03 TON/AC/HR
 = 1.14 TONS PER HOUR

3. CALCULATE THE POST-DEVELOPMENT LOAD (L POST)
 L POST = 2.18 LB/AC/HR = 1.03 TON/AC/HR
 = 1.14 TONS PER HOUR

4. CALCULATE THE POLLUTION REMOVAL REQUIREMENT (RRR)
 RRR = L POST - L PRE = 0.00 TONS/HR
 = 0.00 TONS PER HOUR

ALEXANDRIA, VIRGINIA
 PHOSPHORUS LOADING COMPUTATIONS

OVER THE PROPOSED DEVELOPMENT FOR THE SITE, THE REQUIRED POLLUTION REMOVAL REQUIREMENT (RRR) IS 0.00 TONS PER HOUR. THIS RRR IS MET BY THE SAND FILTER AND STORM CISTERN PROVIDED AT THE BRIGGS SITE WITHIN THE GARAGE, WITH A 75% EFFICIENCY.

APPROVED
 SPECIAL LINE PLAN BY:

DATE RECORDED: 05/29/82

PROJECT NO.: 84521018

SHEET NO.: C-8



Van Dorn
Metro
Mixed-Use
Project
 1000 10th Ave
 Denver, CO 80202
 (303) 733-1111
 www.vandorn.com

Architect/Engineer
Van Dorn
 1000 10th Ave
 Denver, CO 80202
 (303) 733-1111
 www.vandorn.com

Key Plan
 Showing the location of the project within the site boundaries.
 The project is located at the intersection of 10th Ave and 10th St.

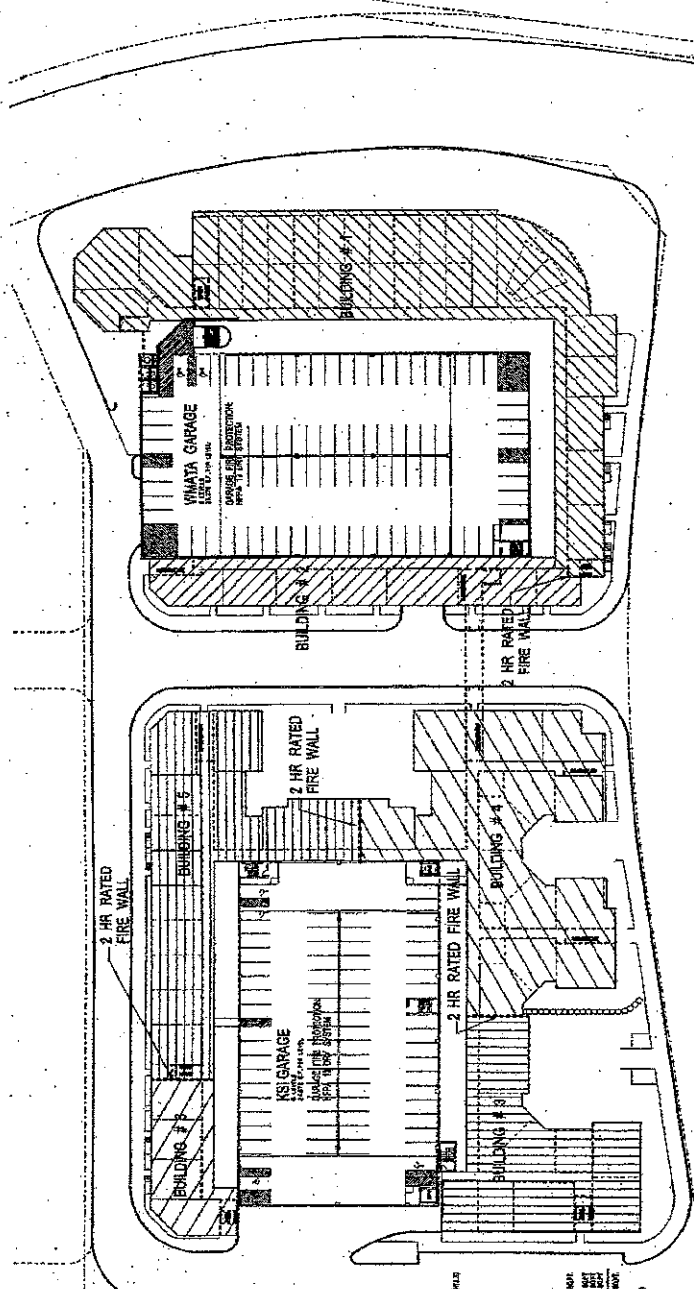
Revisions
 1. 10/15/11
 2. 10/15/11

TORTI GALLAS AND PARTNERS - CHK

Code Analysis
Buildings
Construction
Types

Approved
 SPECIAL USE PERMIT NO. _____
 DEPARTMENT OF PLANNING & ZONING
 CITY OF DENVER

AG01



BUILDING PLAN AREA CALCULATIONS, FIREWALL LOCATIONS & CODE ANALYSIS

BUILDING #1

Area	Code	Height	Area	Code	Height
100	100	100	100	100	100

BUILDING #2

Area	Code	Height	Area	Code	Height
100	100	100	100	100	100

BUILDING #3

Area	Code	Height	Area	Code	Height
100	100	100	100	100	100

BUILDING #4

Area	Code	Height	Area	Code	Height
100	100	100	100	100	100

BUILDING #5

Area	Code	Height	Area	Code	Height
100	100	100	100	100	100

BUILDING #6

Area	Code	Height	Area	Code	Height
100	100	100	100	100	100

BUILDING #7

Area	Code	Height	Area	Code	Height
100	100	100	100	100	100

BUILDING #8

Area	Code	Height	Area	Code	Height
100	100	100	100	100	100

BUILDING #9

Area	Code	Height	Area	Code	Height
100	100	100	100	100	100

BUILDING #10

Area	Code	Height	Area	Code	Height
100	100	100	100	100	100

PARKING COUNTS

Area	Code	Height	Area	Code	Height
100	100	100	100	100	100

CODE INFORMATION

ALL CODES REFER TO THE VIRGINIA BUILDING CODE UNLESS OTHERWISE SPECIFIED.

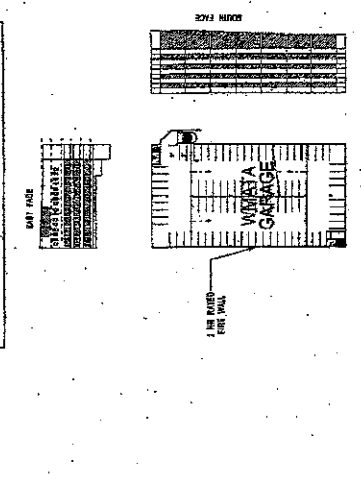
APPLICABLE CODES:
 1996 INTERNATIONAL BUILDING CODE (AMENDED 1998 CODE)
 1996 INTERNATIONAL FIRE CODE (AMENDED 1998 CODE)
 1996 INTERNATIONAL PLUMBING AND MECHANICAL CODE (AMENDED 1998 CODE)
 1996 INTERNATIONAL ELECTRICAL CODE (AMENDED 1998 CODE)
 1996 VIRGINIA UNIFORM BUILDING CODE (AMENDED 1998 CODE)
 1996 VIRGINIA UNIFORM FIRE ALARMS AND SIGNALING CODE (AMENDED 1998 CODE)

REVISIONS:
 1. ALL CODES REFER TO THE VIRGINIA BUILDING CODE UNLESS OTHERWISE SPECIFIED.
 2. ALL CODES REFER TO THE VIRGINIA BUILDING CODE UNLESS OTHERWISE SPECIFIED.
 3. ALL CODES REFER TO THE VIRGINIA BUILDING CODE UNLESS OTHERWISE SPECIFIED.

REVISIONS:
 1. ALL CODES REFER TO THE VIRGINIA BUILDING CODE UNLESS OTHERWISE SPECIFIED.
 2. ALL CODES REFER TO THE VIRGINIA BUILDING CODE UNLESS OTHERWISE SPECIFIED.
 3. ALL CODES REFER TO THE VIRGINIA BUILDING CODE UNLESS OTHERWISE SPECIFIED.

REVISIONS:
 1. ALL CODES REFER TO THE VIRGINIA BUILDING CODE UNLESS OTHERWISE SPECIFIED.
 2. ALL CODES REFER TO THE VIRGINIA BUILDING CODE UNLESS OTHERWISE SPECIFIED.
 3. ALL CODES REFER TO THE VIRGINIA BUILDING CODE UNLESS OTHERWISE SPECIFIED.

OPENNESS CALCULATIONS FOR OPEN PARKING STRUCTURES



AMOUNT OF OPENING: 14,279 SF
 AMOUNT OF BUILDING FACE: 33,380 SF
 OPEN AREA / BUILDING FACE = 43 %

AMOUNT OF OPENING: 9,651 SF
 AMOUNT OF BUILDING FACE: 31,788 SF
 OPEN AREA / BUILDING FACE = 30 %

Van Dorn
 Metro
 Mixed-Use
 Project

1000 North Main
 Alexandria, Virginia 22304
 703.555.1000
 www.vandorn.com

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Van Dorn
Metro
Mixed-Use
Project

Site Location
Address: 1234 Main Street, Suite 100
City: San Francisco, CA 94102
County: San Francisco
Project No.: 1234567890
Date: 04/11/2002
Drawing No.: AG03

Key Plan

Revisions
No. _____ Date _____

Parking
Geometric
Variance
Request

Prepared by: [Name]
Checked by: [Name]
Approved by: [Name]
Date: [Date]

Mr. Andrew [Name]
April 1, 2002
Page 1 of 2

Project No. 1234567890
Drawing No. AG03

Project No. 1234567890
Drawing No. AG03

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Drawing No. AG03

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Drawing No. AG03

Project No. 1234567890
Drawing No. AG03

**Van Dorn
Metro
Mixed-Use
Project**

Van Dorn, Inc.
10000 Van Dorn Drive
Arlington, Virginia 22204
703-544-1000
461 E. 1st St.
Stow, Ohio 44224
330.333.3333
www.vandorn.com

Project No. 10000
Date: 07/15/10
Project Name: Metro
Project Location: 10000 Van Dorn Drive
Project Description: Metro
Project Status: In Progress

Key Plan

Revisions

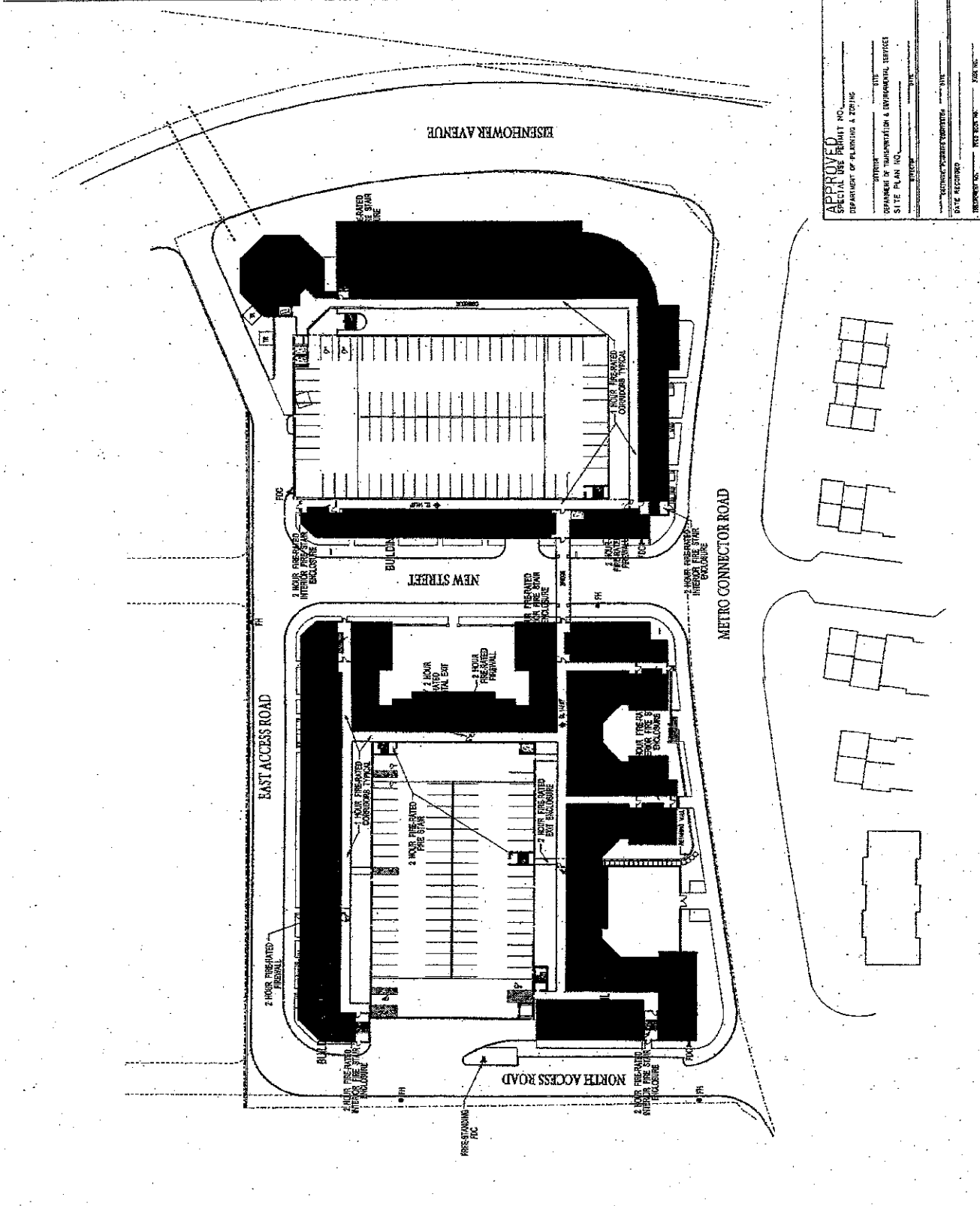
No.	Date

**Fire
Service
Plan**

Scale: 1/8" = 1'-0"
North Arrow

Approved by: [Signature]
Date: 07/15/10

AG04



APPROVED
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF PLANNING & ZONING

APPROVED BY: _____
DATE: _____

PERMITS ADMINISTRATION & DEVELOPMENT SERVICES
STATE PLANNING NO. _____
PROJECT NO. _____
DATE RECEIVED: _____

Van Dorn
Metro
Mixed-Use
Project

1000 Van Dorn Ave.
Aurora, IL 60009
312.545.1000
www.vandornproject.com

Architect: Torti Gallas and Partners
1000 Van Dorn Ave.
Aurora, IL 60009
312.545.1000
www.vandornproject.com

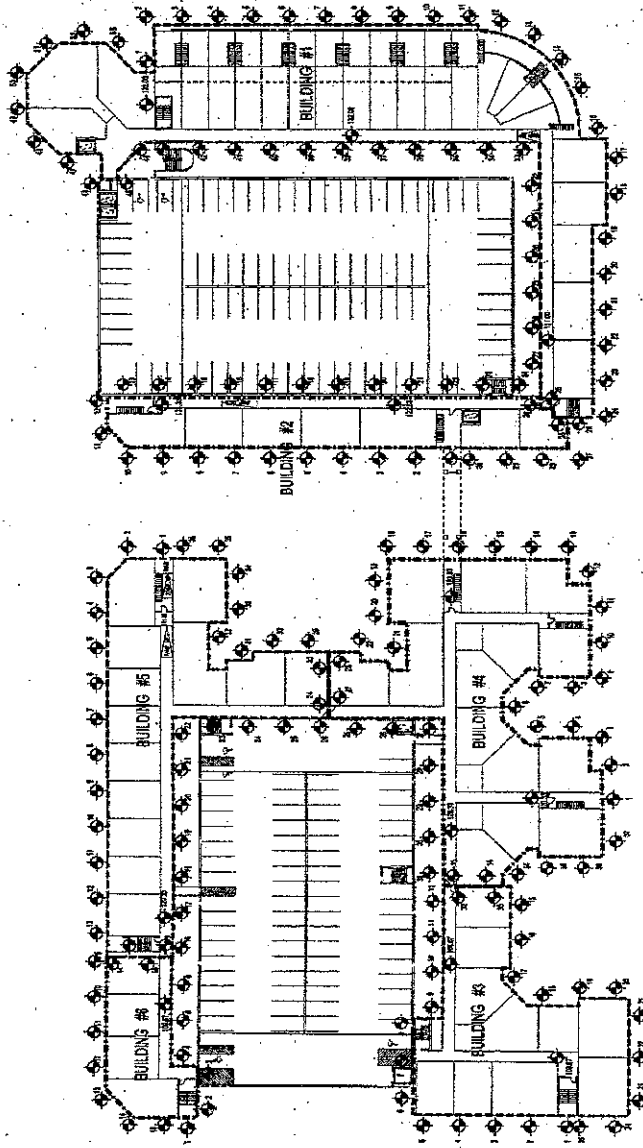
Key Plan

Revisions
No. 001

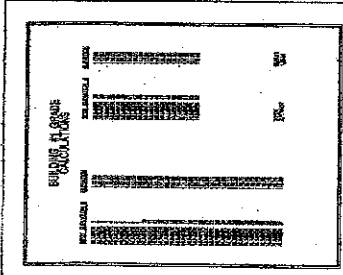
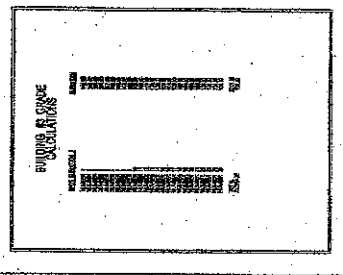
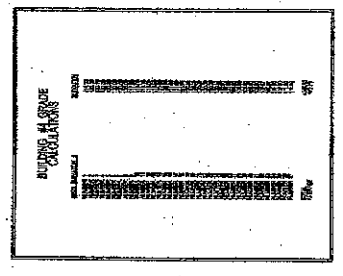
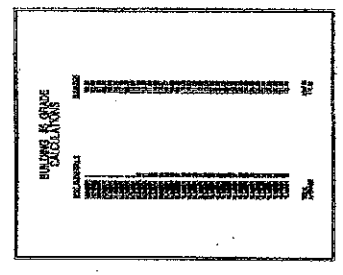
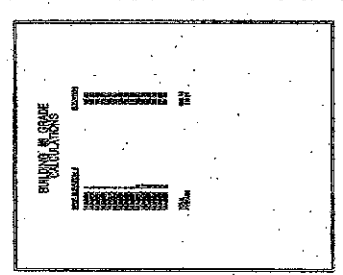
Average
Grade
Plan

DATE: 08/15/2011
PROJECT: VAN DORN METRO MIXED-USE PROJECT
SHEET: 01-01
SCALE: 1/8" = 1'-0"

AG05



APPROVED FOR
DEPARTMENT OF PLANNING & ZONING
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
SITE PLAN NO. 0118070
DATE: 08/15/2011
SCALE: 1/8" = 1'-0"



90

84

Van Dorn
Metro
Mixed-Use
Project

1000 Lakeside Drive
Westborough, MA 01581
Tel: 508.865.1000
Fax: 508.865.1001
www.vandorn.com

Prepared by
Date

Checked by
Date

Reviewed by
Date

Approved by
Date

Scale

Notes

Key Plan

Revisions
No. Date

Level One
(+109.67)

CHK: JAP, JMB, JMB, JMB
GAL: JAP, JMB, JMB, JMB

Project Name

Project No.

City

State

Zone

Job No.

Date

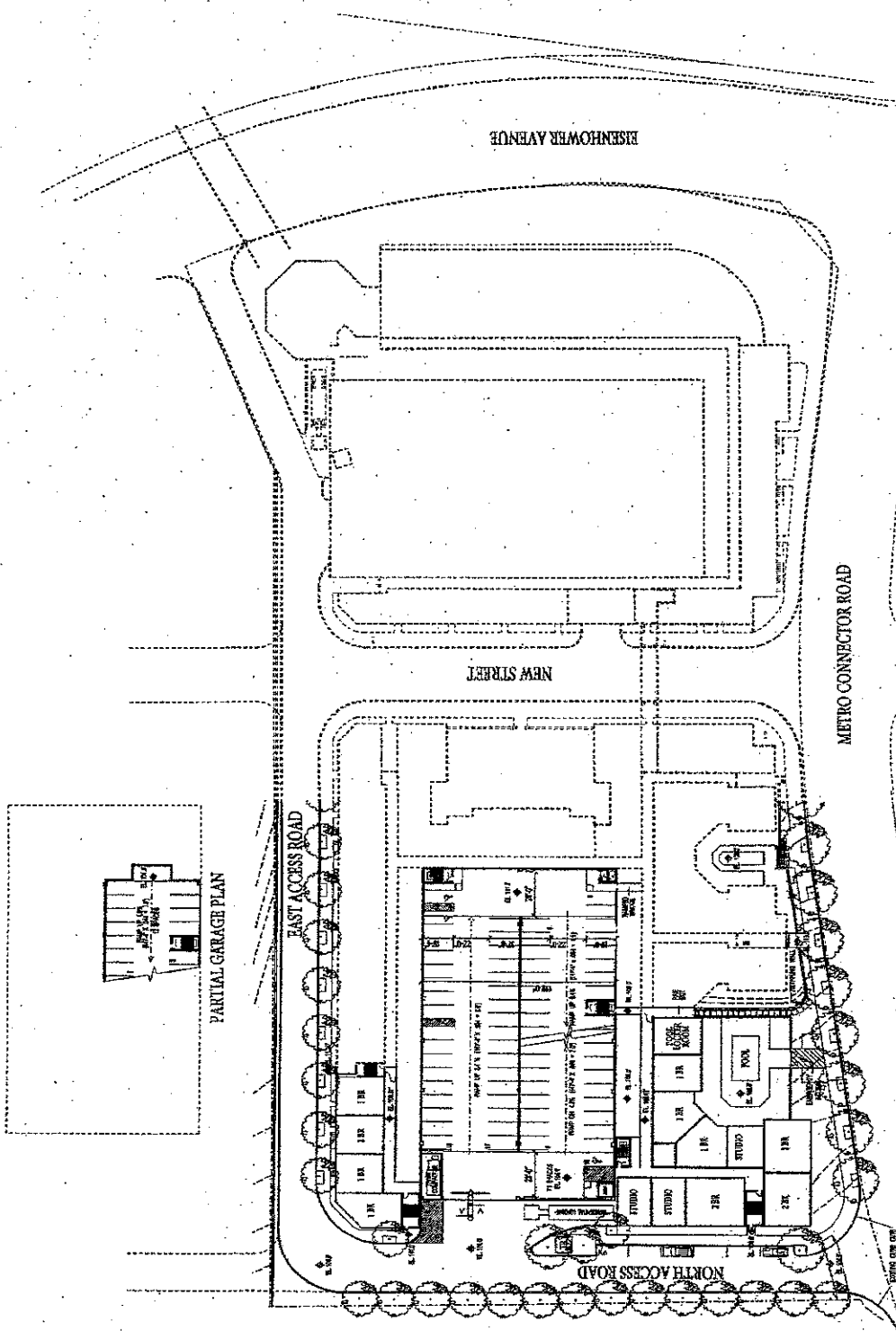
Drawing No.

A001

APPROVED
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF PLANNING & ZONING

DATE: _____
PREPARED BY: _____
CHECKED BY: _____
DATE: _____

DATE RECEIVED: _____
PREPARED BY: _____
CHECKED BY: _____
DATE: _____



UNIT AVAILABILITY

Unit No.	Type	Area (sq ft)	Price (per unit)	Availability
101	1 BR	750	\$1,200	Available
102	1 BR	750	\$1,200	Available
103	1 BR	750	\$1,200	Available
104	1 BR	750	\$1,200	Available
105	1 BR	750	\$1,200	Available
106	1 BR	750	\$1,200	Available
107	1 BR	750	\$1,200	Available
108	1 BR	750	\$1,200	Available
109	1 BR	750	\$1,200	Available
110	1 BR	750	\$1,200	Available
111	1 BR	750	\$1,200	Available
112	1 BR	750	\$1,200	Available
113	1 BR	750	\$1,200	Available
114	1 BR	750	\$1,200	Available
115	1 BR	750	\$1,200	Available
116	1 BR	750	\$1,200	Available
117	1 BR	750	\$1,200	Available
118	1 BR	750	\$1,200	Available
119	1 BR	750	\$1,200	Available
120	1 BR	750	\$1,200	Available
121	1 BR	750	\$1,200	Available
122	1 BR	750	\$1,200	Available
123	1 BR	750	\$1,200	Available
124	1 BR	750	\$1,200	Available
125	1 BR	750	\$1,200	Available
126	1 BR	750	\$1,200	Available
127	1 BR	750	\$1,200	Available
128	1 BR	750	\$1,200	Available
129	1 BR	750	\$1,200	Available
130	1 BR	750	\$1,200	Available
131	1 BR	750	\$1,200	Available
132	1 BR	750	\$1,200	Available
133	1 BR	750	\$1,200	Available
134	1 BR	750	\$1,200	Available
135	1 BR	750	\$1,200	Available
136	1 BR	750	\$1,200	Available
137	1 BR	750	\$1,200	Available
138	1 BR	750	\$1,200	Available
139	1 BR	750	\$1,200	Available
140	1 BR	750	\$1,200	Available
141	1 BR	750	\$1,200	Available
142	1 BR	750	\$1,200	Available
143	1 BR	750	\$1,200	Available
144	1 BR	750	\$1,200	Available
145	1 BR	750	\$1,200	Available
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147	1 BR	750	\$1,200	Available
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150	1 BR	750	\$1,200	Available
151	1 BR	750	\$1,200	Available
152	1 BR	750	\$1,200	Available
153	1 BR	750	\$1,200	Available
154	1 BR	750	\$1,200	Available
155	1 BR	750	\$1,200	Available
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158	1 BR	750	\$1,200	Available
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160	1 BR	750	\$1,200	Available
161	1 BR	750	\$1,200	Available
162	1 BR	750	\$1,200	Available
163	1 BR	750	\$1,200	Available
164	1 BR	750	\$1,200	Available
165	1 BR	750	\$1,200	Available
166	1 BR	750	\$1,200	Available
167	1 BR	750	\$1,200	Available
168	1 BR	750	\$1,200	Available
169	1 BR	750	\$1,200	Available
170	1 BR	750	\$1,200	Available
171	1 BR	750	\$1,200	Available
172	1 BR	750	\$1,200	Available
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174	1 BR	750	\$1,200	Available
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186	1 BR	750	\$1,200	Available
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189	1 BR	750	\$1,200	Available
190	1 BR	750	\$1,200	Available
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192	1 BR	750	\$1,200	Available
193	1 BR	750	\$1,200	Available
194	1 BR	750	\$1,200	Available
195	1 BR	750	\$1,200	Available
196	1 BR	750	\$1,200	Available
197	1 BR	750	\$1,200	Available
198	1 BR	750	\$1,200	Available
199	1 BR	750	\$1,200	Available
200	1 BR	750	\$1,200	Available

**Van Dorn
Metro
Mixed-Use
Project**

Architect: Torti Gallas and Partners - CHK
 1000 15th Street, NW
 Washington, DC 20004
 Phone: (202) 462-1000
 Fax: (202) 462-1001
 Website: www.torti.com

Project Name: Van Dorn Metro
 Project No.: 1000-15th
 Date: 08/20/09
 Scale: 1/8" = 1'-0"

Client: Metro
 Address: 1000 15th Street, NW
 City: Washington, DC

Key Plan
 Shows building footprint and surrounding streets: Eisenhower Avenue, Metro Connector Road, North Access Road, East Access Road, New Street.

Revisions
 No. Description
 1. Initial Issue

Level Two
 (+120.93')

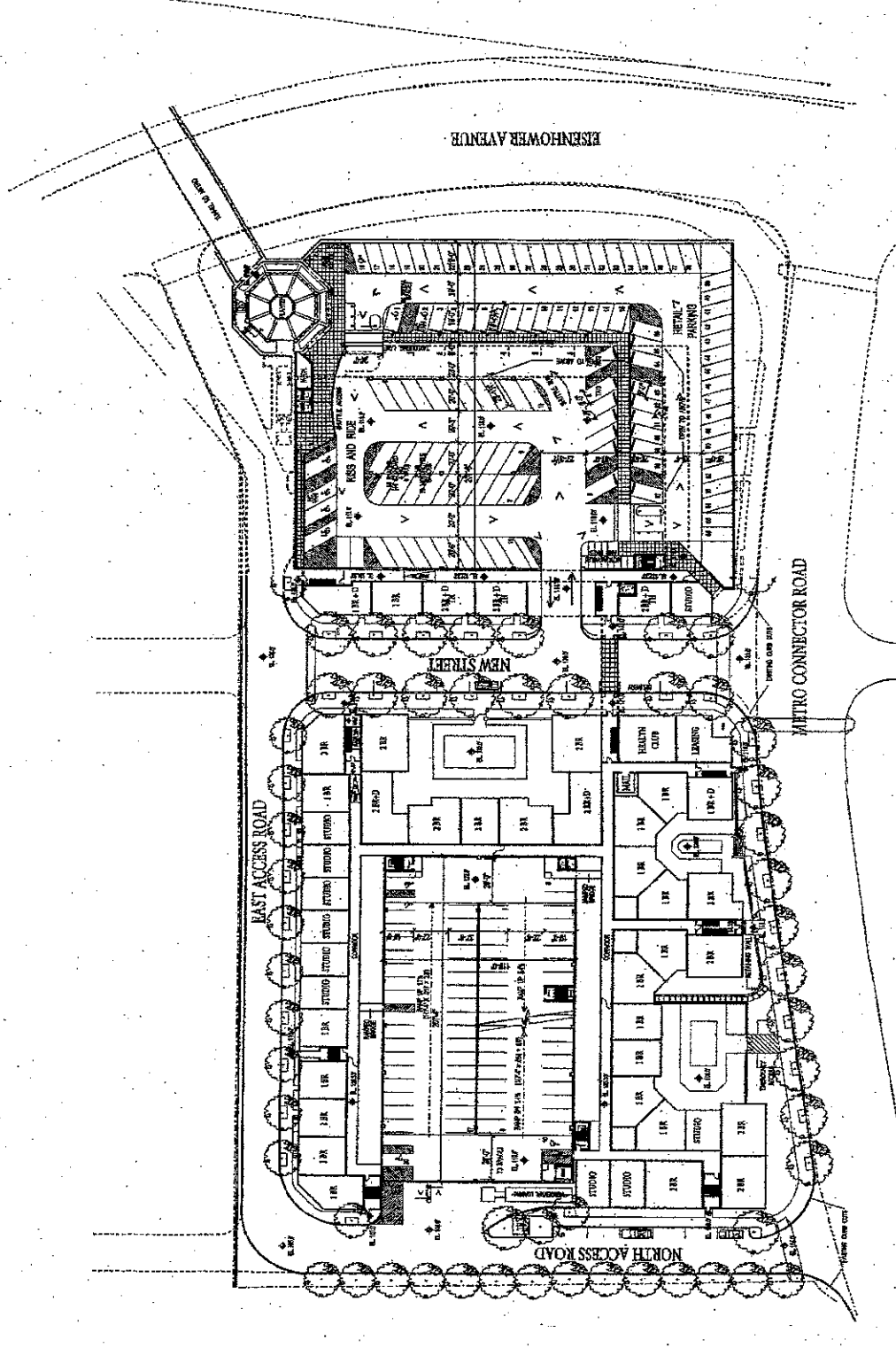
Approved for Construction
 Date: 08/20/09

Approved for Planning & Zoning
 Date: 08/20/09

Approved for Environmental Services
 Date: 08/20/09

Scale: 1/8" = 1'-0"

Sheet No.: A002



APPROVED
 SPECIAL USE PERMIT NO. _____
 DEPARTMENT OF PLANNING & ZONING

APPROVED
 DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
 SITE PLAN NO. _____

APPROVED
 DATE RECEIVED: _____

UNIT FEATURES

UNIT	TYPE	AREA (SQ FT)	PRICE	STATUS
101	STUDIO	1,200	\$120,000	AVAILABLE
102	STUDIO	1,200	\$120,000	AVAILABLE
103	STUDIO	1,200	\$120,000	AVAILABLE
104	STUDIO	1,200	\$120,000	AVAILABLE
105	STUDIO	1,200	\$120,000	AVAILABLE
106	STUDIO	1,200	\$120,000	AVAILABLE
107	STUDIO	1,200	\$120,000	AVAILABLE
108	STUDIO	1,200	\$120,000	AVAILABLE
109	STUDIO	1,200	\$120,000	AVAILABLE
110	STUDIO	1,200	\$120,000	AVAILABLE
111	STUDIO	1,200	\$120,000	AVAILABLE
112	STUDIO	1,200	\$120,000	AVAILABLE
113	STUDIO	1,200	\$120,000	AVAILABLE
114	STUDIO	1,200	\$120,000	AVAILABLE
115	STUDIO	1,200	\$120,000	AVAILABLE
116	STUDIO	1,200	\$120,000	AVAILABLE
117	STUDIO	1,200	\$120,000	AVAILABLE
118	STUDIO	1,200	\$120,000	AVAILABLE
119	STUDIO	1,200	\$120,000	AVAILABLE
120	STUDIO	1,200	\$120,000	AVAILABLE
121	STUDIO	1,200	\$120,000	AVAILABLE
122	STUDIO	1,200	\$120,000	AVAILABLE
123	STUDIO	1,200	\$120,000	AVAILABLE
124	STUDIO	1,200	\$120,000	AVAILABLE
125	STUDIO	1,200	\$120,000	AVAILABLE
126	STUDIO	1,200	\$120,000	AVAILABLE
127	STUDIO	1,200	\$120,000	AVAILABLE
128	STUDIO	1,200	\$120,000	AVAILABLE
129	STUDIO	1,200	\$120,000	AVAILABLE
130	STUDIO	1,200	\$120,000	AVAILABLE
131	STUDIO	1,200	\$120,000	AVAILABLE
132	STUDIO	1,200	\$120,000	AVAILABLE
133	STUDIO	1,200	\$120,000	AVAILABLE
134	STUDIO	1,200	\$120,000	AVAILABLE
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137	STUDIO	1,200	\$120,000	AVAILABLE
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141	STUDIO	1,200	\$120,000	AVAILABLE
142	STUDIO	1,200	\$120,000	AVAILABLE
143	STUDIO	1,200	\$120,000	AVAILABLE
144	STUDIO	1,200	\$120,000	AVAILABLE
145	STUDIO	1,200	\$120,000	AVAILABLE
146	STUDIO	1,200	\$120,000	AVAILABLE
147	STUDIO	1,200	\$120,000	AVAILABLE
148	STUDIO	1,200	\$120,000	AVAILABLE
149	STUDIO	1,200	\$120,000	AVAILABLE
150	STUDIO	1,200	\$120,000	AVAILABLE

Van Dorn
Metro
Mixed-Use
Project

100 North Main
Salt Lake City, UT 84143
Tel: 313.484.1800
www.vandorn.com

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Van Dorn
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Salt Lake City, UT 84143
Tel: 313.484.1800

Key Plan

Revisions

Level Three
(+131.00')

D30
1000 - SUP. DIMENSION
1010 - SUP. REVISIONS

Project Name
1000 - SUP. DIMENSION
1010 - SUP. REVISIONS

1000 - SUP. DIMENSION
1010 - SUP. REVISIONS

1000 - SUP. DIMENSION
1010 - SUP. REVISIONS

1000 - SUP. DIMENSION
1010 - SUP. REVISIONS

1000 - SUP. DIMENSION
1010 - SUP. REVISIONS

1000 - SUP. DIMENSION
1010 - SUP. REVISIONS

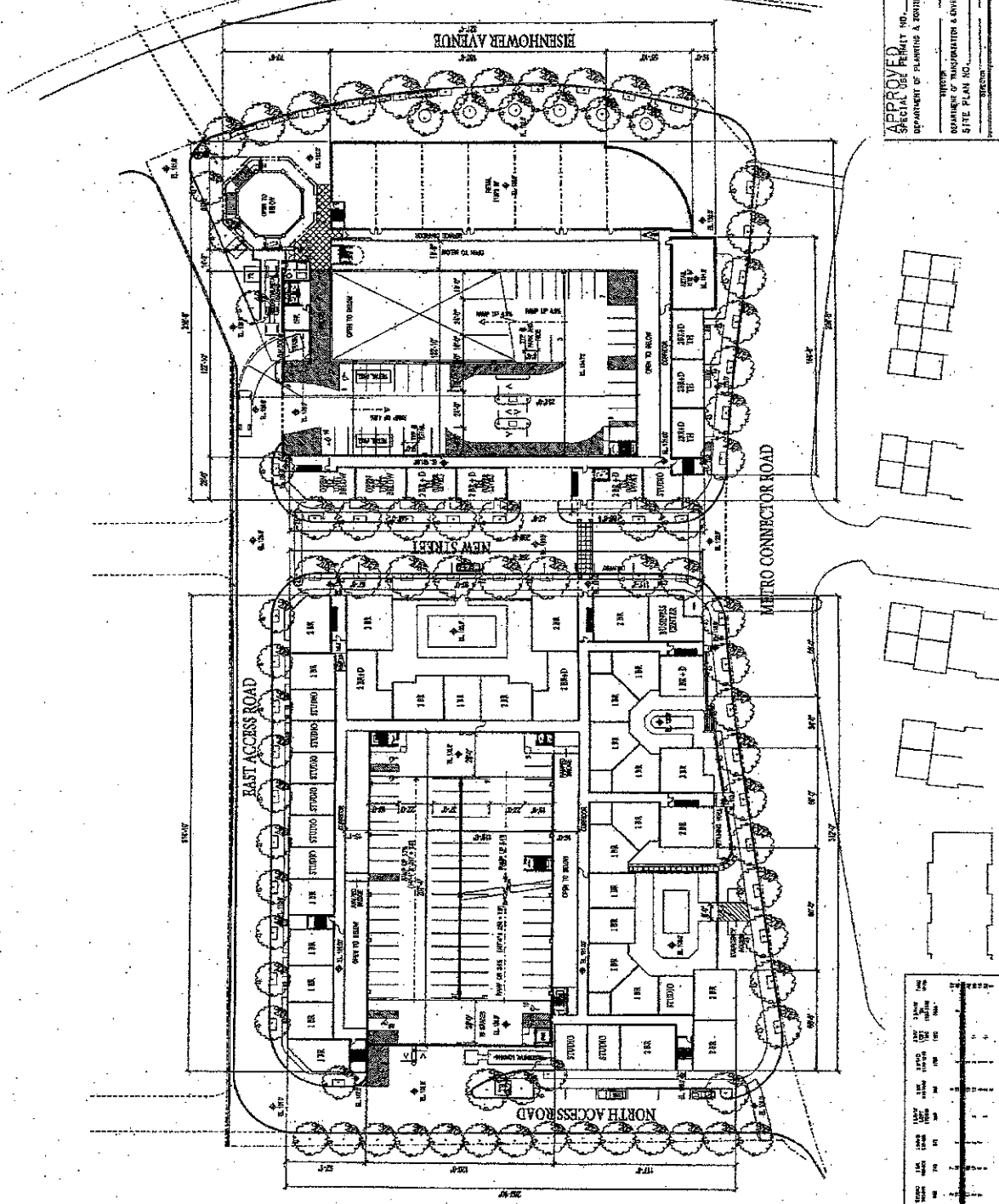
1000 - SUP. DIMENSION
1010 - SUP. REVISIONS

1000 - SUP. DIMENSION
1010 - SUP. REVISIONS

1000 - SUP. DIMENSION
1010 - SUP. REVISIONS

1000 - SUP. DIMENSION
1010 - SUP. REVISIONS

APPROVED
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF PLANNING & ZONING
REVISION DATE: _____
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
SITE PLAN NO. _____
DATE RECORDED: _____
PROJECT NO. _____
DRAWING NO. _____



UNIT PLAN/VIEW

UNIT PLAN/VIEW	DATE	BY	CHK
1000 - SUP. DIMENSION	10/10/2011	J. GALLAS	J. GALLAS
1010 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1020 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1030 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1040 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1050 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1060 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1070 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1080 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1090 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1100 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1110 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1120 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1130 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1140 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1150 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1160 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1170 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1180 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1190 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1200 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1210 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1220 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
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1280 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
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1300 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
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1370 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1380 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1390 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1400 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1410 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1420 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1430 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1440 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1450 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1460 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1470 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1480 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1490 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS
1500 - SUP. REVISIONS	10/10/2011	J. GALLAS	J. GALLAS

Van Dorn
Metro
Mixed-Use
Project

16100 Van Dorn Blvd
San Diego, CA 92128
Tel: 619.451.1234
Fax: 619.451.1235
www.vandorn.com

Architect: Van Dorn
Engineer: [Firm Name]
Contract No.: [Number]
Project No.: [Number]
Date: [Date]

Key Plan
Level Four
(+141.67')

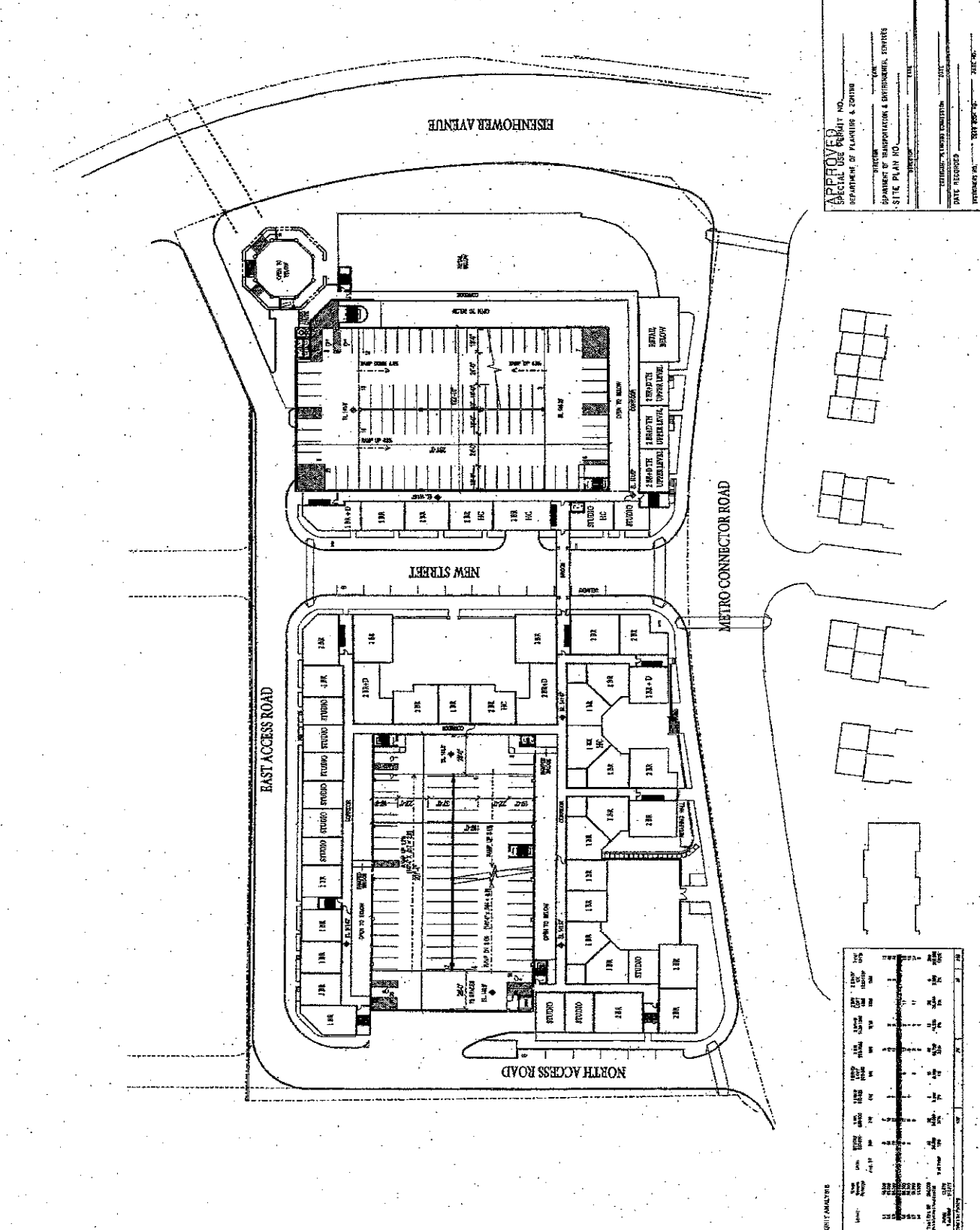
Revisions
No. []
Date []

DATE: SUB SUBMISSION
DATE: SUB RESUBMISSION

Prepared By: [Name]
Checked By: [Name]
Approved: [Name]
Title: [Title]

City of San Diego
Department of Planning & Community Development
Site Plan No. [Number]
Scale: 1" = 30'

A004



APPROVED
SPECIAL USE PERMIT NO. [Number]
DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT
DATE RECORDED: [Date]

DATE: [Date]
SCALE: 1" = 30'

UNIT ANALYSIS

UNIT TYPE	AREA (SQ FT)	PERCENTAGE
STUDIO	10,000	40%
OFFICE	15,000	60%
RETAIL	5,000	20%
RESTAURANT	5,000	20%
TOTAL	35,000	100%

98

94

Van Dorn
Metro
Mixed-Use
Project
 Van Dorn Blvd
 Downtown Area
 Memphis, TN 38103
 Torti Gallas and Partners - CHK
 100 Spring Hill
 Memphis, TN 38103
 901.525.1000
 www.torti.com

Key Plan
 Project Name: Van Dorn Blvd
 Project Location: Downtown Memphis, TN
 Project No: 100-10000
 Date: 08/15/10

Revisions

No.	Description
01	Initial

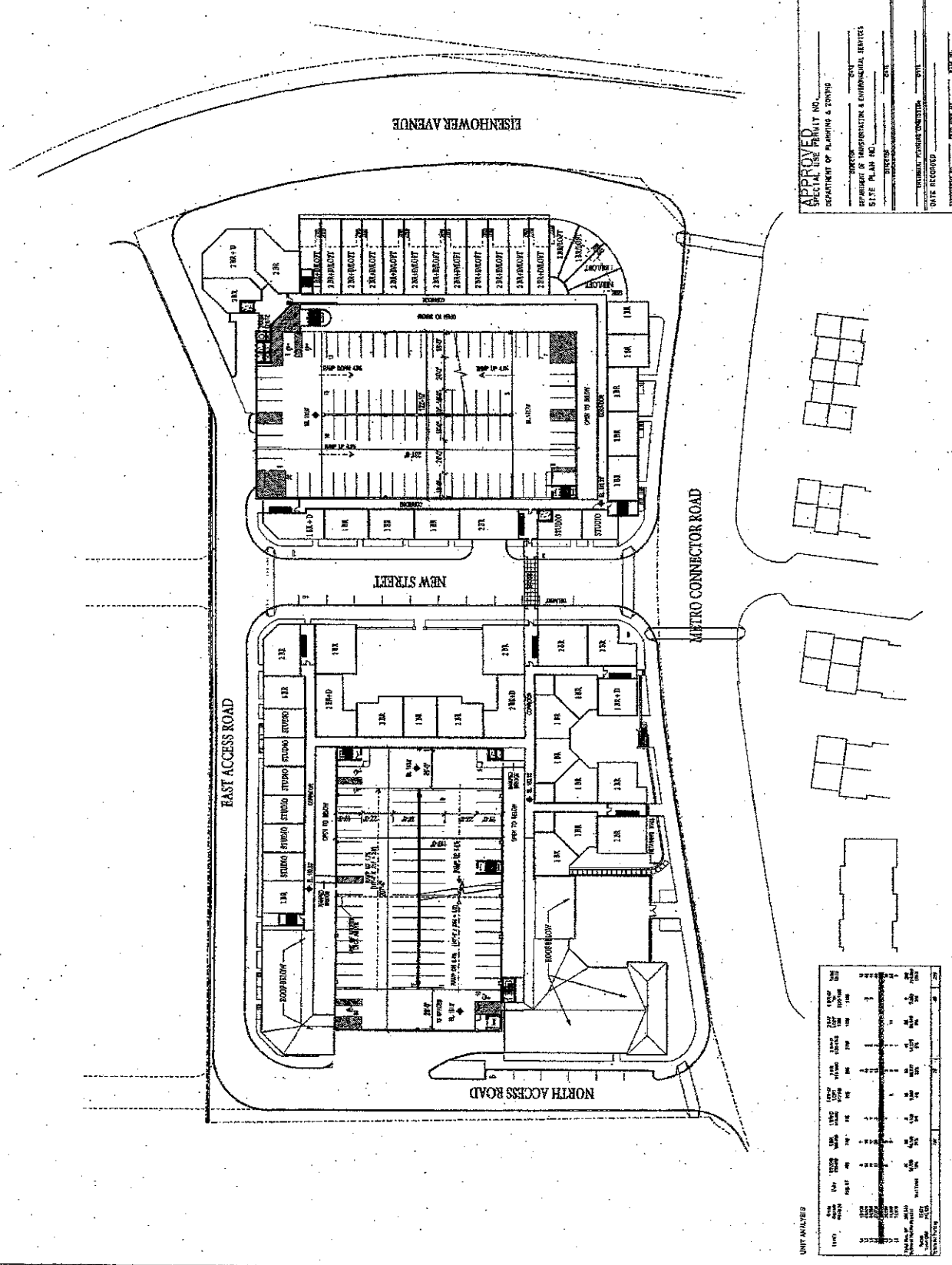
Level Five
 (+152.33')

Approved by: [Signature]
 Date: 08/15/10

Approved by: [Signature]
 Date: 08/15/10

Approved by: [Signature]
 Date: 08/15/10

A005



APPROVED
 SPECIAL USE PERMIT NO. _____
 DEPARTMENT OF PLANNING & ZONING
 DEPARTMENT OF TRANSPORTATION & INFRASTRUCTURE SERVICES
 DATE RECEIVED: _____
 PROJECT NO.: _____
 SITE PLAN NO.: _____
 DATE RECEIVED: _____

**Van Dom
Metro
Mixed-Use
Project**

10000 Van Dom Blvd
Houston, TX 77036
Tel: 281.488.2000
www.vandomproject.com

Architect: **TORTI GALLAS AND PARTNERS - CHK**
10000 Van Dom Blvd
Houston, TX 77036
Tel: 281.488.2000
www.tortigallas.com

Project Name: **Van Dom Metro Mixed-Use Project**
Project No: **10000**

Project Location: **10000 Van Dom Blvd, Houston, TX 77036**

Project Status: **Final**

Project Date: **10/20/2010**

Project Scale: **1" = 10'**

Project Sheet: **A006**

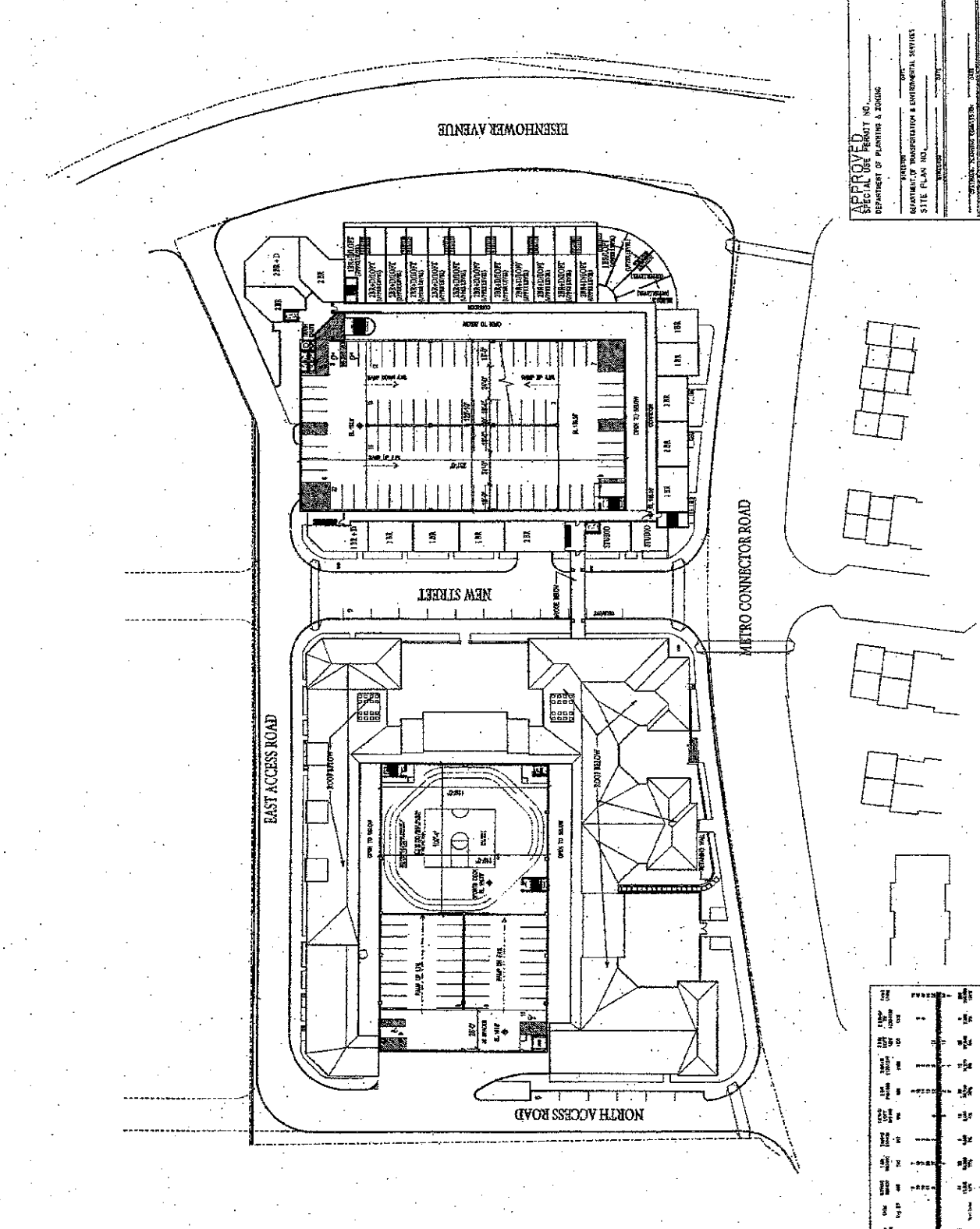
Project Level: **Level Six (+163.00')**

Project Client: **Van Dom Metro**

Project Designer: **TORTI GALLAS AND PARTNERS - CHK**

Project Date: **10/20/2010**

Project Scale: **1" = 10'**



LINE SYMBOLS

Symbol	Description
---	Property Line
---	Adjacent Property Line
---	Street Right-of-Way Line
---	Street Right-of-Way Line - Extension
---	Property Line - Extension
---	Property Line - Extension - Dotted
---	Property Line - Extension - Dashed
---	Property Line - Extension - Dash-dot
---	Property Line - Extension - Long Dash
---	Property Line - Extension - Long Dash Short Dash
---	Property Line - Extension - Long Dash Double Dash
---	Property Line - Extension - Long Dash Triple Dash
---	Property Line - Extension - Long Dash Quadruple Dash
---	Property Line - Extension - Long Dash Quintuple Dash
---	Property Line - Extension - Long Dash Sextuple Dash
---	Property Line - Extension - Long Dash Septuple Dash
---	Property Line - Extension - Long Dash Octuple Dash
---	Property Line - Extension - Long Dash Nonuple Dash
---	Property Line - Extension - Long Dash Decuple Dash
---	Property Line - Extension - Long Dash Undecuple Dash
---	Property Line - Extension - Long Dash Duodecuple Dash
---	Property Line - Extension - Long Dash Tredecuple Dash
---	Property Line - Extension - Long Dash Quattuordecuple Dash
---	Property Line - Extension - Long Dash Quindecuple Dash
---	Property Line - Extension - Long Dash Sexdecuple Dash
---	Property Line - Extension - Long Dash Septendecuple Dash
---	Property Line - Extension - Long Dash Octodecuple Dash
---	Property Line - Extension - Long Dash Nondecuple Dash
---	Property Line - Extension - Long Dash Vigintuple Dash
---	Property Line - Extension - Long Dash Trigintuple Dash
---	Property Line - Extension - Long Dash Quadrigintuple Dash
---	Property Line - Extension - Long Dash Quinquagintuple Dash
---	Property Line - Extension - Long Dash Sexagintuple Dash
---	Property Line - Extension - Long Dash Septuagintuple Dash
---	Property Line - Extension - Long Dash Octogintuple Dash
---	Property Line - Extension - Long Dash Nonagintuple Dash
---	Property Line - Extension - Long Dash Centuple Dash

96

100

DATE PLOTTED: 10/20/2010 10:00 AM
FILE: P:\PROJECTS\10000\10000.dwg

Van Dorn
 Metro
 Mixed-Use
 Project
 1000 Lake Street
 Evanston, IL 60120
 1000 Lake Street
 Evanston, IL 60120
 1000 Lake Street
 Evanston, IL 60120
 1000 Lake Street
 Evanston, IL 60120

State of Illinois
 1000 Lake Street
 Evanston, IL 60120
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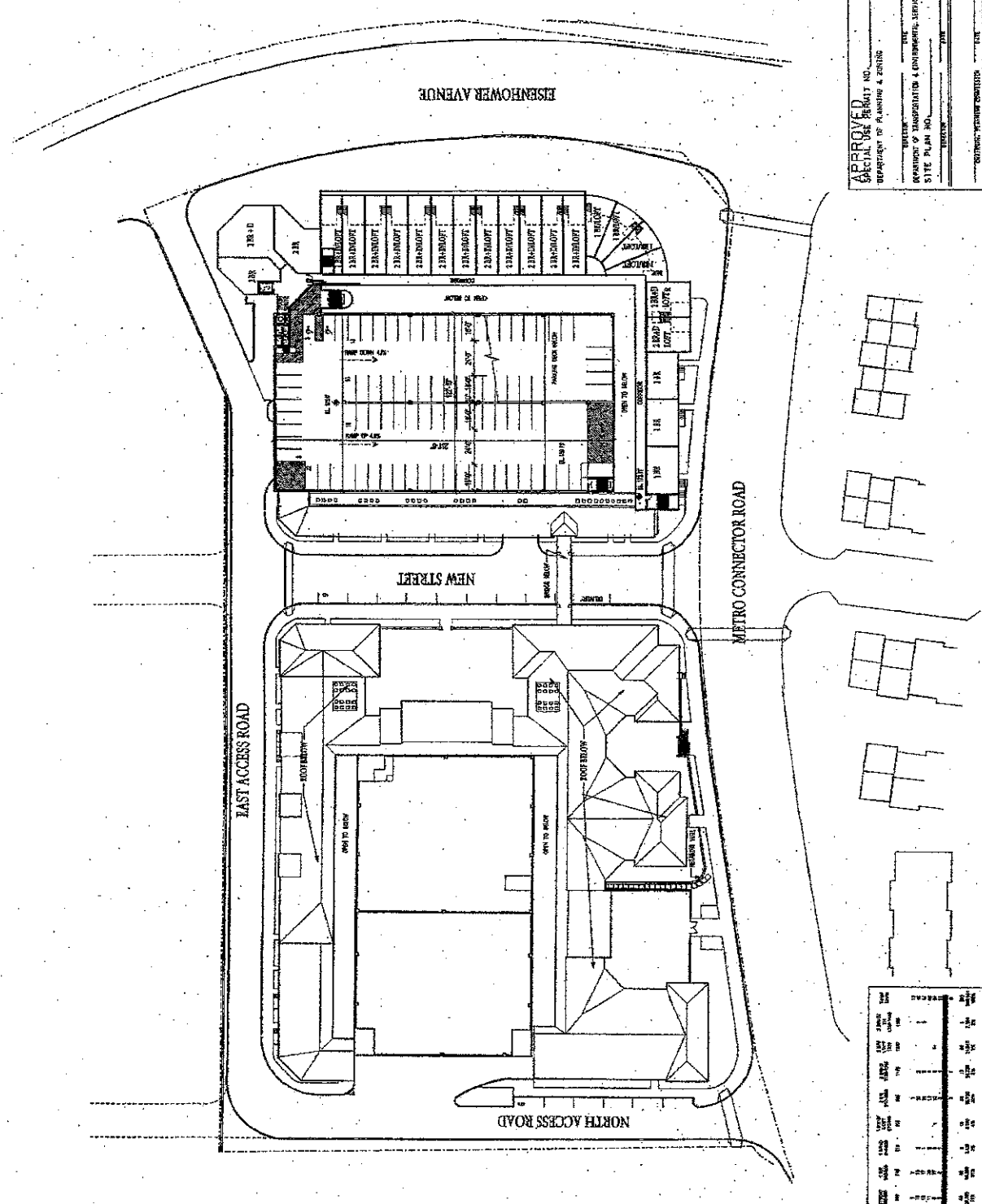
Key Plan
 Project Name: Van Dorn Metro Mixed-Use
 Project Location: 1000 Lake Street, Evanston, IL 60120
 Project No: 1000-0000

Revisions
 No. Date

Level Seven
 (+173.67')

Scale: 1/8" = 1'-0"
 Date: 10/15/10
 Drawing No. A007

APPROVED
 [Signature]
 PROJECT NO. 1000-0000
 SHEET NO. A007
 DATE RECORDED: 10/15/10



PROPERTY MAP

Block	Lot	Area	Owner
1000	1	1000	1000-0000
1000	2	1000	1000-0000
1000	3	1000	1000-0000
1000	4	1000	1000-0000
1000	5	1000	1000-0000
1000	6	1000	1000-0000
1000	7	1000	1000-0000
1000	8	1000	1000-0000
1000	9	1000	1000-0000
1000	10	1000	1000-0000
1000	11	1000	1000-0000
1000	12	1000	1000-0000
1000	13	1000	1000-0000
1000	14	1000	1000-0000
1000	15	1000	1000-0000
1000	16	1000	1000-0000
1000	17	1000	1000-0000
1000	18	1000	1000-0000
1000	19	1000	1000-0000
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1000	22	1000	1000-0000
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1000	25	1000	1000-0000
1000	26	1000	1000-0000
1000	27	1000	1000-0000
1000	28	1000	1000-0000
1000	29	1000	1000-0000
1000	30	1000	1000-0000

**Van Dorn
Metro
Mixed-Use
Project**
 150 Spring Street
 Suite 200
 San Francisco, CA 94102
 Tel: 415.774.2070
 Fax: 415.774.2070
 www.tortigallas.com

Tortigallas and Partners - CHK
 150 Spring Street
 Suite 200
 San Francisco, CA 94102
 Tel: 415.774.2070
 Fax: 415.774.2070
 www.tortigallas.com

Key Plan
 Name of Drawing: Key Plan
 Date: 07/14/2010
 Scale: 1/8" = 1'-0"
 Project No.: 100-000000
 Drawing No.: 100-000000-001
 Revision No.: 001

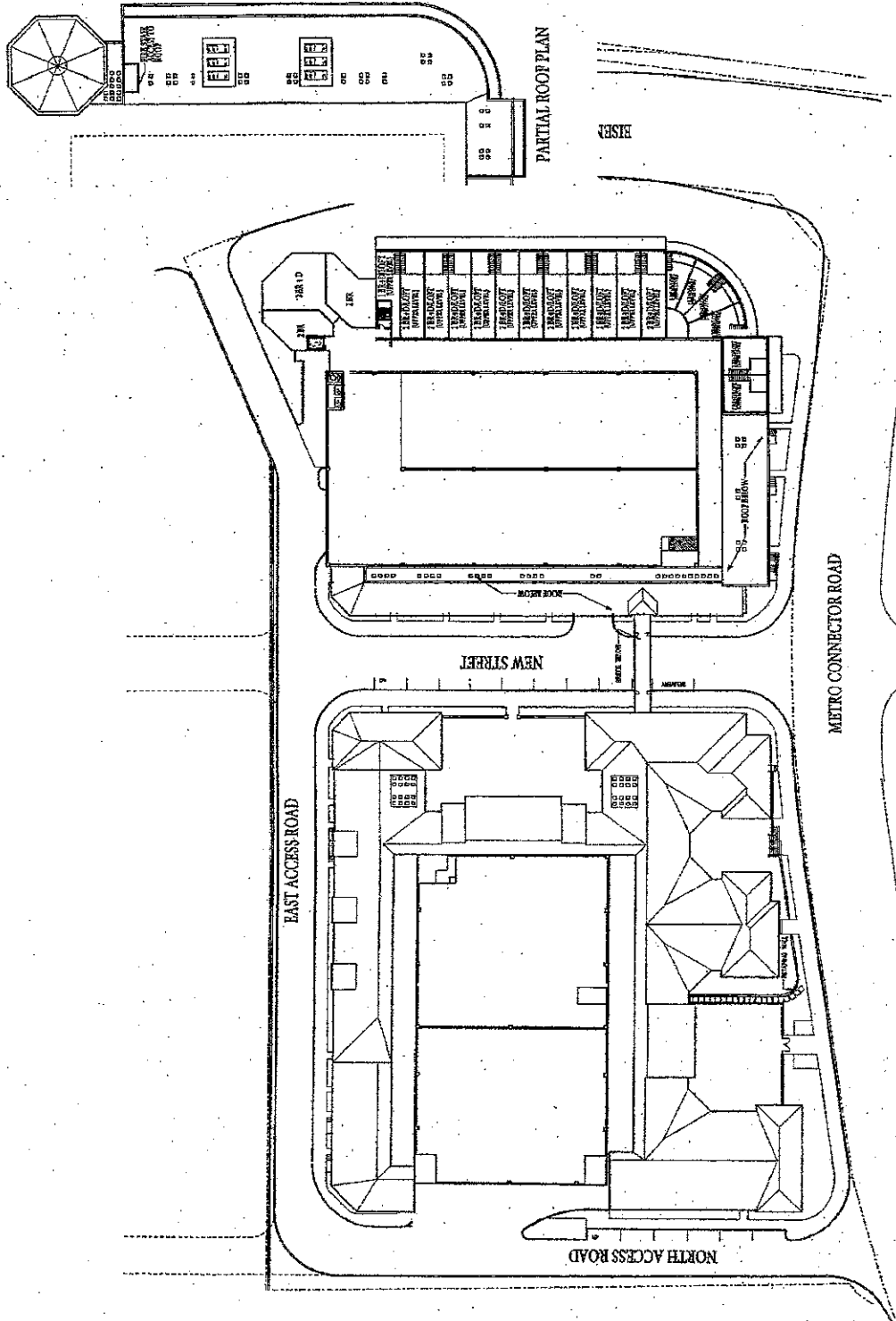
Revisions
 No. 001
 Date 07/14/2010

**Level Eight
(+184.33')**

DATE: 07/14/2010
 TIME: 10:00 AM
 PROJECT NO.: 100-000000
 DRAWING NO.: 100-000000-001
 REVISION NO.: 001

APPROVED
 SPECIAL USE PERMIT NO. _____
 DEPARTMENT OF PLANNING & ZONING
 OFFICE OF TRANSPORTATION & ENVIRONMENTAL SERVICES
 DATE RECEIVED: _____
 PROJECT NO.: _____
 DRAWING NO.: _____
 REVISION NO.: _____

A008



CHIT NUMBER

NO.	DESCRIPTION	DATE	BY	CHECKED
001	ISSUED FOR PERMITTING	07/14/2010	JG	MS
002	REVISION	07/14/2010	JG	MS
003	REVISION	07/14/2010	JG	MS
004	REVISION	07/14/2010	JG	MS
005	REVISION	07/14/2010	JG	MS
006	REVISION	07/14/2010	JG	MS
007	REVISION	07/14/2010	JG	MS
008	REVISION	07/14/2010	JG	MS
009	REVISION	07/14/2010	JG	MS
010	REVISION	07/14/2010	JG	MS
011	REVISION	07/14/2010	JG	MS
012	REVISION	07/14/2010	JG	MS
013	REVISION	07/14/2010	JG	MS
014	REVISION	07/14/2010	JG	MS
015	REVISION	07/14/2010	JG	MS
016	REVISION	07/14/2010	JG	MS
017	REVISION	07/14/2010	JG	MS
018	REVISION	07/14/2010	JG	MS
019	REVISION	07/14/2010	JG	MS
020	REVISION	07/14/2010	JG	MS

Van Dorn
Metro
Mixed-Use
Project

Van Dorn LLC
10000 Van Dorn Blvd
Portland, OR 97201
503.281.1000
www.vandorn.com

Architect
10000 Van Dorn Blvd
Portland, OR 97201
503.281.1000
www.vandorn.com

Key Plan

Revisions

Elevations

NO.	DATE	DESCRIPTION
1	08/14/13	ISSUE FOR PERMITTING
2	08/14/13	ISSUE FOR PERMITTING
3	08/14/13	ISSUE FOR PERMITTING

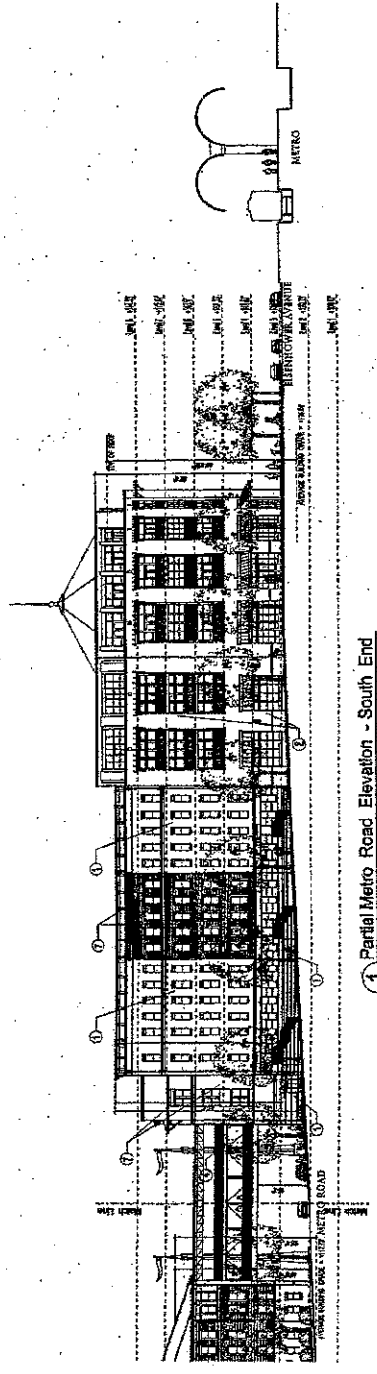
APPROVED
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF PLANNING & ZONING

DATE RECEIVED: _____
PERMITTEE: _____

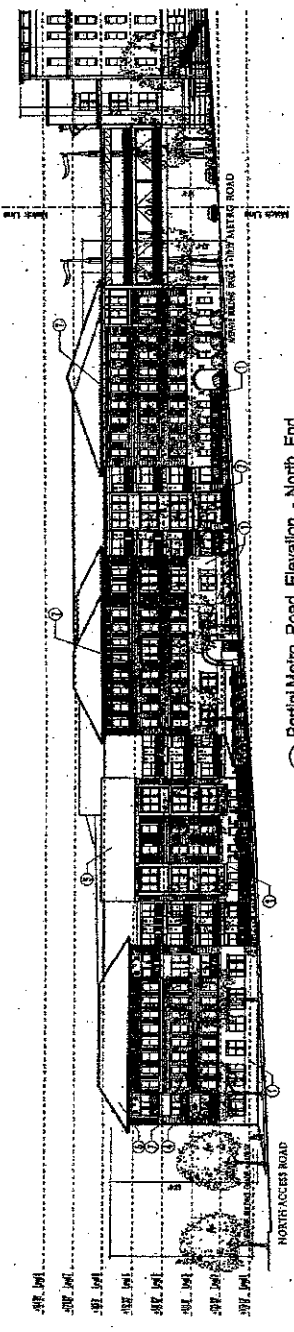
DATE PREPARED: _____
PREPARED BY: _____

DATE RECEIVED: _____
RECEIVED BY: _____

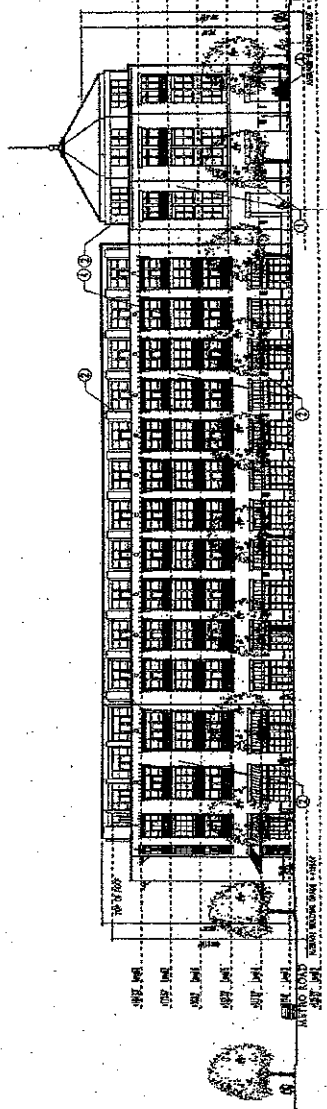
A009



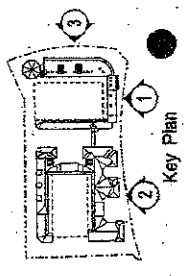
1 Partial Metro Road Elevation - South End



2 Partial Metro Road Elevation - North End



3 Elsiehoway Avenue Elevation



**Van Dorn
Metro
Mixed-Use
Project**

Van Dorn Architects
1000 North Main Street
Chicago, IL 60610
Tel: 312.467.1000
Fax: 312.467.1001
www.vandorn.com

Architectural License
No. 001-00000000
Professional Seal
No. 001-00000000
Professional Seal
No. 001-00000000

Key Plan

Revisions

No. Date

Elevations

DATE: 08/15/2011
DRAWN BY: J. DORR
CHECKED BY: J. DORR
SCALE: AS SHOWN

PROJECT: Van Dorn Metro
PROJECT NO.: A010
JOB NO.: 1000000000
DATE: 08/15/2011

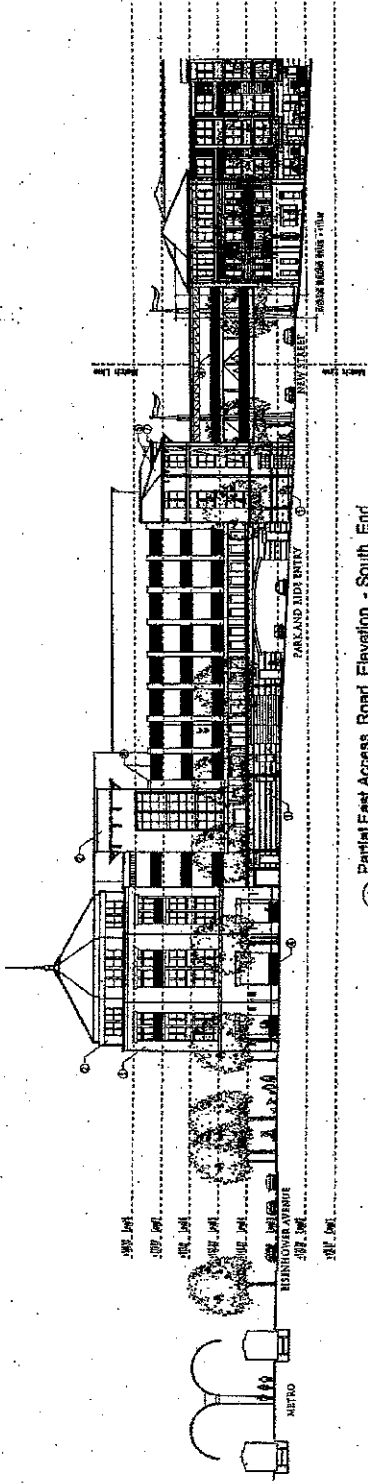
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SPECIAL USE PERMIT NO.
DEPARTMENT OF PLANNING & ZONING

APPROVED
SPECIAL USE PERMIT NO.
DEPARTMENT OF PLANNING & ZONING

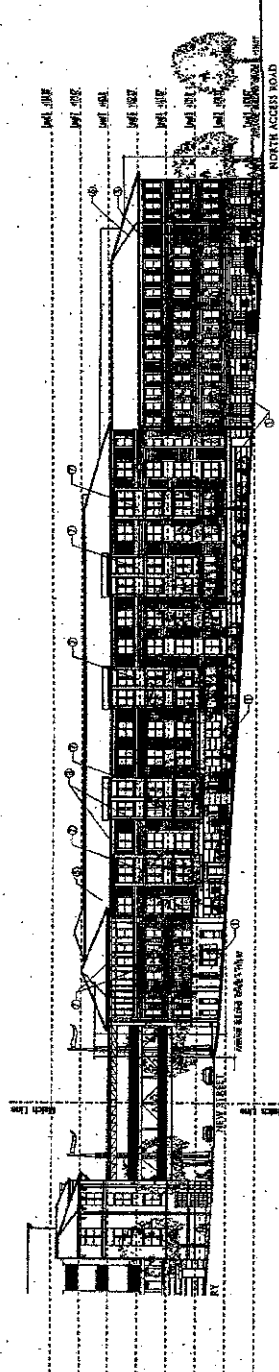
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SPECIAL USE PERMIT NO.
DEPARTMENT OF PLANNING & ZONING

APPROVED
SPECIAL USE PERMIT NO.
DEPARTMENT OF PLANNING & ZONING

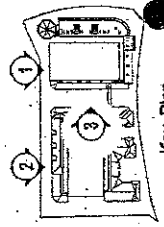
APPROVED
SPECIAL USE PERMIT NO.
DEPARTMENT OF PLANNING & ZONING



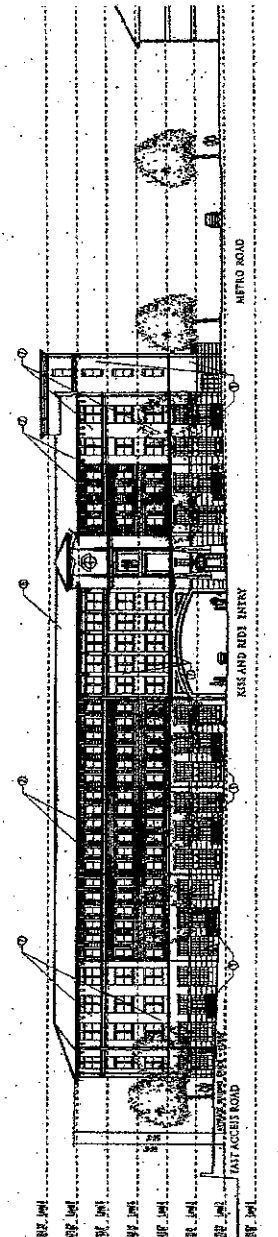
① Partial East Access Road Elevation - South End



② Partial East Access Road Elevation - North End



Key Plan



③ New Street Elevation - Looking South

APPROVED
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF PLANNING & ZONING

PROJECT: Van Dorn Metro
PROJECT NO.: A010
JOB NO.: 1000000000
DATE: 08/15/2011

APPROVED
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF PLANNING & ZONING

APPROVED
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF PLANNING & ZONING

APPROVED
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF PLANNING & ZONING

APPROVED
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF PLANNING & ZONING

**Van Dorn
Metro
Mixed-Use
Project**

Van Dorn / Van
Electronics Plaza
Albany, NY 12215
Tortiglione and Partners - CHK
100 Spring Street
Albany, NY 12242
315.255.1000
www.tortipart.com

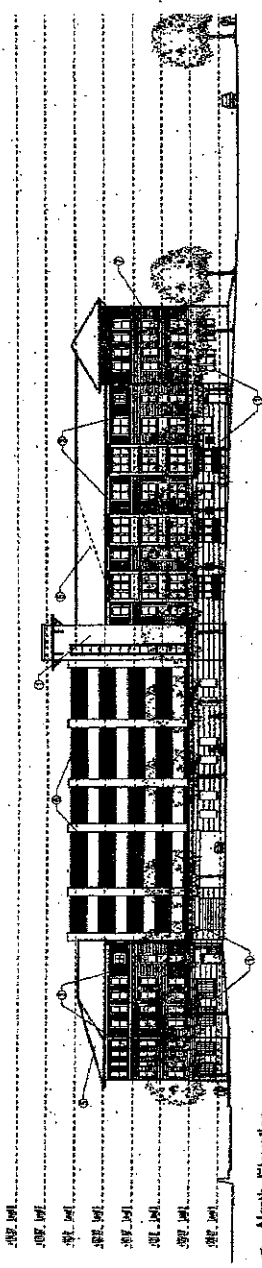
Architect: Tortiglione and Partners - CHK
Engineer: MJD
Structural Engineer: MJD
MEP Engineer: MJD
Civil Engineer: MJD
Landscape Architect: MJD
Interior Designer: MJD
Architectural Modeler: MJD
Photographer: MJD
Graphic Designer: MJD
Signage Designer: MJD
Construction Manager: MJD

Key Plan

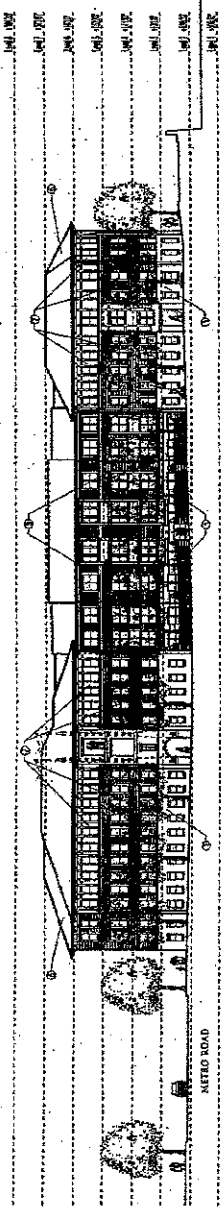
Revisions

Elevations

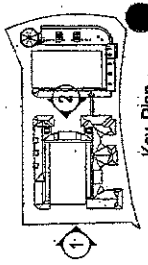
A010A



1 North Elevation



2 New Street Elevation - Looking North



Key Plan

APPROVED	SPECIAL USE PERMIT NO.	DATE
DEPARTMENT OF PLANNING & ZONING		
DEPARTMENT OF TRANSPORTATION & INFRASTRUCTURE SERVICES		
SITE PLAN NO.		
DATE		
SCALE		
DRAWN BY		
CHECKED BY		
DATE		
PROJECT NO.		
SHEET NO.		
DATE		

Van Dorn
Metro
Mixed-Use
Project

Architect: Torti Gallas and Partners - Chicago
Site: Van Dorn
Address: 1500 North
Date: 10/15/2010
Scale: 1/8" = 1'-0"

Project Name: Van Dorn
Project No.: 1000000000
Project Location: Chicago, IL
Project Status: In Progress
Project Manager: [Name]
Project Engineer: [Name]

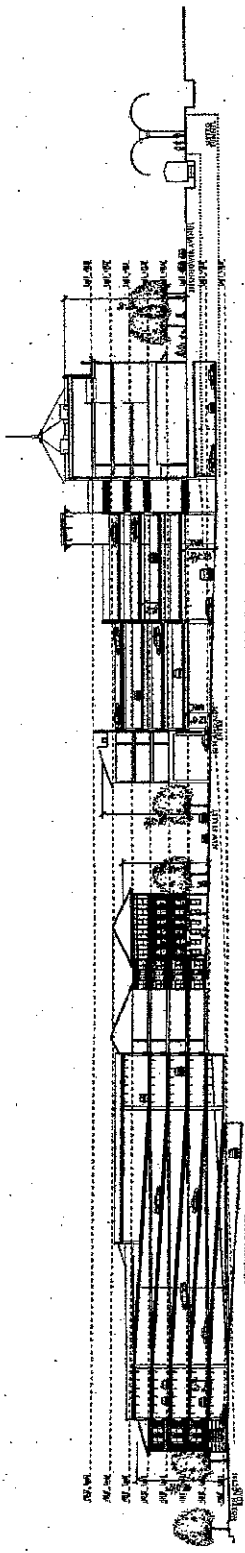
Key Plan

Revisions

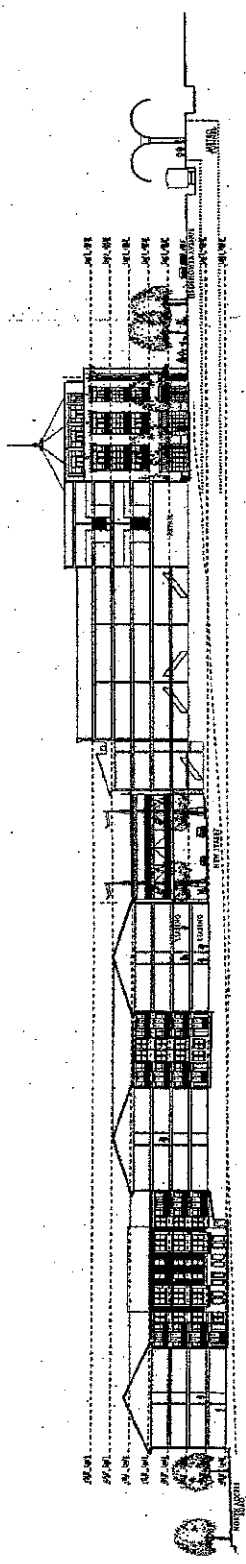
Building Sections

Client: Van Dorn
Architect: Torti Gallas and Partners
City: Chicago, IL
State: IL
Date: 10/15/2010
Scale: 1/8" = 1'-0"

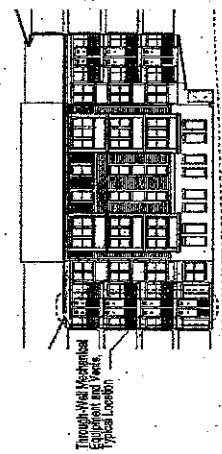
Sheet No. A011



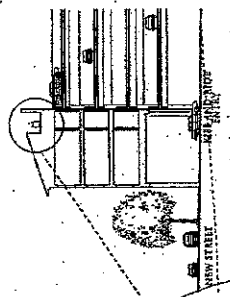
① Longitudinal Section Thru Garages



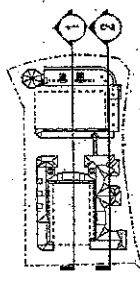
② Longitudinal Section Thru Residential Buildings



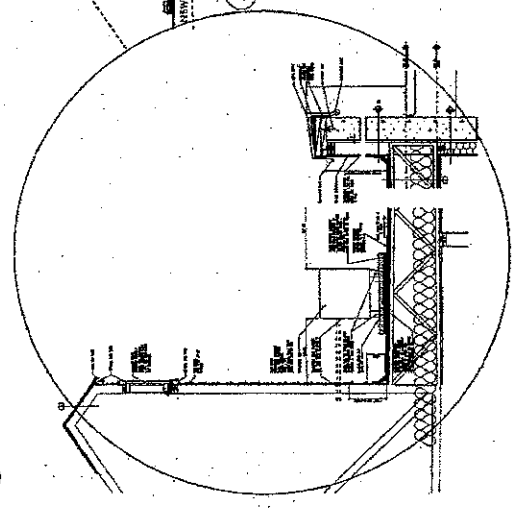
③ Typical Courtyard Elevation



④ Section - Mechanical at Roof



Key Plan



⑤ Detail - Mechanical Equipment

APPROVED FOR CONSTRUCTION

DEPARTMENT OF PLANNING & ZONING

DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES

SITE PLAN NO. 1000000000

DATE RECEIVED: 10/15/2010

PROJECT NO. 1000000000

SCALE: 1/8" = 1'-0"

Van Dorn
Metro
Mixed-Use
Project

10000 45 Street - Office
Aurora, Virginia 22116
703 328 1000
45 Street
Aurora, Virginia 22116
703 328 1000
www.tortigallas.com

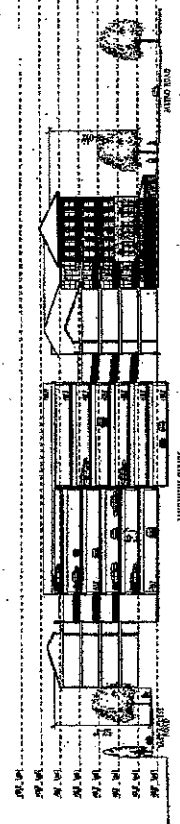
Key Plan

Revisions

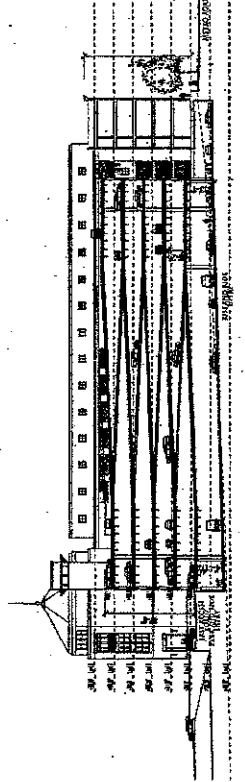
Building
Sections and
Pavilion
Plans

Approved by: [Signature]
Date: 05/11/11
Scale: 1/8" = 1'-0"

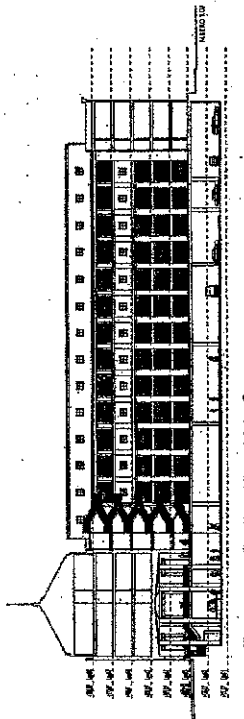
Drawn by: A011A



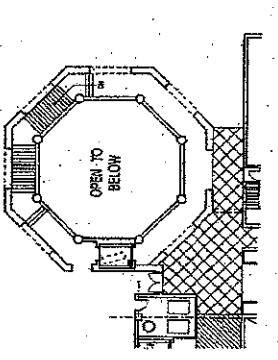
4 Transverse Section Thru Residential Garage



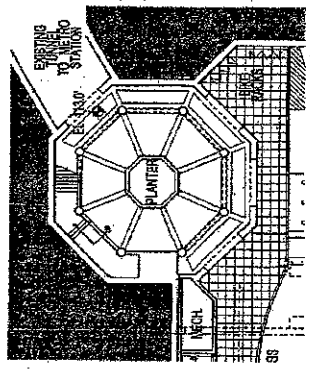
5 Transverse Section Thru WIMATA Garage



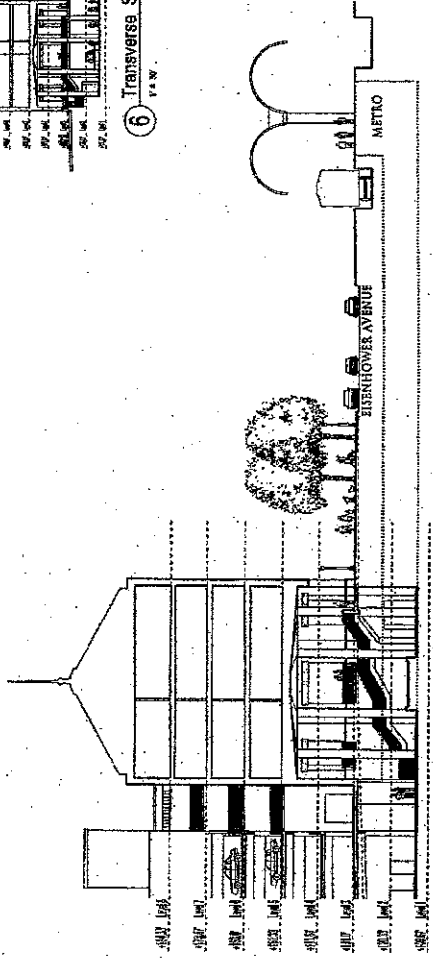
6 Transverse Section Thru Light Court



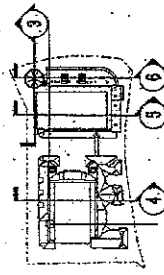
1 Pavilion Plan at +131.0' - Level 3



2 Pavilion Plan at +113.0' - Level 2 (Kiss and Ride)



3 Section Thru Pavilion



APPROVED
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF PLANNING & ZONING

APPROVED BY: [Signature]
DATE RECEIVED: _____

APPROVED BY: [Signature]
DATE RECEIVED: _____

APPROVED BY: [Signature]
DATE RECEIVED: _____

Van Dorn
Metro
Mixed-Use
Project

Van Dorn Inc.
1000 12th Street
Aurora, Virginia 22004
Tel: 703-471-1100
Fax: 703-471-1101
www.vandorn.com

Architect
1000 12th Street
Aurora, Virginia 22004
Tel: 703-471-1100
Fax: 703-471-1101
www.vandorn.com

Key Plan

Revisions

Open Space
Diagrams

DMR
4000 - SELF ADMINISTERED
SPUR - SPUR REGISTRATION

Project Name
Project No.
City
County
State
Zip

DATE PREPARED
DATE RECEIVED
PROJECT NO.

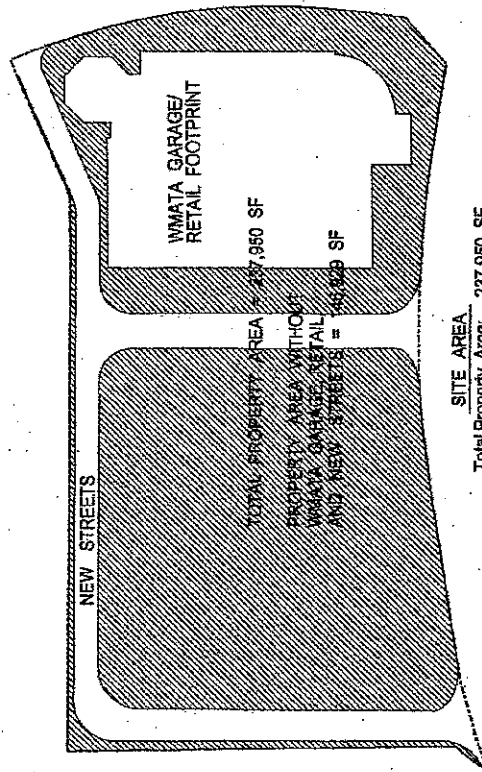
APPROVED
SPECIAL USE PERMIT NO.
DEPARTMENT OF PLANNING & ZONING

APPROVED
SPECIAL USE PERMIT NO.
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES

SITE PLAN NO.
DATE RECEIVED
PROJECT NO.

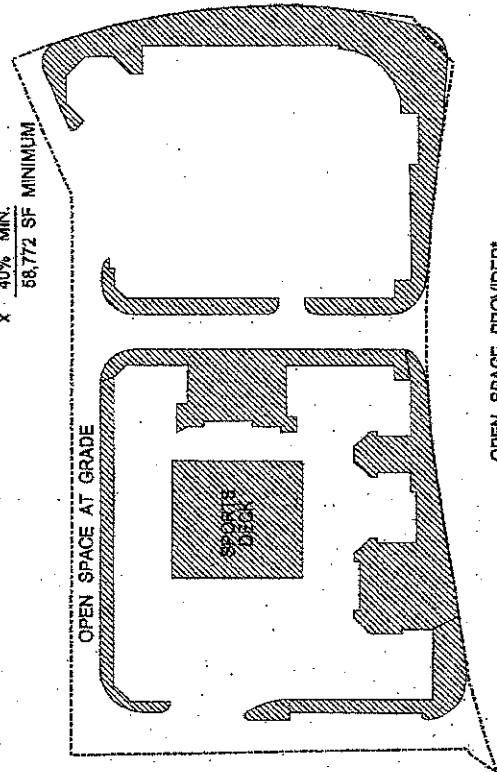
DATE RECEIVED
PROJECT NO.

DATE RECEIVED
PROJECT NO.



SITE AREA
Total Property Area: 237,960 SF
New Streets + WMATA Garage + Retail Footprint: 91,021 SF
146,928 SF

OPEN SPACE REQUIRED
Site Area: 146,928 SF
x 40% MIN.
58,772 SF MINIMUM



OPEN SPACE PROVIDED*
Open Space @ Grade: 52,828 SF
Sports Deck: 13,010 SF
65,838 SF

*SUBJECT TO FINAL SITE PLAN ENGINEERING

LEWIS SCULLY ARCHITECTS & GIONET
 4320 Old Dominion Rd, Suite 200
 Fairfax, VA 22031-3633
 Tel: (703) 261-1000 Fax: (703) 261-0997

Special Use Permit
 Part of Development
 2011
 4320 Old Dominion Road
 Suite 200, Fairfax, VA 22031-3633
 407-783-8348 FAX
 Contact: Robert Freeman

VAN DORN METRO MIXED USE PROJECT

City of Alexandria
 Fairfax County, Virginia

REVISIONS

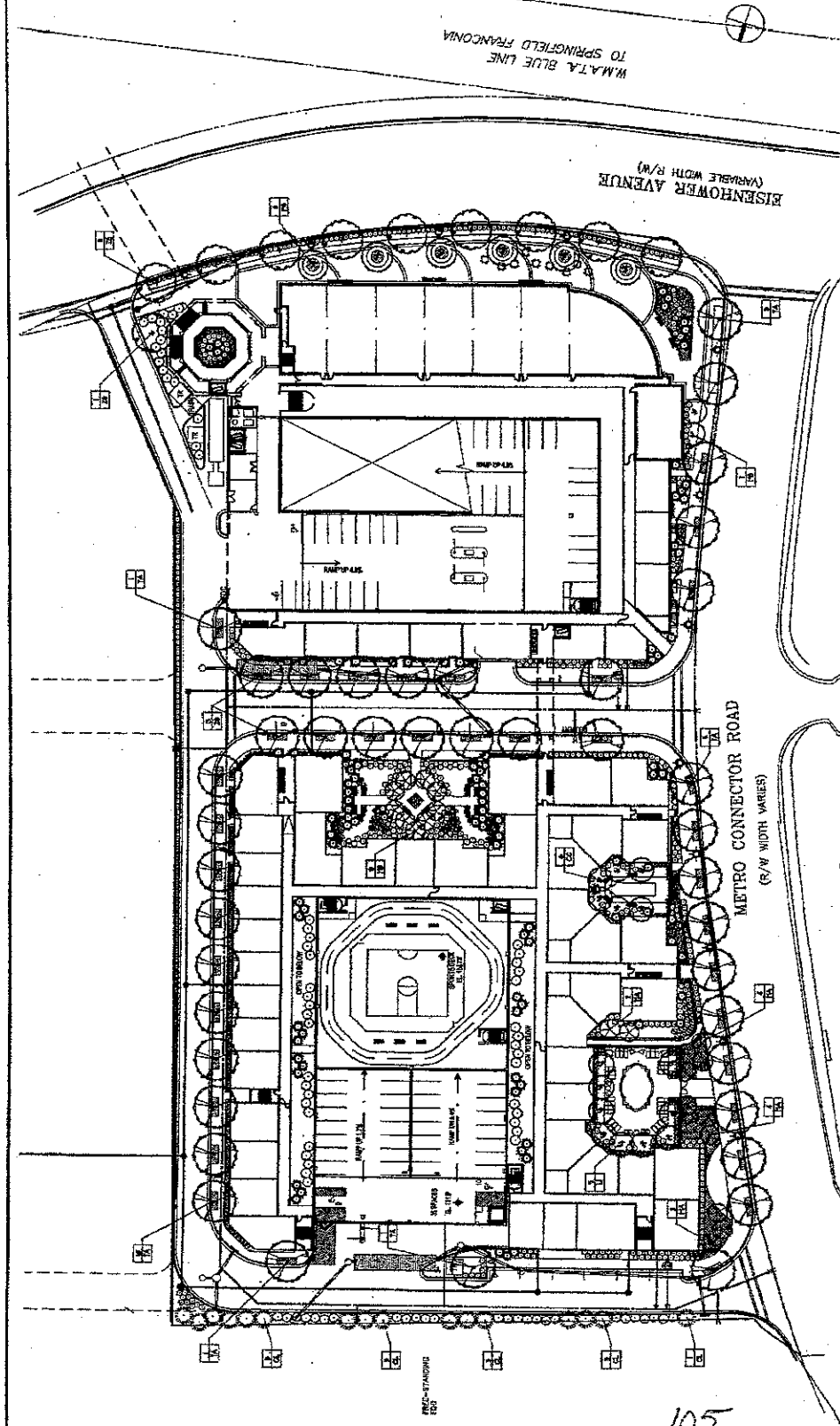
No.	Description	Date

LANDSCAPE PLAN

APPROVED
 DEPARTMENT OF PLANNING & ZONING

Project No. 110310
 Scale: 1"=50'
 Date: 06/15/2011

City of Alexandria
 Department of Planning & Zoning
 1000 North Glebe Road
 Arlington, VA 22202



RECOMMENDED SPECIES AND QUANTITIES LIST
 (Planting to be installed from 10/1/11 through 10/31/11)

KEY	CITY	SCIENTIFIC NAME	PLANT SIZE	REMARKS	QUANTITY	TOTAL
1A	25	THE AMERICAN ARBORETUM	20' cal.	20' cal.	1250	32500 sq. ft.
1B	25	THE AMERICAN ARBORETUM	20' cal.	20' cal.	750	12500 sq. ft.
2	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
3	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
4	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
5	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
6	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
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10	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
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13	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
14	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
15	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
16	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
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24	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
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28	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
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30	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
31	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
32	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
33	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
34	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
35	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
36	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
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38	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
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40	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
41	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
42	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
43	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
44	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
45	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
46	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
47	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
48	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
49	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.
50	6	LEONARDI	6' H.	6' H.	500	3000 sq. ft.

FOR LANDSCAPE PURPOSES ONLY!

TREE COVER REQUIREMENTS
 25% MIN. TREE COVER
 10% MIN. TREE COVER
 5% MIN. TREE COVER

LEWIS SCULLY ARCHITECTS GIONET
 1500 Old Dominion Blvd., Suite 200
 Fairfax, Virginia 22031
 Tel: (703) 441-2000
 Fax: (703) 441-2001
 www.lsg.com

Special Use Permit
 Plan of Development
 131
 8011 Wolkow Road
 Suite 200, #1000 0100
 McLean, VA 22101-1000
 Contact: (703) 441-2000

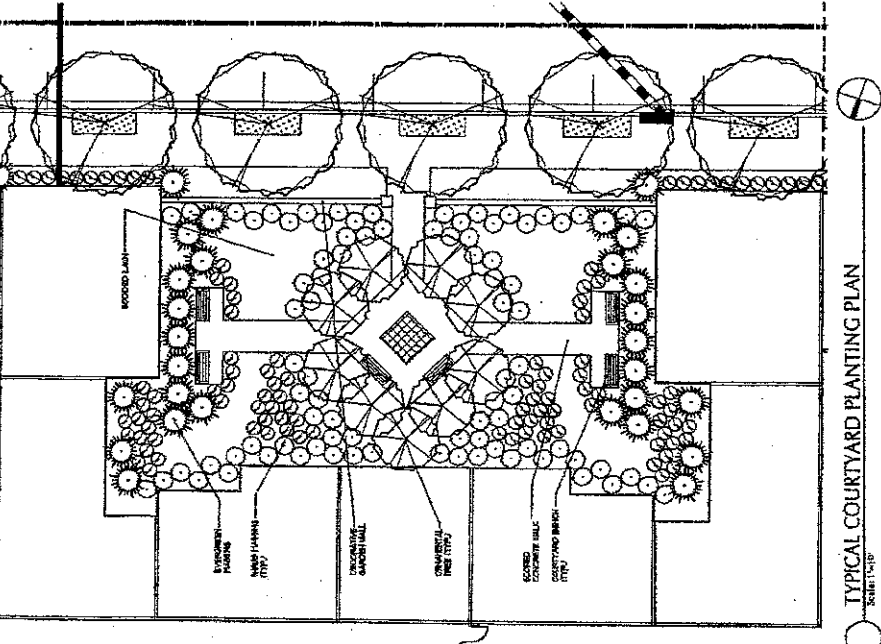
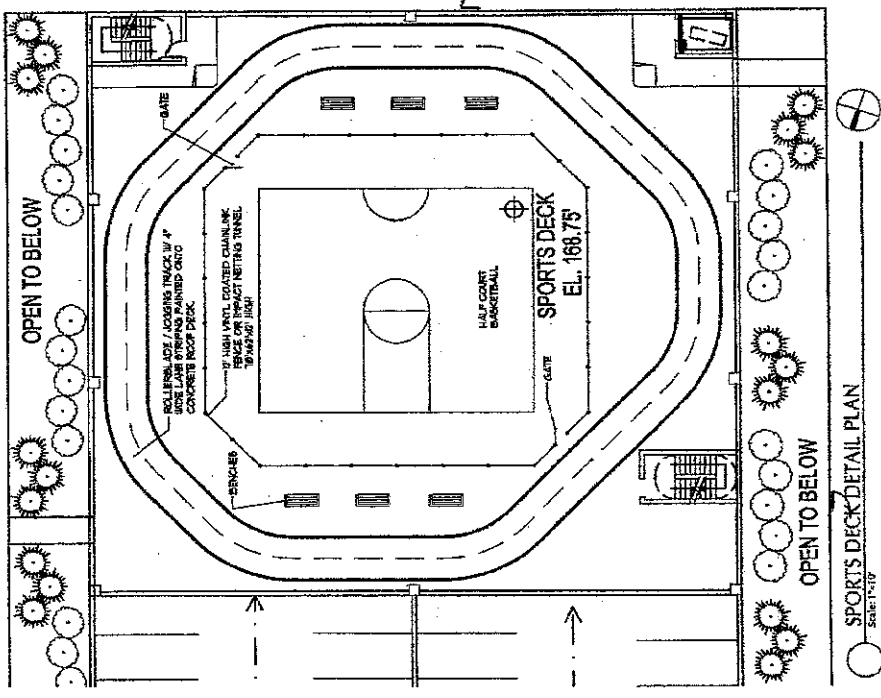
VAN DORN METRO MIXED USE PROJECT

City of Alexandria
 Fairfax County, Virginia
 BRIDGES

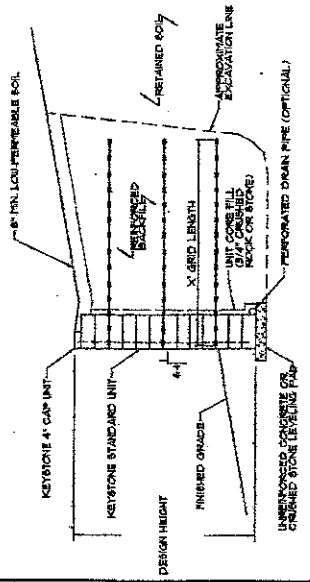
DETAILED LANDSCAPE PLANS

Drawing Title
 Project Number: 21003.00
 at 4500W
 Date: 08/14/09
 Date: 08/14/09
 Scale: 1/8" = 1'-0"
 Sheet No. 1-3

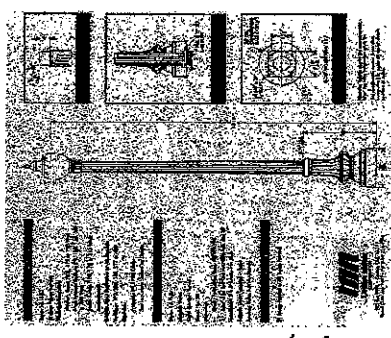
APPROVED SPECIAL USE PERMIT NO.
 DEPARTMENT OF PLANNING & ZONING
 DEPARTMENT OF TRANSPORTATION & INFRASTRUCTURE SERVICES
 DATE: 08/14/09
 SCALE: 1/8" = 1'-0"
 SHEET NO. 1-3



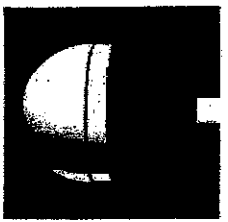
FOR LANDSCAPE PURPOSES ONLY!



1 TYP. SEGMENTAL RETAINING WALL
N.T.S.



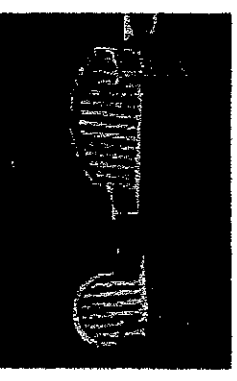
2 METRO CONNECTOR ROAD STREETLIGHT
N.T.S.



4 EISENHOWER AVE. STREETLIGHT
N.T.S.



5 TRASH RECEPTACLE
N.T.S.



3 COURTYARD BENCH
N.T.S.



6 STREETSCAPE BENCH
N.T.S.

NOTE:
LANDSCAPE ELEMENTS ADJACENT TO EISENHOWER
STREETLIGHTS SHALL BE COORDINATED WITH THE
LANDSCAPE ARCHITECT'S FINAL SELECTION OF
ELEMENTS WILL BE COORDINATED WITH THE
EISENHOWER PROJECT.

Provide Bench
Landscape Firm

FOR ILLUSTRATIVE PURPOSES ONLY!

LEWIS SCULLY ARCHITECTS & ENGINEERS GIONET
220 W. GUYMON ST. SUITE 300
FALLS CHURCH, VA 22034
TEL: 703-444-0877

Special Use Permit
Plan of Development
KSI
Local Workshop Fee
\$100.00
Permit Fee \$1250.00
METRO MILEAGE
Contact: Robert Franks

**VAN DORN
METRO
MIXED USE
PROJECT**

City of Alexandria
Falls County, Virginia
KORNDORF

**SITE
DETAILS**

APPROVED
RESUBMIT PERMIT NO. _____
COMMITMENT NO. _____
DATE RECEIVED _____

APPROVED BY: _____
TITLE: _____
DATE: _____

APPROVED BY: _____
TITLE: _____
DATE: _____

APPROVED BY: _____
TITLE: _____
DATE: _____

APPROVED BY: _____
TITLE: _____
DATE: _____

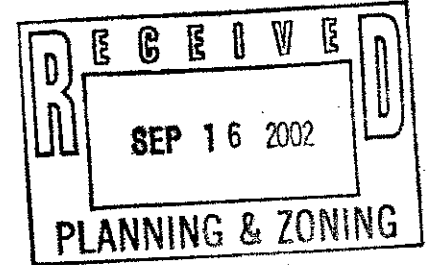
Drawing Title
L-4

DSUP 2001-0024



September 12, 2002

Chairman and Members
Of the Alexandria Planning Commission
City of Alexandria
301 King Street
Alexandria, VA 22314



Re: Van Dorn Metro Mixed Use Project – 5699 Eisenhower Avenue
Development Special Use Permit #2001-0024;
Development Special Use Permit #2001-0115 (TMP)

Dear Mr. Chairman and Members of the Planning Commission:

The Eisenhower Avenue Public Private Partnership has had the opportunity, through its Planning and Transportation Committee, to meet with KSI, the developer of the Van Dorn Metro Project, and on many occasions with the developer's attorney, Catharine Puskar, to discuss the proposed mixed-use development.

The proposal: A mixed-use development containing 250 residential units (with five units dedicated to affordable housing, including a higher ratio of 2 bedroom units than is required) with residential parking in a structure screened by the residential buildings, approximately 17,570 sq. ft. of retail, and an improved Metro parking facility with an upgraded entrance to the tunnel to the Van Dorn Metro Station. Four hundred twenty nine screened parking spaces will be available for Metro users, with another 85 spaces set aside for customers of the retail stores.

The proposed retail development, which will front on Eisenhower Avenue and wrap around onto Metro Road, will help to create a lively pedestrian-activated area serving Metro riders, residents and workers in the area. Retail, such as a neighborhood restaurant and other services are seriously needed in this section of the Eisenhower Valley. KSI has also met the City's requirement for a street grid system; is adding needed landscaping with a double row of trees lining the Avenue by the retail stores; and is providing ground level open spaces in the form of courtyards along Metro Road and the new street going through the site. KSI is also in negotiations with Norfolk Southern to place fencing along Metro Road in order to mask the railroad tracks.

City planning staff, during the Eisenhower East study, has shown that more riders (30%) will use Metro if a residential complex is less than 1,500 feet from a Metro station, than would

Chairman and Members of
Alexandria Planning Commission
September 16, 2002
Page 2

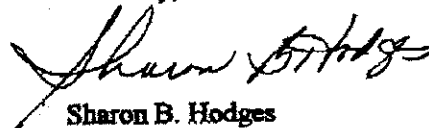
otherwise occur if the site were to be developed into an office building (1,000 – 1500 ft: 17%).
Using Metro will help mitigate traffic and gridlock on Alexandria streets.

The activity retail will bring to the area, affordable housing, the improving of the landscaping and open spaces, a new Metro parking facility and the increased Metro ridership are all extremely important. What is more important is this property, which is owned by Washington Metropolitan Area Transit Authority, is not now taxed by the City of Alexandria. Upon development the site will generate income for the City. Metro too will benefit from this project by receiving income from the lease of the property, which can be used by Metro to upgrade its services.

In a recent residential proposal, the City's planning staff expressed concern that placing residential in the western portion of the Eisenhower Valley, under redevelopment, could lead to the loss of existing and necessary flex/warehouse space. The Van Dorn Metro project does not lend itself to this concern, as the site is basically an island unto itself. It will create a transition in use, mass and scale from the Summers Grove townhomes to the west and the industrial/commercial uses to the east. In fact, the proposal will be a substantial improvement to the existing surface parking lot and improve the image of the western portion of the Eisenhower Valley.

The Eisenhower Partnership supports the Van Dorn Metro project and recommends approval of the Special Use Permit Applications.

Sincerely,



Sharon B. Hodges
Executive Director

cc: Cathy Puskar, Esq.
Richard Knapp, KSI

#10-A. DSUP 2001-0024
KSI - VAN DORN



jb900@yahoo.com
09/28/2002 08:27 AM

To: hsdunn@ipbtax.com @ INTERNET, fossum@rand.org @
INTERNET, ludgaines@aol.com @ INTERNET,
komorosj@nasd.com @ INTERNET, richleibach@aol.com @
INTERNET, robinsonjl@aol.com @ INTERNET,
erwagner@comcast.net @ INTERNET
Subject: KSI/Van Dorn Metro Station Proposal

TO: PLANNING COMMISSIONERS
FROM: CAMERON STATION CIVIC ASSOCIATION
RE: KSI/VAN DORN METRO STATION PROJECT (DOCKET ITEMS #10A & 10B)

The Cameron Station Civic Association will speak on Tuesday opposing this proposal. This project is a poor use at such a prime location. It does not spur quality development, such as found at most Metro stations, does not further economic development in West Eisenhower Valley, and sets the stage for the spread of similar poor quality, poor use, suburban sprawl type development there. It is the type of development, with massive above ground parking garages attached to surrounding low rise apartments, similar to the Lincoln Properties project at Potomac Yard and several along Eisenhower. Both City Council and Planning Commission are on record as stating that these projects were mistakes and would not approve such projects in the future. Well here it is again - in this case in spades - a project with not one, but two, massive above ground six/seven level parking garages, one that will uglify an avenue that has attributes that can make it a beautiful, delightful and economically stimulating part of the City.

This project can't be salvaged. It is a flawed concept and should be put to an early rest.

Joseph S. Bennett, President
Cameron Station Civic Association

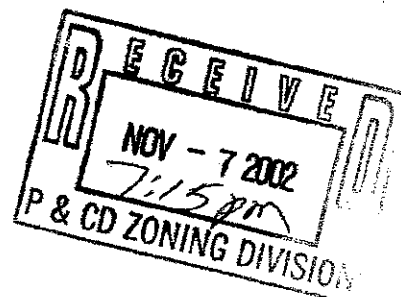
Do you Yahoo!?

New DSL Internet Access from SBC & Yahoo!

<http://sbc.yahoo.com>

Kendall Millard
11/07/2002 10:22 AM

Location: DC - 1054
Phone: 202-942-6322



To: hsdunn@ipbtax.com, fossum@rand.org,
ludgaines@aol.com, john.komoroske@nasd.com,
rleibach@aol.com, jlrcpma.com, eric.r.wagner@medstar.net

cc: summersgrove@yahoogroups.com

Subject: KSI proposal at Van Dorn Metro

I am writing as a homeowner and a member of the Board of Directors for the Summer's Grove community to express my strong support of KSI's proposed mixed-use development at the Van Dorn Metro. On Monday the Board of Directors voted unanimously to support KSI's proposal, and you should have already received the official letter from the Board. I will not be able to attend the Alexandria Planning Commission Hearing tonight on the issue, but I wanted to make sure that you take the needs and opinions of owners and residents living across the street from the proposed development into account when making your recommendation to City Council.

Over the past six months, we have considered other potential uses for the land--including discussions with members of City Council and the Planning Commission--and, in my opinion, none would be acceptable. I understand the land is currently zoned for commercial high. This may have made sense before our Summer's Grove community was built, but given the fact that there are now over 170 townhouses across the street, a commercial building would serve only to burden the area with additional traffic. We are also adamantly opposed to having a large parking garage built on the land. If the KSI proposal is defeated, we will fight tooth and nail to prevent a commercial building or parking garage being build there instead.

KSI has met with us as owners and residents repeatedly during the last year and have made a number of changes in their proposal in response to the concerns we had expressed. For example, they have added a walk-way through the proposed parking garage so that Summer's Grove

residents can walk directly to the metro entrance rather than having to go out of the way to Eisenhower Avenue. They have also worked to add additional green space and a fence blocking the view of the railroad tracks to the south.

I am also very excited about the prospect of having some retail stores facing Eisenhower Avenue. This will not only be very convenient for residents in the area, as there currently is no retail within walking distance, but it will also help beautify Eisenhower Avenue and make it an attractive place to be.

I implore you to please take our concerns and our strong support of KSI's proposal to heart when making your recommendations to City Council. Please remember that we live here, and your decision will affect us directly each and every day. Thank you.

Sincerely,

Kendall Millard

1036 Harrison Circle
Summer's Grove
Alexandria, VA 22304
(703) 370-4349

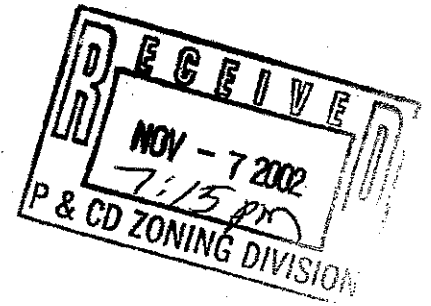
SUMMER'S GROVE HOMEOWNERS ASSOCIATION

c/o Armstrong Management Services, Inc.

6074 Franconia Road

Alexandria, Virginia 22310

(703) 313-9359



November 6, 2002

City of Alexandria
Planning Commission Members

Dear Sirs:

The Board of Directors of Summer's Grove HOA and homeowners recently met with Cathy Puskar, KSI to review KSI's application for development at the Metro area off Metro Road in Alexandria Virginia. This was the fourth meeting with representatives of KSI and the Board of Directors and homeowners of Summer's Grove. The Board and homeowners have also previously met with representatives of the Planning Commission.

After review of the latest revisions to KSI's plans for development, the Board of Directors would like to voice their strong approval of the plan and encourage the Planning Commission to recommend approval as well. Areas of concerns noted at previous meetings have been addressed to the Board's satisfaction by KSI.

As the closest residential community to the Metro area to be developed, the Board at Summer's Grove HOA sincerely hope that the Planning Commission take into consideration their support for KSI's development plan.

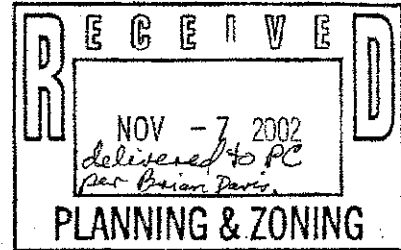
Sincerely,

The Board of Directors

Summer's Grove Homeowners Association

November 7, 2002

Chairman Eric Wagner and Members of Planning Commission
Alexandria City Hall
301 King Street
Alexandria, Va. 22314




Dear Chairman Wagner and Members of Planning Commission:

I am writing to express support for KSI's proposed Van Dorn Metro mixed use project. The Alexandria community for many years has expressed a desire for development that embodies the principals of smart growth. As a member of the Smart Growth Alliance, I am excited when I see proposals such as this one that I feel reflect that philosophy.

The Van Dorn Metro project provides residential and retail uses that complement the existing Metro station. The retail component is particularly needed in the Valley, and will be welcome by both residents of this community and nearby homes and offices. The fact that residents can walk to needed neighborhood services or use Metro to commute elsewhere instead of a car is highly attractive - it's exactly the kind of use we should be encouraging in the Valley. It will make the Van Dorn Metro a destination instead of a commuter way-station. Perhaps most importantly, it will positively affect existing and future uses in the Eisenhower Valley.

In short, the Van Dorn Metro project will provide a high-quality development that creates an urban street grid and encourages the kind of pedestrian- and transit-oriented community that Alexandrians want. Please approve this project.

Sincerely,


Beth Offenbacher
205 Evans Lane
Alexandria, Va. 22305

#19.A DSUP 2001-0024



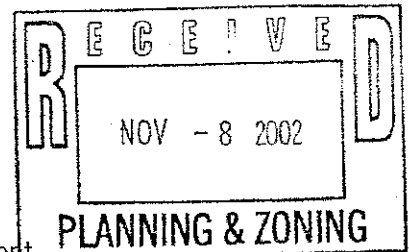
tparry@mptechlaw.com

11/06/2002 05:49 PM

To: erwagner@comcast.net @ INTERNET, hsdunn@ipbtax.com @ INTERNET, fossum@rand.org @ INTERNET, ludgaines@aol.com @ INTERNET, komorosj@nasd.com @ INTERNET, richleibach@aol.com @ INTERNET, robinsonjl@aol.com @ INTERNET

Subject: 11/7/02 Docket Item 19A--KSI

Planning Commission
November 7, 2002
Docket Item 19A
KSI Application



Dear Chairman and Members of the Planning Commission:

I urge you to adopt the recommendation of the Planning & Zoning Department and deny approval of the application of KSI for the following reasons:

1. The KSI site occupies some of the prime developable real estate in the City. It is right next to Metro and has good access to the Beltway. It is premature to allocate this land to parking and residential development.
2. The KSI project is inconsistent with current plans for near-Metro sites in Eisenhower Valley. The goal has been dense, mixed use projects with minimal parking at the sites near the Metro stations. The proposed project has excessive parking, is overweighted with residential uses, and is lacking in office uses.
3. Alexandria's policy has been no commuter parking at Metro stations; rather, the commuter parking is to be at the farther out stations in Fairfax. By rejecting this project, the City can gain some leverage in negotiations with WMATA and request that it be more flexible regarding the parking at the Van Dorn Metro station.
4. The project does not provide adequate space for bus bays--if the entire Eisenhower Valley is to be transit-oriented, with eventual frequent bus service along Eisenhower Ave., the vicinity of the Van Dorn Metro station should be planned to handle these buses.
5. As the Eisenhower Avenue-to-Duke-Street connector issue makes clear, City Council, with your input, needs to proceed to determine a vision for Eisenhower West and then go forward with a comprehensive land use planning process for that area. Until Council agrees upon a vision for the Valley and the subsequent planning process is completed, a project which severely forecloses future options and is inconsistent with the current plans for that area should not be approved. Further, the expertise and insights of the Planning Commission and the Planning & Zoning Department are critical in developing a comprehensive land use plan for Eisenhower West; input which has been sorely lacking in the connector planning process. Now is the time to pause, step back, "plan first" and then work with the landowners and developers to implement the land use plan for Eisenhower West.

Thank you for your consideration of these comments.

Tom Parry

317 Skyhill Road
h: (703) 212-0982
cell: (202) 422-7897

Marzouk & Parry
1120 19th St., NW, Suite 750
Washington, DC 20036
(202) 463-7293
Fax: (202) 955-9371
tparry@mptechlaw.com

19.A DSUP
2001-0024

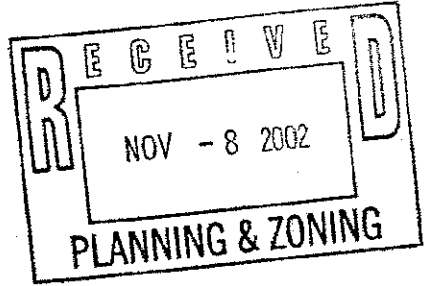


CARLYLE-EISENHOWER CIVIC ASSOCIATION, INCORPORATED

2121 Jamieson Avenue, Suite 1801-F, Alexandria 22314
PHONE: (703) 557-0570 FAX: (703) 557-0570

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

November 7, 2002



Via Facsimile

Mr. Eric Wagner, Chairman
Alexandria City Planning Commission
301 King Street
Alexandria, Virginia 22304

Subject: KSI Project

Dear Mr. Wagner:

The Board of Directors of the Carlyle-Eisenhower Civic Association, Inc. opposes the subject project for the following reasons:

The proposal for construction at this site is premature until such time as the West Eisenhower Avenue Plan is complete. The project is inconsistent with the principles supporting the recently completed East Eisenhower Avenue Plan. Assuming that there will be compatibility between the East Eisenhower Avenue Plan and the West Eisenhower Avenue Plan, the KSI project, if approved, will be inconsistent with those supporting the West Plan and therefore inconsistent with the remainder of the Eisenhower Valley.

The project is not a mixed-use project. Office use is missing.

The parking component exceeds that required for the proposed retail and residential uses.

Commuter parking will be used primarily by Fairfax County residents, not Alexandria residents, unless carefully controlled. The proposal does not contain a methodology for controlling the occupants of the parking spaces allotted to WMATA.

The layout of the retail will not attract sufficient pedestrian or vehicular traffic to survive.

We recommend that the project be redesigned to provide for underground WMATA parking and a redistribution of retail uses and that it be postponed until completion of the West Plan.

Sincerely,
Alan N. Rudd
Alan N. Rudd, President

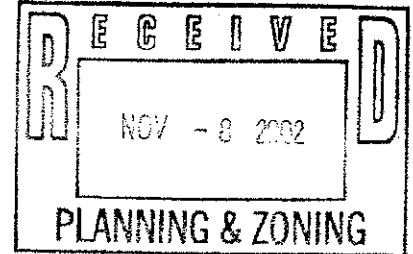
19.A DSUP 2001-0024

2121 Eisenhower Avenue
Suite 300
Alexandria, Virginia 22314
Tel: 703-299-0029
Fax: 703-299-0020

Simpson.

November 7, 2002

Chairman Eric Wagner &
Members of the Planning Commission
Office of Planning and Zoning
City Hall, Room 2100
301 King Street
Alexandria, VA 22314



Re: Proposed KSI-Van Dorn Metro Mixed Use Project
Development Special Use Permit #2001-0024

Dear Planning Commission Members:

Regarding your review and consideration of the above proposed development project, we understand the City Planning Staff is not supportive of the residential and retail mixed-use project submitted by the applicant on the basis that the use is inappropriate and not in compliance with the Master Plan for commercial redevelopment of the area, and that commercial office is the desired development of the site location.

We believe there is no market now, or in the foreseeable future, at this site location for Class A office building development and such a project would be unsuccessful.

In our opinion the proposed residential, retail, and metro parking facility mixed-use project is an appropriate development of the site and is consistent with the adjacent residential development in the area.

Thank you for your consideration.

Sincerely,

Simpson Development Company, Inc.

Donald F. Simpson, Sr.
Donald F. Simpson, Sr., Chairman

cc: Eileen Fogarty, Director, Dept. of Planning and Zoning

C:\My Documents\Simpson\Letters\Van Dorn.doc

Simpson Development Company, Inc.

119

123

www.simpsondev.com

Docket Item #19-B
SPECIAL USE PERMIT #2001-0115
KSI/VAN DORN PROPOSAL (TMP)

Planning Commission Meeting
November 7, 2002

ISSUE: Consideration of a request for a special use permit for a transportation management plan (TMP) for a residential, retail and WMATA parking garage proposal.

APPLICANT: Van Dorn Metro II, LLC
by M. Catharine Puskar, attorney

LOCATION: 5699 Eisenhower Avenue

ZONE: OCH/Office Commercial High

CITY COUNCIL ACTION, NOVEMBER 16, 2002: Without objection, City Council deferred this special use permit for ninety days so that the applicant can respond to issues raised by staff, the community and the Planning Commission.

PLANNING COMMISSION ACTION, NOVEMBER 7, 2002: On a motion by Mr. Komoroske, seconded by Mr. Leibach, the Planning Commission voted to recommend denial of the request. The motion carried on a vote of 7 to 0.

Reason: Refer to docket item #19-A (DSUP #2001-0024).

Speakers:

Refer to docket item #19-A (DSUP #2001-0024).

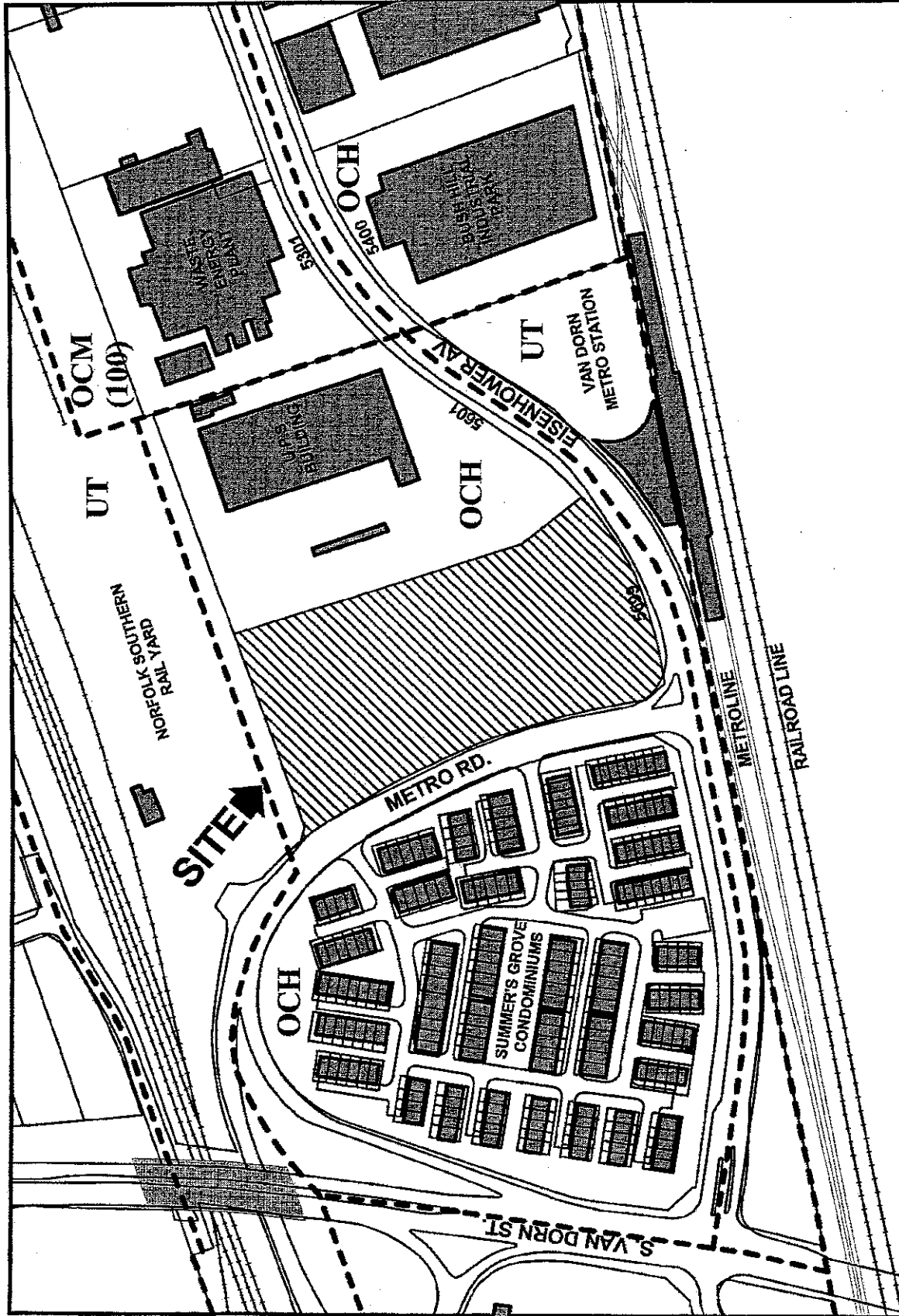
PLANNING COMMISSION ACTION, OCTOBER 28, 2002: The Planning Commission held a special work session to discuss the land use issues and policy considerations associated with the application.

Reason: Refer to (DSUP #2001-0024).

PLANNING COMMISSION ACTION, OCTOBER 1, 2002: By unanimous consent, the Planning Commission deferred the application to the December 2002 public hearing.

Reason:

The Planning Commission deferred the item with the concurrence of the applicant. Chairman Eric Wagner announced that the application would be deferred to the December 3, 2002 Planning Commission hearing, and that a work session would be scheduled prior to the new hearing date. The work session will allow the Planning Commission to discuss the larger land use policy issues raised by the application, independent of the specifics of any particular site plan proposal.



11/07/02

SUP #2001-0115



STAFF RECOMMENDATION:

Staff has recommended denial of the companion development special use permit and site plan application. Should the Planning Commission and City Council approve the application, the staff recommends approval of this SUP be subject to compliance with all applicable codes and ordinances and the conditions of DSUP 2001-0024, which incorporates items to address the TMP.

STAFF ANALYSIS:

Transportation Management Plan

Note: For additional information on this development proposal and the staff analysis, please refer to DSUP 2001-0024 staff report.

The applicant is seeking approval of a Transportation Management Plan (TMP) in association with the development special use permits and site plan necessary to establish the proposed uses of the property. The applicant's stated objective in the TMP is to encourage residents and retail users of the site to utilize modes other than single vehicle trips for transportation purposes. The applicant's stated goal is to effect a 35% non-auto mode share and maximize the use of transit.

To accomplish this goal, the applicant is proposing the following:

1. Transportation Management Coordinator

The coordinator would be an employee of the property owner and distribute, display and promote transit information, coordinate with other nearby projects, evaluate TMP performance and provide the City with annual reports.

2. Transit Information Distribution

A central location will be designated to display transit information such as City-issued transportation packets, as well as bus and Metro rail schedules.

The application indicates that the site developers will fund these TMP activities at prevailing rates for residential and retail uses.

Staff Analysis

While staff is encouraged by the applicant's stated goal of 35% non-auto mode share with an emphasis on mass transit use, staff believes that the two proposed elements will need to be enhanced in order to meet the applicant's goal. Such enhancements that have should include:

- Funding levels that will support discounted bus and Metro fares, marketing, car share membership fees, free vanpool parking, etc.
- Establishment of a ridesharing program.
- Participation in a guaranteed ride home program
- Establishment of a share car program in the WMATA garage
- Semi-annual progress reports to the city.

Staff has recommended denial of the companion development special use permit and site plan application (DSUP 2001-0024) that is associated with this TMP request. Should the Planning Commission and City Council choose to approve this request, the staff recommends that such approval be subject to the conditions outlined in this report.

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

APPLICATION FOR SPECIAL USE PERMIT

S.U.P.# 2001-0115

[must use black ink or type]

PROPERTY LOCATION: 5699 Eisenhower Avenue

TAX MAP REFERENCE: 76.02-03-01 ZONE: OCH

APPLICANT Name: Van Dorn Metro II LLC
c/o KSI Services, Inc.
Address: 8081 Wolftrap Road, Suite 300, Vienna, VA 22182

PROPERTY OWNER Name: Washington Metro Area Transit Authority
Address: 600 5th Street, N.W., Washington, DC 20001

PROPOSED USE: Transportation Management Plan Special Use Permit

THE UNDERSIGNED hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 11-500 of the 1992 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 XI, Section 11-301(B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

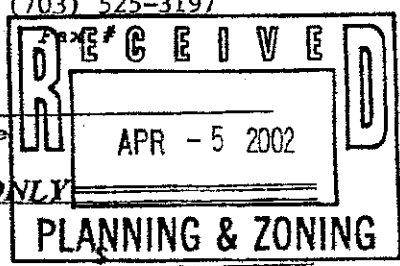
THE UNDERSIGNED hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Planning Commission or City Council in the course of public hearings on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

M. Catharine Puskar, Agent/Attorney
Print Name of Applicant or Agent
Walsh, Colucci, Stackhouse, Emrich & Lubeley
2200 Clarendon Blvd., 13th Floor

M Catharine Puskar
Signature

Mailing/Street Address
Arlington, VA 22201
City and State Zip Code

(703) 528-4700 Telephone #
(703) 525-3197
Revised 4/5/02
October 15, 2001 Date



DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: Date & Fee Paid:

ACTION - PLANNING COMMISSION:

ACTION - CITY COUNCIL:

07/26/99 p:\zoning\pc-app\forms\app-sup1

KSI - VAN DORN METRO MIXED USE (TMP)

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 (check one) the Owner Contract Purchaser
 Lessee or Other: _____ of the subject property.

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.

Robert C. Kettler
Richard W. Hausler
c/o KSI Services, Inc.

8081 Wolftrap Road, Suite 300
Vienna, VA 22182

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? N/A

- 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.

2. Submit a floor plan and a plot plan with parking layout of the proposed use. One copy of the plan is required for plans that are 8½" x 14" or smaller. Twenty-four copies are required for larger plans or if the plans cannot be easily reproduced. The planning director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver. This requirement does not apply if a Site Plan Package is required.

NARRATIVE DESCRIPTION

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

The applicant requests approval for a Transportation Management Plan Special Use Permit (TMP SUP) for a mixed use development containing approximately 250 multi-family residential units and 17,570 square feet of retail with associated parking and replacement of 429 Metro parking spaces. According to the Zoning Ordinance, there are 465 onsite parking spaces required for the proposed residential/retail development. By lease agreement with the Washington Metropolitan Area Transit Authority, the applicant is also required to replace 429 Metro parking spaces. The applicant is proposing 909 parking spaces to be located within structured parking garages and 15 parking spaces to be located as surface spaces within the development. The 429 Metro parking spaces to be replaced include 361 park-and-ride spaces, 46 kiss-and-ride spaces, 4 kiss-and-ride handicapped spaces, 10 motorcycle spaces, and 8 taxi spaces. There are 395 spaces required to serve the residential portion and 70 spaces required to serve the retail portion of the development. For more details regarding the TMP, please see the Van Dorn Metro Mixed Use Traffic Impact Study/Transportation Management Plan prepared by Wells & Associates, LLC.

J:\KSI\613.48\appln-narrative.doc

27

USE CHARACTERISTICS

4. The proposed special use permit request is for: *(check one)*

- a new use requiring a special use permit,
- a development special use permit,
- an expansion or change to an existing use without a special use permit,
- expansion or change to an existing use with a special use permit,
- other. Please describe: TMP SUP

5. Please describe the capacity of the proposed use:

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

N/A

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

N/A

6. Please describe the proposed hours and days of operation of the proposed use:

Day:

Hours:

N/A

7. Please describe any potential noise emanating from the proposed use:

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

N/A

B. How will the noise from patrons be controlled?

N/A

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

N/A

9. Please provide information regarding trash and litter generated by the use:

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

N/A

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

N/A

C. How often will trash be collected?

N/A

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

N/A

10. 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:

N/A

11. 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:

N/A

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

N/A

ALCOHOL SALES

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

Yes. No.

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

N/A

PARKING AND ACCESS REQUIREMENTS

14. Please 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?

395 for residential, 70 for retail

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

46 Standard spaces

_____ Compact spaces

18 Handicapped accessible spaces.

845 Other. (10 motorcycle and 835 universal (8-1/2 ft. wide) spaces)

* 395 residential, 70 retail, 429 Metro, 30 visitor spaces

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

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

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

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

15. Please 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? 1

B. How many loading spaces are available for the use? 2 (1 residential/1 retail)

C. Where are off-street loading facilities located? Loading facilities for retail located off Metro Road adjacent to retail space. Loading facilities for residential located off Metro Road adjacent to residential parking garage.

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

Loading/unloading for retail to be determined

Loading/unloading for residential to occur between 8:00 a.m. and 6:00 p.m.

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

Loading/unloading for retail to be determined

Loading/unloading for residential to occur as needed as residents move in and out

16. 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

SITE CHARACTERISTICS

17. Will the proposed uses be located in an existing building? Yes No

Do you propose to construct an addition to the building? Yes No

How large will the addition be? _____ square feet.

18. What will the total area occupied by the proposed use be?

_____ sq. ft. (existing) + 653,040 sq. ft. (addition if any) = 653,040 sq. ft. (total)

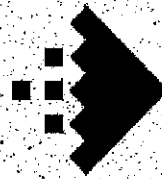
19. The proposed use is located in: (check one)

a stand alone building a house located in a residential zone a warehouse

a shopping center. Please provide name of the center: _____

an office building. Please provide name of the building: _____

other, please describe: New development



ROBERT CHARLES LESSER & CO., LLC

OFFICE MARKET FEASIBILITY ANALYSIS FOR THE VAN DORN
METRO SITE, ALEXANDRIA VIRGINIA

Prepared for:
KSI SERVICES, INC.

September 18, 2002.

18419
11-16-02

KSI SERVICES, INC.

EXECUTIVE SUMMARY

Introduction and Objectives

Robert Charles Lesser & Co., LLC (RCLCo) was retained by KSI Services, Inc. (KSI) in order to study the short- and mid-term market potential for new office development at a site located on top of the Van Dorn Metrorail station. Currently, KSI plans to develop the site as a mixed-use development, with 250 upscale rental apartment units with a dedicated 425-space parking garage, 17,570 square feet of retail space, and a 521-space WMATA structured parking garages to serve Metro users and retail customers (see illustrations in Appendix). The City of Alexandria (City) has argued that the site may be better served by future office development, and that the current development plans will restrict the ability of this submarket to establish itself as an office node. RCLCo's objective in this study was to analyze the current and future supply and demand conditions in the Alexandria office market, and place the relative market competitiveness of the Van Dorn Metro site in this context, in order to better understand when it would likely be feasible to develop office buildings on the site.

Market Findings

As shown in Exhibit 1, the Alexandria office market (as of the second quarter of 2002) consists of approximately 11.8 million square feet of space. Since 1994, only 1.6 million square feet of space has been added to the inventory, although more than 2.4 million square feet is under construction and pre-leased to the U.S. Patent and Trademark Office (PTO) and related law firms. Even taking into consideration the future addition of PTO, the entire Alexandria office market is still significantly smaller than other inner suburban or edge city office cores such as the Rosslyn-Ballston corridor (18.4 million square feet built or under construction) and Tysons Corner (26.1 million square feet).

The Alexandria market also tends to have a higher percentage of lower class and/or more affordable space than other markets. For example, in the second quarter of 2002, 37% of all office space in Alexandria was defined as Class A space; this is far below the 50% mark in Northern Virginia as a whole. Average rents for Class A space in Alexandria stood at



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KSI SERVICES, INC.

EXECUTIVE SUMMARY

\$28.60 in the second quarter of 2002, compared with \$32.80 in Crystal City/Pentagon City, \$31.79 in Rosslyn-Ballston, and \$32.53 in Tysons Corner.

The Alexandria office market has historically experienced vacancy rates (including sublet space) slightly above rates in Northern Virginia as a whole and below rates in the region (see Exhibit 2), although this has changed in recent years, as the Northern Virginia office market has been hit harder by the burst of the high technology bubble. By the second quarter of 2002, the office vacancy rate in Alexandria stood at 11.0%, compared with 16.1% in Northern Virginia and 12.2% in the entire region; this is after several years where vacancy rates in almost all areas ranged from 3% to 5%.

The rapid increase in vacancy rates has been driven in part by new construction, but also by true negative absorption. In 2001, Northern Virginia had a *negative* net absorption of over 3.2 million square feet, after positive net absorption rates of 8.5 million square feet and 7.0 million square feet in the previous two years. The Alexandria market was not immune to such a downturn. From 1994 to 2000, the Alexandria office market absorbed 1.4 million square feet, an average annual rate of approximately 227,400 square feet; yet, in 2001, the Alexandria office market experience a negative absorption rate of 176,000. There are some signs of resurgence, however, in the Alexandria market, as after another negative first quarter (-114,000 square feet), the market absorbed 145,000 square feet of new space. Overall, from the first quarter of 1994 to the second quarter of 2002, the Alexandria market absorbed 2.7% of all space absorbed in the region. (Exhibits 3 and 4).

Through our research, we found just under 7.8 million square feet of office space is under construction or actively planned for delivery by 2010, plus an additional 414,000 square feet in vacant capacity (the amount of space over a 7.5% vacancy rate threshold), for a total of just below 8.2 million square feet of new supply by 2010 (Exhibits 6 & 7). This supply analysis does not include any appropriately-zoned land that may also represent supply in the mid-term.

Future demand conditions are driven by employment growth, and thus estimates of future demand must rely on employment projections. In Exhibit 5, two demand scenarios are calculated: one utilizes regional employment data and estimates an Alexandria capture rate of this regional growth, and the other calculates Alexandria demand utilizing employment projections for the City of Alexandria. Both scenarios use employment projections from the Metropolitan



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Washington Council of Governments (COG). Employment growth is translated into office space demand using a ratio of office space demanded per new job, which has been calculated for each area based upon employment growth and absorption data from 1994 to 2001.

The first approach – based upon regional employment growth – estimates that the City will capture 5.5% of regional office demand from 2003 to 2010. This is more than double the 2.7% capture rate achieved from 1994 to 2002. This increase is based upon the impact of the PTO relocation as well as our general belief that Alexandria will be perceived as an increasingly attractive location for many potential tenants seeking space relatively close to the District of Columbia. Based upon this estimate, we calculate that from 2003 to 2010 the Alexandria market will achieve a net absorption of over 3.6 million square feet (30% of current total inventory). The predicted average annual absorption pace of 515,000 square feet per year is well above the 227,000 square feet per year pace achieved from 1994 to 2000, which represented a boom period for the Northern Virginia office market. A more conservative scenario utilizes the COG projections for the City. This analysis results in total office space absorption of 2.9 million square feet from 2003 to 2010, or 421,000 square feet per year. This more conservative estimate still results in absorption rates well in excess of past performance.

Based upon our analysis of projects currently under construction and planned for delivery by 2010, as well as our estimates of demand, we have found that supply will significantly exceed demand for the rest of this decade. Using our conservative and aggressive demand predictions, we calculate that this pipeline represents between 16 and 20 years of supply (Exhibit 6). It is important to note that our supply analysis does not account for total development potential in the City, but only the currently identified projects that are expected to be delivered in the short and mid terms. Thus, it seems clear that even assuming aggressive demand levels, the current pipeline will represent more than enough capacity to accommodate all of the demand for 16-20 years.

Office Demand at the Subject Site



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KSI SERVICES, INC.

EXECUTIVE SUMMARY

Given the above findings, it is likely that the office market in the City will generally be in balance or oversupplied over the next 16-20 years, with new projects having to compete with several other new projects for a finite tenant base. These findings certainly argue that the Alexandria office market does not *need* additional capacity to capture its share of office development and employment growth.

These findings also argue that an office project at the Van Dorn Metro site would face significant competition, and therefore would be a significantly risky proposition. We believe that for the Van Dorn Metro office project to clear market and financial feasibility hurdles, it would have to represent an extremely attractive office location, especially relative to existing planned projects, in order to capture types of tenants that otherwise would not consider most other projects in the city. We strongly believe that this is not the case. The Van Dorn Metro site does not possess the necessary competitive advantages relative to large planned office projects in the market (a map showing the location of the existing office nodes and the planned projects is provided in Exhibit 7).

The greatest strength of the Van Dorn site is Metro access, although this competitive advantage is neither unique nor overwhelming. Most office demand in the City will continue to concentrate along King Street, Duke Street and eastern Eisenhower Avenue, as these locations offer existing concentrations of office space and Metro access. Projects like Potomac Yard and Mark Center do not offer direct Metro access, but do have other locational advantages relative to the Van Dorn site, such as proximity to existing office nodes, easier access to the airport or I-395, visibility, and more attractive/appealing surrounding uses.

Further, we have found that proximity to Metro is often a far less important decision-making variable for office tenants in locations such as Alexandria than it is in downtown areas, as the workers commuting to office locations such as Alexandria more often live in areas not served by Metro and end up driving anyway. In contrast, for individual households that want Metro access for commuting, access to the District for recreation, or other reasons, proximity to Metro can be a critical decision factor.

There are also potentially strong economic and operational impediments to office development in the short-term at this site, particularly with regards to parking. Any development at the site will be required to provide replacement parking



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spaces for WMATA, which significantly adds to the cost of any project. Operationally, residential development is often viewed by WMATA as more complementary use than office use, particularly with regards to traffic flow during peak periods.

Overall, we conclude that the Alexandria office market does not require additional capacity over the next decade or more, and the Van Dorn site does not represent an attractive enough office location that its approval for residential development would weaken the ability of Alexandria to attract Class A office tenants. In fact, we believe that the redevelopment of industrial sites along western Eisenhower Avenue with upgraded uses, such as upscale mixed-use developments similar to that proposed by KSI, will have a positive impact on the remaining sites in the corridor, making this western end of Eisenhower Valley more attractive for potential office tenants sooner than it will be if the more upscale uses are not developed there. The location of the Van Dorn site makes it a true gateway to the Eisenhower Valley, and waiting for office development to occur at the site may stall other types of development – including office – farther east, in addition to stalling development at the site itself.

This report was completed by Marc McCauley, Senior Consultant in the Washington, D.C., office of Robert Charles Lesser & Co., LLC. Please call 301-907-6600 with any questions or comments.

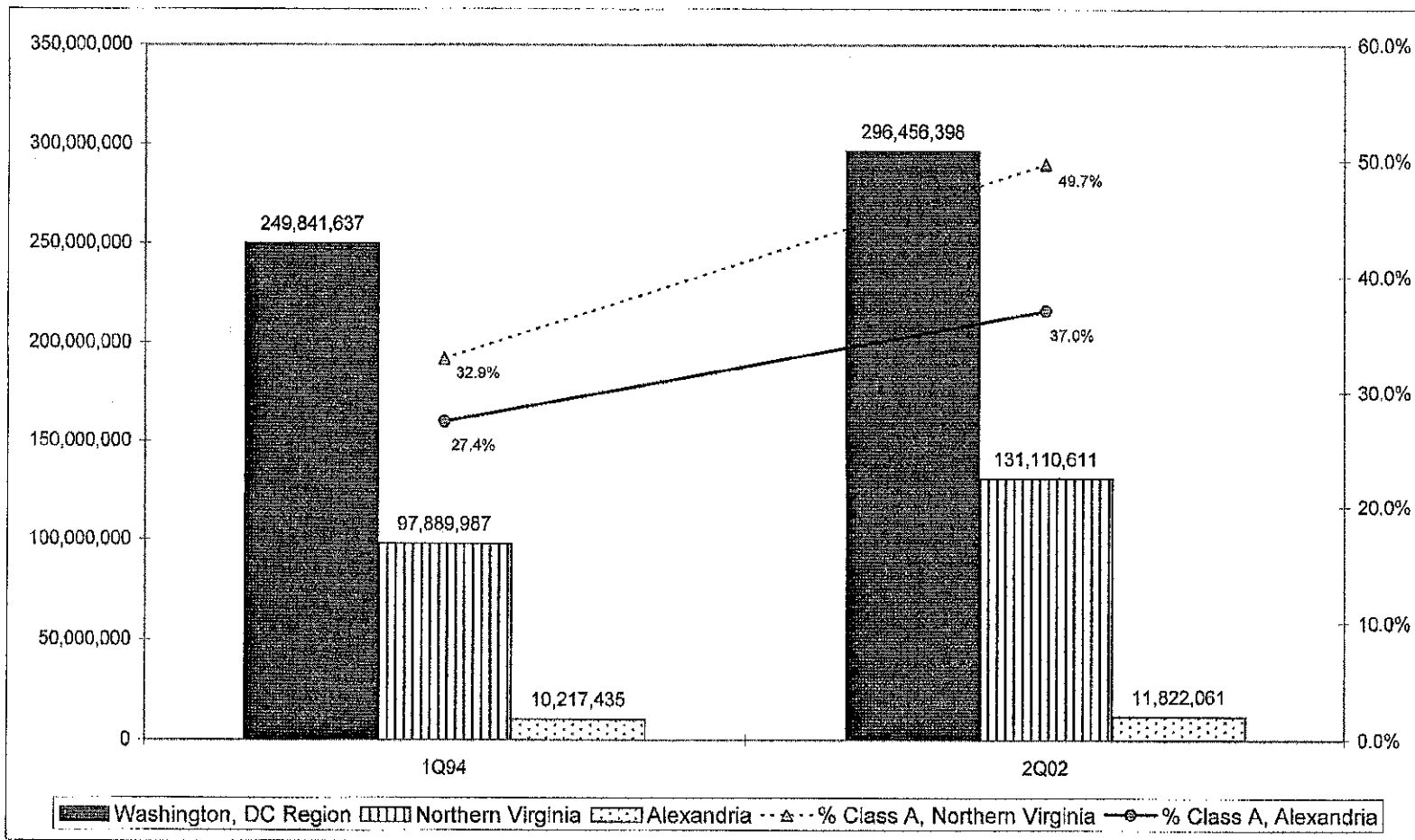


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Exhibit 1

INVENTORY OF OFFICE SPACE, 1Q94 AND 2Q02 WASHINGTON, DC REGION, NORTHERN VIRGINIA AND ALEXANDRIA



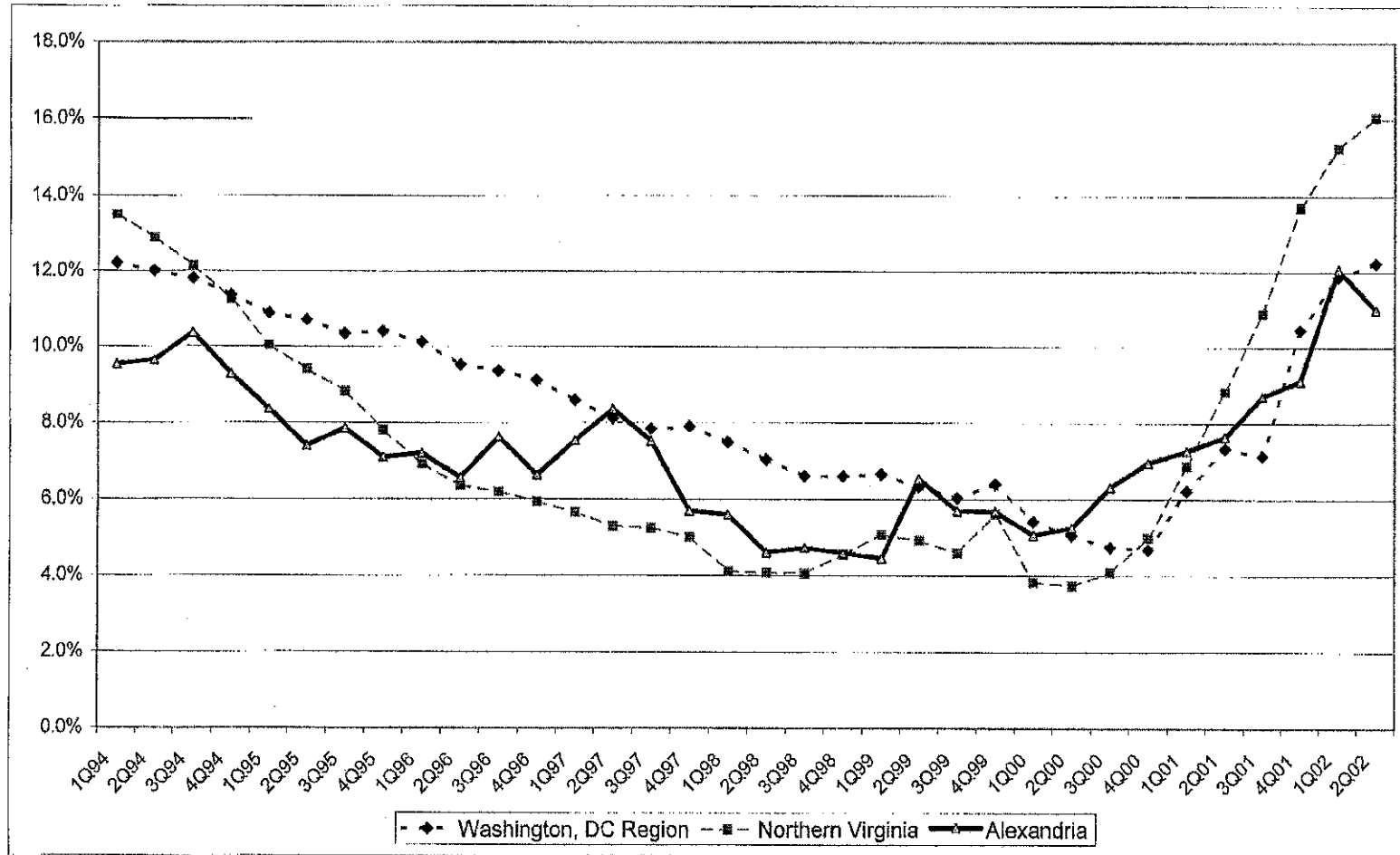
Source: Grubb & Ellis; Robert Charles Lesser & Co., LLC

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Exhibit 2

OFFICE VACANCY RATES (INCLUDING SUBLET SPACE) WASHINGTON, DC REGION, NORTHERN VIRGINIA AND ALEXANDRIA



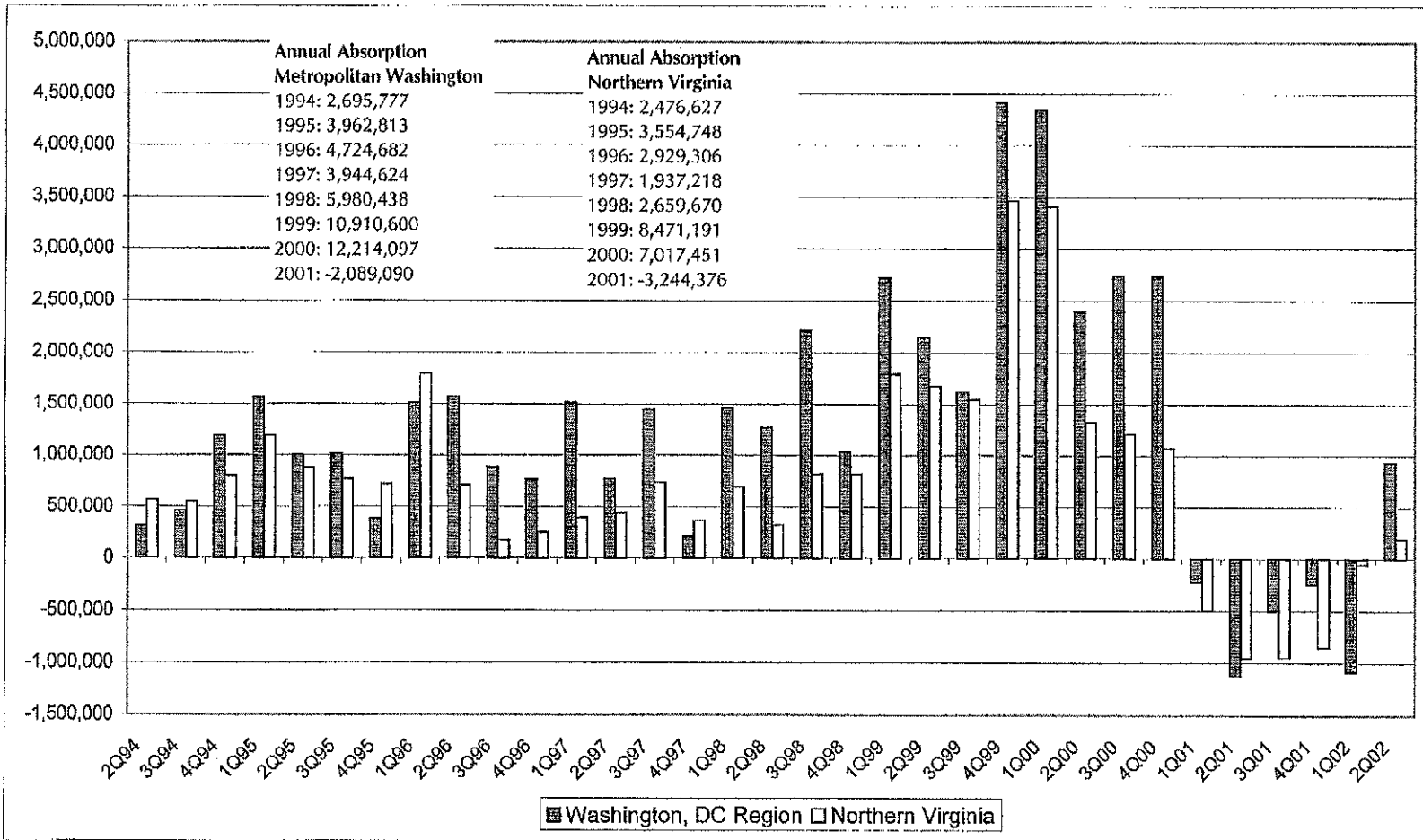
Source: Grubb & Ellis; Robert Charles Lesser & Co., LLC

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KSI SERVICES, INC.

Exhibit 3

OFFICE SPACE ABSORPTION TRENDS WASHINGTON, DC REGION AND NORTHERN VIRGINIA



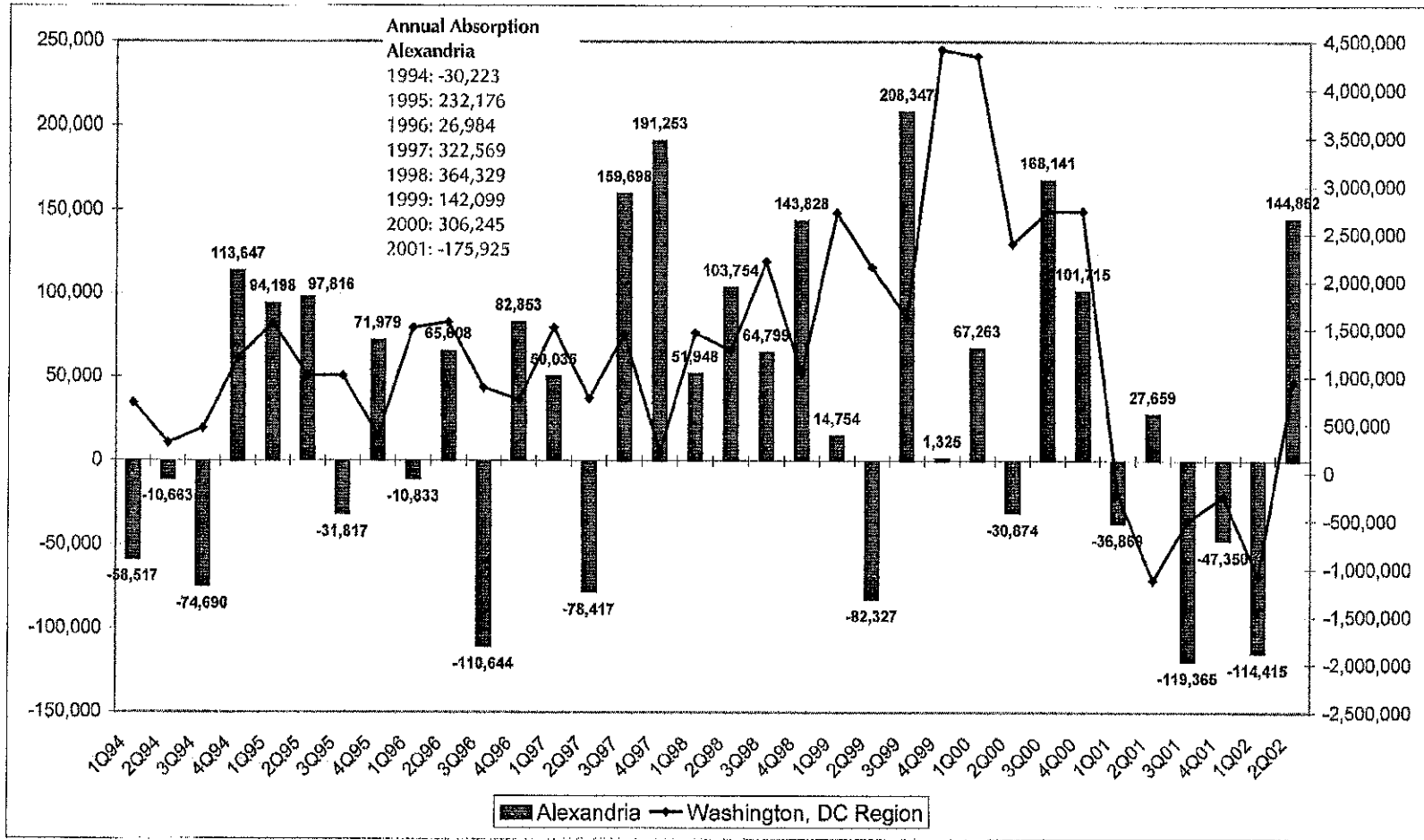
Source: Grubb & Ellis; Robert Charles Lesser & Co., LLC

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KSI SERVICES, INC.

Exhibit 4

OFFICE SPACE ABSORPTION TRENDS ALEXANDRIA AND THE WASHINGTON, DC REGION



Source: Grubb & Ellis; Robert Charles Lesser & Co., LLC

ksi office data.xls\absorption-alexandria
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Printed: 9/18/2002

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KSI SERVICES, INC.

Exhibit 5

OFFICE SPACE DEMAND PROJECTIONS

JURISDICTION	1990	2000	2005	2010
Based upon projected Washington, DC regional growth 1/				
Employment	2,507,030	2,805,944	3,079,114	3,322,527
Employment Growth		298,914	273,170	243,413
Annual Employment Growth		29,891	54,634	48,683
Office Space per New Job 2/			170	170
New Office Space Demanded			9,287,780	8,276,042
Alexandria Capture, based upon Historical Abs. 3/			5.5%	5.0%
			510,828	413,802
Total Alexandria Demand Potential, 2003-2010				
		3,601,494		
	Annual	514,499		
Based upon projected Alexandria growth 1/				
Employment	92,209	98,552	105,783	110,369
Employment Growth		6,343	7,231	4,586
Annual Employment Growth		634	1,446	917
Office Space per New Job 2/			330	330
New Office Space Demanded			477,246	302,676
Total Alexandria Demand Potential, 2003-2010				
		2,945,118		
	Annual	420,731		

1/ Projections from Washington Metropolitan Council of Governments.

2/ Based upon 1994 to 2001 data; calculates the ratio of net office space absorption to employment growth in each area.

3/ From 1994 to 2Q 2002, Alexandria captured 2.7% of regional absorption; we believe that this capture will more than double, based upon the impact of the PTO move, and the general increase in the attractiveness of Alexandria as an office location.

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Exhibit 6

AVAILABLE OFFICE SPACE AND DEVELOPMENT PIPELINE CITY OF ALEXANDRIA

Project	Address	Square Feet	Status	Expected Completion
Available Space over		413,595		
Development Pipeline				
PTO	1950 Duke Street	2,468,466	Under Construction	2003-2005 +
Crescent at Carlyle	1940 Duke Street	205,302	Under Construction	2003
Statistical Society	124 S. West Street	30,630	Build to suit - Plan Approved	2003
Alexandria Tech Center	2930-2960 Eisenhower	128,000	Plan Approved	2003
Mark Center	Mark Center Drive	1,367,500	Plan Approved	2004-2008
1229 King Street	1229 King Street	14,176	Plan Approved	2004
1708-1710 Prince Street 1/	1708-1710 Prince Street	26,822	Plan Approved	2003
Hoffman Center 1/	2301 Eisenhower Ave.	394,768	Plan Approved	2005
Braddock Place	1261 Madison Street	68,482	Planning	2003
Potomac Yard	Jefferson Davis Hwy	1,900,000	Planning	2010
Carlyle Place 1/	2501 Jamieson Ave.	112,313	Planning	2003
Mill Race/Trammell Crow	John Carlyle St.	488,000	Planning	2005
Metroplace Phase II	1799 King Street	122,476	Planning	Unknown
800 N. Washington	800 N. Washington Street	51,460	Planning	Unknown
900 N. Washington	900 N. Washington Street	21,940	Planning	Unknown
King Street Exchange II	1660 King Street	26,117	Planning	Unknown
King's Row	1614 King Street	50,000	Planning	Unknown
Cameron Station 2/		300,000	Planning	Unknown
Total Planned		7,776,451		
TOTAL AVAILABLE SPACE, 2003 TO 2010		8,190,047		
Expected Annual Demand Potential		<u>Conservative</u> 420,731	<u>Aggressive</u> 514,499	
Years of Supply		19.47	15.92	

1/ As part of office/retail mixed-use projects; we have assumed 80% of space will be used for office.

2/ Current plans unknown; square footage estimates based on available commercial acreage and .5 FAR.

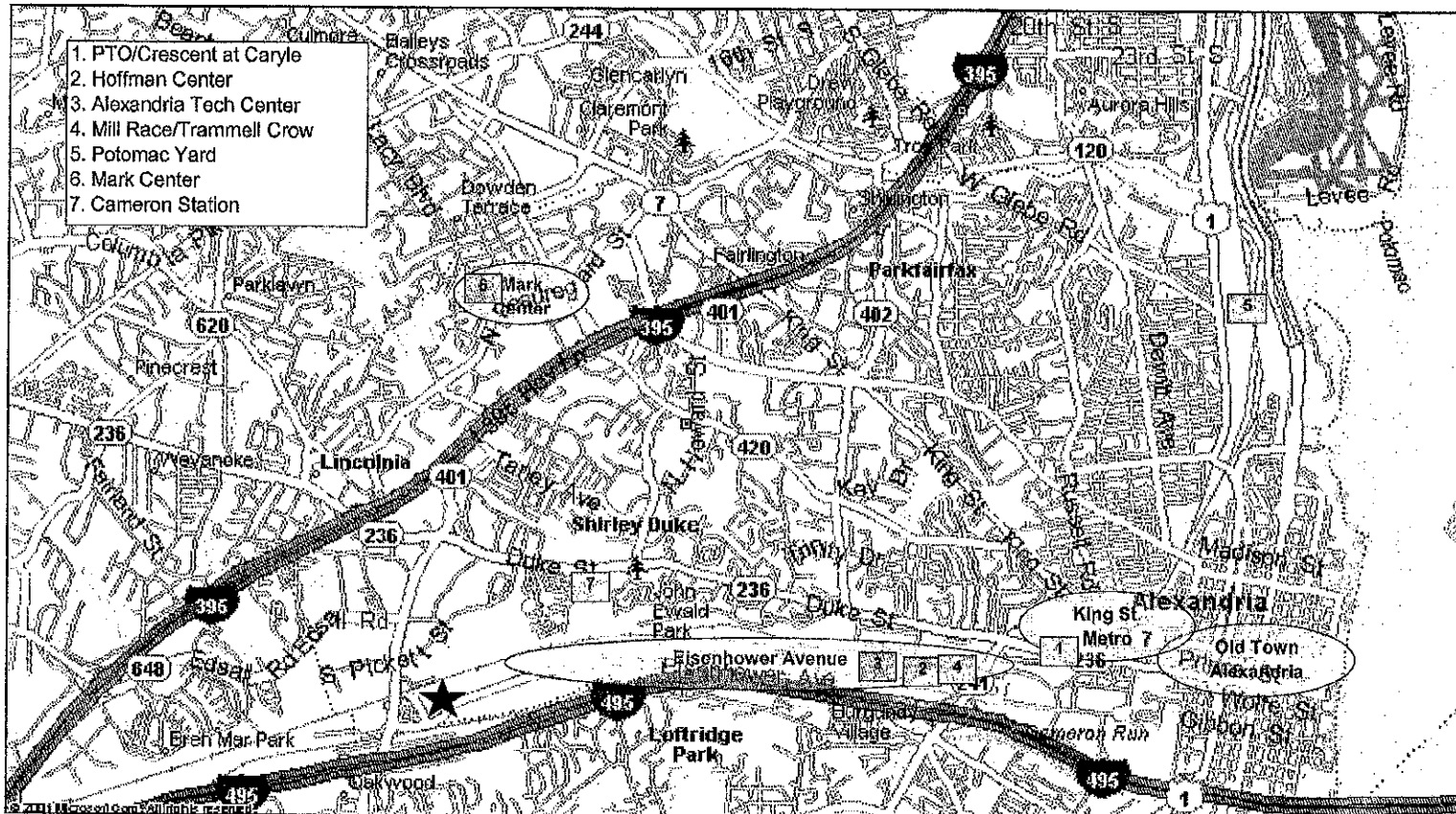
Source: Grubb & Ellis; City of Alexandria; Robert Charles Lesser & Co., LLC

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KSI SERVICES, INC.

Exhibit 7

MAP OF ESTABLISHED OFFICE NODES AND MAJOR UNDER CONSTRUCTION AND PLANNED OFFICE PROJECTS IN THE CITY OF ALEXANDRIA

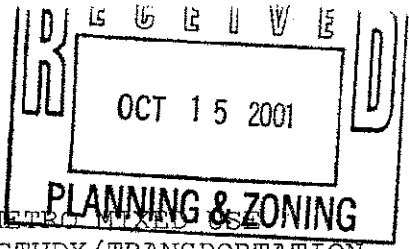


★ SUBJECT SITE LOCATION

○ PRIMARY OFFICE NODES

○ SECONDARY OFFICE NODES

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VAN DORN METRO MIXED USE
TRAFFIC IMPACT STUDY/TRANSPORTATION
MANAGEMENT PLAN

18+19
11-16-02

Prepared for:
KSI Service, Inc.

Prepared by:
Wells & Associates, LLC

October 12, 2001

VAN DORN METRO MIXED USE
TRAFFIC IMPACT STUDY/TRANSPORTATION MANAGEMENT PLAN

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VAN DORN METRO MIXED USE
 TRAFFIC IMPACT STUDY/TRANSPORTATION MANAGEMENT PLAN

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<u>Appendix</u>	<u>Title</u>
A	Existing Traffic Volume Count Sheets
B	Existing Intersection LOS Worksheets
C	2004 Background Intersection LOS Worksheets
D	2004 Future Intersection LOS Worksheets

INTRODUCTION

This report was prepared in conjunction with the submittal of a preliminary site plan for KSI Services' proposal to develop a mixed use project at the Van Dorn Metro Rail station in Alexandria, Virginia. KSI's proposal calls for the construction of a maximum of 265 apartment units and 17,000 S.F. of retail space at the station. All parking for the site will be provided in two parking garages, one serving the residential use, and the other serving the retail uses and the Metro Rail station.

This report is intended to present the results of a traffic impact study prepared to determine if the existing and proposed roadway network in the vicinity of the site will accommodate the added traffic generated by the proposed development.

Access to the development will be provided at two at-grade intersection along Metro Road at the existing locations of the Park & Ride and Kiss & Ride access drives. As proposed, the existing Kiss & Ride access drive will serve all Metro Rail and proposed retail access, and the existing Park & Ride access drive will serve the proposed residential use.

Tasks undertaken in this traffic study included:

1. A field reconnaissance of site access opportunities and constraints.
2. Compilation of existing traffic counts at four key intersections in the vicinity of the site.
3. Analysis of existing peak hour traffic conditions.
4. Projection of background traffic volumes, including existing traffic, traffic generated by pipeline development projects, and ambient traffic growth of 3.5 percent per year to the proposed 2004 site buildout.
4. Projection of site-generated traffic volumes.
5. Analysis of 2004 future peak hour traffic conditions, with the subject development.

6. Determination of adequacy of the existing and proposed intersection geometrics based on 2004 future peak hour traffic conditions.

Sources of data included traffic counts conducted by Wells & Associates, the Institute of Transportation Engineers (ITE) "Trip Generation 6th Edition", KSI Services, LLC., and the City of Alexandria.

The conclusion of this study are as follows:

1. The S. Van Dorn Street/Eisenhower Avenue/Farrington Avenue intersection currently operates at an acceptable level of service "D" (LOS "D") during both the AM and PM peak hours. A number of individual lane groups currently operate at LOS "E" and/or "F" due not to a lack of capacity, but because of the long cycle length at the intersection.
2. Ambient background traffic growth will not significantly degrade the operation of the S. Van Dorn Street/Eisenhower Avenue/Farrington Avenue intersection, which will continue to operate at an acceptable LOS "D" during both the AM and PM peak commuter hours.
3. At buildout, the site will generate approximately 152 vehicle trips during the AM peak hour and approximately 256 vehicle trips during the PM peak hour.
4. The primary direction of approach will be via S. Van Dorn Street to and from the south which provides access to the Capital Beltway via a grade separated interchange. Approximately 50 percent of the traffic generated by the site will depart to and approach from S. Van Dorn Street to and from the south. Approximately 30 percent of the site traffic will use S. Van Dorn Street to and from the north, and approximately 20 percent will use Eisenhower Avenue to and from the east.
5. The Eisenhower Avenue/Metro Road intersection will operate adequately with the full development of the site.
6. Both site access drives along Metro Road will operate adequately with the full development of the site.

BACKGROUND DATA

This traffic impact study evaluates the adequacy of the public roadways in the vicinity of the site to accommodate existing traffic volumes, ambient and site specific traffic growth, and traffic generated by the subject site for a build-out year of 2004.

The characteristics of the roads providing access to the site are described below.

Public Road Network

Regional site access will be provided by I-95/I-495 (the Capital Beltway), Van Dorn Street, and Eisenhower Avenue. Local access is proposed via two access drives located along Metro Road at the existing locations of the Park & Ride and Kiss & Ride access drives. As proposed, the existing Kiss & Ride access drive will serve all Metro Rail and proposed retail access, and the existing Park & Ride access drive will serve the proposed residential use (see Figure 1).

Based on a scoping letter dated September 25, 2001, submitted to City staff by Wells & Associates, LLC, the scope of this traffic study included the following intersections:

1. S. Van Dorn Street/Eisenhower Avenue/Farrington Avenue.
2. Eisenhower Avenue/Metro Road.
3. Metro Road/Metro Kiss & Ride Access/Summers Grove Drive.
4. Metro Road/Metro Park & Ride Access/Pearson Lane.

Existing lane use and traffic control at the study intersections are shown on Figure 2. The characteristics of the roads providing access to the site are described below.

I-95/I-495 (Capital Beltway) is an existing eight-lane limited access facility with a speed limit of 55 miles per hour. In the vicinity of the site, grade separated interchanges with this freeway are provided at the Eisenhower Connector, and S. Van Dorn Street.

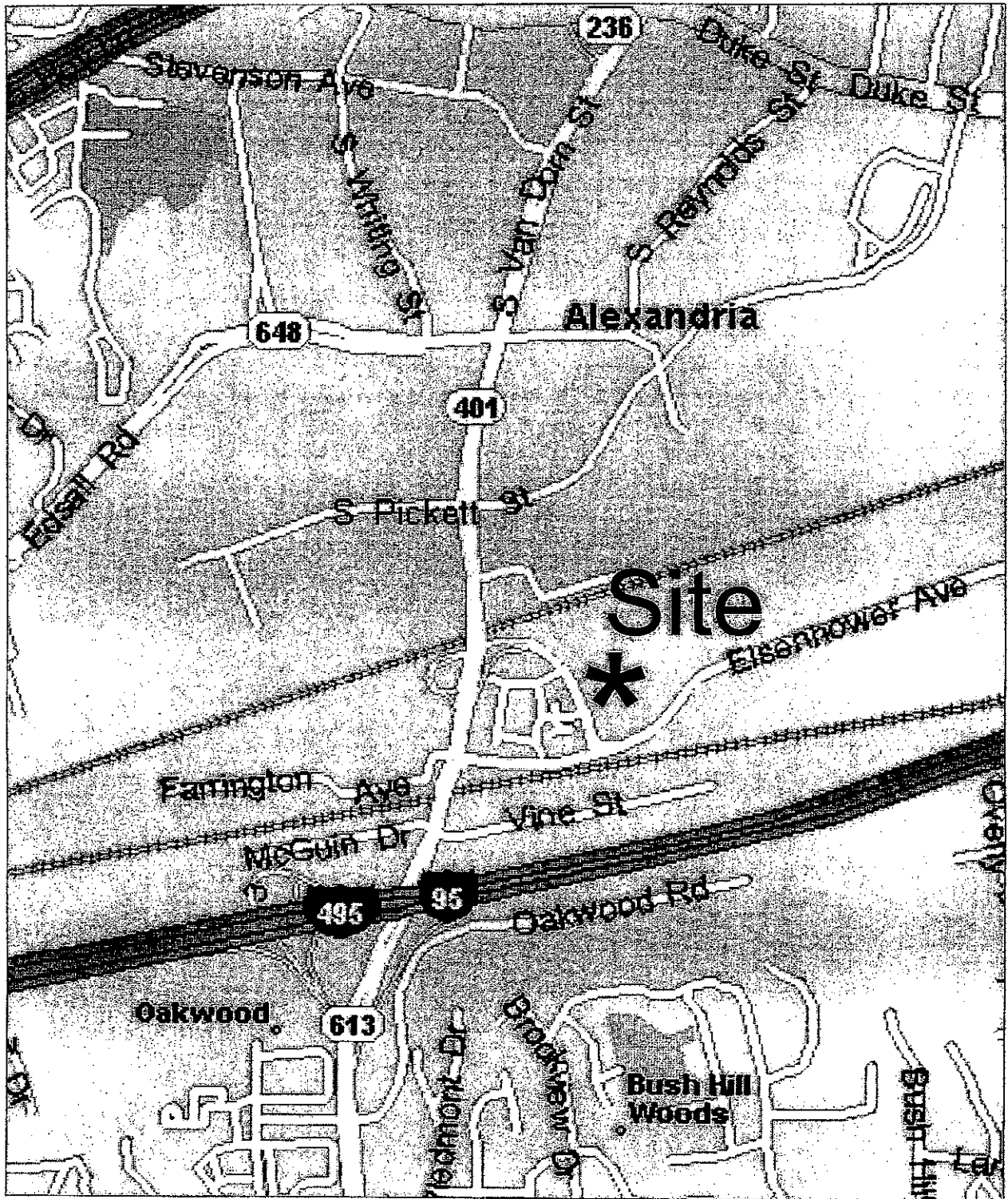


Figure 1
Site Location



Von Dorn Metro Mixed Use
Alexandria, Virginia

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

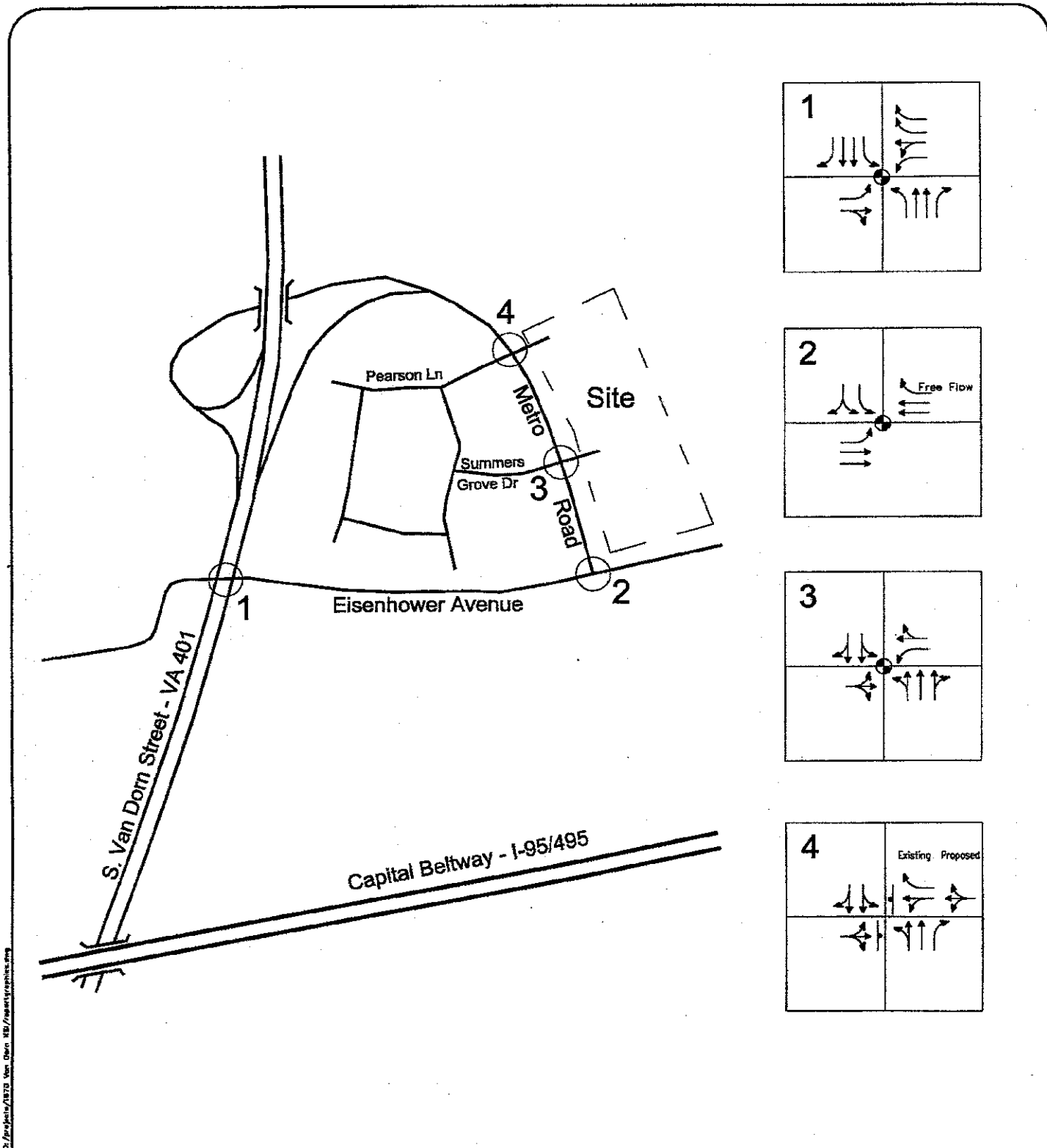


Figure 2
Existing and Proposed Lane Use and Traffic Control

- ← Represents One Travel Lane
- Signalized Intersection
- ⊥ Stop Sign



Eisenhower Avenue is a five-lane major collector roadway providing access to development projects in the Eisenhower Valley. Eisenhower Avenue connects Van Dorn Street, and the Van Dorn Street Metrorail station to the west with the Eisenhower Connector, Telegraph Road, and the Eisenhower Avenue Metrorail station to the east. In the vicinity of the site, signal controlled intersections are located along Eisenhower Avenue at S. Van Dorn Street and Metro Road. Two eastbound and two westbound lanes are provided along Eisenhower Avenue, a continuous two-way left turn lane provides access to adjacent developments, and added turn lanes are provided at major intersections.

Existing Traffic Counts

Existing AM and PM peak hour traffic counts were conducted by Wells & Associates on Thursday, October 4, 2001 between 6:00 and 9:00 AM and between 4:00 and 7:00 PM at each of the key intersections. These counts are presented in Appendix A and summarized on Figure 3.

Background Traffic Growth

Based on counts of traffic volumes along Eisenhower Avenue, it was determined that through traffic growth ranged from 2.4 percent per year during the AM peak hour to 3.5 percent per year during the PM peak hour. To present a conservative analysis, a compounded annual rate of traffic growth of 3.5 percent per year to 2004 was applied to existing traffic volumes to estimate 2004 background traffic conditions. This compound rate of growth results in overall growth of 10.9 percent over the three year build-out period.

Additionally, two specific pipeline development projects were included in the development of background traffic volumes. These planned projects include the 519 unit Clermont Cove apartment development and the 500 unit apartment development located at 4840 Eisenhower Avenue.

Table 1 shows the estimated trip generation of these pipeline developments, and Figure 4 illustrates the 2004 background traffic volumes during the AM and PM peak hours.

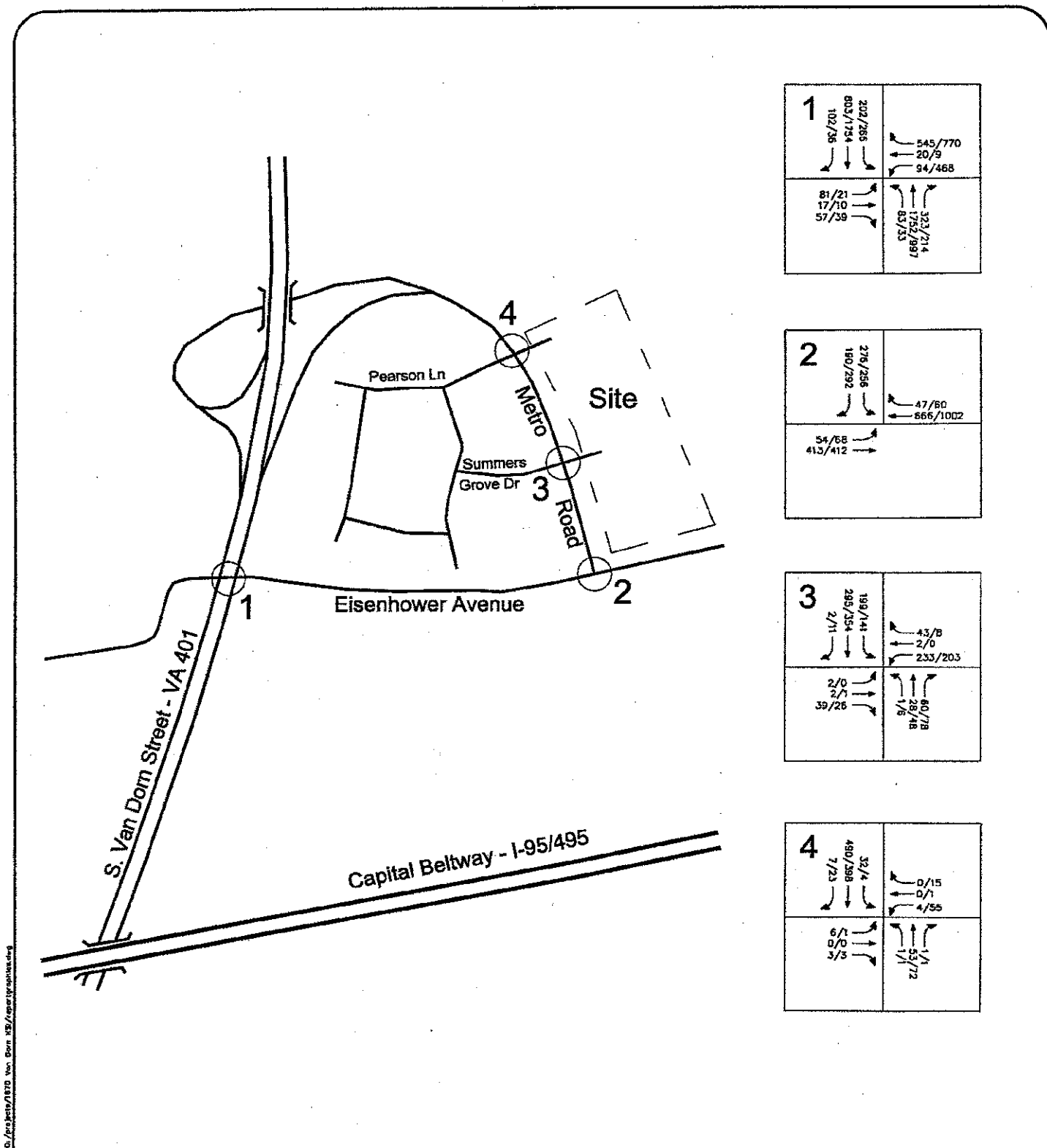


Figure 3
Existing Peak Hour Traffic Counts

AM PEAK HOUR
PM PEAK HOUR
000/000



Table 1
Peak Hour Intersection Levels of Service

Intersection	<u>Existing</u>		<u>Background</u>		<u>Future</u>	
	AM	PM	AM	PM	AM	PM
1 S. Van Dorn Street/Eisenhower Avenue/Farrington Avenue	D(43.4)[1]	D(43.8)[1]	D(54.1)[1]	D(51.2)[1]	D(54.5)[1]	D(52.3)[1]
2 Eisenhower Avenue/Metro Road	B(16.6)	B(19.2)	B(17.3)	C(21.0)	B(19.5)	C(22.9)
3 Metro Road/Metro Access/Summers Grove Road	D(36.1)	C(33.4)	D(36.4)	D(36.0)	D(36.9)	D(36.9)
4 Metro Road/Site Access/Pearson Lane	B(13.8)	C(17.5)	C(22.2)[2]	C(15.8)[2]	C(23.2)[2]	C(18.1)[2]

[1] Overall intersection operates at LOS "D", however individual lane groups operate at LOS "E" and/or "F" due to long cycle length.

[2] Assumes all Metro Rail Access occurs at existing Kiss&Ride location.

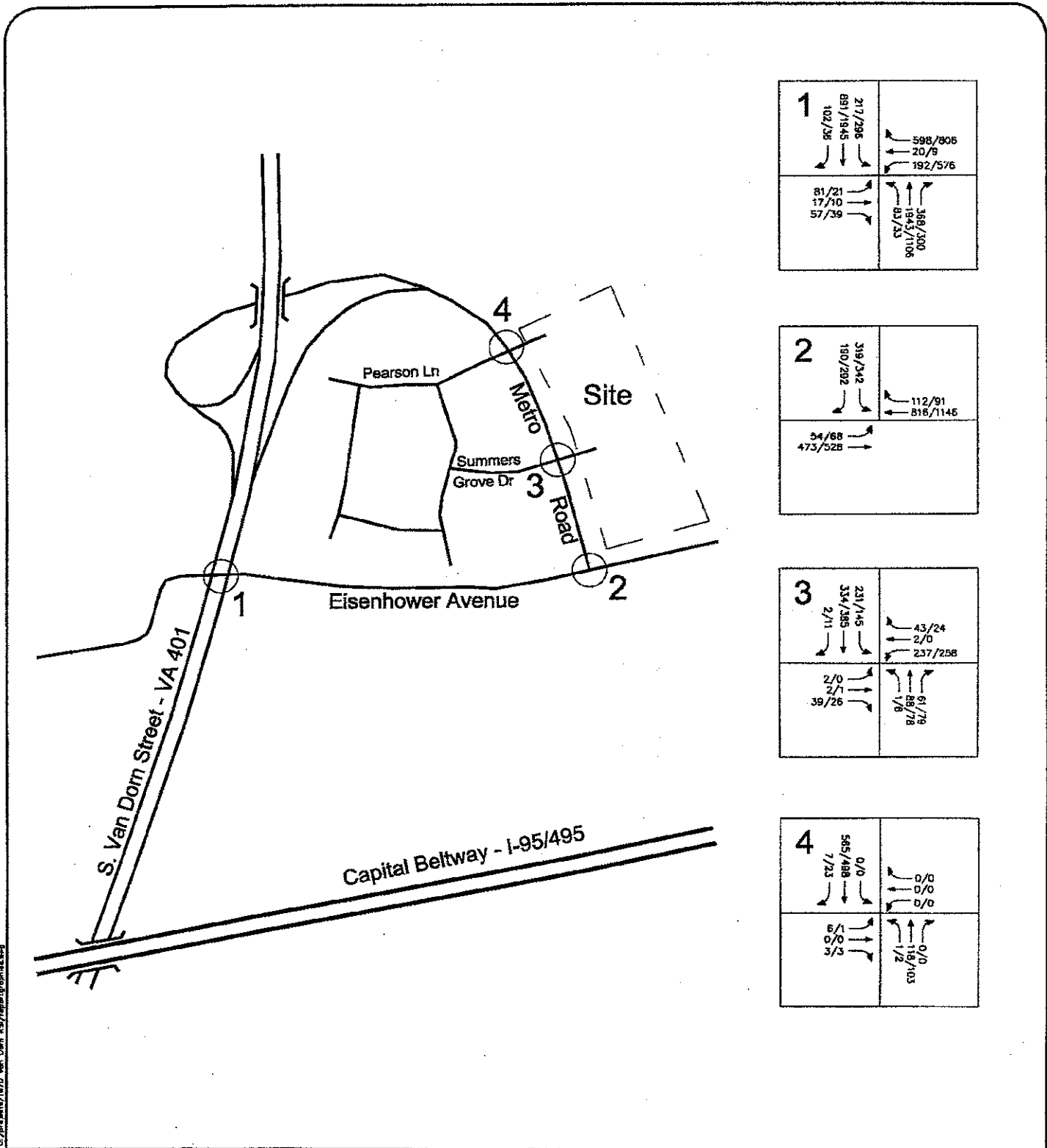


Figure 4
2004 Background Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000/000



ANALYSIS

Existing Levels of Service

Existing traffic volumes, shown in Figure 3, existing lane use and traffic control, shown in Figure 2, and capacity analysis methodologies recommended in the Highway Capacity Manual were used to determine existing AM and PM peak hour levels of service at the studied intersections.

Table 2 shows the calculated level of service during the AM and PM peak hours at each of the intersections. As shown in Table 2, the S. Van Dorn Street/Eisenhower Avenue/Farrington Avenue intersection operates at LOS "D" during both the AM and PM peak hours. A number of individual lane groups in the S. Van Dorn Street/Eisenhower Avenue/Farrington Avenue intersection currently operate at LOS "E" and/or "F" due to the long cycle length at this location.

All other intersections and lane groups within the intersections currently operate at an acceptable LOS "D" or better during both the AM and PM peak hours. The results of this analysis are provided in Table 1 and the capacity analysis worksheets are presented in Appendix "B".

2004 Future Levels of Service Without the Site

2004 background traffic volumes (future traffic volumes in the absence of site development), shown in Figure 4, existing lane use and traffic control, shown in Figure 2, and capacity analysis methodologies recommended in the Highway Capacity Manual were used to determine 2004 background AM and PM peak hour levels of service at the studied intersections. Table 1 shows these results and indicates that the level of service of these intersections are not significantly degraded by the addition of anticipated traffic growth.

Table 2
 Peak Hour Trip Generation
 Pipeline Developments

Land Use	Land Use	Units	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
4840 Eisenhower Avenue (1)	Apartments	500	32	169	201	155	76	231
Clermont Cove (2)	Apartments	519	42	219	261	201	99	300
Total	Apartments	1,019	74	388	462	356	175	531

(1) From Gunnell Property Traffic Impact Study, assumes 20 percent transit mode share.

(2) From Clermont Cove Traffic Impact Study.

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Trip Distribution

The directional distribution of traffic accessing the subject site was derived from existing traffic patterns and locations of employment concentrations within a reasonable commuting distance from the site. The primary direction of approach will be via S. Van Dorn Street to and from the south which provides access to the Capital Beltway via a grade separated interchange. Approximately 50 percent of the traffic generated by the site will approach from and depart to the S. Van Dorn Street to and from the south. Approximately 30 percent of the site traffic will use S. Van Dorn Street to and from the north, and approximately 20 percent will use Eisenhower Avenue to and from the east.

Site Trip Generation

The number of peak hour trips that will be generated by the subject site were estimated based on ITE trip generation rates for the apartment (land use code 220), and retail shopping center (land use code 820) land uses. Due to the proximity of the Van Dorn Metro Station, ITE trip generation rates were reduced by 35 percent to account for the expected transit mode share. Based on this analysis, it was determined that the development of site with a maximum of 265 apartment units and 17,000 S.F. of retail space will generate 99 AM peak hour trips (22 inbound, and 77 outbound) and 146 PM peak hour trips (90 inbound and 56 outbound). See Table 3.

2002 Future Traffic Volumes

The AM and PM peak hour traffic volumes expected to be generated by the development of the site were assigned to the area road network based on the directions of approach detailed above. The

Table 3
 Peak Hour Trip Generation
 Van Dorn Metro Mixed Use Development

Land Use	ITE Land Use Code	Size	Units	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
ITE Trip Generation - 6th Edition									
Apartment	220	265	D.U.'s	22	113	135	109	53	162
Retail	820	<u>17,000</u>	<u>S.F.</u>	<u>12</u>	<u>6</u>	<u>18</u>	<u>31</u>	<u>33</u>	<u>64</u>
Total		17,265	S.F.	34	119	152	139	87	226
Site Specific Trip Generation (1)									
Apartment	220	265	S.F.	14	74	88	71	35	105
Retail	820	<u>17,000</u>	<u>S.F.</u>	<u>8</u>	<u>4</u>	<u>11</u>	<u>20</u>	<u>21</u>	<u>41</u>
Total		17,265	S.F.	22	77	99	90	56	146

(1) Assumes non-auto mode split of 35 percent based on proximity to Metro rail station.

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assigned site traffic for full site development, illustrated in Figure 5 was added to the background traffic forecasts shown on Figure 4 to produce total future forecasts shown on Figure 6.

Future Levels of Service With the Site

2004 future traffic volumes (2004 background traffic volumes plus traffic generated by the site), shown in Figure 6, proposed lane use and traffic control, shown in Figure 2, and capacity analysis methodologies recommended in the Highway Capacity Manual were used to determine 2004 future AM and PM peak hour levels of service at the subject intersections. Table 2 shows the calculated level of service at each of the intersections and indicates that the level of service at each of the key intersections is not significantly degraded by the addition of traffic generated by the subject site.

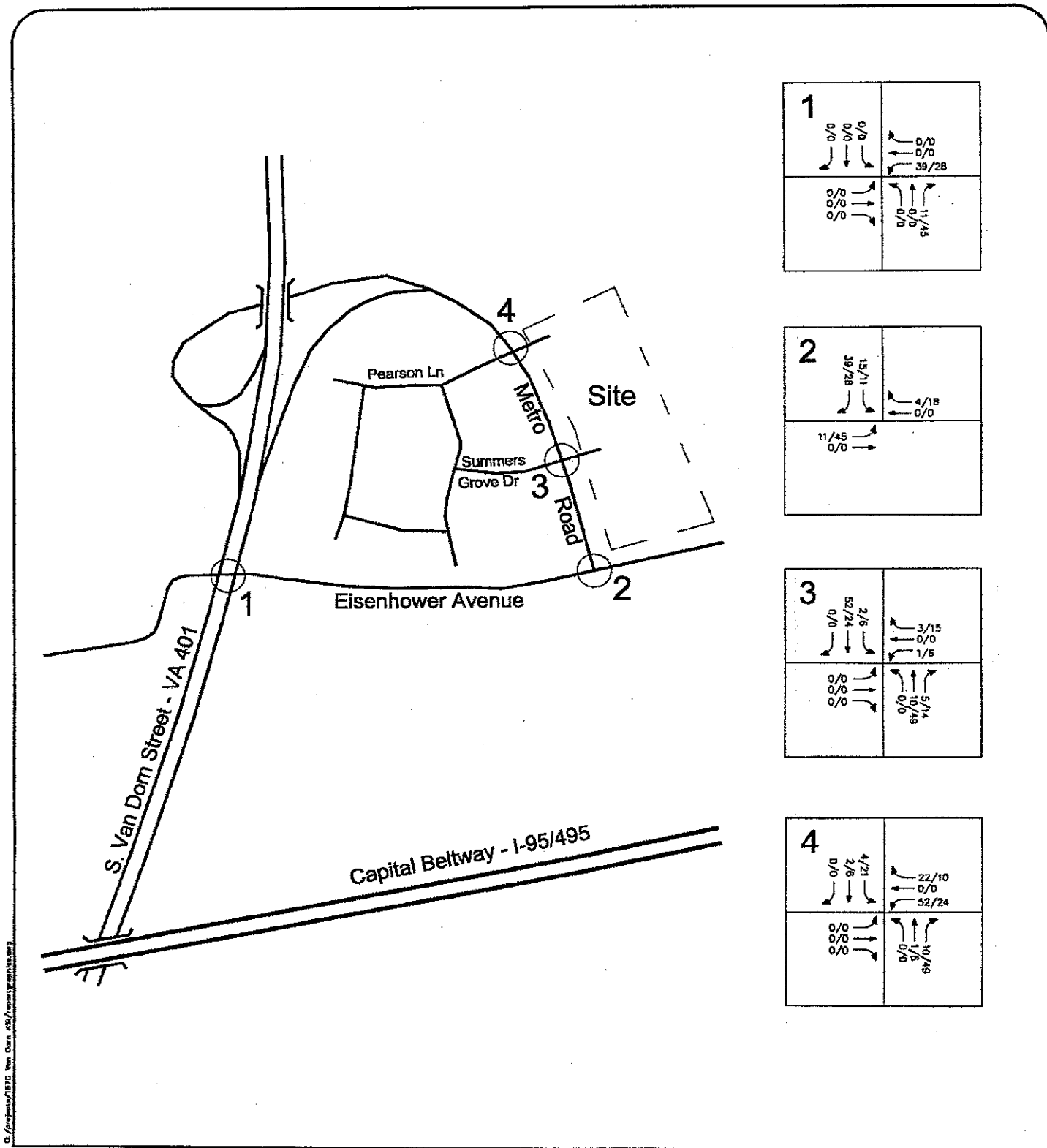


Figure 5
Site-Generated Traffic Volumes

AM PEAK HOUR
PM PEAK HOUR
000/000



Van Dom Metro Mixed Use
Alexandria, Virginia

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

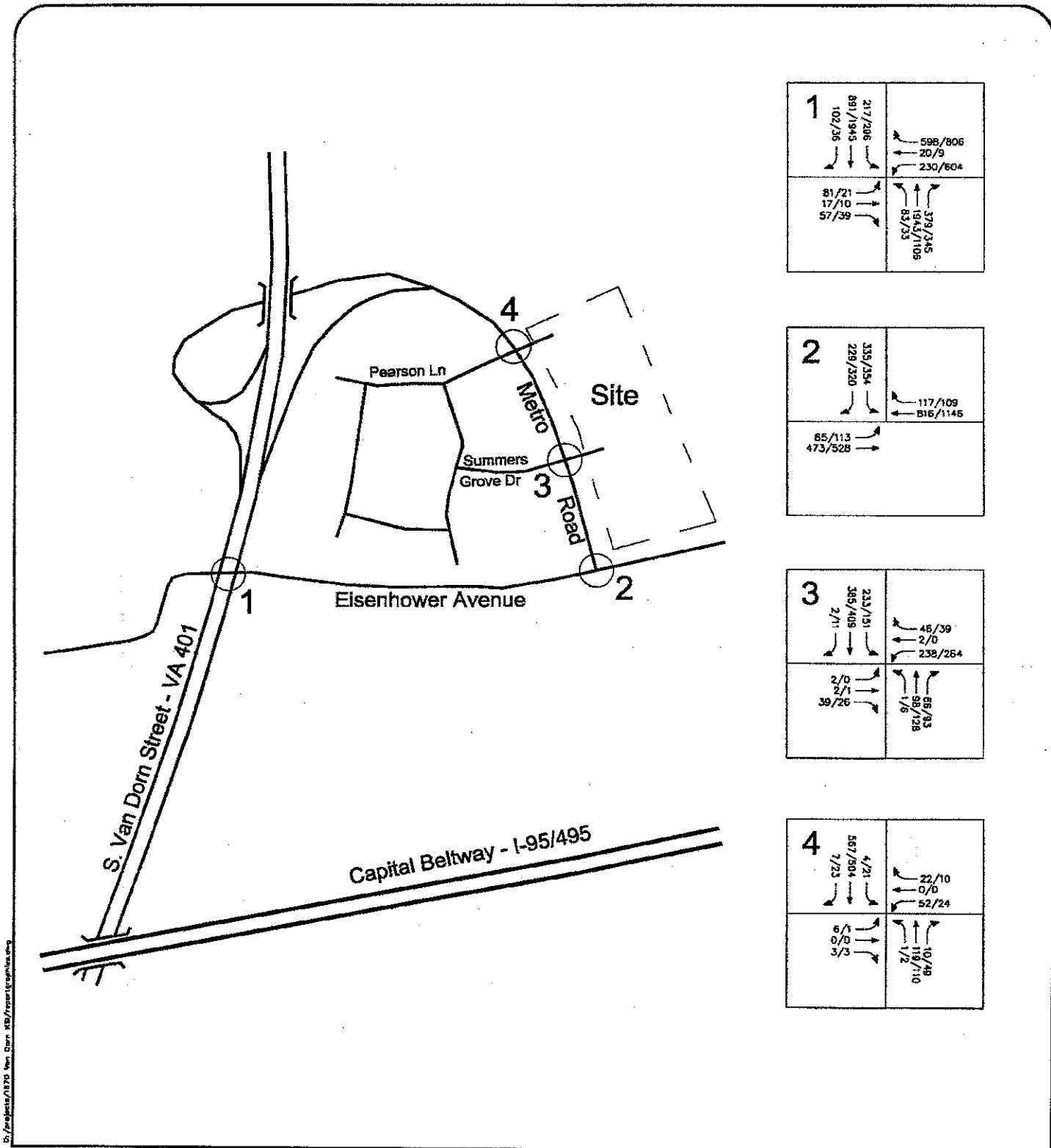


Figure 6
2004 Total Peak Hour Traffic Forecasts

AM Peak Hour
PM Peak Hour
1000/1000



Van Dorn Metro Mixed Use
Alexandria, Virginia

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

CONCLUSIONS

The conclusion of this study are as follows:

1. The S. Van Dorn Street/Eisenhower Avenue/Farrington Avenue intersection currently operates at an acceptable level of service "D" (LOS "D") during both the AM and PM peak hours. A number of individual lane groups currently operate at LOS "E" and/or "F" due not to a lack of capacity, but because of the long cycle length at the intersection.
2. Ambient background traffic growth will not significantly degrade the operation of the S. Van Dorn Street/Eisenhower Avenue/Farrington Avenue intersection, which will continue to operate at an acceptable LOS "D" during both the AM and PM peak commuter hours.
3. At buildout, the site will generate approximately 152 vehicle trips during the AM peak hour and approximately 256 vehicle trips during the PM peak hour.
4. The primary direction of approach will be via S. Van Dorn Street to and from the south which provided access to the Capital Beltway via a grade separated interchange. Approximately 50 percent of the traffic generated by the site will depart to and approach from S. Van Dorn Street to and from the south. Approximately 30 percent of the site traffic will use S. Van Dorn Street to and from the north, and approximately 20 percent will use Eisenhower Avenue to and from the east.
5. The Eisenhower Avenue/Metro Road intersection will operate adequately with the full development of the site.
6. Both site access drives along Metro Road will operate adequately with the full development of the site.

TRANSPORTATION MANAGEMENT PLAN

INTRODUCTION

This section presents a Transportation Management Plan (TMP) for the proposed site as required by the City of Alexandria.

Objective

The goal of a TMP is to encourage residents of the site and patrons of the site's retail uses to travel to work and other locations by modes other than single-occupant vehicles. The goal of this TMP is to effect a 35 percent non-auto mode share and maximize the use of mass transit.

Development Program

The subject site is located at the Van Dorn Metro Rail station in Alexandria, Virginia. KSI's proposal calls for the construction of a mixed use project with of a maximum of 265 apartment units and 17,000 S.F. of retail space the Van Dorn Metro station.

TMP ELEMENTS

The TMP will consist of the following elements:

1. Transportation Management Coordinator.
2. Transit information distribution.

Each of these elements is described below.

Transportation Management Coordinator

A Transportation Management Coordinator (TMC) will be designated

to administer and manage the TMP for the site. The TMC will be an employee of the property owner whose duties will include:

1. Distribute, display, and promote all available public transit services.
2. Distribute, display, and promote transportation packets that may be issued by the City's Office of Transit Services.
3. Coordinate with the City and TMC's of other, nearby projects.
4. Periodically evaluate TMP performance through traffic counts, parking occupancy counts, average vehicle occupancy surveys, and surveys of residents.
5. Annually report to the City on TMP performance.

Distribution of Transit Information

As noted above, the TMC will distribute, display, and promote all available public transit services, including transportation packets that may be issued by the City's Office of Transit Services. The TMC will maintain stocks of appropriate bus and Metrorail schedules.

The TMC will determine a central location to display transit information.

TMP Funding

The developers of the site will fund this TMP at the prevailing rates for residential and retail land uses.

SUMMARY

The Transportation Management Plan will consist of the following components:

1. Transportation Management Coordinator.
2. Transit information distribution.

The goal of this TMP is to effect a 35 percent non-auto mode share and maximize the use of mass transit.

Appendix A

EXISTING TRAFFIC COUNTS

Sources:

Wells & Associates, LLC.

Wells & Associates
McLean, Virginia

Project: Project Name
Date: Date

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

Time Period	Turning Movements																Total	PHF	Time Period		
	Southbound S. Van Dorn st.				Westbound Eisenhower Av.				Northbound S. Van Dorn st.				Eastbound Farrington Av.							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	19	76	23	120	50	8	12	70	75	236	17	330	4	0	6	10	450	80	530		6:00-6:15
6:15-6:30	35	167	31	233	83	9	22	114	94	291	19	404	12	0	6	18	637	132	769		6:15-6:30
6:30-6:45	19	155	32	206	90	12	15	117	76	384	25	485	22	5	12	39	691	156	847		6:30-6:45
6:45-7:00	34	204	35	273	77	9	30	116	81	441	32	554	18	7	13	38	827	154	981		6:45-7:00
7:00-7:15	40	189	61	290	94	8	26	128	92	464	34	590	13	2	14	29	880	157	1,037		7:00-7:15
7:15-7:30	28	203	46	277	133	4	22	159	84	433	21	538	12	2	20	34	815	193	1,008		7:15-7:30
7:30-7:45	17	206	47	270	152	5	21	178	86	426	10	522	14	5	26	45	792	223	1,015		7:30-7:45
7:45-8:00	17	205	48	270	163	3	25	194	61	429	18	508	18	8	21	47	778	241	1,019		7:45-8:00
8:00-8:15	15	212	51	278	169	7	32	208	63	420	20	503	20	2	15	37	781	245	1,026		8:00-8:15
8:15-8:30	11	174	55	240	180	10	36	226	53	386	20	459	20	2	17	39	699	265	964		8:15-8:30
8:30-8:45	17	189	45	251	181	2	32	215	66	353	20	439	14	3	9	26	690	241	931		8:30-8:45
8:45-9:00	9	213	56	278	208	5	55	268	37	346	23	406	11	6	10	27	686	295	981		8:45-9:00
3 Hour Totals	261	2,195	530	2,985	1,583	82	328	1,993	868	4,613	259	5,740	178	42	169	389	8,726	2,382	11,108		
1 Hour Totals																					
6:00-7:00	107	604	121	832	300	38	79	417	326	1,354	93	1,773	56	12	37	105	2,605	522	3,127	0.80	6:00-7:00
6:15-7:15	128	715	159	1,002	344	38	93	475	343	1,560	110	2,033	85	14	45	124	3,035	599	3,634	0.88	6:15-7:15
6:30-7:30	121	751	174	1,046	394	33	93	520	333	1,722	112	2,157	65	16	59	140	3,213	660	3,873	0.93	6:30-7:30
6:45-7:45	119	802	189	1,110	456	26	99	581	343	1,764	97	2,204	57	16	73	146	3,314	727	4,041	0.97	6:45-7:45
7:00-8:00	102	803	202	1,107	545	20	94	659	323	1,752	83	2,158	57	17	81	155	3,265	814	4,079	0.98	7:00-8:00
7:15-8:15	77	826	192	1,095	620	19	100	739	294	1,708	69	2,071	64	17	82	163	3,166	902	4,068	0.99	7:15-8:15
7:30-8:30	60	797	201	1,058	667	25	114	806	263	1,661	68	1,992	72	17	79	168	3,050	974	4,024	0.98	7:30-8:30
7:45-8:45	60	780	199	1,039	696	22	125	843	243	1,588	78	1,909	72	15	62	149	2,948	992	3,940	0.96	7:45-8:45
8:00-9:00	52	788	207	1,047	738	24	155	917	219	1,507	83	1,809	65	13	51	129	2,856	1,046	3,902	0.95	8:00-9:00
AM Peak 7:00-8:00	102	803	202	1,107	545	20	94	659	323	1,752	83	2,158	57	17	81	155	3,265	814	4,079	0.98	AM Peak 7:00-8:00
PM																					
4:00-4:15	13	359	79	451	198	8	141	342	52	240	3	295	13	7	14	34	746	376	1,122		4:00-4:15
4:15-4:30	11	436	67	514	209	29	144	382	57	202	4	263	19	5	4	28	777	410	1,187		4:15-4:30
4:30-4:45	4	331	56	391	153	2	110	265	42	212	2	256	12	6	13	31	547	296	843		4:30-4:45
4:45-5:00	6	350	47	403	163	4	132	299	43	257	9	309	9	4	7	20	712	319	1,031		4:45-5:00
5:00-5:15	7	454	64	525	210	5	161	376	56	232	10	298	10	8	14	32	823	408	1,231		5:00-5:15
5:15-5:30	4	366	56	428	166	2	124	292	66	231	2	299	17	4	11	32	727	324	1,051		5:15-5:30
5:30-5:45	7	337	57	401	174	2	128	304	65	232	4	301	9	3	6	18	702	322	1,024		5:30-5:45
5:45-6:00	7	422	69	498	234	5	139	378	47	249	9	305	6	1	7	14	803	382	1,195		5:45-6:00
6:00-6:15	18	590	73	681	204	1	112	317	55	246	17	318	17	3	3	23	999	340	1,339		6:00-6:15
6:15-6:30	4	405	67	476	158	1	89	248	47	270	3	320	7	3	5	15	795	263	1,059		6:15-6:30
6:30-6:45	3	369	39	411	127	1	69	197	32	213	2	247	3	5	4	12	658	209	867		6:30-6:45
6:45-7:00	7	401	51	459	132	0	62	194	38	237	2	277	3	2	9	14	736	208	944		6:45-7:00
3 Hour Totals	91	4,820	727	5,638	2,128	85	1,411	3,594	600	3,488	125	4,613	125	51	97	273	9,126	3,867	12,993		
1 Hour Totals																					
4:00-5:00	34	1,476	249	1,759	723	38	527	1,288	194	911	18	1,123	53	22	38	113	2,882	1,401	4,283	0.90	4:00-5:00
4:15-5:15	28	1,571	234	1,833	735	40	547	1,322	188	903	25	1,126	50	23	38	111	2,959	1,433	4,392	0.89	4:15-5:15
4:30-5:30	21	1,501	225	1,747	692	13	527	1,232	207	932	23	1,162	48	22	45	115	2,909	1,347	4,256	0.88	4:30-5:30
4:45-5:45	24	1,507	226	1,757	713	13	545	1,271	230	952	25	1,207	45	19	38	102	2,964	1,373	4,337	0.88	4:45-5:45
5:00-6:00	25	1,579	248	1,852	784	14	552	1,350	234	944	25	1,203	42	16	38	86	3,055	1,448	4,501	0.91	5:00-6:00
5:15-6:15	36	1,715	257	2,008	778	10	503	1,291	233	958	32	1,223	49	11	27	97	3,231	1,378	4,609	0.86	5:15-6:15
5:30-6:30	36	1,754	266	2,056	770	9	468	1,247	214	967	33	1,244	39	10	21	70	3,300	1,317	4,617	0.86	5:30-6:30
5:45-6:45	32	1,786	248	2,066	723	8	409	1,140	181	978	31	1,190	33	12	19	64	3,256	1,204	4,460	0.83	5:45-6:45
6:00-7:00	32	1,765	230	2,027	621	3	332	956	172	966	24	1,162	30	13	21	64	3,189	1,020	4,209	0.79	6:00-7:00
PM Peak 5:30-6:30	36	1754	266	2056	770	9	468	1247	214	997	33	1244	39	10	21	70	3300	1317	4617	0.86	PM Peak 5:30-6:30

Wells & Associates
 McLean, Virginia

Project: Project Name
 Date: Date

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

Time Period		Turning Movements																Total	PHF	Time Period		
		Southbound Metro Road				Westbound Eisenhower Av.				Northbound 0				Eastbound Eisenhower Av.							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					
PROJECT: Van Dam/ KSI		DATE: 10/4/01		SOUTHBOUND ROAD: Metro Road																		
W & A JOB NO.: 1670		DAY: Thursday		NORTHBOUND ROAD:																		
INTERSECTION: Eisenhower Av. & Metro Rd.		WEATHER: Nice		WESTBOUND ROAD: Eisenhower Av.																		
LOCATION: Alexandria, VA		COUNTED BY: Crawford N. & J. egan		EASTBOUND ROAD: Eisenhower Av.																		
INPUT BY: egan																						
AM																						
6:00-6:15	16	0	8	24	8	70	0	78	0	0	0	0	0	34	8	40	24	118	142		6:00-6:15	
6:15-6:30	35	0	26	61	10	69	0	79	0	0	0	0	0	98	20	118	61	197	258		6:15-6:30	
6:30-6:45	26	0	29	55	7	76	0	83	0	0	0	0	0	99	9	108	55	191	246		6:30-6:45	
6:45-7:00	35	0	34	69	8	82	0	90	0	0	0	0	0	108	16	126	69	216	285		6:45-7:00	
7:00-7:15	48	0	44	92	6	82	0	88	0	0	0	0	0	117	19	136	92	224	316		7:00-7:15	
7:15-7:30	55	0	56	111	4	93	0	97	0	0	0	0	0	121	7	128	111	225	336		7:15-7:30	
7:30-7:45	43	0	65	108	8	118	0	126	0	0	0	0	0	126	17	143	108	269	377		7:30-7:45	
7:45-8:00	55	0	82	137	8	114	0	122	0	0	0	0	0	100	12	112	137	234	371		7:45-8:00	
8:00-8:15	63	0	91	154	9	138	0	147	0	0	0	0	0	109	15	123	154	270	424		8:00-8:15	
8:15-8:30	62	0	86	138	12	159	0	171	0	0	0	0	0	95	15	110	138	281	419		8:15-8:30	
8:30-8:45	38	0	50	88	13	174	0	187	0	0	0	0	0	94	14	108	88	295	383		8:30-8:45	
8:45-9:00	37	0	49	86	13	195	0	208	0	0	0	0	0	116	10	126	86	334	420		8:45-9:00	
3 Hour Totals	503	0	620	1,123	106	1,370	0	1,476	0	0	0	0	0	1,216	162	1,378	1,123	2,854	3,977			
1 Hour Totals																						
6:00-7:00	112	0	97	209	33	237	0	330	0	0	0	0	0	339	53	392	209	722	931	0.82	6:00-7:00	
6:15-7:15	144	0	133	277	31	309	0	340	0	0	0	0	0	422	66	488	277	828	1,105	0.87	6:15-7:15	
6:30-7:30	164	0	163	327	25	333	0	358	0	0	0	0	0	445	53	498	327	856	1,183	0.88	6:30-7:30	
6:45-7:45	181	0	199	380	26	375	0	401	0	0	0	0	0	472	61	533	380	934	1,314	0.87	6:45-7:45	
7:00-8:00	201	0	247	448	26	407	0	433	0	0	0	0	0	464	55	519	448	952	1,400	0.93	7:00-8:00	
7:15-8:15	216	0	294	510	29	453	0	492	0	0	0	0	0	455	51	506	510	998	1,508	0.89	7:15-8:15	
7:30-8:30	213	0	324	537	37	529	0	566	0	0	0	0	0	429	59	488	537	1,054	1,591	0.94	7:30-8:30	
7:45-8:45	208	0	309	517	42	565	0	627	0	0	0	0	0	397	56	453	517	1,080	1,597	0.94	7:45-8:45	
8:00-9:00	190	0	276	466	47	666	0	713	0	0	0	0	0	413	54	467	466	1,180	1,646	0.97	8:00-9:00	
AM Peak 6:00-9:00	190	0	276	466	47	666	0	713	0	0	0	0	0	413	54	467	466	1,180	1,646	0.97	AM Peak 6:00-9:00	
PM																						
4:00-4:15	33	0	47	80	17	254	0	271	0	0	0	0	0	110	6	116	80	387	467		4:00-4:15	
4:15-4:30	44	0	42	86	21	228	0	249	0	0	0	0	0	99	8	107	86	356	442		4:15-4:30	
4:30-4:45	36	0	53	89	13	280	0	273	0	0	0	0	0	101	9	110	89	383	472		4:30-4:45	
4:45-5:00	54	0	66	120	19	216	0	235	0	0	0	0	0	96	8	104	120	339	459		4:45-5:00	
5:00-5:15	76	0	59	135	17	308	0	325	0	0	0	0	0	98	23	121	135	446	581		5:00-5:15	
5:15-5:30	63	0	61	124	14	237	0	251	0	0	0	0	0	121	10	131	124	382	506		5:15-5:30	
5:30-5:45	69	0	63	132	13	236	0	252	0	0	0	0	0	92	21	113	132	365	497		5:30-5:45	
5:45-6:00	84	0	73	157	18	218	0	234	0	0	0	0	0	101	14	115	157	349	506		5:45-6:00	
6:00-6:15	68	0	60	128	15	204	0	219	0	0	0	0	0	95	17	112	128	331	459		6:00-6:15	
6:15-6:30	69	0	31	100	11	187	0	198	0	0	0	0	0	93	15	108	100	306	408		6:15-6:30	
6:30-6:45	70	0	28	98	14	140	0	154	0	0	0	0	0	81	10	91	98	245	343		6:30-6:45	
6:45-7:00	51	0	25	76	5	120	0	125	0	0	0	0	0	69	11	80	76	205	281		6:45-7:00	
3 Hour Totals	717	0	608	1,325	175	2,611	0	2,786	0	0	0	0	0	1,156	152	1,308	1,325	4,094	5,419			
1 Hour Totals																						
4:00-5:00	167	0	208	375	70	958	0	1,028	0	0	0	0	0	406	31	437	375	1,466	1,840	0.97	4:00-5:00	
4:15-5:15	219	0	220	439	70	1,012	0	1,082	0	0	0	0	0	394	48	442	430	1,524	1,954	0.84	4:15-5:15	
4:30-5:30	229	0	239	468	63	1,021	0	1,084	0	0	0	0	0	416	50	466	466	1,550	2,018	0.87	4:30-5:30	
4:45-5:45	262	0	249	511	63	1,000	0	1,063	0	0	0	0	0	407	62	469	511	1,532	2,043	0.88	4:45-5:45	
5:00-6:00	292	0	256	548	60	1,002	0	1,062	0	0	0	0	0	412	68	480	548	1,542	2,090	0.90	5:00-6:00	
5:15-6:15	284	0	257	541	58	898	0	956	0	0	0	0	0	409	62	471	541	1,427	1,968	0.97	5:15-6:15	
5:30-6:30	290	0	227	517	55	848	0	903	0	0	0	0	0	381	67	448	517	1,351	1,868	0.92	5:30-6:30	
5:45-6:45	291	0	192	483	56	749	0	805	0	0	0	0	0	370	56	426	483	1,231	1,714	0.85	5:45-6:45	
6:00-7:00	258	0	144	402	45	651	0	696	0	0	0	0	0	338	53	391	402	1,087	1,489	0.81	6:00-7:00	
PM Peak 5:00-6:00	292	0	256	548	60	1,002	0	1,062	0	0	0	0	0	412	68	480	548	1,542	2,090	0.90	PM Peak 5:00-6:00	

Project: Project Name
Date: Date

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

Time Period		Turning Movements																Total	PHF	Time Period				
		Southbound Metro Road				Westbound Kiss & Ride				Northbound Metro Road				Eastbound Summers Grove Dr.							North & East			
		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	3	11	14	0	0	12	12	3	5	0	8	2	0	0	2	22	14				36	
6:15-6:30		0	23	13	36	0	1	25	26	17	15	3	35	6	1	0	7	71	33				104	
6:30-6:45		0	31	15	45	1	0	30	31	7	12	0	19	5	0	0	5	65	36				101	
6:45-7:00		1	34	24	59	0	0	39	39	19	8	0	27	6	0	0	6	66	45				131	
7:00-7:15		1	33	40	74	0	0	41	41	16	5	0	21	6	0	0	6	95	47				142	
7:15-7:30		1	60	36	97	5	0	44	49	5	3	0	8	12	1	0	13	105	62				167	
7:30-7:45		0	64	50	114	13	1	56	70	15	10	0	25	8	2	1	11	139	91				220	
7:45-8:00		1	59	42	102	7	0	55	62	15	2	0	17	13	0	0	13	119	75				194	
8:00-8:15		0	58	54	142	15	1	61	77	14	8	1	23	11	0	1	12	165	89				254	
8:15-8:30		1	84	53	138	8	0	61	69	16	8	0	24	7	0	0	7	162	76				238	
8:30-8:45		0	54	39	93	4	1	41	46	15	13	2	30	4	0	0	4	123	50				173	
8:45-9:00		0	61	22	83	0	0	37	37	11	6	0	18	4	0	0	4	102	41				143	
3 Hour Totals		5	594	399	998	53	4	502	559	153	97	6	256	84	4	2	90	1,254	649				1,903	
1 Hour Totals																								
6:00-7:00		1	91	63	155	1	1	106	108	46	40	3	89	19	1	0	20	244	128				372	0.71
6:15-7:15		2	121	92	215	1	1	135	137	59	40	3	102	23	1	0	24	317	161				478	0.84
6:30-7:30		3	158	115	276	6	0	154	160	47	28	0	75	29	1	0	30	351	190				541	0.81
6:45-7:45		3	191	150	344	18	1	180	199	55	26	0	81	32	3	1	36	425	235				660	0.75
7:00-8:00		3	216	168	387	25	1	196	222	51	20	0	71	39	3	1	43	458	255				723	0.82
7:15-8:15		2	271	182	455	40	2	216	258	49	23	1	73	44	3	2	49	528	307				835	0.82
7:30-8:30		2	295	199	496	43	2	233	278	60	26	1	89	39	2	2	43	585	321				906	0.89
7:45-8:45		2	265	188	475	34	2	218	254	60	31	3	94	35	0	1	36	569	290				859	0.85
8:00-9:00		1	287	168	456	27	2	200	229	56	37	3	96	26	0	1	27	552	256				808	0.80
AM Peak 7:30-8:30		2	295	199	496	43	2	233	278	60	28	1	89	39	2	2	43	585	321				906	0.89
PM																								
4:00-4:15		3	59	18	80	1	0	12	13	3	11	0	14	5	0	0	5	94	18				112	
4:15-4:30		2	57	21	80	3	0	19	22	6	19	2	27	5	0	0	5	107	27				134	
4:30-4:45		2	69	24	95	4	0	26	30	19	13	1	24	1	0	0	1	119	31				150	
4:45-5:00		1	75	20	95	4	0	36	40	11	12	2	25	3	0	0	3	121	43				164	
5:00-5:15		2	85	33	120	1	0	48	49	27	19	1	47	6	0	0	6	157	55				222	
5:15-5:30		3	83	33	119	2	0	39	41	10	11	2	23	6	1	0	7	142	48				190	
5:30-5:45		0	99	34	133	3	0	49	52	24	7	1	32	5	0	0	5	165	57				222	
5:45-6:00		6	87	41	134	2	0	67	69	17	11	2	30	9	0	0	9	164	78				242	
6:00-6:15		1	70	43	114	6	0	62	68	16	10	1	27	2	0	0	2	141	70				211	
6:15-6:30		1	54	42	97	7	1	56	64	19	11	6	36	4	0	0	4	133	68				201	
6:30-6:45		2	41	30	73	5	1	54	60	17	6	5	28	8	0	0	8	101	68				169	
6:45-7:00		5	38	23	66	3	0	39	42	9	4	3	16	12	0	0	12	82	54				136	
3 Hour Totals		28	817	362	1,207	41	2	567	550	169	26	329	66	1	0	0	67	1,536	617				2,153	
1 Hour Totals																								
4:00-5:00		8	260	83	351	12	0	93	105	30	55	5	90	14	0	0	14	441	119				560	0.85
4:15-5:15		7	286	98	391	12	0	129	141	54	63	6	123	15	0	0	15	514	156				670	0.75
4:30-5:30		8	312	110	430	11	0	149	160	58	55	6	119	16	1	0	17	549	177				726	0.82
4:45-5:45		6	342	120	468	10	0	172	182	72	49	6	127	20	1	0	21	595	203				798	0.90
5:00-6:00		11	354	141	506	8	0	203	211	78	48	6	132	26	1	0	27	638	238				876	0.90
5:15-6:15		10	339	151	500	13	0	217	230	67	39	6	112	22	1	0	23	612	253				865	0.89
5:30-6:30		8	310	150	478	18	1	234	253	76	39	10	125	20	0	0	20	603	273				876	0.90
5:45-6:45		10	252	155	418	20	2	239	261	69	38	14	121	23	0	0	23	539	284				823	0.85
6:00-7:00		9	203	138	350	21	2	211	234	61	31	15	107	26	0	0	26	457	260				717	0.85
PM Peak 5:00-6:00		11	354	141	506	8	0	203	211	78	48	6	132	26	1	0	27	638	238				876	0.90

Wells & Associates
McLean, Virginia

Project: Project Name
Date: Date

Wells & Associates, LLC
McLean, Virginia

Existing Traffic Count

Time Period	Turning Movements																Total	PHF	Time Period		
	Southbound Metro Road				Westbound Pearson Ln.				Northbound Metro Road				Eastbound Park & Ride							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				13	14
PROJECT: Van Dorn/ KSI DATE: 10/4/01 SOUTHBOUND ROAD: Metro Road																					
W & A JOB NO.: 1670 DAY: Thursday NORTHBOUND ROAD: Metro Road																					
INTERSECTION: Metro Rd. & Park & Ride Access WEATHER: Nice WESTBOUND ROAD: Pearson Ln.																					
LOCATION: Alexandria, VA COUNTED BY: Fendzuk W. EASTBOUND ROAD: Park & Ride																					
INPUTED BY: agan																					
AM																					
6:00-6:15	0	18	73	91	0	2	0	2	4	1	0	5	0	0	2	2	96	4	100		6:00-6:15
6:15-6:30	1	33	81	115	0	0	0	0	8	10	0	18	0	0	0	0	133	0	133		6:15-6:30
6:30-6:45	1	47	32	80	0	0	1	1	3	10	0	13	0	1	1	2	93	2	95		6:30-6:45
6:45-7:00	0	59	8	67	0	0	1	1	0	9	0	9	2	0	2	7	76	3	79		6:45-7:00
7:00-7:15	0	76	3	79	0	0	0	0	1	8	1	10	1	0	0	1	89	1	90		7:00-7:15
7:15-7:30	2	102	8	112	0	0	0	0	1	9	1	11	1	0	2	3	123	3	126		7:15-7:30
7:30-7:45	1	120	9	130	0	0	1	1	0	17	1	18	1	0	5	6	148	7	155		7:30-7:45
7:45-8:00	1	121	6	128	0	0	0	0	1	8	0	9	1	0	0	1	137	1	138		7:45-8:00
8:00-8:15	4	126	10	140	0	0	1	1	0	12	0	12	0	1	1	1	152	2	154		8:00-8:15
8:15-8:30	1	123	7	131	0	0	2	2	0	16	0	16	1	0	0	1	147	3	150		8:15-8:30
8:30-8:45	1	87	5	93	0	0	0	0	0	20	0	20	0	0	1	1	113	1	114		8:30-8:45
8:45-9:00	1	86	4	91	0	0	2	2	2	17	1	20	1	0	2	3	111	5	116		8:45-9:00
3 Hour Totals	13	998	246	1,257	0	2	8	9	20	137	4	161	8	0	14	22	1,418	32	1,450		
1 Hour Totals																					
6:00-7:00	2	157	194	353	0	2	2	4	15	30	0	45	2	0	3	5	398	9	407	0.77	6:00-7:00
6:15-7:15	2	215	124	341	0	0	2	2	12	37	1	50	3	0	1	4	391	6	397	0.75	6:15-7:15
6:30-7:30	3	294	51	338	0	0	2	2	5	36	2	43	4	0	3	7	381	9	390	0.77	6:30-7:30
6:45-7:45	3	357	28	388	0	0	1	1	2	43	3	48	5	0	7	12	436	14	450	0.73	6:45-7:45
7:00-8:00	4	419	26	449	0	0	1	1	3	42	3	48	4	0	7	11	497	12	509	0.82	7:00-8:00
7:15-8:15	8	459	33	510	0	0	2	2	1	46	2	50	3	0	8	11	560	13	573	0.92	7:15-8:15
7:30-8:30	7	490	32	529	0	0	4	4	3	53	1	55	3	0	6	9	584	13	597	0.96	7:30-8:30
7:45-8:45	7	457	26	492	0	0	3	3	1	56	0	57	2	0	2	4	549	7	556	0.90	7:45-8:45
8:00-9:00	7	422	26	455	0	0	5	5	2	66	1	68	2	0	4	6	523	11	534	0.87	8:00-9:00
AM Peak	7	490	32	529	0	0	4	4	3	53	1	55	3	0	6	9	584	13	597	0.96	AM Peak 7:30-8:30
PM																					
4:00-4:15	3	62	2	67	11	0	10	21	1	16	0	17	0	0	0	0	84	21	105		4:00-4:15
4:15-4:30	3	62	5	70	5	0	22	27	0	17	1	18	1	0	1	1	88	28	116		4:15-4:30
4:30-4:45	2	89	0	91	6	0	15	21	2	18	0	20	0	0	1	1	111	22	133		4:30-4:45
4:45-5:00	2	88	3	93	1	0	21	22	1	19	0	20	0	0	0	0	113	22	135		4:45-5:00
5:00-5:15	3	94	1	98	7	0	20	27	3	20	1	24	1	0	2	2	122	29	151		5:00-5:15
5:15-5:30	2	83	1	86	3	0	20	23	1	17	2	20	1	0	2	3	106	26	132		5:15-5:30
5:30-5:45	4	86	1	91	7	0	22	29	0	10	0	10	0	0	0	0	101	29	130		5:30-5:45
5:45-6:00	6	115	0	121	0	0	15	15	1	16	0	17	1	0	1	2	138	17	155		5:45-6:00
6:00-6:15	5	107	3	115	3	0	8	11	0	21	1	22	0	0	0	0	137	11	148		6:00-6:15
6:15-6:30	8	90	0	98	5	1	10	16	0	25	0	25	2	0	0	2	123	18	141		6:15-6:30
6:30-6:45	5	60	3	68	4	1	15	20	0	15	0	15	0	0	0	0	83	20	103		6:30-6:45
6:45-7:00	8	52	2	62	2	0	14	16	0	7	0	7	0	0	0	0	69	16	85		6:45-7:00
3 Hour Totals	51	998	21	1,060	54	2	192	248	9	5	5	215	6	0	5	11	1,275	259	1,534		
1 Hour Totals																					
4:00-5:00	10	301	10	321	23	0	68	91	4	70	1	75	1	0	1	2	396	93	489	0.91	4:00-5:00
4:15-5:15	10	333	9	352	19	0	78	97	6	74	2	82	2	0	2	4	434	101	535	0.89	4:15-5:15
4:30-5:30	9	354	5	368	17	0	76	93	7	74	3	84	2	0	4	6	452	99	551	0.91	4:30-5:30
4:45-5:45	11	351	6	368	18	0	83	101	5	66	3	74	2	0	3	5	442	106	548	0.91	4:45-5:45
5:00-6:00	15	378	3	396	17	0	77	94	5	63	3	71	3	0	4	7	467	101	568	0.92	5:00-6:00
5:15-6:15	17	391	5	413	13	0	65	78	2	84	3	89	2	0	3	5	482	83	565	0.91	5:15-6:15
5:30-6:30	23	398	4	425	15	1	55	71	1	72	1	74	3	0	1	4	499	75	574	0.93	5:30-6:30
5:45-6:45	24	372	6	402	12	2	48	62	1	77	1	79	3	0	1	4	481	66	547	0.88	5:45-6:45
6:00-7:00	26	308	8	343	14	2	47	63	0	68	1	69	2	0	0	2	412	65	477	0.81	6:00-7:00
PM Peak	23	398	4	425	15	1	55	71	1	72	1	74	3	0	1	4	499	75	574	0.93	PM Peak 5:30-6:30

Appendix B
EXISTING CAPACITY ANALYSES

Sources:

Wells & Associates, LLC.

HCS: Signalized Intersections Release 3.2

Inter: 01-Van Dorn/Eisenhower
 Analyst: JJA
 Date: 10/12/01
 E/W St: Eisenhower/Farrington

City/St: Alexandria, Virginia
 Proj #: 1670
 Period: AM Peak
 N/S St: S. Van Dorn

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	2	1	2	1	1	2	1
LGConfig	L	TR		L	LT	R	L	T	R	L	T	R
Volume	81	17	57	94	20	545	83	1752	323	202	803	102
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left		A	
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left			A		SB Left	A		
Thru			A		Thru	A	A	
Right			A		Right	A	A	
Peds					Peds			
NB Right				A	EB Right			
SB Right		A			WB Right	A		
Green		15.0	20.0			27.0	80.0	15.0
Yellow		3.0	3.0			4.0	4.0	4.0
All Red		1.0	1.0			1.0	1.0	1.0
Cycle Length:	180.0 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								
L	143	1719	0.59	0.083	86.1	F		
TR	133	1601	0.59	0.083	86.1	F	86.1	F
Westbound								
L	191	1719	0.28	0.111	74.2	E		
LT	194	1750	0.34	0.111	75.0	E	64.8	E
R	767	2707	0.75	0.283	62.8	E		
Northbound								
L	143	1719	0.61	0.083	87.0	F		
T	2011	3619	0.92	0.556	43.4	D	40.6	D
R	1025	1538	0.33	0.667	13.0	B		
Southbound								
L	258	1719	0.83	0.150	93.5	F		
T	2139	3438	0.40	0.622	17.2	B	30.3	C
R	1085	1538	0.10	0.706	8.4	A		

Intersection Delay = 43.4 (sec/veh) Intersection LOS = D

HCS: Signalized Intersections Release 3.2

Inter: 01-Van Dorn/Eisenhower
 Analyst: JJA
 Date: 10/12/01
 E/W St: Eisenhower/Farrington

City/St: Alexandria, Virginia
 Proj #: 1670
 Period: PM Peak
 N/S St: S. Van Dorn

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	2	1	2	1	1	2	1
LGConfig	L	TR		L	LT	R	L	T	R	L	T	R
Volume	21	10	39	458	9	770	33	997	214	266	1754	26
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left			A
Thru		A			Thru		A	A
Right		A			Right		A	A
Peds					Peds			
WB Left			A		SB Left	A		
Thru			A		Thru	A	A	
Right			A		Right	A	A	
Peds					Peds			
NB Right			A		EB Right			
SB Right		A			WB Right	A		
Green		8.0	36.0			33.0	72.0	8.0
Yellow		3.0	3.0			4.0	4.0	4.0
All Red		1.0	1.0			1.0	1.0	1.0
Cycle Length:	180.0		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								
L	76	1719	0.29	0.044	85.4	F		
TR	71	1596	0.73	0.044	116.9	F	107.5	F
Westbound								
L	344	1719	0.70	0.200	73.2	E		
LT	345	1726	0.72	0.200	74.8	E	57.9	E
R	1098	2707	0.74	0.406	48.1	D		
Northbound								
L	76	1719	0.46	0.044	88.3	F		
T	1623	3438	0.65	0.472	37.0	D	34.0	C
R	1034	1538	0.22	0.672	11.4	B		
Southbound								
L	315	1719	0.89	0.183	96.9	F		
T	2212	3619	0.83	0.611	30.7	C	39.1	D
R	1008	1538	0.03	0.656	10.9	B		

Intersection Delay = 43.8 (sec/veh) Intersection LOS = D

HCS: Signalized Intersections Release 3.2

Inter: 02-Eisenhower/Metro Road
 Analyst: JJA
 Date: 10/12/01
 E/W St: Eisenhower Avenue

City/St: Alexandria, Va
 Proj #: 1670
 Period: AM Peak
 N/S St: Metro Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	1	0	0	0	1	1	0
LGConfig	L	T			T	R				L	LTR	
Volume	54	413			666	47				276	0	190
Lane Width	11.0	11.0			11.0	11.0				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		A			NB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru					Thru	A		
Right					Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		6.0	51.0			20.0		
Yellow		3.0	4.0			3.0		
All Red		1.0	1.0			1.0		
Cycle Length:	90.0		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								
L	447		0.13	0.678	5.6	A		
T	2252	3323	0.19	0.678	5.4	A	5.4	A
Westbound								
T	1883	3323	0.37	0.567	10.8	B	10.7	B
R	843	1487	0.06	0.567	8.8	A		
Northbound								
Southbound								
L	382	1719	0.67	0.222	36.5	D		
LTR	348	1567	0.68	0.222	37.2	D	36.8	D

Intersection Delay = 16.6 (sec/veh) Intersection LOS = B

HCS: Signalized Intersections Release 3.2

Inter: 02-Eisenhower/Metro Road
 Analyst: JJA
 Date: 10/12/01
 E/W St: Eisenhower Avenue

City/St: Alexandria, Va
 Proj #: 1670
 Period: PM Peak
 N/S St: Metro Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	0	0	0	0	1	1	0
LGConfig	L	T			T					L	LTR	
Volume	68	412			1002					256	0	292
Lane Width	11.0	11.0			11.0					12.0	12.0	
RTOR Vol												0

Duration 0.25 Area Type: All other areas
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru					Thru	A		
Right					Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		6.0	48.0			23.0		
Yellow		3.0	4.0			3.0		
All Red		1.0	1.0			1.0		
Cycle Length:	90.0		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								
L	287		0.25	0.644	8.7	A		
T	2141	3323	0.20	0.644	6.6	A	6.9	A
Westbound								
T	1772	3323	0.60	0.533	14.9	B	14.9	B
Northbound								
Southbound								
L	439	1719	0.59	0.256	31.4	C		
LTR	395	1545	0.81	0.256	43.0	D	37.8	D

Intersection Delay = 19.2 (sec/veh) Intersection LOS = B

HCS: Signalized Intersections Release 3.2

Inter: 03-Metro Road/Metro Access City/St: Alexandria, Va
 Analyst: JJA Proj #: 1670
 Date: 10/12/01 Period: AM Peak
 E/W St: Metro Access/Summers Grove N/S St: Metro Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	1	1	0	0	3	0	0	2	0
LGConfig	LTR			L TR			LTR			LTR		
Volume	2	2	39	233	2	43	1	28	60	199	295	2
Lane Width	12.0			12.0	12.0		12.0			12.0		
RTOR Vol	0			0			0			0		

Duration: 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru	A				Thru	A		
Right	A				Right	A		
Peds					Peds			
WB Left		A			SB Left		A	
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	6.0	20.0			28.0	30.0		
Yellow	3.0	3.0			3.0	3.0		
All Red	1.0	1.0			1.0	1.0		
Cycle Length:	100.0 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								
LTR	88	1472	0.53	0.060	51.9	D	51.9	D
Westbound								
L	328	1641	0.79	0.200	50.3	D		
TR	324	1620	0.15	0.200	33.2	C	47.5	D
Northbound								
LTR	1204	4300	0.08	0.280	26.6	C	26.6	C
Southbound								
LTR	992	3306	0.56	0.300	30.1	C	30.1	C

Intersection Delay = 36.1 (sec/veh) Intersection LOS = D

HCS: Signalized Intersections Release 3.2

Inter: 03-Metro Road/Metro Access City/St: Alexandria, Va
 Analyst: JJA Proj #: 1670
 Date: 10/12/01 Period: PM Peak
 E/W St: Metro Access/Summers Grove N/S St: Metro Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	1	1	0	0	3	0	0	2	0
LGConfig	LTR			L TR			LTR			LTR		
Volume	1	0	26	203	0	8	6	48	78	141	354	11
Lane Width	12.0			12.0	12.0		12.0			12.0		
RTOR Vol	0			0			0			0		

Duration 0.25 Area Type: All other areas
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru	A				Thru	A		
Right	A				Right	A		
Peds					Peds			
WB Left		A			SB Left		A	
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	11.0	21.0			21.0	21.0		
Yellow	3.0	3.0			3.0	3.0		
All Red	1.0	1.0			1.0	1.0		
Cycle Length:	90.0 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

LTR 178 1460 0.17 0.122 35.9 D 35.9 D

Westbound

L 383 1641 0.59 0.233 33.1 C
 TR 377 1615 0.02 0.233 26.6 C 32.8 C

Northbound

LTR 1021 4377 0.14 0.233 27.4 C 27.4 C

Southbound

LTR 779 3339 0.72 0.233 35.1 D 35.1 D

Intersection Delay = 33.4 (sec/veh) Intersection LOS = C

HCS: Unsignalized Intersections Release 3.2

TWO-WAY STOP CONTROL SUMMARY

Intersection: 04-Metro Road/Site Access
 Analyst: JJA
 Project No.: 1670
 Date: 10/12/01
 East/West Street: Site Access/Pearson Ln
 North/South Street: Metro Road
 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		1	53	1	32	490	7
Hourly Flow Rate, HFR		1	58	1	35	544	7
Percent Heavy Vehicles		5	--	--	5	--	--
Median Type	Undivided						
RT Channelized?	No						
Lanes Configuration		0 LT	2 T	1 R		0 LT	0 TR
Upstream Signal?	No						

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		55	1	15	6	0	3
Hourly Flow Rate, HFR		61	1	16	6	0	3
Percent Heavy Vehicles		0	0	0	0	0	0
Percent Grade (%)			0			0	
Median Storage	1						
Flared Approach: Storage	Exists? No						
RT Channelized?	No						
Lanes Configuration		0	1 LTR	0		0 LTR	1 0

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	NB	SB	Westbound			Eastbound		
	1 LT	4 LT	7	8 LTR	9	10	11 LTR	12
v (vph)	1	35		78			9	
C(m) (vph)	994	1521		582			418	
v/c	0.00	0.02		0.13			0.02	
95% queue length	0.00	0.00		0.46			0.00	
Control Delay	8.6	7.4		12.1			13.8	
LOS	A	A		B			B	
Approach Delay				12.1			13.8	
Approach LOS				B			B	

HCS: Unsignalized Intersections Release 3.2

TWO-WAY STOP CONTROL SUMMARY

Intersection: 04-Metro Road/Site Access
 Analyst: JJA
 Project No.: 1670
 Date: 10/12/01
 East/West Street: Site Access/Pearson Ln
 North/South Street: Metro Road
 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		1	72	1	4	398	23	
Hourly Flow Rate, HFR		1	80	1	4	442	25	
Percent Heavy Vehicles		5	--	--	5	--	--	
Median Type	Undivided							
RT Channelized?	No							
Lanes		0	2	1		0	2	0
Configuration		LT T R			LT TR			
Upstream Signal?		No			No			

Minor Street:	Approach Movement	Westbound			Eastbound			
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume		55	1	15	1	0	3	
Hourly Flow Rate, HFR		61	1	16	1	0	3	
Percent Heavy Vehicles		0	0	0	0	0	0	
Percent Grade (%)			0			0		
Median Storage	1							
Flared Approach: Storage	Exists? No			No				
RT Channelized?	No							
Lanes		0	1	0		0	1	0
Configuration		LTR			LTR			

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	LT	LT	LTR			LTR		
v (vph)	1	4	78			4		
C(m) (vph)	899	1256	365			382		
v/c	0.00	0.00	0.21			0.01		
95% queue length	0.00	0.00	0.83			0.00		
Control Delay	9.0	7.9	17.5			14.5		
LOS	A	A	C			B		
Approach Delay			17.5			14.5		
Approach LOS			C			B		

Appendix C
2002 BACKGROUND CAPACITY ANALYSES

Sources:

Wells & Associates, LLC.

HCS: Signalized Intersections Release 3.2

Inter: 01-Van Dorn/Eisenhower
 Analyst: JJA
 Date: 10/12/01
 E/W St: Eisenhower/Farrington

City/St: Alexandria, Virginia
 Proj #: 1670
 Period: AM Peak
 N/S St: S. Van Dorn

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	2	1	2	1	1	2	1
LGConfig	L	TR		L	LT	R	L	T	R	L	T	R
Volume	81	17	57	192	20	598	83	1943	368	217	891	102
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left		A	
Thru		A			Thru	A	A	
Right		A			Right	A	A	
Peds					Peds			
WB Left			A		SB Left	A		
Thru			A		Thru	A	A	
Right			A		Right	A	A	
Peds					Peds			
NB Right				A	EB Right			
SB Right		A			WB Right	A		
Green		15.0	20.0			27.0	80.0	15.0
Yellow		3.0	3.0			4.0	4.0	4.0
All Red		1.0	1.0			1.0	1.0	1.0
Cycle Length:	180.0 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								
L	143	1719	0.59	0.083	86.1	F		
TR	133	1601	0.59	0.083	86.1	F	86.1	F
Westbound								
L	191	1719	0.58	0.111	80.4	F		
LT	193	1739	0.58	0.111	80.4	F	70.7	E
R	767	2707	0.82	0.283	67.3	E		
Northbound								
L	143	1719	0.61	0.083	87.0	F		
T	2011	3619	1.02	0.556	64.4	E	57.4	E
R	1025	1538	0.38	0.667	13.6	B		
Southbound								
L	258	1719	0.88	0.150	103.2	F		
T	2139	3438	0.44	0.622	17.8	B	32.3	C
R	1085	1538	0.10	0.706	8.4	A		

Intersection Delay = 54.1 (sec/veh) Intersection LOS = D

HCS: Signalized Intersections Release 3.2

Inter: 01-Van Dorn/Eisenhower
 Analyst: JJA
 Date: 10/12/01
 E/W St: Eisenhower/Farrington

City/St: Alexandria, Virginia
 Proj #: 1670
 Period: PM Peak
 N/S St: S. Van Dorn

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	2	1	2	1	1	2	1
LGConfig	L	TR		L	LT	R	L	T	R	L	T	R
Volume	21	10	39	576	9	803	33	1106	300	298	1945	36
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left		A	
Thru		A			Thru	A	A	
Right		A			Right	A	A	
Peds					Peds			
WB Left			A		SB Left	A		
Thru			A		Thru	A	A	
Right			A		Right	A	A	
Peds					Peds			
NB Right				A	EB Right			
SB Right		A			WB Right	A		
Green		8.0	36.0			33.0	72.0	8.0
Yellow		3.0	3.0			4.0	4.0	4.0
All Red		1.0	1.0			1.0	1.0	1.0
Cycle Length:	180.0 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								
L	76	1719	0.29	0.044	85.4	F		
TR	71	1596	0.73	0.044	116.9	F	107.5	F
Westbound								
L	344	1719	0.88	0.200	92.2	F		
LT	345	1726	0.90	0.200	96.4	F	68.5	E
R	1098	2707	0.77	0.406	49.6	D		
Northbound								
L	76	1719	0.46	0.044	88.3	F		
T	1623	3438	0.72	0.472	39.5	D	34.9	C
R	1034	1538	0.31	0.672	12.3	B		
Southbound								
L	315	1719	1.00	0.183	123.2	F		
T	2212	3619	0.93	0.611	38.7	D	49.3	D
R	1008	1538	0.04	0.656	11.0	B		

Intersection Delay = 51.2 (sec/veh) Intersection LOS = D

HCS: Signalized Intersections Release 3.2

Inter: 02-Eisenhower/Metro Road City/St: Alexandria, Va
 Analyst: JJA Proj #: 1670
 Date: 10/12/01 Period: AM Peak
 E/W St: Eisenhower Avenue N/S St: Metro Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	1	0	0	0	1	1	0
LGConfig	L	T			T	R				L	LTR	
Volume	54	473			816	117				319	0	190
Lane Width	11.0	11.0			11.0	11.0				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		A			NB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru				A	Thru	A		
Right				A	Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		6.0	51.0			20.0		
Yellow		3.0	4.0			3.0		
All Red		1.0	1.0			1.0		
Cycle Length:	90.0 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								
L	379		0.15	0.678	6.1	A		
T	2252	3323	0.22	0.678	5.5	A	5.6	A
Westbound								
T	1883	3323	0.46	0.567	11.6	B	11.3	B
R	843	1487	0.15	0.567	9.3	A		
Northbound								
Southbound								
L	382	1719	0.77	0.222	42.5	D		
LTR	349	1570	0.69	0.222	37.7	D	40.4	D

Intersection Delay = 17.3 (sec/veh) Intersection LOS = B

HCS: Signalized Intersections Release 3.2

Inter: 02-Eisenhower/Metro Road City/St: Alexandria, Va
 Analyst: JJA Proj #: 1670
 Date: 10/12/01 Period: PM Peak
 E/W St: Eisenhower Avenue N/S St: Metro Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	0	0	0	0	1	1	0
LGConfig	L	T			T					L	LTR	
Volume	68	528			1146					342	0	292
Lane Width	11.0	11.0			11.0					12.0	12.0	
RTOR Vol												0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A	A			NB Left			
Thru	A	A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru		A			Thru	A		
Right					Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	6.0	48.0				23.0		
Yellow	3.0	4.0				3.0		
All Red	1.0	1.0				1.0		
Cycle Length:	90.0 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								
L	243		0.30	0.644	10.2	B		
T	2141	3323	0.26	0.644	6.9	A	7.3	A
Westbound								
T	1772	3323	0.68	0.533	16.5	B	16.5	B
Northbound								
Southbound								
L	439	1719	0.79	0.256	40.5	D		
LTR	395	1546	0.81	0.256	43.7	D	42.1	D

Intersection Delay = 21.0 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.2

Inter: 03-Metro Road/Metro Access City/St: Alexandria, Va
 Analyst: JJA Proj #: 1670
 Date: 10/12/01 Period: AM Peak
 E/W St: Metro Access/Summers Grove N/S St: Metro Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	1	1	0	0	3	0	0	2	0
LGConfig	LTR			L TR			LTR			LTR		
Volume	2	2	39	237	2	43	1	88	61	231	334	2
Lane Width	12.0			12.0	12.0		12.0			12.0		
RTOR Vol	0			0			0			0		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru	A				Thru	A		
Right	A				Right	A		
Peds					Peds			
WB Left		A			SB Left		A	
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	6.0	20.0			28.0	30.0		
Yellow	3.0	3.0			3.0	3.0		
All Red	1.0	1.0			1.0	1.0		
Cycle Length:	100.0 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								
LTR	88	1472	0.53	0.060	51.9	D	51.9	D
Westbound								
L	328	1641	0.80	0.200	51.5	D		
TR	324	1620	0.15	0.200	33.2	C	48.5	D
Northbound								
LTR	1274	4550	0.13	0.280	27.0	C	27.0	C
Southbound								
LTR	991	3304	0.64	0.300	31.6	C	31.6	C

Intersection Delay = 36.4 (sec/veh) Intersection LOS = D

HCS: Signalized Intersections Release 3.2

Inter: 03-Metro Road/Metro Access City/St: Alexandria, Va
 Analyst: JJA Proj #: 1670
 Date: 10/12/01 Period: PM Peak
 E/W St: Metro Access/Summers Grove N/S St: Metro Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	1	1	0	0	3	0	0	2	0
LGConfig	LTR			L TR			LTR			LTR		
Volume	1	0	26	258	0	24	6	78	79	145	385	11
Lane Width	12.0			12.0	12.0		12.0			12.0		
RTOR Vol	0			0			0			0		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru	A				Thru	A		
Right	A				Right	A		
Peds					Peds			
WB Left		A			SB Left		A	
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	11.0	21.0			21.0	21.0		
Yellow	3.0	3.0			3.0	3.0		
All Red	1.0	1.0			1.0	1.0		
Cycle Length: 90.0 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								
LTR	178	1460	0.17	0.122	35.9	D	35.9	D
Westbound								
L	383	1641	0.75	0.233	40.0	D		
TR	377	1615	0.07	0.233	27.0	C	38.9	D
Northbound								
LTR	1045	4478	0.17	0.233	27.7	C	27.7	C
Southbound								
LTR	780	3343	0.77	0.233	37.0	D	37.0	D

Intersection Delay = 36.0 (sec/veh) Intersection LOS = D

HCS: Unsignalized Intersections Release 3.2

TWO-WAY STOP CONTROL SUMMARY

Intersection: 04-Metro Road/Site Access
 Analyst: JJA
 Project No.: 1670
 Date: 10/12/01
 East/West Street: Site Access/Pearson Ln
 North/South Street: Metro Road
 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		1	118	0	0	565	7	
Hourly Flow Rate, HFR		1	131	0	0	627	7	
Percent Heavy Vehicles		5	--	--	5	--	--	
Median Type	Undivided							
RT Channelized?	No							
Lanes Configuration		0	2	1		0	2	0
		LT T R				LT TR		
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Westbound			Eastbound			
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume		0	0	0	6	0	3	
Hourly Flow Rate, HFR		0	0	0	6	0	3	
Percent Heavy Vehicles		0	0	0	0	0	0	
Percent Grade (%)		0			0			
Median Storage	1							
Flared Approach: Exists? Storage		No			No			
RT Channelized?								
Lanes Configuration		0	1	0		0	1	0
		LTR				LTR		

Delay, Queue Length, and Level of Service

Approach Movement	NB		Westbound			Eastbound		
	1	4	7	8	9	10	11	12
Lane Config	LT	LT		LTR			LTR	
v (vph)	1	0		0			9	
C(m) (vph)	776	1203		0			218	
v/c	0.00	0.00					0.04	
95% queue length	0.00	0.00					0.00	
Control Delay	9.6	8.0					22.2	
LOS	A	A					C	
Approach Delay							22.2	
Approach LOS							C	

HCS: Unsignalized Intersections Release 3.2

TWO-WAY STOP CONTROL SUMMARY

Intersection: 04-Metro Road/Site Access
 Analyst: JJA
 Project No.: 1670
 Date: 10/12/01
 East/West Street: Site Access/Pearson Ln
 North/South Street: Metro Road
 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		2	103	0	0	498	23
Hourly Flow Rate, HFR		2	114	0	0	553	25
Percent Heavy Vehicles		5	--	--	5	--	--
Median Type	Undivided						
RT Channelized?		No					
Lanes		0	2	1	0	2	0
Configuration		LT T R			LT TR		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		0	0	0	1	0	3
Hourly Flow Rate, HFR		0	0	0	1	0	3
Percent Heavy Vehicles		0	0	0	0	0	0
Percent Grade (%)		0			0		
Median Storage	1						
Flared Approach: Exists?		No			No		
Storage							
RT Channelized?		No					
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
	1	4	7	8	9	10	11	12
Lane Config	LT	LT	LTR			LTR		
v (vph)	2	0	0			4		
C(m) (vph)	816	1221	0			338		
v/c	0.00	0.00				0.01		
95% queue length	0.00	0.00				0.00		
Control Delay	9.4	7.9				15.8		
LOS	A	A				C		
Approach Delay						15.8		
Approach LOS						C		

Appendix D
2002 FUTURE CAPACITY ANALYSES

Sources:

Wells & Associates, LLC.

HCS: Signalized Intersections Release 3.2

Inter: 01-Van Dorn/Eisenhower
 Analyst: JJA
 Date: 10/12/01
 E/W St: Eisenhower/Farrington

City/St: Alexandria, Virginia
 Proj #: 1670
 Period: AM Peak
 N/S St: S. Van Dorn

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	2	1	2	1	1	2	1
LGConfig	L	TR		L	LT	R	L	T	R	L	T	R
Volume	81	17	57	230	20	598	83	1943	379	217	891	102
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A						A
Thru		A						A
Right		A						A
Peds								
WB Left			A					
Thru			A					
Right			A					
Peds								
NB Right				A				
SB Right		A						
Green		15.0	20.0		27.0	80.0	15.0	
Yellow		3.0	3.0		4.0	4.0	4.0	
All Red		1.0	1.0		1.0	1.0	1.0	
Cycle Length:	180.0 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								
L	143	1719	0.59	0.083	86.1	F		
TR	133	1601	0.59	0.083	86.1	F	86.1	F
Westbound								
L	191	1719	0.70	0.111	87.6	F		
LT	193	1737	0.67	0.111	85.8	F	73.0	E
R	767	2707	0.82	0.283	67.3	E		
Northbound								
L	143	1719	0.61	0.083	87.0	F		
T	2011	3619	1.02	0.556	64.4	E	57.2	E
R	1025	1538	0.39	0.667	13.8	B		
Southbound								
L	258	1719	0.88	0.150	103.2	F		
T	2139	3438	0.44	0.622	17.8	B	32.3	C
R	1085	1538	0.10	0.706	8.4	A		
Intersection Delay = 54.5 (sec/veh) Intersection LOS = D								

HCS: Signalized Intersections Release 3.2

Inter: 01-Van Dorn/Eisenhower
 Analyst: JJA
 Date: 10/12/01
 E/W St: Eisenhower/Farrington

City/St: Alexandria, Virginia
 Proj #: 1670
 Period: PM Peak
 N/S St: S. Van Dorn

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	2	1	2	1	1	2	1
LGConfig	L	TR		L	LT	R	L	T	R	L	T	R
Volume	21	10	39	604	9	816	33	1106	345	298	1945	36
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A						
Thru		A						
Right		A						
Peds								
WB Left			A					
Thru			A					
Right			A					
Peds								
NB Right				A				
SB Right		A						
Green		8.0	36.0			33.0	72.0	8.0
Yellow		3.0	3.0			4.0	4.0	4.0
All Red		1.0	1.0			1.0	1.0	1.0
Cycle Length:	180.0 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								
L	76	1719	0.29	0.044	85.4	F		
TR	71	1596	0.73	0.044	116.9	F	107.5	F
Westbound								
L	344	1719	0.92	0.200	100.7	F		
LT	345	1726	0.95	0.200	106.0	F	73.1	E
R	1098	2707	0.78	0.406	50.3	D		
Northbound								
L	76	1719	0.46	0.044	88.3	F		
T	1623	3438	0.72	0.472	39.5	D	34.4	C
R	1034	1538	0.35	0.672	12.9	B		
Southbound								
L	315	1719	1.00	0.183	123.2	F		
T	2212	3619	0.93	0.611	38.7	D	49.3	D
R	1008	1538	0.04	0.656	11.0	B		
Intersection Delay = 52.3 (sec/veh) Intersection LOS = D								

HCS: Signalized Intersections Release 3.2

Inter: 02-Eisenhower/Metro Road
 Analyst: JJA
 Date: 10/12/01
 E/W St: Eisenhower Avenue

City/St: Alexandria, Va
 Proj #: 1670
 Period: AM Peak
 N/S St: Metro Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	1	0	0	0	1	1	0
LGConfig	L	T			T	R				L	LTR	
Volume	65	473			816	117				335	0	229
Lane Width	11.0	11.0			11.0	11.0				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		A			NB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru					Thru	A		
Right					Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	6.0	51.0				20.0		
Yellow	3.0	4.0				3.0		
All Red	1.0	1.0				1.0		
Cycle Length:	90.0 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								
L	379		0.18	0.678	6.2	A		
T	2252	3323	0.22	0.678	5.5	A	5.6	A
Westbound								
T	1883	3323	0.46	0.567	11.6	B	11.3	B
R	843	1487	0.15	0.567	9.3	A		
Northbound								
Southbound								
L	382	1719	0.81	0.222	46.0	D		
LTR	348	1567	0.81	0.222	46.9	D	46.4	D

Intersection Delay = 19.5 (sec/veh) Intersection LOS = B

HCS: Signalized Intersections Release 3.2

Inter: 02-Eisenhower/Metro Road
 Analyst: JJA
 Date: 10/12/01
 E/W St: Eisenhower Avenue

City/St: Alexandria, Va
 Proj #: 1670
 Period: PM Peak
 N/S St: Metro Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	0	0	0	0	1	1	0
LGConfig	L	T			T					L	LTR	
Volume	113	528			1146					354	0	320
Lane Width	11.0	11.0			11.0					12.0	12.0	
RTOR Vol												0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A	A			NB Left			
Thru	A	A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru		A			Thru	A		
Right					Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	6.0	48.0				23.0		
Yellow	3.0	4.0				3.0		
All Red	1.0	1.0				1.0		
Cycle Length:	90.0	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								
L	243		0.49	0.644	11.8	B		
T	2141	3323	0.26	0.644	6.9	A	7.8	A
Westbound								
T	1772	3323	0.68	0.533	16.5	B	16.5	B
Northbound								
Southbound								
L	439	1719	0.82	0.256	42.9	D		
LTR	395	1546	0.89	0.256	53.8	D	48.3	D

Intersection Delay = 22.9 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.2

Inter: 03-Metro Road/Metro Access City/St: Alexandria, Va
 Analyst: JJA Proj #: 1670
 Date: 10/12/01 Period: AM Peak
 E/W St: Metro Access/Summers Grove N/S St: Metro Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	1	1	0	0	3	0	0	2	0
LGConfig	LTR			L	TR		LTR			LTR		
Volume	2	2	39	238	2	46	1	98	66	233	385	2
Lane Width	12.0			12.0	12.0		12.0			12.0		
RTOR Vol	0			0			0			0		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru	A				Thru	A		
Right	A				Right	A		
Peds					Peds			
WB Left		A			SB Left		A	
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	6.0	20.0			28.0	30.0		
Yellow	3.0	3.0			3.0	3.0		
All Red	1.0	1.0			1.0	1.0		
Cycle Length:	100.0 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

LTR 88 1472 0.53 0.060 51.9 D 51.9 D

Westbound

L 328 1641 0.80 0.200 51.8 D
 TR 324 1620 0.16 0.200 33.3 C 48.7 D

Northbound

LTR 1276 4558 0.14 0.280 27.1 C 27.1 C

Southbound

LTR 994 3314 0.69 0.300 33.0 C 33.0 C

Intersection Delay = 36.9 (sec/veh) Intersection LOS = D

HCS: Signalized Intersections Release 3.2

Inter: 03-Metro Road/Metro Access
 Analyst: JJA
 Date: 10/12/01
 E/W St: Metro Access/Summers Grove

City/St: Alexandria, Va
 Proj #: 1670
 Period: PM Peak
 N/S St: Metro Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	1	1	0	0	3	0	0	2	0
LGConfig	LTR			L TR			LTR			LTR		
Volume	1	0	26	264	0	39	6	128	93	151	409	11
Lane Width	12.0			12.0	12.0		12.0			12.0		
RTOR Vol	0			0			0			0		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru	A				Thru	A		
Right	A				Right	A		
Peds					Peds			
WB Left		A			SB Left		A	
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	11.0	21.0				21.0	21.0	
Yellow	3.0	3.0				3.0	3.0	
All Red	1.0	1.0				1.0	1.0	
Cycle Length:	90.0		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								
LTR	178	1460	0.17	0.122	35.9	D	35.9	D
Westbound								
L	383	1641	0.77	0.233	41.1	D		
TR	377	1615	0.11	0.233	27.3	C	39.4	D
Northbound								
LTR	1061	4548	0.24	0.233	28.1	C	28.1	C
Southbound								
LTR	780	3344	0.81	0.233	39.2	D	39.2	D

Intersection Delay = 36.9 (sec/veh) Intersection LOS = D

HCS: Unsignalized Intersections Release 3.2

TWO-WAY STOP CONTROL SUMMARY

Intersection: 04-Metro Road/Site Access
 Analyst: JJA
 Project No.: 1670
 Date: 10/12/01
 East/West Street: Site Access/Pearson Ln
 North/South Street: Metro Road
 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	1	119	10	4	567	7
Hourly Flow Rate, HFR	1	132	11	4	630	7
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type	Undivided					
RT Channelized?	No					
Lanes	0	2	1	0	2	0
Configuration	LT T R			LT TR		
Upstream Signal?	No			No		

Minor Street: Approach Movement	Westbound			Eastbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	52	0	22	6	0	3
Hourly Flow Rate, HFR	57	0	24	6	0	3
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0					
Median Storage	1					
Flared Approach: Exists? Storage	No			No		
RT Channelized?	No					
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	NB	SB	Westbound			Eastbound			
	1 LT	4 LT	7	8 LTR	9	10	11 LTR	12	
v (vph)	1	4	81			9			
C(m) (vph)	775	1191	312			207			
v/c	0.00	0.00	0.26			0.04			
95% queue length	0.00	0.00	1.05			0.00			
Control Delay	9.7	8.0	20.5			23.2			
LOS	A	A	C			C			
Approach Delay				20.5			23.2		
Approach LOS				C			C		

HCS: Unsignalized Intersections Release 3.2

TWO-WAY STOP CONTROL SUMMARY

Intersection: 04-Metro Road/Site Access
 Analyst: JJA
 Project No.: 1670
 Date: 10/12/01
 East/West Street: Site Access/Pearson Ln
 North/South Street: Metro Road
 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		2	110	49	21	504	23
Hourly Flow Rate, HFR		2	122	54	23	560	25
Percent Heavy Vehicles		5	--	--	5	--	--
Median Type	Undivided						
RT Channelized?	No						
Lanes		0	2	1	0	2	0
Configuration		LT T R			LT TR		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		24	0	10	1	0	3
Hourly Flow Rate, HFR		26	0	11	1	0	3
Percent Heavy Vehicles		0	0	0	0	0	0
Percent Grade (%)		0			0		
Median Storage	1						
Flared Approach: Exists?		No			No		
Storage							
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	LT	LT	LTR			LTR		
v (vph)	2	23	37			4		
C(m) (vph)	811	1157	312			319		
v/c	0.00	0.02	0.12			0.01		
95% queue length	0.00	0.00	0.35			0.00		
Control Delay	9.4	8.2	18.1			16.4		
LOS	A	A	C			C		
Approach Delay			18.1			16.4		
Approach LOS			C			C		

JANET H. SLEDGE
5817 Summer's Grove Road
Alexandria, VA 22304
(703) 823-9449
November 13, 2003

18419
11-16-02

Honorable Kerry J. Donley
Mayor
Room 2300, City Hall
302 King Street
Alexandria, VA 22314

Dear Mayor Donley:

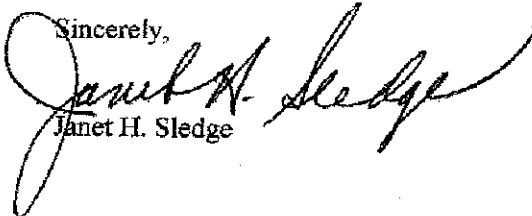
I am a homeowner and Board member of the Summer's Grove community. I am writing to express my strong support of KSI's proposed mixed-use development at the Van Dorn Metro. Our Board of Directors recently voted unanimously to support KSI's proposal. Letters went out to you and all the council members requesting your support of the proposal at the City Council meeting this Saturday, November 16, 2002.

Summer's Grove is a beautiful and successful residential community of 192 townhomes and we are here to stay. With that in mind, over the past several months, the residents of Summer's Grove have worked with KSI to ensure that the final plans reflect many of our needs, wants and concerns for the new residential structure, the grounds, and convenience of access to the Metro. I see this new project as being of appropriate scale and density to complement Summer's Grove and it will also be an excellent transition to the higher density development that is proposed and currently under construction in other areas of Eisenhower Avenue.

I am excited about the prospect of having another beautifully designed and landscaped residential community across the street along with retail stores that will provide community benefits as well as economic benefits for the City and employees in the area. The proposed cafe plaza along with the retail conveniences will be welcomed amenities for our residents as well.

Mr. Donley, I am requesting your support of the KSI proposal. It works for us here in Summer's Grove. Commercial development (a large parking garage or tall office building) is just not acceptable to my Summer's Grove neighbors or me. I implore you to please take our concerns and our strong support of KSI's proposal to heart when making your decision next Saturday. Please remember that we live here, and your decision will affect us directly each and every day. Thank you.

Sincerely,


Janet H. Sledge



jb900@yahoo.com
11/13/02 10:33 PM

18E19
11-16-02

To: billclev@comcast.net @ INTERNET, mayoraix@aol.com @
INTERNET, eberweincouncil@comcast.net @ INTERNET,
wmeuille@wdcuille.com @ INTERNET, delpepper@aol.com @
INTERNET, dspeck@aol.com @ INTERNET,
council@joycewoodson.net @ INTERNET
Subject: KSI _ Van Dorn Metro Mixed Use - Docket items 18 & 19

Mayor and City Council,

For all the reasons they cite, please affirm the Staff's and Planning Commission's recommendations to deny this proposal. This project is totally out of place and character for this most important location, a Metro station. The Master Plan for this area wisely designates it as one for high-rise commercial development, not this low-rise, low-density suburban sprawl type residential development with two massive above ground multi-level garages.

This project does nothing to foster quality development that will spur economic development and create jobs in West Eisenhower. Instead, it would act more as a magnet, signaling that such low quality land use in this valuable area is acceptable. We understand that there are several developers with projects waiting and watching how KSI fares. Needless to say, these projects have many of the same undesirable qualities as KSI. We in Cameron Station, with a long, parallel land mass as close as 200 feet away, would not like to see West Eisenhower look and function as the Potomac Yards/Lincoln Properties area on U.S. 1 does.

We believe the Master Plan for this area is correct and that quality commercial development will move from East to West Eisenhower as the eastern part continues its pace of growth and development. Please vote to deny the KSI application.

I plan to speak at the public hearing on Saturday.

Joe Bennett, President
Cameron Station Civic association _____
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Yahoo! Web Hosting - Let the expert host your site
<http://webhosting.yahoo.com>



WALSH COLUCCI
STACKHOUSE EMRICH
& LUBELEY PC

18¹ 19
11-16-02

M. Catharine Puskar
(703) 528-4700 Ext. 13
mcpus@arl.wcsei.com

November 14, 2002

Via Facsimile and First Class Mail

The Honorable Kerry J. Donley, Mayor
and Members of City Council
City Hall
301 King St, Room 2300
Alexandria, VA 22314

Re: Development Special Use Permit #2001-0024
TMP Special Use Permit #2001-0115 (the "Applications")

Dear Mayor Donley and Members of City Council:

On behalf of the Applicant, KSI Services, Inc., I hereby request that the City Council public hearing on the above-referenced applications be deferred for 90 days. The Applicant intends to use the additional time to respond to issues raised by staff, the community and the Planning Commission.

Thank you for your consideration of this matter.

Very truly yours,

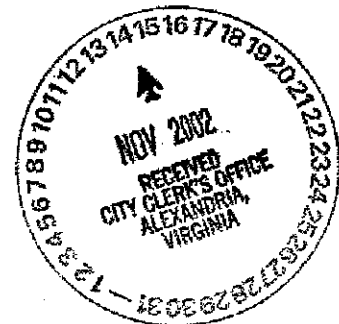
WALSH, COLUCCI, STACKHOUSE, EMRICH & LUBELEY, P.C.

M. Catharine Puskar

M. Catharine Puskar

MCP/jms

- cc: Eileen Fogarty
- Rich Baier
- Art Dahlberg
- Pam Tyrrell
- Dick Knapp
- Martin D. Walsh
- Nan E. Terpak



JAKSD613.48 WMATA\Deferral ltr 11.14.02.doc



WALSH COLUCCI
LUBELEY EMRICH
& TERPAK PC

10411

2-22-03

M. Catharine Puskar
(703) 528-4700 Ext. 13
cpuskar@arl.thelandlawyers.com

February 19, 2003

Via Hand Delivery

The Honorable Kerry J. Donley, Mayor
and Members of City Council
City of Alexandria
301 King St, Rm 2300, City Hall
Alexandria, VA 22314

Re: KSI – Van Dorn Metro Station
Applications: DSUP #2001-0024
SUP #2001-0115

Dear Mayor Donley and Members of City Council:

In preparation for Saturday's City Council hearing and in response to questions that have been raised relative to the above-referenced applications, I wanted to provide you with the following additional information for your consideration:

- Introduction and Community Assets sections of KSI's Smart Growth application;
- Smart Growth Alliance press release recognizing the project as Smart Growth;
- Economic Impact Study; and
- List of Targeted Retail Tenants

In addition to these materials, KSI wants to emphasize that, in response to Staff, citizen and Planning Commission concerns, the Applicant has proposed to reduce the residential parking from 1.64 spaces per unit to 1.3 spaces per unit and the retail parking from 4.84 spaces per 1,000 square feet to 3.3 spaces per 1,000 square feet, for an overall reduction in parking of 101 spaces. The proposed parking reduction will also enable the Applicant to increase the density by eight residential units and increase the ground level open space by 2,160 square feet, for a total of 1.61 acres of on-site open space.

Finally, the Applicant is agreeable to each of the 96 development conditions, with the following revisions to conditions # 3, #25, and # 31:

- #3(b) – Except for those areas identified on the exhibit entitled "Van Dorn Mixed Use Project Sidewalk Constraint Exhibit", prepared by Lewis Scully Gionet, dated October 18, 2002, a minimum unobstructed sidewalk 6 ft. in width shall be provided along the East Access, New Street and Metro Road Frontages, exclusive of any building projections, stoops, exterior stairs, tree well areas, etc. To make these adjustments, no tree wells may be reduced in size smaller than 4 feet in depth.

- #25 – Pedestrian access from Eisenhower Avenue to the WMATA access tunnel shall meet all ADA requirements. ~~The design shall be modified to allow sufficient space to be reserved for the future installation of escalators at the time that station ridership numbers satisfy WMATA policy. This reservation area shall be indicated on the final site plan.~~

- #31 – The loading/unloading area shall be redesigned to the satisfaction of the Directors of Transportation and Environmental Services and Planning and Zoning to address conflicts with vehicular traffic ~~in one of the following ways~~by
 - a. ~~Locating such functions within the WMATA parking structure on level 3 beyond the retail parking spaces.~~

 - b. ~~providing fencing and gates that block access except for during those certain specified periods~~ identified in condition #22, agreeable to the Directors of P&Z and T&ES

 - c. ~~Some other alternative presented by the applicant at the time of final site plan addresses the traffic conflicts.~~

KSI has worked diligently with staff and the community for almost two years to improve its Van Dorn Metro Mixed Use Project. During this time, the proposal has evolved into a model of smart growth that should be embraced by the City of Alexandria. It creates a high quality, well designed development from an underutilized infill site, provides a logical transition between existing residential and commercial uses, addresses revenue and development goals for WMATA, increases revenue for the City of Alexandria, and, most importantly, represents a transit oriented mixed-use development that can be emulated and built upon to create the vibrant, urban, mixed-use community envisioned for the West End of Eisenhower Valley. As such, we respectfully request your approval of the applications.

Thank you for your thoughtful consideration of this matter. If you have any questions, please do not hesitate to call.

Very truly yours,

WALSH, COLUCCI, LUBELEY, EMRICH & TERPAK, P.C.

M Catharine Puskar

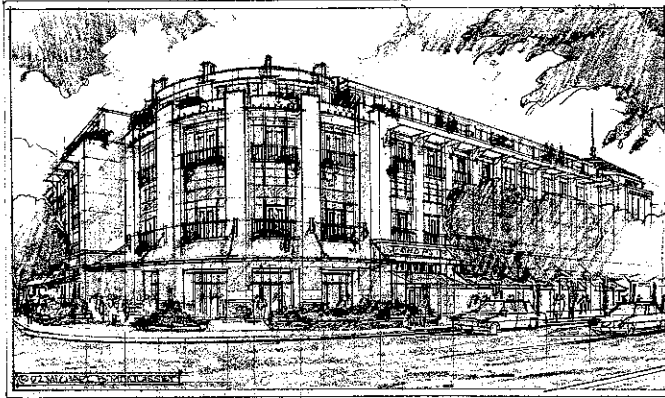
M. Catharine Puskar

MCP:jms

Enclosures

cc: Eileen Fogarty
Rich Baier

INTRODUCTION



Eisenhower Avenue Elevation

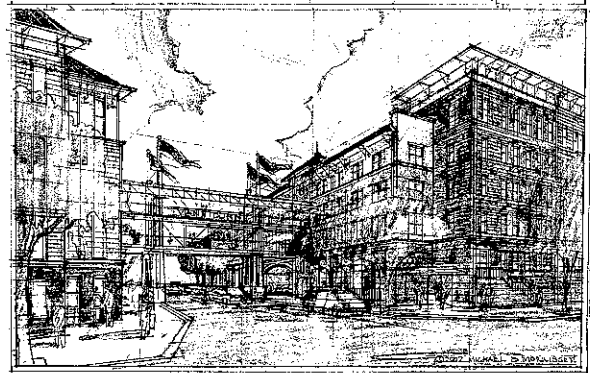
KSI Services, Inc. (KSI) is proposing to construct a \$40 million transit-oriented development consisting of 258 residential units, 17,570 square feet of street-front retail, and a structured parking facility to serve Metro patrons at the Van Dorn Metro Station in Alexandria, Virginia.

The property is owned by the Washington Metropolitan Area Transit Authority (WMATA) and is located at the northeast corner of the intersection of Eisenhower

Avenue and Metro Road across from the Van Dorn Metro Station and just inside the Capital Beltway. The property currently serves as a 429-space commuter parking lot and is subsidized equally by Fairfax County and the City of Alexandria to serve local citizens. As it is doing throughout the region, WMATA has targeted this underutilized infill parcel for redevelopment to generate additional revenue for transit improvements and to increase its ridership base.

KSI has entered into a joint development agreement to develop the property under a long-term land lease from WMATA. As part of the Master Lease Agreement, KSI must replace the existing surface Kiss-and-Ride and Park-and-Ride spaces in a structured parking facility on a one-for-one basis. Developing this structured public parking facility in conjunction with residential and retail uses will transform one of WMATA's underutilized, unattractive properties into a high-quality, transit-oriented development that creates an appropriate transition in use and scale from the relatively new 191 Summer's Grove townhouses to the west to the established commercial and industrial uses to the east. The mix of new housing, much-needed retail and an improved public parking facility will create an urban neighborhood with activity 12 to 18 hours a day, seven days per week while providing revenue for WMATA system improvements, increasing transit usage and generating significant revenue for the City of Alexandria from a currently tax-exempt parcel.

KSI has been working on its joint development proposal for the Van Dorn Metro Station since April 2001. During this time, KSI has held numerous meetings with WMATA, the City of Alexandria and community groups and has revised its proposal many times in response to issues raised by staff and the community.



View of New Street

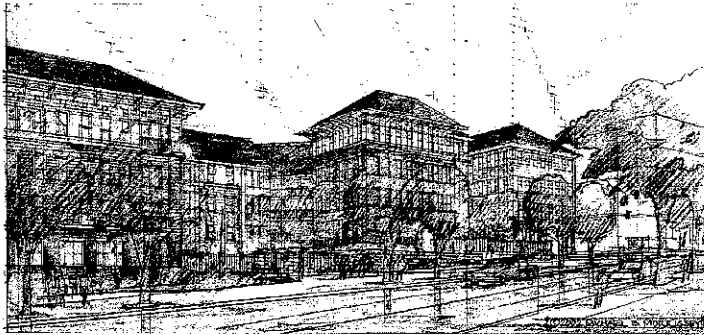
The extensive public review process has resulted in a number of enhancements to the project's design that have furthered the smart growth



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characteristics of the proposal, including the addition of an internal street grid, enhanced streetscape, relocated loading facilities, reduced parking, increased open space, improved pedestrian and vehicular circulation, and enhanced architectural design. A copy of the most recent site plan submission has been provided as an Exhibit for your review. Please note that additional revisions have been made since the site plan submission, including reducing the amount of residential and retail parking, increasing public open space and adding density in the form of eight residential units. These revisions have also been provided as an Exhibit for your review.



Metro Road Elevation

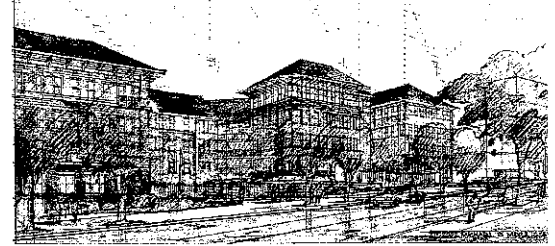
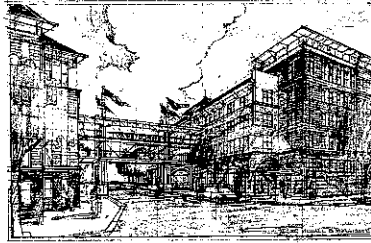
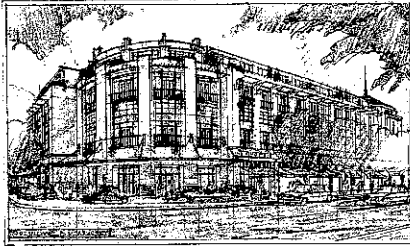
KSI's ongoing involvement with the community has also resulted in written endorsements and supportive public testimony from the Eisenhower Partnership, the Summers Grove Homeowners' Association, and individual citizens. In addition, KSI has the full support and endorsement of WMATA. These letters have been included as Exhibits for your review.

KSI believes that its proposal, as it has evolved and improved throughout the public review process, is a model of smart growth. As the City strives to foster quality development in this area of Alexandria, this transit oriented mixed-use development can be emulated and built upon to create the vibrant, urban, mixed-use community envisioned for the West End of Eisenhower Avenue. Additionally, the project addresses revenue and development goals for WMATA, increases revenue for the City of Alexandria, provides a logical transition between residential and commercial uses in the West End of Eisenhower Valley, and significantly improves an underutilized infill site.



4

COMMUNITY ASSETS



Project Benefits

A mixed-use development at the Van Dorn Street Metro Station will benefit the Eisenhower Valley and enhance the character of the existing neighborhood. The Eisenhower Valley is in transition. Currently, it is dominated by industrial and low-density service commercial uses. Over time, the Eisenhower Valley is expected to develop into a mixed-use community comprising office, residential and retail development. KSI's proposed development is a pioneering step in the revitalization process.

The project provides numerous community benefits, including the following:

Creates Attractive Gateway to the Eisenhower Valley

The proposed project would replace an existing surface parking lot with a \$40 million mixed-use development including a new \$5 million structured parking facility for WMATA, 17,570 square feet of community retail and 258 luxury apartments. The strong presence created by this project would enhance the appeal of the western entrance to the Eisenhower Valley.

Improves Parking Facility for WMATA

The proposed project includes a \$5 million privately financed public parking facility for WMATA. The structured garage will replace the existing Kiss-and-Ride and Park-and-Ride parking spaces and taxi queuing lane provided in the current surface lot. The new garage will include two hydraulic elevators, a monumental staircase, and dedicated pedestrian walkways, which will improve accessibility to the Metro. Further, the experience for Metro patrons will be improved by protecting them from the elements, concentrating all of the parking close to the access tunnel, providing retail opportunities, and enhancing lighting and security.

Provides a Transportation Management Plan

The development proposal will implement a Transportation Management Plan (TMP) to promote the use of public transit. KSI will contribute approximately \$17,000 annually to a TMP fund,



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which will be used to market the use of public transportation and to provide discounted transit fares to the residents and employees at the property.

Adds Convenience Retail to Neighborhood

The proposed project includes 17,570 square feet of retail space and a plaza/café area suitable for dining and gathering along Eisenhower Avenue. Convenience retail at this location would be a benefit to the Eisenhower Valley community since there is minimal existing inventory. Employees, residents and Metro patrons in the neighborhood will be able to access retail within a short walk.

Increases Usable Open Space

The development proposal provides 1.31 acres (57,064 square feet) of ground-level open space including three landscaped courtyards fronting to the street and a café/plaza area along Eisenhower Avenue. In addition to the ground level open space, a 13,010 square-foot sports deck will be located on the top floor of the residential garage for use by the residents of the apartment homes.

Enhances Existing Streetscape

The project will provide streetscape elements in accordance with the Eisenhower Avenue Streetscape Guidelines. Along Eisenhower Avenue, a double row of trees will separate the café/plaza area and the pedestrian sidewalk/bike path. Street lighting, benches, brick pavers, scored concrete and additional landscaping will complete the upscale appearance of this area. The tree spacing, lighting and landscaping patterns established along Eisenhower Avenue will be replicated throughout the project to maintain a pedestrian friendly environment.

In response to concerns expressed by the residents of Summers Grove, the developer has agreed to provide \$25,000 in off-site streetscape improvements along Metro Road. These improvements include fencing along the border of the Norfolk Southern Railroad property line and additional landscaping along the Summers Grove property line to enhance existing streetscape plantings.

Provides Positive Economic Impacts

Spending and Jobs

An Economic Impact Analysis was completed for this project by the Center for Regional Analysis. The report concluded that the proposed project would generate total benefits of \$36.4 million and 256 new jobs to the City of Alexandria during the construction period. Over the long term, the project would generate annual spending of \$6.1 million and would support 40 new jobs.



Real Estate Taxes

The site is currently owed by WMATA and is tax exempt. Developing the proposed mixed-use development is projected to generate real estate taxes in excess of \$450,000 annually for the City of Alexandria. As the City of Alexandria is actively seeking additional sources of revenue in anticipation of building a new T.C. Williams High School and a new police facility, adding this property to the tax rolls would be beneficial.

WMATA Funding

The community will also benefit from the funds provided to WMATA by this project. In addition to building a new \$5 million parking facility for WMATA, KSI is subject to a ground lease with annual rent payments to WMATA. These payments will contribute toward WMATA's operating expenses, which in turn will benefit the jurisdictions that subsidize WMATA.

Catalyst for Future Development

In addition to generating significant revenue for the City and WMATA, the project will serve as a catalyst for additional development in this transitional area. Market studies performed by the City of Alexandria and KSI concluded that office development will not occur in this location for at least 15 to 20 years. Rather than leave the parcel as an underdeveloped, tax-exempt surface parking lot for such an extended period of time, the development proposal provides a \$40 million investment in the Eisenhower Valley today. Capitalizing on the current economic viability of residential and retail at this location will benefit the community by adding services to the area and bringing additional residents to the community. These attractors will help foster development on surrounding parcels, which translates into economic benefits to the City.

Includes On-Site Affordable Housing

On-site affordable housing will be provided in accordance with the recommendation of the City of Alexandria. The 5 affordable units will be available to households at or below the 60% income level. The compliance period for these units will be 25 years. The residents living in the affordable units will be eligible for KSI's "Rent to Buy" Program, whereby a portion of their monthly rent will be contributed toward the required closing cost of a home purchased by a resident.

Funds Noise Mitigation at the Firing Range

KSI will contribute \$50,000 toward the costs associated with noise mitigation at the City of Alexandria firing range located on Eisenhower Avenue.



Contributes to Eisenhower Improvement Fund

KSI will contribute \$25,000 to the Eisenhower Avenue Improvement Fund. This fund was established by the City to help pay for improvement projects in the Eisenhower Valley.

Includes Eisenhower Valley Revitalization Office

KSI has offered to provide space in the project for an Eisenhower Valley Revitalization office. This office would be available to the City of Alexandria and other organizations, such as the Eisenhower Partnership that are involved in the planning and redevelopment of the Eisenhower Valley. The office would provide information on the Master Plan, projects under development or sites available for redevelopment. In addition to centralizing information relevant to the Eisenhower Valley, the office would provide a location for meetings to be held by groups active in the Valley.

Has Minimal School Population Impact

KSI does not anticipate that a large number of school-age children will reside at the property due to the concentration of studio and one-bedroom units (63%) planned in the project. The unit mix and configuration of the units combined with the fact that the target market for the project is "renter by choice" will result in the project having a minimal impact to the City of Alexandria school system.



8

SMART GROWTH ALLIANCE NEWS

SMART GROWTH JURY RECOGNIZES TWO DEVELOPMENT PROPOSALS FOR WISE LAND USE, EFFICIENT DESIGN

More information is available at <http://washington.uli.org/sga>; or through e-mail: sga@uli.org.

WASHINGTON (January 17, 2003) - A jury formed by the Smart Growth Alliance (SGA) has recognized two development proposals as contributing land use, transportation and environmental advantages to the Washington region.

The SGA is a coalition of five regional organizations: the Chesapeake Bay Foundation, Greater Washington Board of Trade, Coalition for Smarter Growth, Metropolitan Washington Builders' Council and ULI Washington (a district council of the Urban Land Institute). These organizations, some of which have held opposing views on growth issues, formed the alliance two years ago to research, identify and encourage land use, transportation and environmental policies and practices that support smart growth in the region.

The two proposals recognized by the SGA are a mixed-use project in Arlington, Va., combining retail, office and residential space; and a mixed-use project in Alexandria, Va., consisting of residential and retail space, and structured parking facilities. Both will be transit-oriented developments near Metro stations, as a result de-emphasizing the need for auto use.

The proposals were selected in the third round of a recognition program announced by the SGA in May 2002. Through the program, sponsored by Pepco, the alliance highlights "smart growth" development proposals to raise awareness among public officials, citizen groups and developers of the long-term benefits of well-designed, pedestrian-oriented projects that incorporate a variety of uses and reduce dependency on autos as the sole means of mobility.

SGA members are advised and supported by representatives of more than 70 organizations, including the public sector, universities, businesses, local foundations, and environmental and civic groups from throughout the region. The SGA views alternatives to single-use, auto-oriented design as critical in accommodating the area's future population -- now projected to rise by 1 million over the next 20 years.

Sam Black, chairman of the SGA jury and a partner in Squire, Sanders and Dempsey, LLP in Washington, said the two projects fulfilled the criteria set by the SGA for measuring project proposals. Applications were evaluated on their location; density, design and diversity of uses; transportation alternatives and opportunities; environmental resources and conservation efforts, and benefits to the overall community. Individual proposals were not measured against each other, he noted. "By recognizing these and future projects, we are showcasing examples of how to make smart growth work," Black said. "Through smart growth, our area can reduce traffic congestion, retain a top-caliber workforce, attract new businesses, and enhance air and water quality."

The development in Arlington, currently referred to as 2900 Clarendon Boulevard, will be located one block from the Clarendon Metro station. The developers, Bush Construction Corporation and Highland Associates, LLC, are planning a mixed-use multiple building development that will combine retail stores and offices with residential flats and lofts. Development plans include the replacement of a one-story commercial building surrounded by surface parking with four new buildings ranging in height from six to 10 floors and containing 308 residential units and 86,000 square feet of office and

retail space. It is projected that nearly half of development's residents will be working in downtown Washington and commuting by Metro.

"2900 Clarendon Boulevard is an infill urban project designed to take full advantage of the community's massive investment in Metro," said David DeCamp, principal at Highland Associates, LLC. "We will build a place where people can live, work and shop. Owning and operating an automobile will be optional. My partners and I are hopeful that the SGA recognition will serve to educate and reinforce the regional wisdom behind mixed-use and mixed-income development."

The development in Alexandria, to be developed by KSI Services Inc., is planned for a site next to the Van Dorn Metro station on property owned by the Washington Metropolitan Area Transit Authority. KSI is proposing a project containing 258 residential units, 17, 570 square feet of streetfront retail, and a structured parking facility to serve Metro riders at the subway station. Its proximity to Metro minimizes the impact of additional traffic, and the new retail would help fill a shortage of shopping facilities in the immediate area.

"This smart growth development at the Van Dorn Metro Station will create a lively, urban pedestrian-oriented gateway to Eisenhower Valley and will be a catalyst for future development in this transitioning industrial area," said Richard I. Knapp, senior vice president of KSI. "In addition, at a time when both WMATA and the City of Alexandria are looking for additional sources of revenue to fund public improvements, the redevelopment of this parcel will provide a \$5 million parking structure and annual revenue to Metro, while providing numerous community benefits and creating annual tax revenue from a currently tax exempt parcel of approximately \$500,000 to the City of Alexandria."

Each quarter, the Smart Growth Alliance will evaluate project proposals in the Washington area that are under review or subject to review by local government regulatory agencies. Those representing the best examples of smart growth will be publicized by the Alliance and highlighted by the Alliance during regular alliance events. In addition, the Smart Growth Alliance plans other activities, including a study of barriers and incentives to smart growth; and a recognition program for conservation initiatives.

The next application deadline is March 17, 2003. Information on the application process is available at <http://washington.uli.org/sga>; or through e-mail: sga@uli.org.

###

Smart Growth Alliance Partners:

**Chesapeake Bay Foundation
Greater Washington Board of Trade
Coalition for Smarter Growth
Metropolitan Washington Builders' Council
ULI Washington**

**The Economic Impact Of
The Proposed Van Dorn Metro Mixed-Use Project
On the City of Alexandria, Virginia**

Prepared for

**KSI
Vienna, Virginia**

By

**John McClain
Senior Fellow
The Center for Regional Analysis
George Mason University**

September 2002

The Economic Impact of the Proposed Van Dorn Metro Mixed-Use Project On the City of Alexandria, Virginia

Executive Summary

The construction and operation of the Van Dorn Metro Mixed-Use Project will generate both short-term and continuing economic benefits for the City of Alexandria:

- **Short-term Economic Impacts** - During the construction phase, these benefits will total \$32.6 million. These direct construction outlays will generate total benefits of \$36.4 million for the City's economy and create 256 new jobs in the City (on-site and off-site) with personal earnings totaling \$8.65 million.
- **Continuing Economic Impacts** - With full occupancy, the Van Dorn Metro Mixed-Use Project will contribute \$5.346 million annually in new spending within the Alexandria economy. This new spending will generate a total impact of \$6.084 million and support 40 new jobs with additional personal earnings of \$1.052 million.

Introduction

The economic impacts of the proposed Van Dorn Metro Mixed-Use Project result from its construction activity and its operations following its completion. During the construction phase, economic impacts occur in the form of on- and off-site jobs and from their related payroll and the spending and re-spending of these earnings. In addition to on-site construction activity, there are other related activities including design and engineering services, project management, and other professional services that generate jobs and payroll over the construction period. This payroll and the purchases flowing from these construction and professional activities generate secondary impacts within the Alexandria economy. With the completion of the project, its operations, the spending of its tenants, and the outlays of its on-site retail activities will generate an annual flow of spending within the City economy and will generate jobs and income to the benefit of the City economy.

The economic benefits associated with the construction and operation of the proposed Van Dorn Metro Mixed-Use Project will contribute to City's economic vitality by strengthening its retail market, supporting job growth and expanding its fiscal base. The presence of this project in proximity to the Van Dorn Metro Station will support ridership on Metro at a station where ridership has been largely dependent on its parking capacity and auto/bus access. Finally, the presence of these residents in combination with other residents in the Eisenhower corridor and nearby communities will increase the corridor's attractiveness for office development to take advantage of the this resident workforce.

Project Description

The Van Dorn Metro Mixed-Use Project will contain 250 residential rental units and 17,750 SF of retail space surrounding two parking garages. The 250 units will consist of 43 studio, 111 one-bedroom, and 96 two-bedroom apartments with an average rental of \$1,463. Based on the tenant income requirement of three times monthly rent, the mean household income of tenants would be \$52,332.00. The total income for all residents, with adjustments for the inclusion of 5 “affordable” units, is calculated at \$13.083 million. Based on the consumption patterns of households with incomes in this range, 24 percent of this income is available on average for discretionary local purchases including food, clothing, home furnishings, and entertainment (eating out). The on-site retail (15,400 SF net) would house “convenience” type uses such as a restaurant/pub, dry cleaner, coffee shop, and food mart.

Construction Phase

Spending during the construction phase includes soft and hard costs. This distinction is made as the types of spending and work done on- and off-site differs in terms of their respective job and earnings impacts on the Alexandria economy. Soft costs include design and engineering, legal and accounting, management and other professional costs incurred during the design and construction phase. Also included in this category are proffers, permits and other fees paid to the City. Excluded from this analysis, although considered as soft costs, are the development fee, acquisition costs, loan fees and interest charges, and taxes. These categories are excluded as these types of outlays have little or no local economic impacts.

The hard costs include all on- and off-site construction outlays. These outlays (as well as the soft costs) will occur over an extended period although the flow of these outlays will peak during the period of actual construction that is projected to take up to 18 months.

The economic impacts occurring during the construction phase are presented in Table 1. These are one-time benefits and do not recur following the completion of construction. While the total estimated cost of the proposed project is \$40.9 million, only \$32.6 million is included in the impact analysis of outlays that will potentially contribute to the Alexandria economy. Excluded from the analysis are outlays that immediately leak out of the City’s economy: financing fees and interest payments, developer’s fee, contingency reserve, and selected operating and management costs. Taxes are also excluded even though their spending by the city for its operations will have economic consequences, as the impact on the private sector is indirect and difficult to measure.

This new spending represents outlays that will originate directly and indirectly within the Alexandria economy. The ability of the Alexandria economy to capture and retain these outlays is a function of the complexity of its economy—its ability to supply the

requirements of the construction process and recycle this spending. The ability to capture and internalize these benefits within the local economy is also a function of the City's geographic size and the location of potential suppliers and labor force that will be involved in the construction activities. Given the City's relatively small size and the interdependence of the metropolitan area economy, the City's economic multipliers (percentage of direct spending in the City that is retained and recycled through its economy) are relatively small. For the construction activities, the City's multiplier is estimated at 1.1066 while the multiplier associated with soft costs is estimated to equal 1.2045.

The direct outlay of \$32.6 million will add a total of \$36.4 million to the gross city product of Alexandria over the three-year design and construction period. These direct outlays will support and/or generate 256 new jobs on- and off-site in Alexandria during this period with total personal earnings of \$8.65 million.

Table 1

**Van Dorn Metro Mixed-Use Project
Construction-Related Economic Impacts
On the City of Alexandria, 2001-2004**
(in millions of 2002 dollars)

Sources	Outlays \$	Total Impact	New Jobs	Personal Earnings
Soft Costs*	\$3.371	\$4.060	16.2	\$0.830
Hard Costs**	29.250	32.368	239.8	7.824
Total Benefits	\$32.621	\$36.428	256.0	\$8.654

Sources: KSI and GMU Center for Regional Analysis

*excludes loan fees and interest payments, developers fee, and taxes

**excludes acquisition costs

Post-Construction Phase

The annual economic impacts associated with the Van Dorn Metro Mixed-Use Project, following completion of construction, will result from building operations, the spending of resident households, and outlays by on-site retail activities, as presented in Table 2. Spending associated with the Metro parking garage, while constituting income for WMATA and therefore contributing to the metropolitan area economy, is not included in the measurement of local impacts.

The project operations are based on the first year stabilized budget projection (2006). Operations outlays include: utilities, administration/payroll, management, marketing, contract services, turnover expense, maintenance, and management fee. Not included in this category but part of annual operating expenses are real estate and other local tax payments totaling \$429,100.

The spending of residents living in the Mixed-Use Project constitutes the second category of on-going economic impacts. The households residing in the 250 apartment units, with an average annual income of \$52,332, will make some of their purchases within Alexandria. While these new residents could shop and utilize services exclusively in the City, it is estimated that on average 24 percent of their spending would be local; this percentage represents spending for food, clothing, home furnishings, personal services, and other discretionary outlays where convenience is important to determining the pattern of purchases. This projected spending will add a total of \$3.8 million in total benefits to the City's economy and support an estimated 24 new jobs in the City with annual personal earnings of \$618,000.

The operations of the on-site retail will contribute to the City economy by creating new jobs and payroll outlays, supporting suppliers and other business transactions, as well as include regular overhead-type expenses. These outlays are estimated at \$80 per net square foot and would total \$1.2 million. These expenditures would add a total of \$1.25 million to the City economy, supporting 9.3 new jobs with a payroll of \$242,000.

The annual outlays associated with the Van Dorn Metro Mixed-Use Project are projected to total \$5.346 million. This direct spending will add \$6.084 million to the City's economy inclusive of \$738,000 in indirect and induced benefits. The direct outlays associated with this project will generate and/or support 40 new jobs in Alexandria with total personal earnings of \$1.05 million accruing to workers residing in the City.

Table 2

**Van Dorn Metro Mixed-Use Project
Annual Post-Construction Economic Impacts
On the City of Alexandria
(in millions of 2002 dollars)**

Sources	Outlays \$	Total Impact	New Jobs	Personal Earnings
Project Operations*	\$0.980	\$0.997	7.4	\$0.192
Resident Spending	3.134	3.833	23.8	0.618
On-Site Retail**	1.232	1.254	9.3	0.242
Total Benefits	\$5.346	\$6.084	40.5	\$1.052

Sources: KSI and GMU Center for Regional Analysis

*excludes taxes, insurance, and replacement reserves

**outlays for the operation of on-site retail—not a function of revenues



VAN DORN METRO STATION RETAIL COMPONENT LEASING PLAN

<u>Targeted Retail Categories</u>	<u>Target Retailers</u>	<u>Size</u>
<i>Bakery/Café</i>	Atlanta Bread	2,500 SF
	Corner Bakery	2,500 SF
	Xando/Cosi	2,500-3,000 SF
	Panera	2,500-3,000 SF
	Bagel Stores	1,200-2,000 SF
<i>Coffee Shop</i>	Starbucks	2,000 SF
	Caribou	2,000 SF
	Seattles Best	2,000 SF
<i>Convenience Store</i>	Local Operator	3,000 SF
<i>Hair/Nail Salons (Family Value)</i>	Hair Cuttery	1,200-2,000 SF
	Great Clips	1,200-2,000 SF
	Fantastic Sams	1,200-2,000 SF
	Super Cuts	1,200-2,000 SF
	Local Operators	1,000-3,000 SF
<i>Dry Cleaner</i>	Local Operator	1,200 SF
<u>Targeted Retail Categories</u>	<u>Target Retailers</u>	<u>Size</u>
<i>Subs</i>	Quizno's	1,200-1,800 SF
	Subway	1,200-1,800 SF
	Blimpie	1,200-1,800 SF
	Jerry's Subs & Pizza	2,000-3,000 SF
<i>Gifts/Cards</i>	Hallmark	3-6000 SF
	Local Operator	3,000 SF
<i>Ice Cream</i>	Maggie Moo's	1,200-1,500 SF
	Cold Stone Creamery	1,200-1,500 SF



<i>Video Stores</i>	Blockbuster	6,000 SF
	Hollywood Video	6,000 SF
	Video Warehouse	6,000 SF
<i>Restaurants</i>	Baja Fresh	3,500 SF
	Blues St. Café	5,000 SF
	Boston Market	3,500 SF
	Buca di Beppo	3,500 SF
	Chipotle	2,500SF
	Moby Dick	2,500-3,500 SF
	Strapazza	3,500 SF
Local Operator	2,000-3,000 SF	

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City of Alexandria, Virginia

MEMORANDUM

~~18 E 19~~
~~11-16-02~~
10 E 11
2-22-03

To: The Honorable Members, Alexandria City Council
From: Eric R. Wagner, Chairman *Eric R. Wagner*
Alexandria Planning Commission
Subject: Unanimous Denial Recommendation of DSUP #2001-0024, Ksi/Van Dorn Station Proposal
Date: November 13, 2002

Introduction

After over a month of careful deliberation and analysis, the Planning Commission on November 7, 2002 unanimously voted to recommend denial of the KSI proposal for redevelopment of WMATA's Van Dorn Station parking lot, located at the intersection of Eisenhower Avenue and Metro Road in the City's West End. This deliberation included a special work session on the application, which was held on October 28, 2002. The Planning Commission felt that a separate work session to discuss the ramifications of this proposal was merited so that the larger policy issues and land use perspectives could be discussed independent of a focus on any particular development plan.

Discussion

The applicant's proposal is to construct 250 "stick-built" rental residential units wrapped around two separate above-ground parking structures with 17,000 square feet of ground level retail use along the Eisenhower Avenue frontage. The two parking structures would provide a combined 931 parking spaces, including 436 spaces dedicated to WMATA use for long-term parking

While the applicant has done a commendable job of working with the community and staff throughout the development review process, the project is, in simple terms, the wrong use at the wrong location at the wrong point in time for the City of Alexandria, and in particular, in the life of the Eisenhower Valley corridor.

Given the existing Master Plan and zoning for commercial and office development, with the higher densities at the Metro Station and Eisenhower/Beltway interchange, residential use is not appropriate at this site. Development of this key Metro site for the proposed project squanders the substantial investment the City has made in the Metro system and compounds past mistakes

approving other nearby residential projects. There is simply no compelling reason to abandon the Master Plan and settle for this garden-style, suburban type of project that fills the entire site without any true public benefits at this time. The dynamics to be spurred by the opening of the PTO, only one Metro station to the east, will serve to increase the value and potential of this site as a high quality commercial and true mixed use location.

The low densities, lack of commercial office component and provision of massive parking structures will undermine transit use and set a harmful precedent for future applications. Building a permanent Metro parking garage without any study of alternatives is not in the best interest of the City. Approval of this project will lock in a density, height, form of development and level of parking that is counter to the goals of true mixed use, transit-oriented development, and will preclude a proactive planning process for West Eisenhower that could build from the current planning process for Eisenhower East.

The Planning Commission fully understands and empathizes with the residents of the adjacent Summers Grove town home community in their desire to have additional residential uses in their neighborhood. It is hoped, however, that these residents will be patient and become actively involved in defining a future vision for West Eisenhower that encompasses their needs as well as the needs of the City as a whole in the larger scheme of how our precious remaining land develops.

Conclusion

The Planning Commission believes this is a key application in the life of the City, and the City Council's decision will determine whether we have a plan for future development or if we simply respond to individual applications in a piece meal fashion without considering the big picture.

It is our hope that the City Council considers thoughtfully the Planning Commission's unanimous recommendation of denial, by:

- ▶ recognizing both the City's current Master Plan and the importance of not foreclosing on future planning efforts by throwing away this critical site in the scheme of West Eisenhower's redevelopment; and
- ▶ communicating to the development community that the residential nature and suburban form of this project with vehicle reliance are not compatible with the City's vision for transit-oriented developments at Metro Station locations in Alexandria.

City of Alexandria
City Council Public Hearing
February 22, 2003

DSUP#2001-00024

KSI/Van Dorn Station
Development Proposal

EXHIBIT NO.

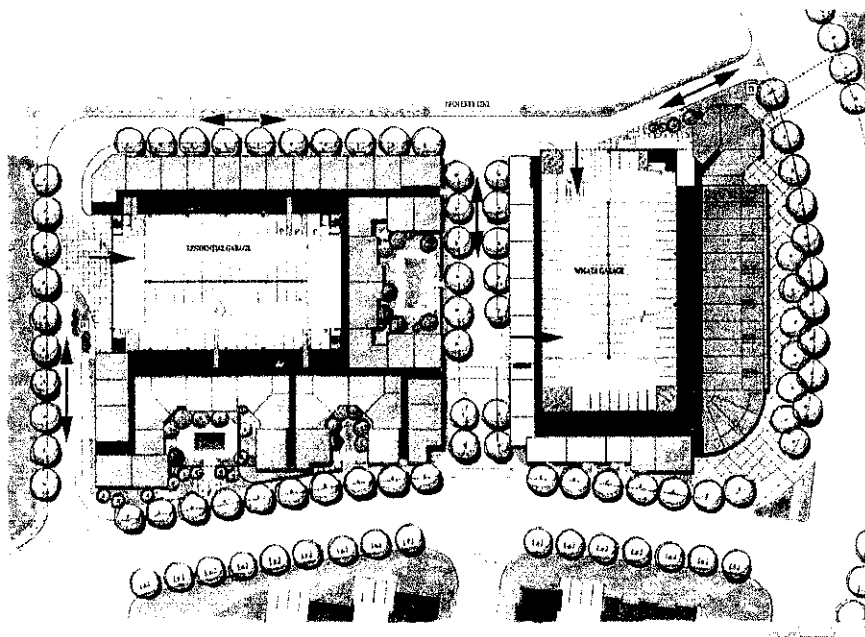
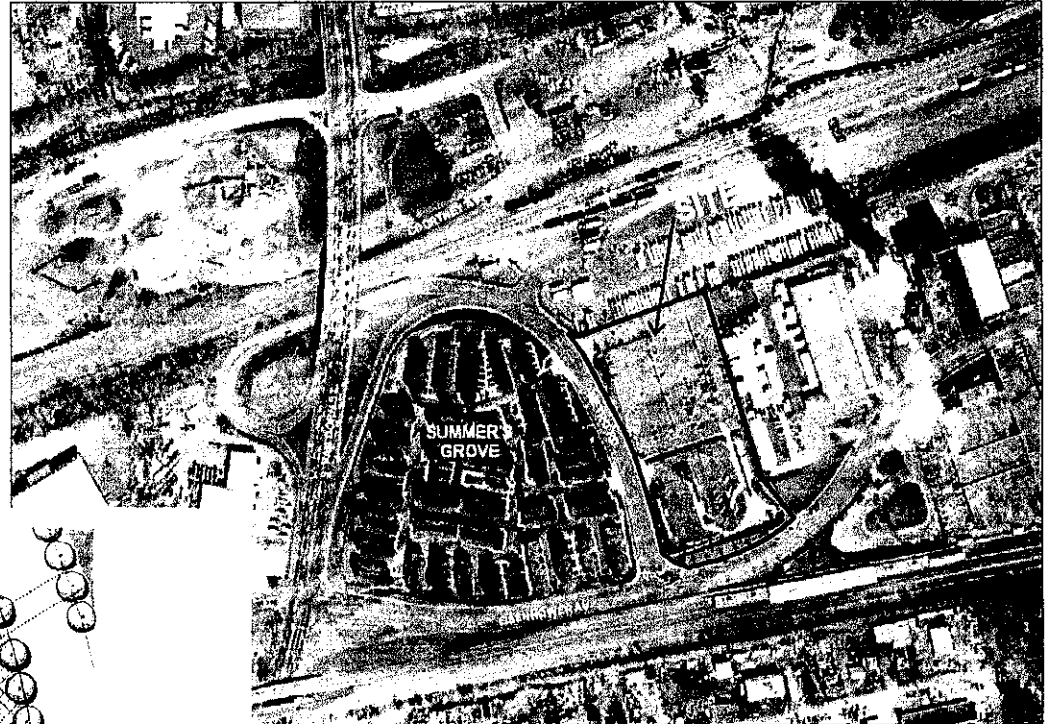
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The Project Site and Proposal

The subject property serves as the current location for WMATA's surface-parking lot for the Van Dorn Station.



The applicant is proposing to construct:

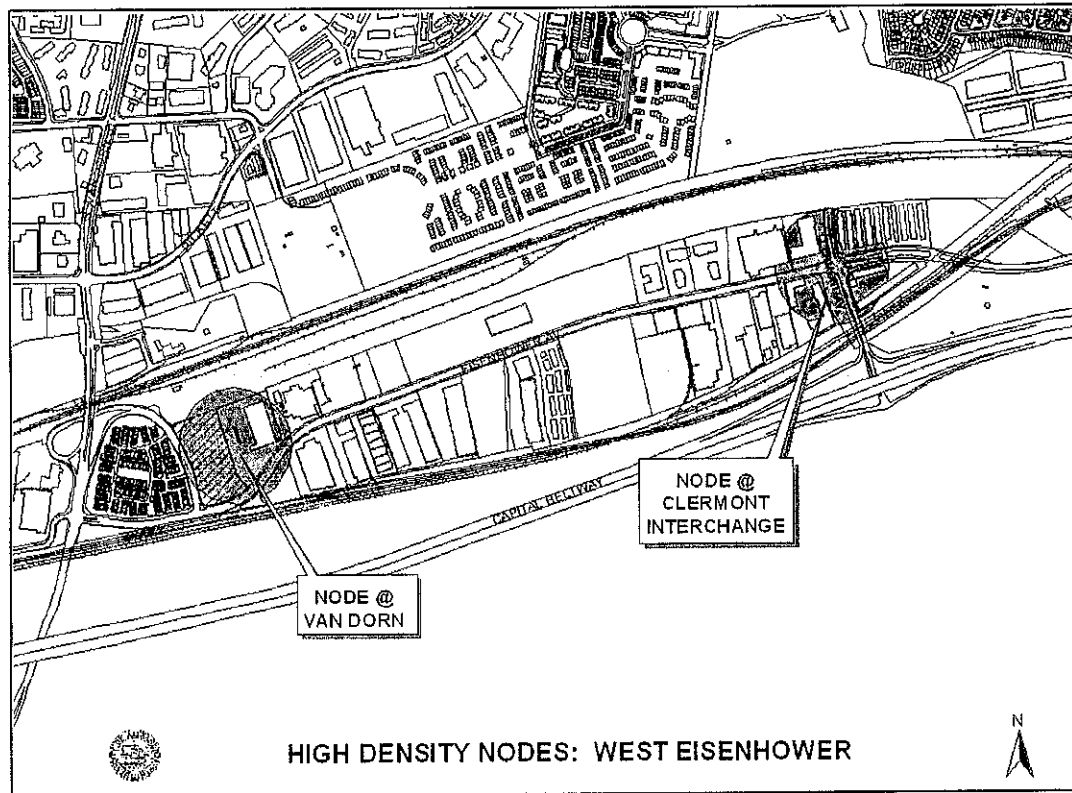
- 250 rental apartments
- 17,570 sq. ft. of retail
- 2 above ground parking structures with a total of 924 spaces.

The Planning Commission unanimously recommended denial, with these major issues cited:

- ❖ **Project is clearly inconsistent with the Master Plan**
- ❖ **Residential use on this site is completely incompatible with the industrial nature/waste to energy plant**
- ❖ **Potential to drive out desirable commercial and industrial uses.**
- ❖ **Preempts West Eisenhower Plan by taking away the area's key asset, the Metro station.**
- ❖ **Project is not smart growth for Alexandria's Metro Stations**

No Significant Public Benefits

Residential Use is Inconsistent with the City's Master Plan



- **Since 1974, Master Plan has called for commercial redevelopment of the West Eisenhower**
- **Concentrations of commercial intensity at the Metro station,**
- **Interim: commercial and industrial uses.**

Why?

- Excellent accessibility
- Isolated from residential neighborhoods
- Metro station with its tremendous opportunity for redevelopment

Zoning and Public Infrastructure/ Investment based on the Master Plan

In January 2000, the City approved a text amendment that required residential use on Eisenhower to seek a special use permit, to control future residential development

By-right residential erodes commercial base

Significant public financial investments in infrastructure to support future commercial development:

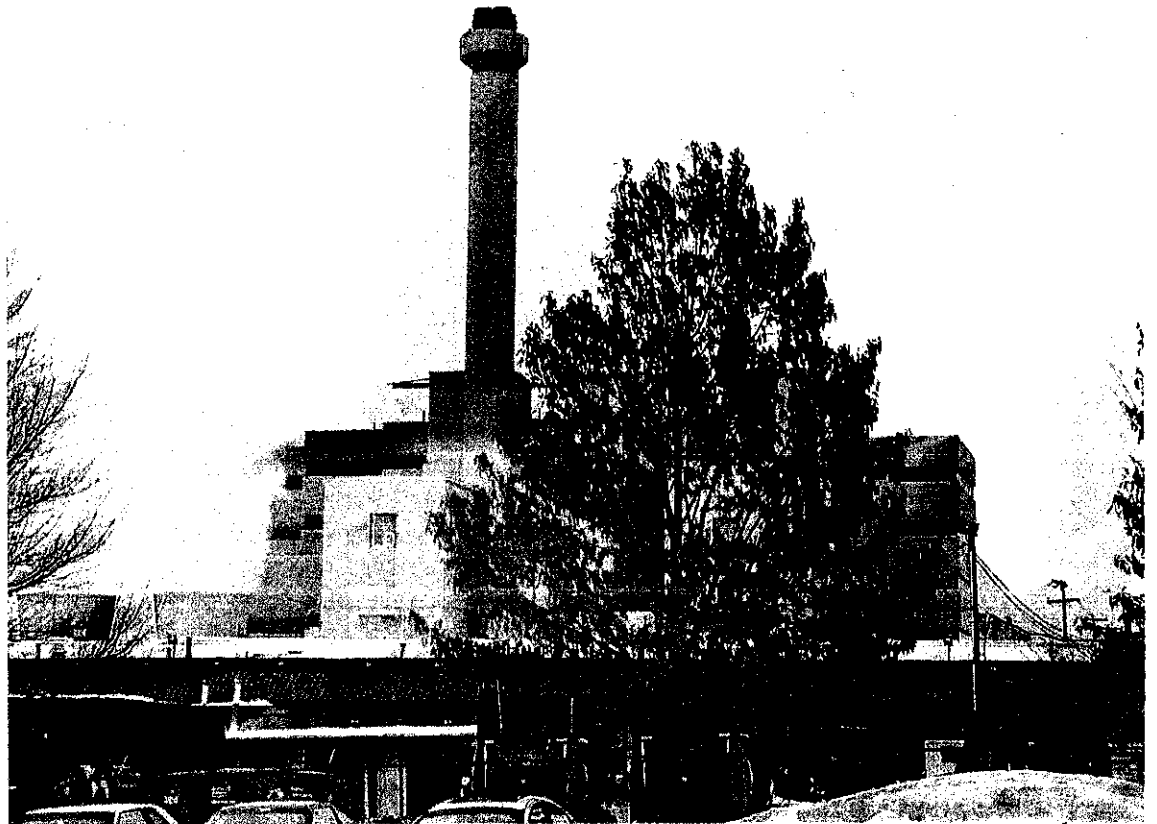
the expansion of Eisenhower Avenue,
the construction of a new beltway interchange,
the construction of the Van Dorn Metro Station,
major flood control improvements to Cameron Run

Residential use on this site is incompatible with industrial uses and waste to energy plant

- The site is too close to beltway, railroads/rail yard, gravel plant, and firing range, all of which are incompatible with residential use.

The site is 500 feet
From the Waste-To-
Energy Plant, which:

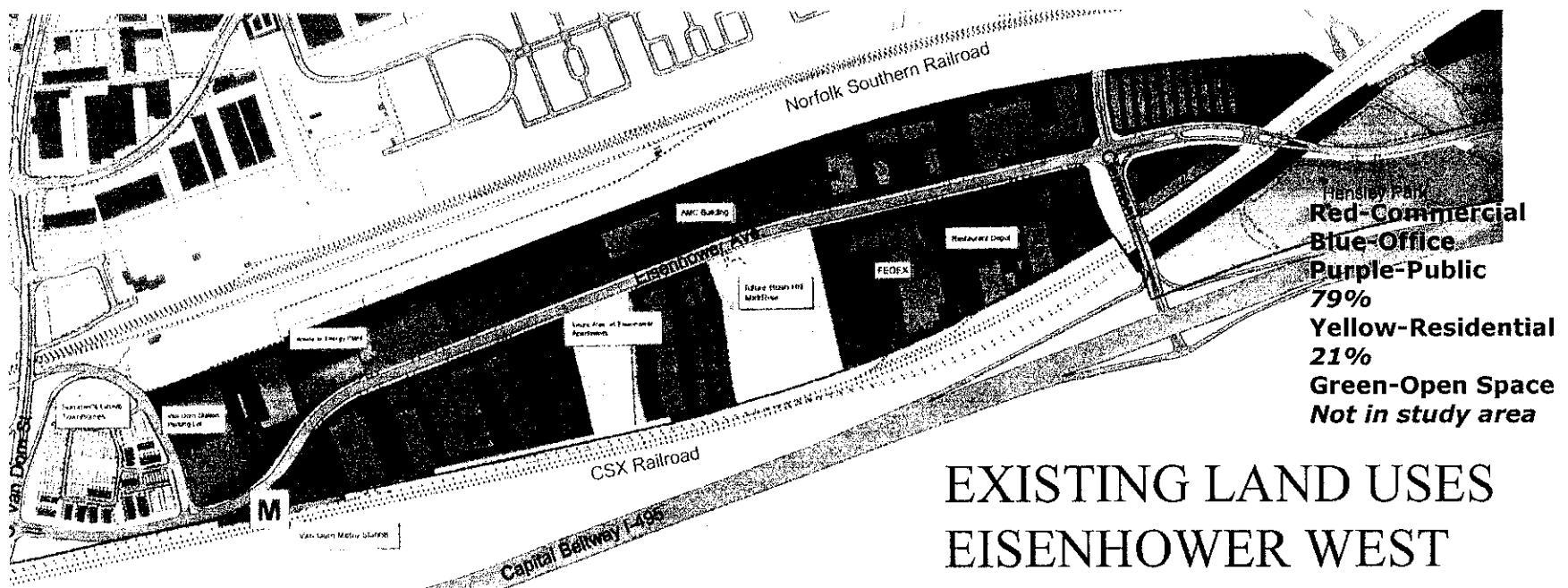
- operates 24/7
- Processes 340,000 tons of solid waste a year
- emits steam plumes
- Requires heavy truck traffic



The City has experienced a significant loss of commercial land to multifamily uses.

City-wide since 1994, 61% of commercial land has been developed as residential.

In this corridor alone since 1995, 26 acres (or 21% of the land) developed as residential, with a total of 821 units.



Residential will drive out existing commercial/industrial uses

- Residential use elevates land values
- The 138 existing commercial and industrial uses in this part of the corridor, mostly small in nature, will gradually be displaced with more residential uses.
- These businesses (55 industrial and 83 service commercial/office) employ approximately 2,200 people (exclusive of DOD offices) and generated almost \$1 million business tax revenue for the City in 2001.
- If residential is allowed at this key site, the market forces will likely continue this trend, converting the City's remaining commercial opportunity sites.

Does the City want more multifamily units?

The Master Plan is still viable

- 1) The corridor is successful in its interim uses with only a 6% vacancy rate.**
- 2) Market analysis in the Eisenhower East Plan indicates an Additional 150,000 sq. ft. of office space can be captured Annually outside of Eisenhower East (i.e. 1.5 million sq. ft. in 10 years)**
- 3) The long term demand for "inside the beltway" sites remains strong, especially when the area is planned, the Wilson Bridge work is completed and PTO opens.**
- 4) There will be a strong need for office market types other than Class A in the City. Those opportunities should not be lost to surrounding jurisdictions.**

Preempts Planning Effort

- Council has directed Planning Department to undertake Comprehensive Small Area Plan for Eisenhower West.
- The plan will:
 - identify the community vision for the area
 - designate land uses and ensure adequate infrastructure and services.
- **Project returns City to land use being determined by Applicants and not through community planning process**
- *Lost opportunity: This proposal squanders use of the critical metro site and permanently relegates the corridor to suburban style, automobile oriented uses.*

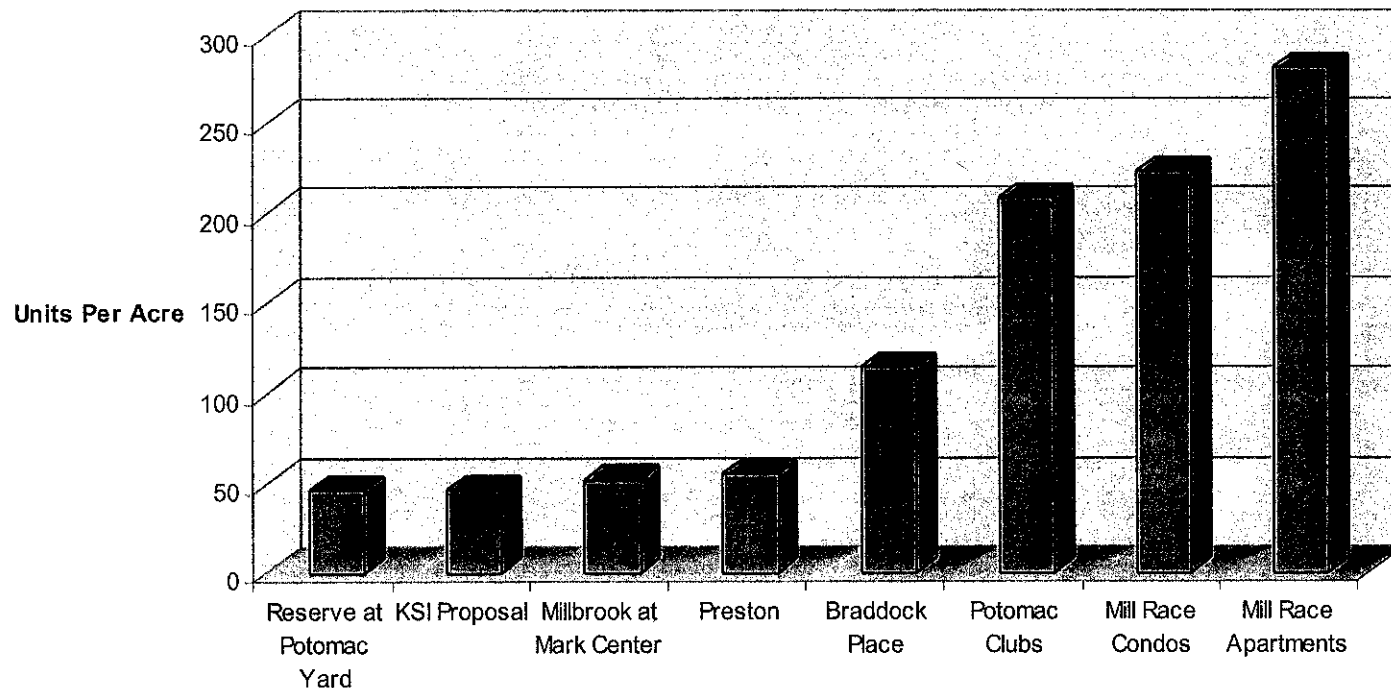
Proposal is not smart growth for Alexandria's metro stations

The City's smart growth is to concentrate people and density around Metro stations in lieu of spreading density throughout the City

This proposal concentrates cars, not people, at the Metro.

Key: Metro Project to the right

Density Comparison of Recent City Projects



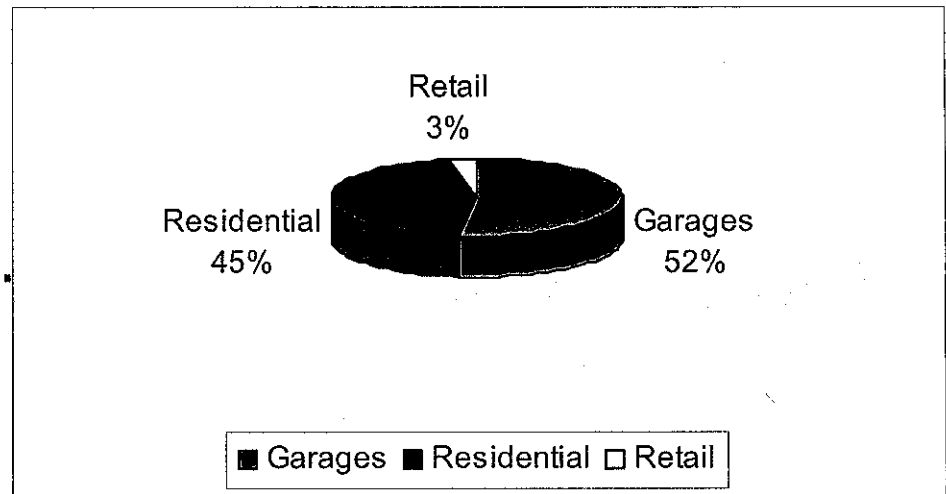
The car and parking dominates the use mixture

Building area by type:

Garages - @350,000 s.f.

Residential - @295,000 s.f.

Retail - @17,570 s.f.



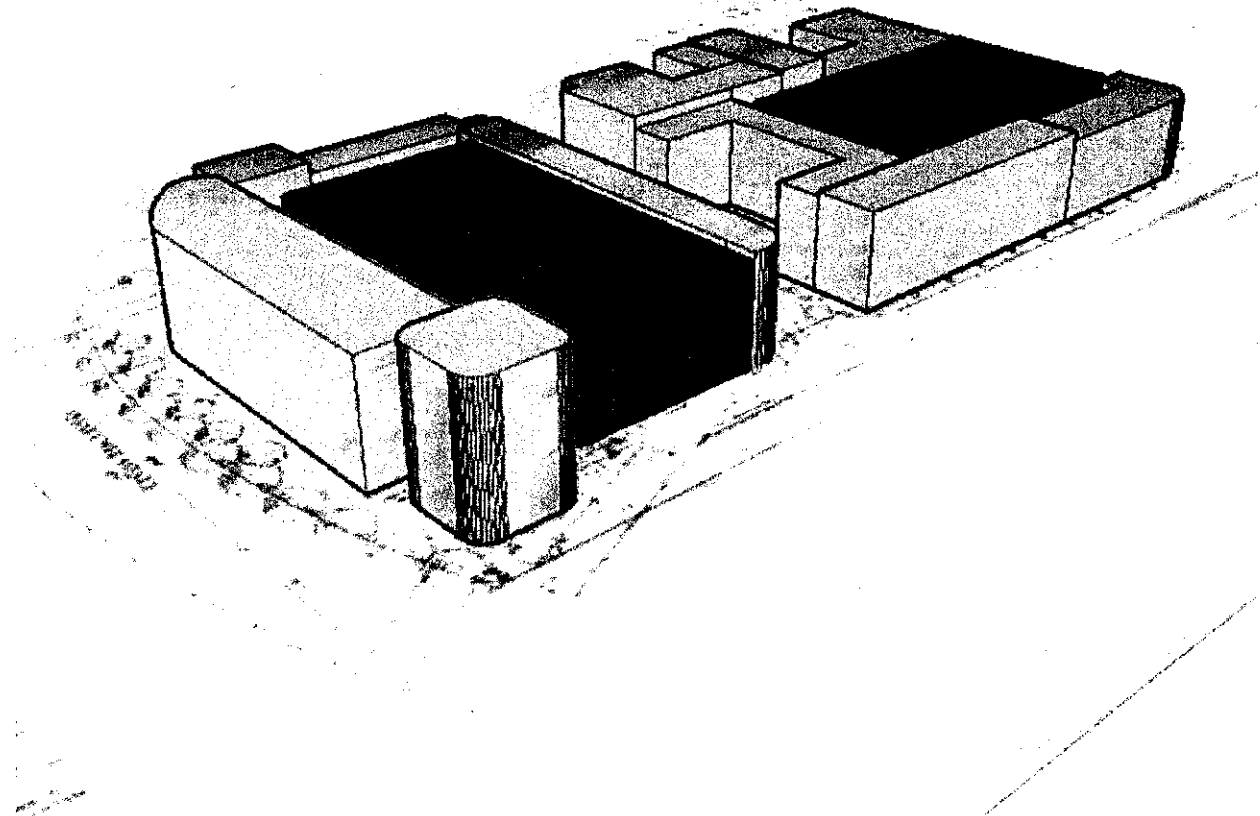
Mix of active uses at Regional Metros

	<u>Residential</u>	<u>Retail</u>	<u>Office</u>
Mill Race	71%	26%	4%
Pentagon Row	44%	40%	16%
Bethesda Row	18%	14%	68%
Friendship			
Heights	29%	42%	29%

The proposed building form is unacceptable

- 1) This is a large-scale, above-grade parking structure wrapped with stick-built residential.
- 2) This creates more visual bulk with minimum amounts of actual uses
- 3) The Planning Commission has determined that this form of development should not be built in the City. (i.e. Archstone)

Key:
Red - Garages
Tan - Actual use



Simpson.

EXHIBIT NO. 5

10E11

2-22-03

2121 Eisenhower Avenue
Suite 300
Alexandria, Virginia 22314
Tel: 703 299-0029
Fax: 703-299-0020

February 18, 2003

The Honorable Mayor &
Members of City Council
c/o Beverly I. Jett
City Clerk & Clerk of Council
City Hall, Room 2300
301 King Street
Alexandria, VA 22314

Re: Proposed KSI-Van Dorn Metro Mixed Use Project
Development Special Use Permit #2001-0024

Dear Mayor & Members of City Council:

Regarding your review and consideration of the above proposed development project, we are aware that the Planning Staff and the Planning Commission have determined not to support this residential and retail mixed-use project submitted by the applicant on the basis that the use is inappropriate and not in compliance with the Master Plan for commercial redevelopment of the area. Also, that commercial office is the desired development of the site location.

We wish to advise that there is no market at this time, and in our opinion there will be no market in the foreseeable future for Class A office building development at this site location, and such a project would be unsuccessful. Access to this area is severely limited during peak rush hours, and development of this site must primarily rely on the successful use of the Van Dorn Metro Station.

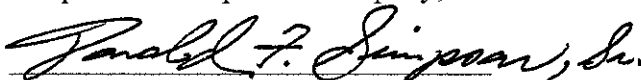
This proposed residential, retail, and Metro parking facility mixed-use project is consistent with the adjacent existing Summers Grove residential townhouse development and will provide the community with much needed retail uses.

We believe this proposed increased development and use of the Metro property is an appropriate development of the site, and will assist in obtaining future quality development in Eisenhower West. Otherwise, this Metro site may remain under-developed for an extended period of time.

Thank you for your consideration.

Sincerely,

Simpson Development Company, Inc.



Donald F. Simpson, Sr., Chairman

cc: M. Catharine Puskar, Esq., Walsh, Colucci, Stackhouse, Emrich & Lubeley PC

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5032 GARDNER DRIVE
ALEXANDRIA, VIRGINIA 22304

109 11

2-22-03

February 19, 2003

Hon. Kerry Donley
Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

Dear Mr Mayor and Council Members

It is my understanding that the KSI/Van Dom Street Metro Project will come before you for decision on Saturday, February 22, 2003.

I had occasion to watch the recent Planning Commission hearings on this project, and I was very disappointed by their action to disapprove it, despite the support of the Eisenhower Partnership, the Summers Grove Home Owners Association, and the Smart Growth Alliance partners. I came away with the sense that the Planning Commission isn't necessarily against it, just that they want to delay pending completion of the study that is supposed to be conducted.

I find this attitude hard to understand. This property, which is owned by WMATA, currently generates no revenue for the city. The proposal will transform it into a property that will generate tax revenue, an estimated \$500,000, for the city. The project is supported by the adjacent residents and businesses and the partners of the Smart Growth Alliance. Additionally, the project will generate revenue for WMATA. Since the city must make a contribution to support Metro, it makes sense to me to encourage a project that will help with funding, and to that extent have a positive impact on future assessments.

It seems to me that there is a disturbing lack of sensitivity to economic issues on the part of the Planning Commission and the Department of Planning and Zoning. Delay of a project increases costs and ultimately impacts on the citizens and businesses who must then pay those increased costs. We need to strike a better balance between the need to move projects timely and the need to ensure that the city remains a good place to live and work. And we need to strike a better balance between commercial and residential real estate revenues to ensure that the city will continue to demonstrate the diversity on which we so pride ourselves. I fear we are on the way to making the phrase "affordable housing" an oxymoron.

There seems to be a determination on the part of some civic activists to make the Eisenhower Valley some sort of limited access ghetto in order to protect their neighborhoods. Some members of the Planning Commission appear to share that view. Recently, as a consequence of the "connector battle", they were successful in promoting

yet another study, that will ensure further delay. I submit that we need to make the Valley a full-fledged part of the city, a neighborhood, with as much access as is enjoyed by the rest of the city's neighborhoods. Then we can all say "yes" to neighborhoods, and "yces" to the neighborhood streets that will connect the Valley with the rest of the city.

I urge you to approve the project.

Sincerely,



Richard C. Walker, Jr.



February 14, 2003

The Honorable Kerry Donley
Mayor, City of Alexandria and
City Council
City of Alexandria
301 King Street, Room 2300, City Hall
Alexandria, VA 22314

KERRY
Dear Mayor Donley and City Council:

I am contacting you as both an Alexandria resident and businessman in support of KSI's quality mixed-use development located at the Van Dorn Metro Station. I urge the City Council to support this project and to vote in favor of this development.

I have reviewed the plans and the design of the project, and I know that this \$40 million project will be not only an attractive development, but will also improve the parking inadequacies currently in existence at the Metro Station. Moreover, the development will offer almost 18,000 square feet of retail space that the west end of the Eisenhower Corridor so desperately needs.

Overall, I strongly encourage you to support this development since this project will enhance both the streetscape elements as well as creating a positive economic impact in generating new jobs and nearly \$500,000 annually in real estate taxes.

Thank you for your consideration.

Sincerely,

ProLogis

Stephen M. Cloud
Vice President



109 11
2-22-03

February 14, 2003

The Honorable Kerry Donley
Mayor, City of Alexandria and
City Council
City of Alexandria
301 King Street, Room 2300, City Hall
Alexandria, VA 22314

KERRY
Dear Mayor ~~Donley~~ and City Council:

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Overall, I strongly encourage you to support this development since this project will enhance both the streetscape elements as well as creating a positive economic impact in generating new jobs and nearly \$500,000 annually in real estate taxes.

Thank you for your consideration.

Sincerely,

ProLogis

Stephen M. Cloud
Vice President

10E'11
2-22-03



ghparry@fortebrio.com
02/19/03 09:12 AM

To: mayoralx@aol.com @ INTERNET, wmeuille@wdeuille.com @ INTERNET, billclev@comcast.net @ INTERNET, eberweincouncil@comcast.net @ INTERNET, delpepper@aol.com @ INTERNET, dspeck@aol.com @ INTERNET, council@joycewoodson.net @ INTERNET
Subject: KSI Project, Public Hearing, February 22, 2003

February 19, 2003

The Honorable Kerry Donley and
Members of the Alexandria City Council
City Hall
301 King Street
Alexandria, VA 22314

Dear Mayor Donley and Members of City Council,

The foremost objective of Alexandrians for Sensible Growth is to promote better long-range planning in the city and closer adherence to the long-range development plan, the master plan. Therefore, we are disheartened with the KSI project, a proposal to ignore the master plan once again by building a 250-unit apartment house and two six story above ground parking structures with 931 spaces (461 for all-day commuters) at the Van Dorn Metro station. All of the present surface parking lot would be covered by these structures. The two apartment structures would wrap around the huge parking garages, which would take up 52% of the entire project.

We have been anticipating the future planning effort for West Eisenhower as an opportunity to advocate for good high-density development near the Van Dorn Metro station. Such successful high-density uses would minimize automobile commuting and the inevitable adverse affect this has on our existing neighborhoods, while maximizing the revenue to support our schools and other city services.

The area closest to the Van Dorn Metro station has always been envisioned as a suitable site for significant commercial development, including office buildings, which results in tax revenue for the city at higher levels than residential units. The over thirty year-old vision for the Eisenhower corridor to serve as the city's "economic engine"--a vision implemented in the master plan concept for West Eisenhower near the Metro station--has already been ignored by allowing the construction of two garden style apartment buildings with 630 units and lots of above ground parking and a 191 unit townhouse development. If more residential use is allowed, it is nearly impossible to see the area as an "economic engine" with significant commercial and mixed use development; instead, the area will become the kind of bedroom community typical of the outer suburbs. The KSI project sadly will close the door on a decades-old vision which justified tens of millions of dollars of infrastructure investments in West Eisenhower for drainage and flood control, roads and the Metro station, sacrificing the long term fiscal health of the city for the short term gain of a developer.

A causal observer might see these new buildings as an opportunity for affordable housing units, but the developer offers only a minimum contribution to the affordable housing program. Of 250 units, only five--1%

of the total units--will be offered at reduced affordable housing rents.

In addition to the glaring defects already apparent in this project, completely filling the Metro parking lot with large structures will preclude planning for the multi-modal transportation hub that this site desperately needs. With the opening of the Patent and Trademark Office in 2004, a quick turnaround bus or jitney service should be instituted between the blue line Van Dorn station and the yellow line Eisenhower Avenue station on the eastern end of Eisenhower Avenue. Before any structures are allowed in the Van Dorn parking lot, this service should be planned in detail and allocated whatever surface area it would require for parking buses and loading and discharging passengers.

Alexandrians for Sensible Growth is mindful that few locations are left anywhere in Alexandria for new open space and community facilities such as schools and recreation centers. So too, are there few locations suitable for high density mass transit oriented development that the broader community would support and welcome.

It would be a sad irony if this rare opportunity for good high-density development were allowed to slip away. A dream of decades, so close to fruition, should not be thrown away now. Please support the planning staff and all seven members of the Planning Commission by denying this application.

Sincerely,

Ginny Hines Parry, President
Alexandrians for Sensible Growth, Inc.
317 Skyhill Road
Alexandria, Virginia 22314
703-212-0982
ghparry@fortebrio.com



nagoudreau@yahoo.co
m
02/21/03 10:30 PM

To: Beverly I Jett@Alex
Subject: Comment of KSI Van Dorn Metro development

Sent to ee
2/24/03
PT. 2/24/03
#10 & #11

Ms. Jett, Please forward the below correspondence to City Council Members and the Mayor.

Thank you.

Feb. 22, 2003

Members of City Council,

On Saturday Feb 22, 2003 you will consider the application for development at the Van Dorn Metro station submitted by developer KSI. NOTICE urges you to support the unanimous recommendation of the Planning Commission and its staff and to reject the application. We believe that it is inconsistent with the master plan for the area and will have a deleterious effect on the ability to develop a comprehensive plan for Eisenhower Valley.

Sincerely, Sally Ann Greer

President of NOTICE (North Old Town Independent Citizens)

=====

Nancy A Goudreau, Ed.D.

Do you Yahoo!?

Yahoo! Tax Center - forms, calculators, tips, more
<http://taxes.yahoo.com/>

R. L. KANE, INC.

REALTORS SINCE 1922
311 SOUTH WASHINGTON STREET
ALEXANDRIA, VIRGINIA 22314

109 11
2/22/03

ROBERT L. KANE (1893-1975)
SCOTT C. HUMPHREY
PRESIDENT

(703) 549-2800

February 13, 2003

SALES
APPRAISALS
MANAGEMENT

TO: Mayor Kerry Donley
Vice Mayor Bill Cleveland
Councilpersons Claire Eberwein
Bill Eulle
Del Pepper
David Speck
Joyce Woodson
City Manager Philip Sunderland

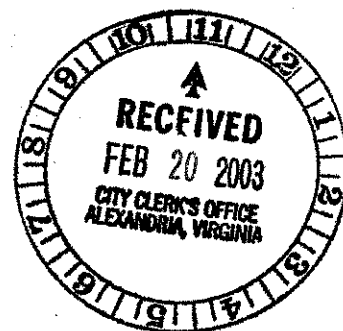
SUBJECT: Eisenhower Avenue Metro Site Development by KSI

This letter comes to you due to my inability to attend the 2/22/03 public hearing and my keen desire to express my support for the captioned application.

While I have personally regretted the development of Summers Grove which introduced residential single family land use into the office/commercial/character of Eisenhower Avenue, I now support the concept of insuring that such an isolated residential development does not deteriorate into a less than desirable residential community.

The KSI project will accomplish the following:

- 1) Contribute to the enhancement and protection of the existing residential component at the Eisenhower Metro Station site.
- 2) Contribute to the ridership of Metro without requiring any additional public parking and will preserve the existing Metro parking.
- 3) Bring a much needed retail component to the Eisenhower Avenue Valley at its West end.
- 4) This property is presently tax exempt and its development adding in excess of \$40,000,000 in improvements with the 259 residential units will produce nearly \$500,000 in annual tax revenue. At a 3% annual inflation rate, this annual tax will increase to nearly \$600,000 in ten (10) years. (I might add parenthetically, the City just announced a 25% increase in the residential assessment base for 2003 so a 3% annual increase is most conservative.)




February 13, 2003
Page 2

My greatest encouragement for approval of this development is the fact that we can put tax exempt properties on the tax roll and increase Metro ridership and, at the same time, protect the existing residential quality of neighboring Summers Grove.

As a disclaimer, I have no dog in this fight. I do not have any relationship to any parties in this project. My interest stems from my support of good economic development of the scarce undeveloped opportunities left in Alexandria.

Thank you in advance for your support.

Sincerely,


Scott C. Humphrey



CommonWealth One
Federal Credit Union

P.O. Box 9997
Alexandria, Virginia 22304 7097

10E11
2-22-03

February 20, 2003

VIA FAX: 703.838.6433

Mayor Kerry Donley & Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

Dear Mayor & Council Members,

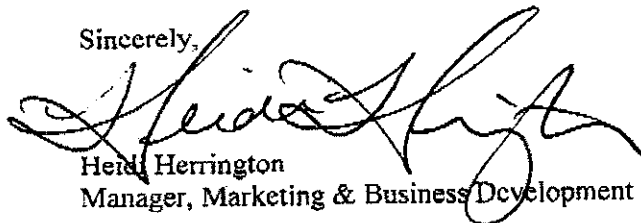
I am writing to support the KSI project at Van Dorn Metro.

CommonWealth One Federal Credit Union is located one mile from the Metro station. Several staff use this station daily. We welcome any additions to the scarce retail amenities currently available along Eisenhower Avenue.

Further, we support the improvement to the street appeal of this area. It will assist us in attracting new hires and new business.

Please support this project on February 22.

Sincerely,



Heidi Herrington
Manager, Marketing & Business Development

FROM :

FAX NO. : 7036190376

Feb. 22 2003 12:34AM P1

8770 Old Colony Way, #1D
Alexandria, VA 22309
(703) 619-4907 (phone/fax)

10911
2-22-03

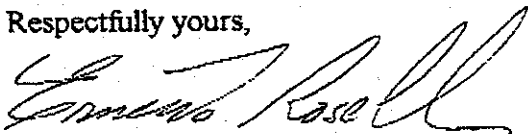
February 21, 2003

Mayor Kerry Donley &
Members of City Council
City Hall
301 King Street
Alexandria, VA 22314
Via Fax: (703) 838-6433

Dear Mayor Donley & Members of City Council,

The motive of this letter is to express my full-fledged support behind the KSI Inc. proposal to construct a \$40 million transit-oriented development consisting of 258 residential units, 17,570 square feet of street-front retail, and a structured parking facility to serve Metro patrons at the Van Dorn Metro Station in Alexandria, Virginia. I have had the opportunity to examine, review and assess the data that KSI Inc. has made public to all parties in their printed materials, and I would like to emphasize some key factors I consider to be of relevance before a decision is made to allow such undertaking to take place. First, there seems to be an increase presence in retail activity in the proposed plan where none exists today. Such move will serve the needs of local patrons, the Summer Grove townhouses across the street, and the planned residential units while generating additional employment during construction of 256 jobs and at least 40 new permanent jobs thereafter. Also, let's not forget that this undertaking is expected to provide the City of Alexandria about \$500,000 in new tax revenue where none exists at the present time. Second, an improved parking facility will bring about a better layout and better architecture while improving the aesthetics, the value of the surrounding properties, and improved connectivity to all users regardless of the mode of transportation used to reach such an improved facility. Third, such improvements will also help Metro generate additional riders while obtaining extra funds to modernize its aging infrastructure. In addition, it will create a residential community on the premises where none exists at the present time, eliminating the stigma that it is just a commercial and industrial area with no plan to expand or upgrade anytime soon. In summation, I believe this KSI Inc. project to be a true benefit to all parties including WMATA and its Metro patrons, the business community and its employees, The City of Alexandria and its increased tax base, the new residents, and the overall community of the west end of the Eisenhower Avenue which it aims to serve over the long run.

Respectfully yours,



Ernesto Rosell

February 20, 2003

Mayor Kerry Donley and Members of City Council
Alexandria City Hall
301 King Street
Alexandria, Va. 22314

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2-22-03

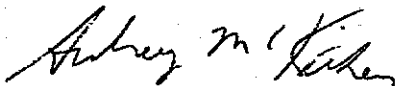
Dear Mayor Donley and City Council:

I am writing to express my support of the KSI proposal you will be considering on February 22. The project has many positive aspects and is a good fit for the west end of Eisenhower Avenue. Let me explain for you some of the reasons why I am asking you to support this proposal:

1. Greatly enhances the west end gateway to our City that Eisenhower Avenue provides. Instead of an ugly industrial area, this will make the westernmost portion of the City attractive and add to the beauty for which Alexandria is known. The Eisenhower Valley should be just as pleasant for those who work and live in that part of the City as is Old Town or Del Ray or any of the other corridors of our City where people reside as well as make their livings.
2. Less need for cars because of the transit orientation of the project. I have heard Mayor Donley and other members of Council discuss the importance of projects that encourage people to get out of their cars and use mass transit instead. I can't think of a better place for a project like this than a Metro station. Studies show that people who live at transit stations use mass transit. Let's make it possible for them to do so. Nearby residents of Summer's Grove will also benefit from the retail that will be provided on the site.
3. Provides affordable housing and needed tax revenue. The project will add to the affordable housing in the City, which is greatly needed. It will also generate funds that can be used for public benefit – not only for Metro system upgrades by allowing them to develop this project on the site, but for the City in providing services to its citizens. The \$7.5 million that would be generated by the project over the next 15 years alone could fund a health services or other important quality of life initiatives for City residents.

It is for these reasons that I urge you to vote to approve this project.

Sincerely,



Aubrey McKithen
1287 North Van Dorn Street
Alexandria, Va. 22304

LCOR**LCOR Incorporated**

Suite 711
6701 Democracy Boulevard
Bethesda, MD 20817
(301) 897-0002
FAX (301) 897-3713

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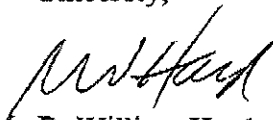
2-22-03

February 21, 2003

Mayor Kerry Donley and Members of City Council
Alexandria City Hall
301 King Street
Alexandria, VA. 22314

As a developer experienced with transit-oriented development, smart growth, WMATA, and the office market in the Eisenhower Valley (by virtue of the USPTO development), we encourage the City Council to support KSI's proposed mixed-use development at the Van Dom Street Metro Station. The development of high density housing, with a retail element, is the epitome of smart growth. It puts people in a location served by mass transit, maximizes the utilization of the public sector's current massive capital investment in transit facilities, contributes to Metro's revenue needs, and converts a tax-exempt, unsightly commuter parking lot into an attractive, real estate tax-paying development. An ancillary benefit is the provision of affordable housing within the project, a social goal which Council has rightly supported in the past. Finally, the proposed development continues the gradual emergence of the Eisenhower Avenue corridor as a mixed-use environment that balances residential, retail, office and institutional uses.

Sincerely,



R. William Hard
Executive Vice President

RWH/tt

JANET H. SLEDGE
5817 Summer's Grove Road
Alexandria, VA 22304
(703) 823-9449
February 21, 2003

10911

2-22-03

Honorable Kerry J. Donley
Mayor
Room 2300, City Hall
302 King Street
Alexandria, VA 22314

Dear Mayor Donley:

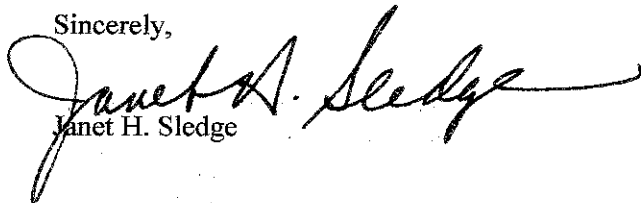
I am a homeowner and resident of the Summer's Grove town home community. I am writing once again to express my strong support of KSI's proposed mixed-use development at the Van Dorn Metro.

As I stated in my November letter, "Summer's Grove is a beautiful and successful residential community of 192 town homes and we are here to stay. With that in mind, over the past several months, the residents of Summer's Grove have worked with KSI to ensure that the final plans reflect many of our needs, wants and concerns for the new residential structure, the grounds, and convenience of access to the Metro. I see this new project as being of appropriate scale and density to complement Summer's Grove and it will also be an excellent transition to the higher density development that is proposed and currently under construction in other areas of Eisenhower Avenue."

In addition, the Smart Growth Alliance recently recognized this project as "...contributing land use, transportation and environmental advantages to the Washington region.

Mr. Donley, I am requesting your support of the KSI proposal. It works for us here in Summer's Grove. I regret that I am unable to attend the city council meeting tomorrow, but I implore you to please take my strong support of KSI's proposal in consideration when you and the city council make your decision tomorrow.

Sincerely,


Janet H. Sledge

5032 GARDNER DRIVE
ALEXANDRIA, VIRGINIA 22304

February 19, 2003

Hon. Kerry Donley
Members of City Council
City Hall
301 King Street
Alexandria, VA 22314



Dear Mr Mayor and Council Members

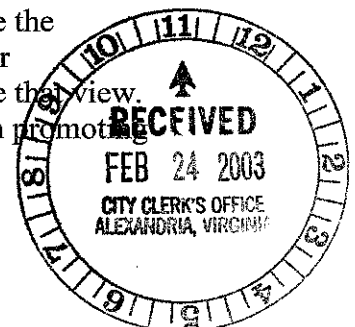
It is my understanding that the KSI/Van Dorn Street Metro Project will come before you for decision on Saturday, February 22, 2003.

I had occasion to watch the recent Planning Commission hearings on this project, and I was very disappointed by their action to disapprove it, despite the support of the Eisenhower Partnership, the Summers Grove Home Owners Association, and the Smart Growth Alliance partners. I came away with the sense that the Planning Commission isn't necessarily against it, just that they want to delay pending completion of the study that is supposed to be conducted.

I find this attitude hard to understand. This property, which is owned by WMATA, currently generates no revenue for the city. The proposal will transform it into a property that will generate tax revenue, an estimated \$500,000, for the city. The project is supported by the adjacent residents and businesses and the partners of the Smart Growth Alliance. Additionally, the project will generate revenue for WMATA. Since the city must make a contribution to support Metro, it makes sense to me to encourage a project that will help with funding, and to that extent have a positive impact on future assessments.

It seems to me that there is a disturbing lack of sensitivity to economic issues on the part of the Planning Commission and the Department of Planning and Zoning. Delay of a project increases costs and ultimately impacts on the citizens and businesses who must then pay those increased costs. We need to strike a better balance between the need to move projects timely and the need to ensure that the city remains a good place to live and work. And we need to strike a better balance between commercial and residential real estate revenues to ensure that the city will continue to demonstrate the diversity on which we so pride ourselves. I fear we are on the way to making the phrase "affordable housing" an oxymoron.

There seems to be a determination on the part of some civic activists to make the Eisenhower Valley some sort of limited access ghetto in order to protect their neighborhoods. Some members of the Planning Commission appear to share that view. Recently, as a consequence of the "connector battle", they were successful in promoting



yet another study, that will ensure further delay. I submit that we need to make the Valley a full-fledged part of the city, a neighborhood, with as much access as is enjoyed by the rest of the city's neighborhoods. Then we can all say "yes" to neighborhoods, and "yes" to the neighborhood streets that will connect the Valley with the rest of the city.

I urge you to approve the project.

Sincerely,

A handwritten signature in cursive script that reads "Dick Walker". The signature is written in dark ink and has a long, horizontal flourish extending to the right.

Richard C. Walker, Jr.

10911
2-22-03

WASHINGTON REGIONAL NETWORK FOR LIVABLE COMMUNITIES

1777 CHURCH STREET, NW, WASHINGTON, DC 20036
PHONE: 202/667-5445 FAX: 202/667-4491
EMAIL: staff@washingtonregion.net
WEB: www.washingtonregion.net

Testimony regarding the:
Testimony by Cheryl Cort, Executive Director
Washington Regional Network for Livable Communities

before the City of Alexandria Council
Public Hearing Meeting
February 22, 2003

regarding:

DEVELOPMENT SPECIAL USE PERMIT #2001-0024 and #2001-0115
5699 EISENHOWER AV, KSI - VAN DORN METRO MIXED USE

My name is Cheryl Cort, and I represent a regional organization working in Northern Virginia, the District of Columbia and suburban Maryland.

The Washington Regional Network for Livable Communities (WRN), through public education, policy advocacy, and targeted organizing, works to promote transportation investments, land use policies, and neighborhood designs that enhance existing communities and protect the environment of the Washington, D.C. region.

WRN has worked extensively over the last year to improve the Washington Metropolitan Area Transit Authority's (or WMATA) joint development, parking and access policies. Structured parking is extremely costly and subsidized, and displaces more beneficial uses such as housing, shops and offices, and improved pedestrian, bicycle and feeder bus access. Currently, WMATA spends \$11 million to subsidize parking at Metro stations.

The KSI joint development proposal has merit, but it also contains a fatal flaw – dedication of over half the site to six story parking garages. The Metro parking garage alone will cost at least \$5 million. This is a tremendous waste of a precious resource – the land within a few feet of the \$10 billion Metrorail system. The tremendous cost of parking is also unjustified, as better transit-oriented development, pedestrian/bicycle facilities and feeder bus service can easily provide greater ridership and revenues. The City, the surrounding communities, and WMATA would all benefit from a significant reduction in commuter parking and reallocation the land and financial resources to more productive uses.

While some WMATA officials have claimed that the agency requires a one to one replacement of parking spaces displaced by joint development, this is untrue. Last year, WMATA adopted a new joint development policy, allowing for flexibility in replacement of commuter parking. Recently, WMATA officials have indicated that replacement parking for the joint development project at the Rhode Island Avenue Metro station will be reduced by at least half of the nearly 400 existing parking spaces. Given the new joint development guidelines providing parking replacement flexibility, and a focus on transit-oriented development and pedestrian-originated trips, the KSI project should be significantly revised.

The proposal to build costly, subsidized commuter parking neglects to provide any analysis of alternative access investments that could provide greater benefits at lower costs. We agree that parking is part of an overall set of facilities needed to provide access for Metrorail riders. However, we have found little evidence to suggest that this level of investment in parking is the most cost-effective way to generate the most ridership and revenues, or overall benefit.

A recent access study of East Falls Church Metrorail Station showed that fifty percent of park and riders travel less than two and one half miles to the station's parking. This study points to the need to investigate opportunities to substitute many of the vehicle trips to Metro parking spaces for other modes – better feeder bus service, improved bicycle and pedestrian access and facilities, and better development of the site. Market-based pricing, rather than subsidies for commuter parking will also help manage scarce parking resources for those who really need them.

Instead of spending over \$5 million on commuter parking, we suggest that a combination of access investments including: improved pedestrian and bicycle facilities, pedestrian-oriented street designs, transit-oriented development and feeder bus service with market-based parking fees to provide greater access for more people. Such a development strategy is also likely to be most beneficial for the City, surrounding communities, and KSI.

We ask that the KSI proposal be fully reconsidered in light of the lack of justification for the WMATA replacement parking. A more strategic approach, emphasizing mixed land uses and less parking would help realize the potential of this valuable Metro station site.

Thank you for your consideration.

Metro Access Fact Sheet:

Cost-Effective Ways to Provide Better Access to Metro

1. Parking is the most expensive way to provide access

Parking is the most expensive way to provide access for Metrorail riders. A garage parking space costs on average \$13-15,000 per space to build, and \$700 to operate, maintain and rehabilitate annually. Costs can often be higher: the Grosvenor parking garage now under construction will cost \$25 million for 1,200 spaces or \$20,833 per space.

2. Parking is subsidized \$11 million/year

Capped at \$1-2.25/day, Metro parking fees do not cover the cost of operating and maintaining garages, let alone provide for periodic rehabilitation. The Washington Metropolitan Transit Authority (WMATA) loses \$11 million a year from parking lots and garages, or an average loss of \$220 per space per year. WMATA also acknowledges that its parking prices are below that of adjacent facilities, and are lower today in real dollars than in 1989 – the last time parking fees were raised.

3. Feeder buses will replace added parking to reach future access goals

In WMATA's recently adopted 10-year plan, increased ridership goals will be served by expanding feeder bus service to Metrorail stations rather than building additional parking. WMATA dropped plans to build an additional 33,000 parking spaces for the long term after determining this was a highly inefficient way to reach its stated goal of doubling ridership.

4. Better parking pricing/management & access alternatives capture more riders

A recent study found that for the cost of building an \$8 million 348-space commuter garage at the Rhode Island Avenue Metro station, twice as many Metrorail riders could be served by spending the same amount on feeder bus service and pedestrian/bicycle improvements. More riders and revenues could also be generated by better parking management including raising the \$2 parking fee, sharing parking, and carpooling. Alternative access strategies were found to generate more off-peak riders, which means more revenues for Metro at less cost.

5. Feeder buses and bicycle/pedestrian access provide greater air quality benefits, help less affluent riders

The air pollution caused by driving to the Metro station negates much of the air quality benefits of using transit rather than driving to the final destination. The emissions resulting from short one- to two-mile automobile trips are nearly as great as the emissions from typical five- to ten-mile automobile commuter trips due to the large amount of emissions caused by simply turning an engine on and off. With deadlines on federal health-based air quality standards looming for the region, transportation investments must provide air quality benefits. A recent survey at East Falls Church Metro station found that 50 percent of all park & riders drive from less than 2.5 miles away. Improved feeder bus service and better bicycling facilities could easily help these short-range drivers have convenient access to the Metro station. For the roughly one-third of the region's residents who do not drive or have access to a car, subsidizing parking offers them little or no benefit. Increased emphasis on feeder bus service and improved pedestrian/bicycle access will offer more equitable benefits to a greater number of people.

RECOMMENDATIONS

1. Enhance feeder bus service.

Enhancing feeder bus service should be a top priority for increasing access to Metro stations. For the cost of building a parking garage, far more people can be served by better feeder bus service. Feeder buses can be enhanced by running routes at higher frequencies for longer periods – giving people more flexibility about when to take the bus to and from the station. This helps reduce the sharply peaked demand period that is aggravated by parking, when many park & riders rush to reach parking within a short time period. Allowing riders to have better access choices to Metrorail over a longer time puts less stress on the system, making it a less expensive service. One of the options proposed by WMATA to meet a \$24 million revenue shortfall is to enhance feeder Metrobus service to Metrorail stations. We strongly support this.

2. Improve pedestrian/bicycle access to Metro stations.

Improving pedestrian and bicycle access to Metro stations is the most cost-effective way to provide access for more riders. Furthermore, there are substantial community benefits from a more pedestrian-oriented station environment, including less traffic, more access for nearby residents, and safer, more attractive streets and paths. Better pedestrian/bicycle facilities will create more off-peak riders who help Metro pay for trains that might otherwise run nearly empty for most of the day.

3. Remove the price cap on parking: Allow Metro to manage parking to maximize ridership and increase revenues.

If WMATA were allowed to manage parking fees, such as raising daily fees to a market-rate of possibly \$4-5/day, stations could efficiently provide more parking later in the morning. Park & riders benefit by still having parking spaces later in the morning. Since demand at most stations already exceeds supply, prices can be raised without losing any Metrorail riders. This means higher parking fees are a good source of increased revenue. At the current low rate of \$1-\$2.25 per day, demand for parking outstrips supply. Parking is full by 8 a.m. at nearly all stations, and 4,300 people are on a waiting list for the 6,900 reserved parking spaces that are already allocated at \$65/month. For a significant number of park & riders, higher parking prices will make feeder buses more attractive; for others, walking and bicycling is an option. By enticing people to switch to feeder buses or bicycling, costly parking spaces can be freed up for those who really need them. If more people use feeder buses to get to the station, the bus route can be made more cost-effective too.

4. At a minimum, parking should pay for itself.

At the very least, parking fees should recover their full costs, rather than have all riders subsidize park & riders. Many more people benefit from enhanced feeder bus service and pedestrian/bicycle access improvements than subsidized parking. Since the transit system seeks to provide an alternative to driving, subsidizing parking fails to do all it should to provide convenient and attractive alternatives to driving – for the whole trip. WMATA studies show that it is still more expensive and often less convenient to drive than to take transit, so it's possible to recover the cost of parking without creating large increases in new driving trips to final destinations. The true cost of parking, especially surface parking, is also hidden because the opportunity cost to provide places for housing and businesses next to Metro stations is not accounted for. If we are to manage growth in our region in a sustainable way, the full cost of parking should be counted.

10411

2-22-03

Mr. Mayor and members of Council, my name is Jim Hanagan. I am a resident of Alexandria, and the current president of the Eisenhower Valley Public-Private Partnership. As a both a private citizen of Alexandria, and on behalf of the Partnership, I am here today in full support of the KSI proposal before you.

There are several points I wish to highlight. The first is that KSI is a proven developer of both luxury and affordable housing in Alexandria. As you are probably aware, KSI has already provided the City of Alexandria with 700 units of affordable housing at their developments at Quaker Commons, Crestview Commons, and Cameron Commons. Once again this proposal will provide the City with additional units of affordable housing, and I emphasize, at no costs to the taxpayers of Alexandria.

In addition, this proposal adheres to the principals of smart growth. Its design is both pedestrian oriented and transit focused. And finally, I believe KSI has done a superior job in complimenting the neighboring uses at Summers Grove on one side, and the commercial uses on the other side.

So again, on behalf of myself individually, and the Eisenhower Ave. Partnership, I would urge you to support this proposal.

10921
2-22-03

WASHINGTON SMART GROWTH ALLIANCE

c/o Urban Land Institute
1025 Thomas Jefferson Street, N.W., Suite 500 West
Washington, D.C. 20007-5201
sga@uli.org; <http://washington.uli.org/sga>

February 22, 2002

BEFORE THE
CITY COUNCIL
ALEXANDRIA, VIRGINIA

Re: KSI Services, Inc.
Development Special Use Permit #2001-0024
Special Use Permit #2001-0125
Docket Items Nos. 10, 11
5699 Eisenhower Avenue

Members of the Council:

The Washington Smart Growth Alliance is a partnership of environmental, civic, business and development organizations committed to quality of life and smart growth in the Washington region. The Alliance partners are the Chesapeake Bay Foundation, Coalition for Smarter Growth, Greater Washington Board of Trade, Metropolitan Washington Builder's Council and the Urban Land Institute - Washington District Council.

The mission of the Smart Growth Alliance is to research, identify and encourage land use development and transportation policies and practices that support smart growth in the Washington metropolitan area. We are a regional organization with a regional focus.

The members of the Smart Growth Alliance include environmental and development organizations, some of whom have disagreed on these issues in the past. However, we are jointly committed to quality of life in the Washington region as our region grows and we do agree on what smart growth means—"smart growth criteria". We live and work in the Washington region and we want it to be an even better place to live and work in the future. Our smart growth criteria are summarized in the red brochure attached to this testimony and are spelled out in detail on our website.

The Smart Growth Alliance has appointed a volunteer jury, drawn from the environmental, business, civic and planning communities, that meets quarterly to evaluate development projects in the Washington region. My name is Sam Black. I am a partner in the international law firm of Squire, Sanders & Dempsey L.L.P. and am the chairman of the Smart Growth Alliance Recognition Jury.

The Smart Growth Alliance Jury has recognized the KSI Services, Inc. proposal for 5699 Eisenhower Avenue, Alexandria, at the Van Dorn Metro Station, as a Smart Growth project.

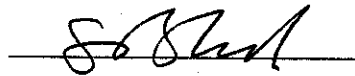
The Smart Growth Alliance Jury recognizes the KSI Van Dorn Metro proposal as benefiting the Washington region by its location next to an existing Metro station, the quality of its design, and the improved circulation offered by opening up a new street and new public spaces. We would normally favor greater density for this type of site, but we recognize that KSI is limited in this respect by Metro's parking policies. We also support, and have recommended to KSI that it consider, the addition of readily available ways to manage, filter and re-use stormwater and surface runoff at the project. In our judgment, however, the proposal is appropriate for a neighborhood slated for commercial development because good development within the Beltway now calls for a walkable mix of residential and commercial land uses, not separate residential, commercial and office districts.

Smart growth sees the way to reduce road congestion as the creation of mixed use neighborhoods within walking distance of Metrorail. Other cities have proven that they can add commercial development to neighborhoods with projects like KSI's as soon as the market for additional development is ready. Finally, the Smart Growth Alliance criteria strongly support affordable housing in the residential portions of mixed use developments.

We would be glad to answer any questions you may have. Thank you for your consideration of the Smart Growth Alliance's Jury comments.

Respectfully submitted,

WASHINGTON SMART GROWTH ALLIANCE



Washington Smart Growth Alliance

Smart Growth Recognition Program



For more information and an application packet,
log on to <http://washington.uli.org/sga>

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Call For Entries

Applications from developers are now being accepted for the Washington Smart Growth Recognition Program. Sponsored by the Smart Growth Alliance (SGA), a collaborative partnership of business, civic, and environmental interests, the program recognizes development proposals that exemplify smart growth principles.

The goal of the recognition program is to encourage the support and approval of development projects that will foster smart growth. By recognizing outstanding project proposals, the SGA hopes to inform regulators, public officials, citizen groups, developers, and others of the advantages these projects bring to a community and region.

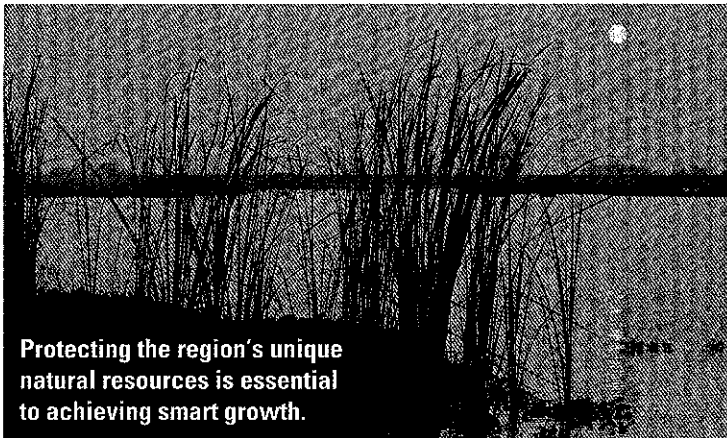
Each quarter, the SGA will recognize private sector smart growth project proposals in the Washington area that currently are being or shortly will be reviewed by local government regulatory agencies. Applications must show that the project meets criteria related to location; density, design, and diversity of uses; transportation, mobility, and accessibility; environmental conservation; and contributions to community assets.

Eligibility

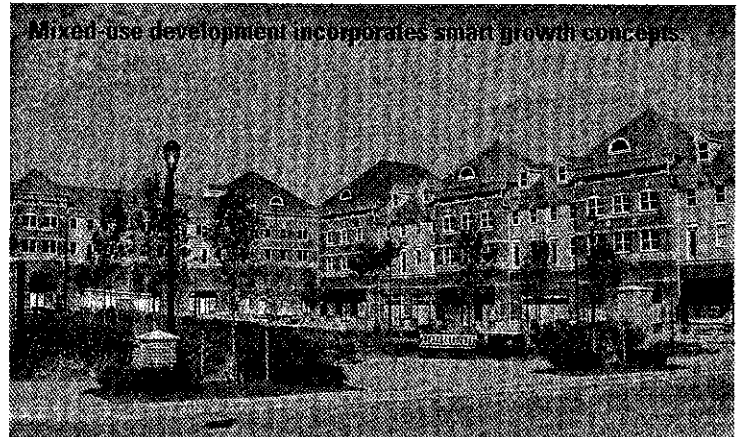
While being considered for recognition, a proposed development project will be carefully evaluated against a series of comprehensive standards, or criteria, established by the SGA. Residential, commercial, or mixed-use projects (both new construction and rehabilitation) that either are currently or soon will be under regulatory review by a local jurisdiction in the Washington, D.C., area are eligible for consideration.

Recognition by the Smart Growth Alliance

The SGA will send a letter of recognition to every successful applicant, will prepare and distribute regionally press releases announcing successful projects, and will highlight honored proj-



Protecting the region's unique natural resources is essential to achieving smart growth.



Mixed-use development incorporates smart growth concepts.

The SGA invites developers to submit a project proposal for consideration. For more information or to download a program application, go to <http://washington.uli.org/sga>.

ects during regular SGA events. Recognition means that the project, as designed, will help the region accommodate anticipated growth in a manner that achieves economic, environmental, and quality-of-life objectives. Recognition by the SGA indicates that the project proposal, as submitted to the jury, achieves smart growth objectives.

While many good development projects are in the regional pipeline, this program is designed to recognize the finest examples of smart growth, those that will serve as models of excellence. By recognizing proposed projects that meet smart growth criteria, the program will encourage public officials, citizen groups, regulators, developers, and others to support and strive for high-quality development.

Jury Evaluation

Each application will go through a prescreening process based on general prequalifying criteria. If an application satisfies these criteria, an independent jury will evaluate and act upon the submission.

Members of the expert SGA jury are selected from throughout the Washington area to achieve geographic balance and represent key facets of land use expertise, including planning and development, design, the environment, civic interests, and the regulatory process. The jury may ask the applicant for points of clarification during its deliberation.

Recognition Program Criteria

For a project proposal to be recognized, it must satisfy five criteria:

Location. The project must be located in an area designated and appropriate for growth or revitalization, most particularly infill or sites adjacent or close to developed residential or commercial areas. It should take advantage of existing or short-term planned public water and sewer service, and it should be accessible to public transportation.



Smart growth development can result in vibrant gathering places.

Density, Design, and Diversity of Uses. The “three Ds” of smart growth development must be present, either within the proposed project or within its vicinity. There should be sufficient density and scale to support a mix of uses, walkability, and public transit. The project should be designed so that it is integrated effectively into the existing community fabric.

Transportation, Mobility, and Accessibility. The project should be designed, located, and programmed to offer alternatives to single-occupancy-vehicle trips, by enabling safe and effective pedestrian and bicycle access to multiple uses and activities and/or by being accessible to public transportation.

Environment. The project should protect, conserve, and/or mitigate damage to open space, water and air quality, and important ecosystem components.

Community Assets. The project should generate benefits for its surrounding area and/or the host community. These may include positive economic impacts, affordable housing, support for the school system, historic preservation, public access to parks or open space, support for local efforts to encourage alternative transportation, adaptive use of obsolete buildings, and other improvements to quality of life.

Smart Growth Alliance

In recent years, smart growth has gained national attention as a solution to the challenges associated with growth. Successful smart growth initiatives have relied on a simple but powerful formula based on collaboration. Here in the Washington, D.C., region, five distinct groups who represent developer, civic, and environmental interests, and who often sit on opposing sides of the table when it comes to smart growth issues, have elected to put aside their differences and work together on common goals for smart growth.

Members of this Washington Smart Growth Alliance (SGA)—ULI Washington, the Chesapeake Bay Foundation, the Greater Washington Board of Trade, the Coalition for Smarter Growth, and the Metropolitan Washington Builders' Council—have formed a distinctive partnership based on mutual interests and goals. By using this collaborative approach, the SGA can make a difference in the region.

The partnership also is supported by an advisory group of representatives from approximately 40 organizations, including universities, local governments, businesses, foundations, and civic groups throughout the region—ensuring a long-term, collaborative effort.

SGA's Vision

The Washington region is expected to grow by more than 1 million people over the next 20 years. To ensure that the quality of life and economic competitiveness of the region are maintained and improved while it grows, SGA members have agreed that the region's unique economic, cultural, community, and environmental assets must be protected. This will require all interests—government, business, civic, and environmental—to work collaboratively to develop policies and practices that ensure that every new resident and every new job enhance, rather than detract from, the region's quality of life.

Smart Growth Alliance Members

- ULI Washington
- Chesapeake Bay Foundation
- Greater Washington Board of Trade
- Coalition for Smarter Growth
- Metropolitan Washington Builders' Council

Application Instructions

Applications for SGA recognition must demonstrate clearly the reasons why the project qualifies as an outstanding example of smart growth in the region. A full description of the program and the application packet can be found at <http://washington.uli.org/sga>.

Application Materials

Each application is limited to 20 pages of text (not including summary cover sheet and images) that are bound and that fit an 8.5" x 11" format. Printed brochures may be submitted as attachments. Oversized drawings may be submitted as single copies. In addition, applicants must submit 15 copies of the application.

Applications should be mailed to:

Washington Smart Growth Alliance
c/o Urban Land Institute
1025 Thomas Jefferson Street, N.W.
Suite 500 West
Washington, D.C. 20007-5201

Application questions should be directed to sga@uli.org.

Recognition Program Schedule

Applications will be received and reviewed quarterly. An Application Packet must be received by 5:00 p.m. on or before the application review period due date, or, if not a business day, the next business day.

Review Period One—Due date March 15.

Review Period Two—Due date June 15.

Review Period Three—Due date September 15.

Review Period Four—Due date December 15.

Application Fee

A fee of \$250 must accompany each application, with checks written to the Urban Land Institute.

Sponsors

The Smart Growth Alliance gratefully acknowledges the financial support of its primary sponsor, PEPCO, and its contributing sponsors—The Morris and Gwendolyn Cafritz Foundation, Prince Charitable Trusts, and the U.S. Environmental Protection Agency—for this and other Smart Growth Alliance projects.



We're connected to you
by more than power lines.®

The Morris and Gwendolyn Cafritz Foundation

Prince Charitable Trusts



TO: City of Alexandria Planning Commissioners and City Council

As homeowners in Summers Grove, the neighborhood immediately adjacent to the WMATA property, we support KSI's mixed-use development proposal at the Van Dorn Metro station. Our community has had multiple meetings with KSI and its consultants to discuss the proposal and provide input regarding issues of concern to Summers Grove. KSI has been responsive to our concerns and we believe that the current proposal will be both compatible with our neighborhood and an asset to the Eisenhower Valley. As such, we request that you approve the applications related to the development.

Name (Print)	Address/Phone	Signature	Date
Paul Manuel Sepher	946 Harrison Circle	Paul Manuel Sepher	2/15/2003
Michael Montano	972 Harrison Circle	Michael Montano	2/15/03

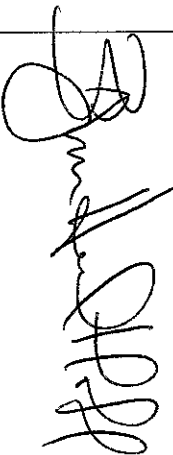

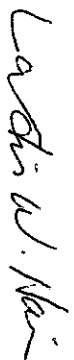
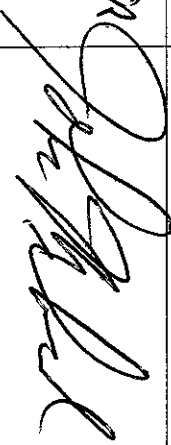
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Name (Print)	Address/Phone	Signature	Date
HENRY HAN	94 Harrison Cir. ALEXANDRIA, VA (703) 308 8410 22304	Henry Han	2/20/03
HOA NGUYEN	"Some Above" (703) 751-5278	By Henry Han For H. NGUYEN	2/20/03
John Buhler	5818 Pearson Ln Alexandria, VA 22304 (703) 823-1725	J.R. B.	2/22/03
Michele Buhler	5818 Pearson Ln Alexandria, VA 22304 703-823-1725	Michele Buhler	2/22/03

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Name (Print)	Address/Phone	Signature	Date
BYRON Hudtloff	992 Harrison Cir 703 461-3331		11/4/02
Kelly R. Harris	909 Harrison Cir 703-212-0311		11/4/02
LANDIS W. HARRIS	909 HARRISON CIR		11/4/02
JOHN MERKEL	1008 Harrison Cir		11/4/02

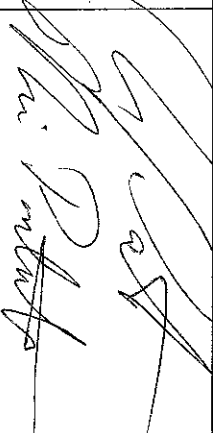
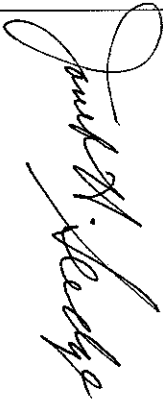
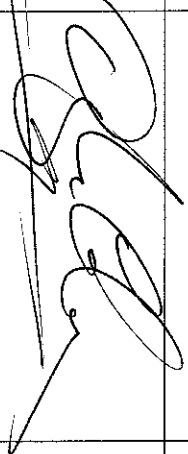
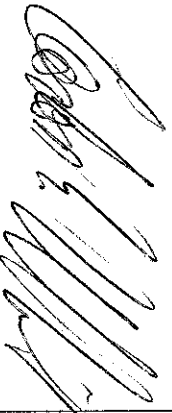
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Name (Print)	Address/Phone	Signature	Date
MR MARK A. MENZIES	5800 Pearson Lane Alexandria VA (703) 461-7743	Mark A. Menzies	11-04-02
Lidia Mendley	5810 Pearson Ln Alexandria VA (703) 461-7743	Lidia Mendley	11-04-02
Maria Collins	5814 Pearson Lane Alexandria, VA 22304 (703) 823-1775	Maria Collins	11-04-02
Teresa Hewrick	5820 Pearson Ln, Alexandria VA	Teresa Hewrick	11-04-02




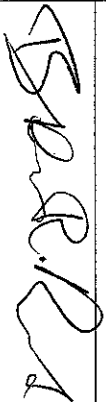
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Name (Print)	Address/Phone	Signature	Date
Nicholas & Maria Pantelas	949 Harrison Circle Alexandria, VA 22304 (703) 212-7133		November 4, 2002
Janet H. Sledge 5817 SGR	5817 SGR 22304		11/4/02
Douglas Colman	925 Harrison Circle Alexandria, VA 22304 703-751-3075		4 November 2002
Gordon White	1006 Harrison Circle Alexandria VA 22304 703-461-7153		11/4/02



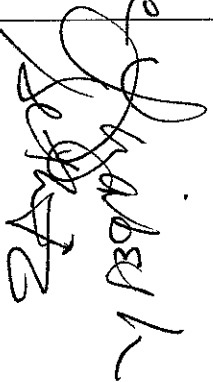
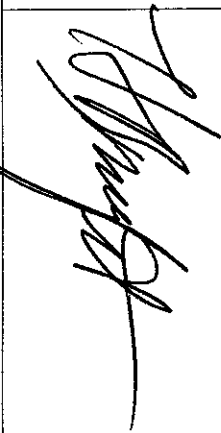
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Name (Print)	Address/Phone	Signature	Date
Zaid Almalaka	5851 Pearson Ln Alexandria		11/4/02
Margarita Helmick	5820 Pearson Lane Alexandria VA		11-04-02
Edward Collins	5814 Pearson Lane Alexandria, VA 22304		11/4/2002
Benjamin Basles	5817 Pearson Ln Alex, Va. 22304		11/4/02

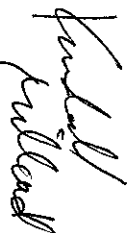
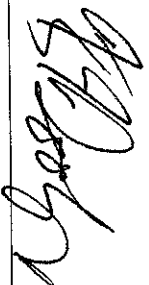
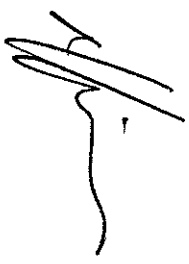
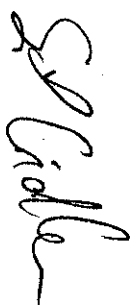
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Name (Print)	Address/Phone	Signature	Date
MAY ZEKI	5851 Pearson Lane Alexandria, VA 22304		11/4/02
Barbara Merkel	1808 Harrison Cir Alexandria VA 22304		11/04/02
Shrabeth Settling	5827 Parkside Drive Alexandria VA 22304		11/4/02
HOBBS Shrawhan	5813 Summers Grove ALEX, VA 22304		11/6/02

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Name (Print)	Address/Phone	Signature	Date
KENDALL MILLARD	1036 HARRISON CIRCLE ALEXANDRIA, VA 22304 (703) 330-4349		11/4/02
Kyle Deibel	5822 Bealson Lane ALEXANDRIA, VA 22304 703 330-0640		11/6/2002
Nick Leivers	1004 Harrison Circle Alex VA 22304		11/6-02
Sam Kridman	942 Harrison Circle		11/6/02

10411
2-22-03

WASHINGTON SMART GROWTH ALLIANCE SMART GROWTH RECOGNITION PROGRAM CRITERIA

Introduction

The Smart Growth Alliance is a collaborative partnership of the Urban Land Institute Washington, the Coalition for Smarter Growth, the Greater Washington Board of Trade, the Chesapeake Bay Foundation, and the Metropolitan Washington Builder's Council. Its mission is to research, identify, and encourage land use development and transportation policies and practices that support smart growth. To facilitate this mission, the Alliance has developed a project recognition program.

This program recognizes specific development proposals that exemplify smart growth characteristics. To be considered for recognition, a proposed project will be carefully evaluated against a series of *comprehensive* standards established by the Alliance. Applications for program recognition are analyzed by a select review committee composed of regionally diverse representatives from a broad base of backgrounds and interests.

Carrying this recognition indicates that the project helps the Washington region accommodate growth in a manner that achieves economic, environmental, and quality-of-life objectives. By recognizing the value of proposed projects, the recognition program encourages developers, citizen groups, and elected officials to strive for smart growth. While there are other good development projects in the region, it is the intent of this program to highlight only those that are on the cutting edge of smart growth.

The following are the project criteria that are specific to the project's design. A set of questions tailored to each criterion will help the project sponsor determine whether each criterion has been met.

Basic Criteria (Pre-qualifying Standards):

At a minimum, a proposed project must meet *all* of these five criteria:

Location: The project must be in an area designated and appropriate for growth or revitalization, most particularly for infill development or sites adjacent or close to developed residential or commercial areas. It should take advantage of existing or short-term planned public water and sewer service, and should be accessible to public transportation.

Density, Design, and Diversity of Uses: The three Ds of good, smart growth development must be present, either within the proposed project or in the vicinity. That is, a project or an area must have sufficient density and scale to support a mix of uses, walkability, and public transit. The project should be designed so that it is integrated into the existing community fabric.

Transportation/Mobility/Accessibility: The project should be designed, located, and programmed to offer alternatives to single occupancy vehicle trips, by enabling safe and effective pedestrian and bicycle access to multiple uses and activities and by being accessible to public transportation.

Environment: The project should effectively protect, conserve, or mitigate damage to open space, water, and air quality, and important ecosystem components.

Community Assets: The project should generate benefits for the surrounding area or the host community. These may include positive economic impacts, affordable housing, support for the school system, historic preservation, public access to parks or open space, support for local efforts to encourage alternative transportation, adaptive reuse of obsolete buildings, or other improvements to the quality of community life.

In addition to the above criteria, the development team (developer, designers, engineers, and other consultants) should demonstrate a track record of high-quality performance and proven experience. It also should have a record of completing projects on schedule and according to plan.

Criteria

Following are the criteria that all selected projects must meet. Each criterion is accompanied by several questions. While not all projects must address all of the questions, a preponderance of positive answers will be required to win recognition.

- 1. Location.** The project should be developed in an area where growth is desirable.



- Is the project in an area designated for growth, intensification, or revitalization by the local jurisdiction?
- Is the project a redevelopment or renovation on a site with previous disturbance?
- ? Is the site within or to be annexed to a city or town, or is it within a designated town center or village area, or will it effectively connect to a neighborhood, community, or town center?
- Is the development within a current or planned public sewer and water service area, and when will it be serviced by public sewer and water?

2. Density, Design, and Diversity of Uses.



2a. Density. *The project should have overall moderate to high density.*

- Will net density¹ exceed the density of the surrounding area?
- ? Is density sufficient to encourage mixed uses, walking, biking, use of civic spaces, increased public transportation, and the reduction of single-occupancy vehicle trips?
- Will a project located within a half-mile of a fixed-rail station be dense and varied enough (compared with existing uses in the adjacent area) to help the neighborhood support 12- to 18-hour activity?
- Will an infill project located farther than a half-mile from a fixed-rail station or town be dense and varied enough (compared with existing uses in the adjacent area) to enliven the area, support public transportation, and take advantage of existing public infrastructure?
- In suburban areas, will the residential density of the project or of expanding communities be high enough to support some retail, employment, civic uses, and increased public transportation in the community and does it allow for mixed uses?
- In rural/village/small town areas, will density be sufficient to support and enhance existing development and use existing public infrastructure efficiently?

¹ Net density represents the level of concentration (high or low) of buildings, including their total volume, within a given area, excluding land for streets, public playgrounds, and open space. Often expressed as a ratio, residential density is expressed as dwelling units/acre; nonresidential density is expressed as floor/area ratio (FAR).

The density guidelines are based on **typical** net densities for each development type, shown in the table. Pending the work with the pilot projects, these densities will **guide** the review committee's evaluation.

Density Guidelines

Location	Residential Component	Employment Component
Within 0.5 mile from fixed-rail station	Multifamily Exceeds 25 dwelling unit per acre	Between 1.5 and 3 FAR or higher Highest densities concentrated at rail station
Farther than 0.5 mile from fixed-rail station	Single-family detached units: 5 single-family, detached units per acre if the project consists only of single-family homes; 7 single-family detached units per acre for a development with mixed housing types. 15 single-family, attached homes per acre 25 multifamily, attached units per acre	Exceed a 1 FAR
Suburban areas	Exceeds 7 dwelling units per acre	Some exceed 0.5 FAR
Rural/village/small town area	4 dwelling units per acre	No density target

2b. Design. The design of the project should be of high quality and should respect the visual character of the surrounding area.



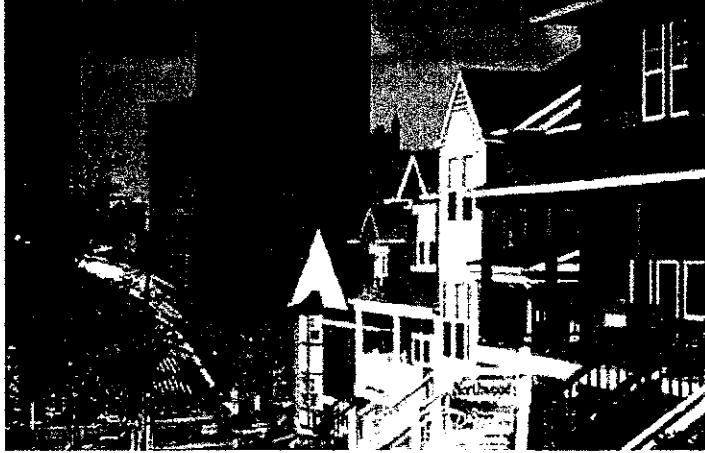
- ? Is the project designed to relate to and integrate with the surrounding community and not create an isolated enclave?
- ? Will the project's visual character respect and make a positive contribution to the surrounding community? *50% parking*
Is this facade a real facade?
- Will the project include street trees, inviting street frontage, attractive street lighting, and human-scale streetscapes so that pedestrians feel safe and are buffered from traffic?
- Will the project use lighting mechanisms that do not pollute the night sky?
- Will the project incorporate *usable* public open space and public civic spaces?
- Does the project's parking design promote pedestrian-friendly environments and lend to good-quality design by concentrating parking at the rear of buildings, underground, or in garages, and/or by using landscaping and other techniques to maintain high aesthetic qualities?
Staff's concern of people feeling like they are in a car garage.

2c. Diversity. Although mixed-use projects are preferred, at a minimum, the project should add to the mix of uses in its surrounding area.



- X Will the proposed land uses help to balance the jobs, housing, and services mix of the surrounding community?
Viability?
- If the project is located within a half-mile of a fixed-rail transit system or an area of a single land use type, will the proposed development balance the jobs, housing, and services mix with the uses already there?
- If the project is located farther than a half-mile from a fixed-rail transit system or near an area of a single land use type, will the project offer an effective internal mix of residential and commercial uses?
- Will the project promote vertical integration of land uses, for example, housing above stores, or is there more than one use type in a single building?

- 2d. **Affordable Housing**². If the project has a residential component, a mix of housing for all income levels should be encouraged.



- X Will the development encourage and produce a mix of housing types for a range of income levels? *Not really 29% doesn't qualify*
- Y Will the development provide at least 10 to 15 percent of affordable housing?

² As defined by the local jurisdiction.

3. **Transportation, Mobility, Accessibility.** The project should offer alternatives designed to reduce dependency on single-occupancy vehicle use.



- Is the project designed and located within a half-mile of other land uses and transportation options to encourage residents and workers to walk or bike to school, parks, shops, and services and to use public transit?
- ? Is there safe and direct pedestrian and bicycle access through well-marked crosswalks on site and links to external areas?
- ? Does the pedestrian/bicycle design include landscaped, lighted trails that are independent of the street or highway edge and that go to adjoining communities and neighborhoods, and to other trail systems?
- Will the project design support and encourage internal circulation and local pedestrian use (i.e., provide sidewalks between residences and other land uses, streetscaping, and traffic calming) and bike travel?
- Are the project's internal transportation connections linked (e.g., do they connect paths, sidewalks, or transit routes with each other?), and will its design and location enable the creation, extension, or improvement of additional public or private transit in the community?
- If congestion is a problem, will the project contribute to/participate in transportation demand management and/or provide incentives for transit use?
- Will the project minimize street widths and off-street parking by using good design, shared parking concepts, and transportation management techniques?
- X If the project is located within a half-mile of transit, will it reduce parking? *No!*

Will the project use structured parking where transit is located?

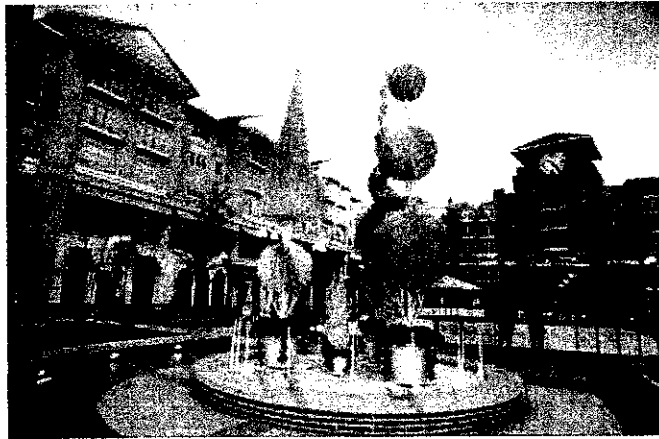
? Does the development support external vehicular, transit, bicycle, and pedestrian connections?

- 4. Environment.** The project should be sensitive to existing environmental features and protect natural resources where feasible. Where possible, sustainable design features should be incorporated into the project's design.



- Will the project sensitively protect, or contribute to the protection of, wetlands, forests, agricultural lands, and aquifer recharge areas and sustain areas of unfragmented ecosystems?
- Will the project protect existing stream and river buffers or create new buffers?
- Will the project avoid disturbing steep slopes (more than 15 percent) and highly erodible or unstable soils?
- Will the project incorporate natural or engineered solutions to prevent (or reduce existing) nonpoint source pollution within a single, small watershed?
- Will the project protect or restore a variety of on-site habitat, particularly for threatened or endangered species?
- ? Will the project's open-space areas be connected to protect green infrastructure?
- Will the project, by its location and design, help reduce air pollution?
- Does the project systematically protect existing trees? *N/A*
- ? Are sustainable design techniques that will conserve and protect water, energy, air quality, and land incorporated into the project?
- ? Will the project reduce construction waste or use recycled materials?

5. **Community Assets.** The project should benefit and enhance the existing community.



5a. **Benefits.** A range of benefits should be considered.

- X Will the project fulfill the goals of an approved community revitalization or development plan?
- X Will the project offer the community a significant quality-of-life benefit such as a park, a school site, a civic structure or use?
- X Will the project offer a significant benefit to the arts community by creating exhibition space, theaters, studios, or other features?
 - Will the project offer the community a significant economic benefit such as jobs, tax base, cultural arts, etc.?
- X Will the project help support or benefit existing schools? *Minimal*
- Will the project connect its open space internally, and will it link its open space to external or community open-space resources?
- Will the project retain, restore, and incorporate existing historic structures and sites? *N/A*
- Will the project work to retain or relocate any displaced business and residents? *NA*

5b. Participation. The developer should encourage substantial community participation during the development process.

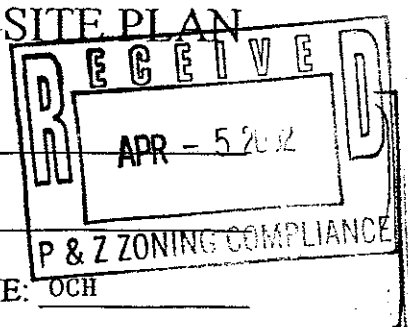


- Has the jurisdiction provided for meaningful community participation in planning and design review?
- Has the developer worked responsibly with local groups to identify and resolve local concerns and needs? *W Summer's Grove*
- Does the developer have a plan for community participation?
- Does the developer have written support, e.g., letters from community members and groups?

Business groups

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2001-0024



PROJECT NAME: Van Dorn Metro Mixed Use Project

PROPERTY LOCATION: 5699 Eisenhower Avenue

TAX MAP REFERENCE: 76.02-03-01 ZONE: OCH

APPLICANT Name: Van Dorn Metro II LLC
c/o KSI Services, Inc.
Address: 8081 Wolftrap Rd., Suite 300, Vienna, VA 22182

PROPERTY OWNER Name: Washington Metro Area Transit Authority
Address: 600 5th Street, N.W., Washington, DC 20001

SUMMARY OF PROPOSAL: Mixed use development containing approximately 250 residential units, approximately 17,570 square feet of retail with associated parking and replacement of 429 Metro parking spaces.

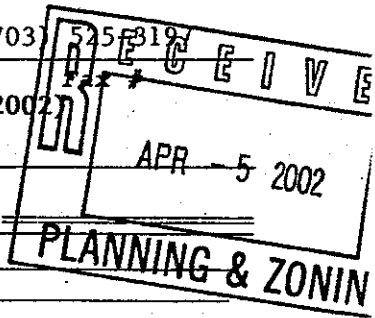
MODIFICATIONS REQUESTED:

- 1. Residential use on lot located within 1,000 ft. of the centerline of Eisenhower Ave.;
2. Retail shopping/personal service establishments on lot which does not include office building;
3. Increase in FAR from 2.0 to 2.94; and
4. Reduction in required parking to permit universal spaces (8 1/2 ft. width)

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 XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.
THE UNDERSIGNED also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his knowledge and belief.

M. Catharine Puskar, Agent/Attorney
Print Name of Applicant or Agent
Walsh, Colucci, Stackhouse, Emrich & Lubeley
2200 Clarendon Blvd., 13th Floor
Mailing/Street Address
Arlington, VA 22201
City and State Zip Code

M. Catharine Puskar
Signature
(703) 528-4700 (703) 525-3119
Telephone #
(Revised April 5, 2002)
October 15, 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: 11/07/02 RECOMMEND DENIAL 7-0

ACTION - CITY COUNCIL: 11/16/02PH--See attached. (Deferred)
2/22/03PH--The plan was withdrawn by the applicant.

KSI - VAN DORN METRO MIXED USE

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

Planning Commission (continued)

17. SPECIAL USE PERMIT #2002-0107
400 HOOFF'S RUN DR
CONSTRUCTION PARKING LOT
Public Hearing and Consideration of a Request for a special use permit to install a temporary construction parking lot on a 4.0-acre site to serve contractors for the Patent and Trademark Office (PTO) project; zoned OCM-100/Office Commercial Medium. Applicant: Turner Construction Company, by Rick Bell.

COMMISSION ACTION: Recommend Approval 7-0

City Council approved the Planning Commission recommendation, as amended by incorporating the change to condition no. 21 as recommended by Mr. Rak in his facsimile dated November 15, 2002, and the additional conditions contained in the memorandum dated November 14, 2002, from Planning and Zoning Director Fogarty.

Council Action: _____

18. DEVELOPMENT SPECIAL USE PERMIT #2001-0024
5699 EISENHOWER AV
KSI - VAN DORN METRO MIXED USE
Public Hearing and Consideration of a request for a development special use permit, with site plan, for construction of a mixed use development with an increase in the floor area ratio for residential units, retail and personal service space with associated parking and Metro parking spaces, and for a temporary sales trailer; zoned OCH/Office Commercial High. Applicant: Van Dorn Metro II, LLC, by M. Catharine Puskar, attorney.

COMMISSION ACTION: Recommend Denial 7-0

Without objection, City Council deferred this special use permit for 90 days so that the applicant can respond to issues raised by staff, the community and the Planning Commission.

Council Action: _____

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

Planning Commission (continued)

19. SPECIAL USE PERMIT #2001-0115
5699 EISENHOWER AV
KSI - VAN DORN METRO MIXED USE
Public Hearing and Consideration of a request for a special use permit for a transportation management plan (TMP) for a proposed mixed use development; zoned OCH/Office Commercial High. Applicant: Van Dorn Metro II, LLC, by M. Catharine Puskar, attorney.

COMMISSION ACTION: Recommend Denial 7-0

Without objection, City Council deferred this special use permit for 90 days so that the applicant can respond to issues raised by staff, the community and the Planning Commission.

Council Action: _____

APPLICATION FOR SPECIAL USE PERMIT # 2001-0115

[must use black ink or type]

PROPERTY LOCATION: 5699 Eisenhower Avenue

TAX MAP REFERENCE: 76.02-03-01 ZONE: OCH

APPLICANT Name: Van Dorn Metro II LLC
c/o KSI Services, Inc.
Address: 8081 Wolftrap Road, Suite 300, Vienna, VA 22182

PROPERTY OWNER Name: Washington Metro Area Transit Authority
Address: 600 5th Street, N.W., Washington, DC 20001

PROPOSED USE: Transportation Management Plan Special Use Permit

THE UNDERSIGNED hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 11-500 of the 1992 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 XI, Section 11-301(B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Planning Commission or City Council in the course of public hearings on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

M. Catharine Puskar, Agent/Attorney

M Catharine Puskar
Signature

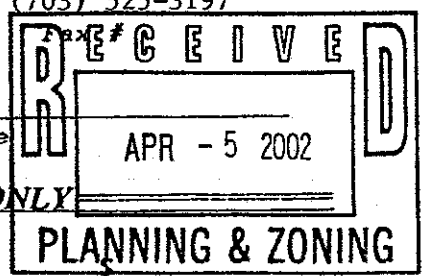
Print Name of Applicant or Agent
Walsh, Colucci, Stackhouse, Emrich & Lubeley
2200 Clarendon Blvd., 13th Floor

(703) 528-4700
Telephone #
Revised 4/5/02
October 15, 2001

(703) 525-3197

Mailing/Street Address
Arlington, VA 22201
City and State Zip Code

Date



DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: _____ Date & Fee Paid: _____

ACTION - PLANNING COMMISSION: 11/07/02 RECOMMEND DENIAL 7-0

ACTION - CITY COUNCIL: 11/16/02PH- See attached. (Deferred)
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KSI - VAN DORN METRO MIXED USE (TMP)

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

Planning Commission (continued)

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REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

Planning Commission (continued)

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COMMISSION ACTION: Recommend Denial 7-0

Without objection, City Council deferred this special use permit for 90 days so that the applicant can respond to issues raised by staff, the community and the Planning Commission.

SPEAKER'S FORM

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

DOCKET ITEM NO. 10+11

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

- 1. NAME: M Catharine Puskar
- 2. ADDRESS: 2200 Clarendon Blvd
TELEPHONE NO. 703-528-4700 E-MAIL ADDRESS: _____
- 3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? _____
KSI Services Inc
- 4. WHAT IS YOUR POSITION ON THE ITEM?
FOR: X 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 X 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.

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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.
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- 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.
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DOCKET ITEM NO. 10+11

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: KEITH GRLESKY

2. ADDRESS: 311 W. 43rd Street New York NY

TELEPHONE NO. 212 247 1717 E-MAIL ADDRESS: KORLESKY@CooperEdwards.com

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

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.):

URBAN DESIGNER

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

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4

SPEAKER'S FORM

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DOCKET ITEM NO. 10+11

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: Maurice Walters
2. ADDRESS: 1300 Spring St Silver Spring, MO 20910
TELEPHONE NO. 301-588-4800 E-MAIL ADDRESS: _____
3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? _____
KSI Services Inc
4. WHAT IS YOUR POSITION ON THE ITEM?
FOR: X AGAINST: _____ OTHER: _____
5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY,
LOBBYIST, CIVIC INTEREST, ETC.):
Architect
6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE
COUNCIL? YES X NO _____

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DOCKET ITEM NO. 10411

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: Ronald L Heberger
2. ADDRESS: WMATA, 600 Fifth St, N.W. Washington, D.C.
TELEPHONE NO. 202 962 2028 E-MAIL ADDRESS: RHeberger
3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? WMATA
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.):
Property Owner Representative
6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL? YES NO WMATA Salary

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.

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10

SPEAKER'S FORM

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DOCKET ITEM NO. 10-11

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: DOUGLAS R. PORTER
2. ADDRESS: 5406 TRENT ST, CHEVY CHASE MD 2085
TELEPHONE NO. 301 656-9560 E-MAIL ADDRESS: dporter@GMonline.org
3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? KS1
4. WHAT IS YOUR POSITION ON THE ITEM?
FOR: X AGAINST: _____ OTHER: _____
5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):
SMART GROWTH/TOD ADVISER
6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL? YES X NO _____

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DOCKET ITEM NO. 10/11

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: Pam Tyrrell
2. ADDRESS: 8081 Wolftrap Road, Vienna VA 22182
TELEPHONE NO. 703-641-9000 E-MAIL ADDRESS: ptyrrell@ketsco.com
3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? KSI
4. WHAT IS YOUR POSITION ON THE ITEM?
FOR: X AGAINST: _____ OTHER: _____
5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):
~~Property~~ Applicant
6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL? YES X NO _____

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DOCKET ITEM NO. 10+11

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

- 1. NAME: Dick Knapp
- 2. ADDRESS: 8081 Wolftrap Road, Vienna Va 22182
TELEPHONE NO. 703-641-9000 E-MAIL ADDRESS: _____
- 3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? _____
KSF
- 4. WHAT IS YOUR POSITION ON THE ITEM?
FOR: X AGAINST: _____ OTHER: _____
- 5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):
Applicant
- 6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL? YES X NO _____

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DOCKET ITEM NO. 10 #11

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: Douglas Hake
2. ADDRESS: 600 5th St., NW, Washington DC
TELEPHONE NO. 202-962-7399 E-MAIL ADDRESS: _____
3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? WMATA
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.):
Property Owner Representative
6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE
COUNCIL? YES NO

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- 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.

SPEAKER'S FORM

Didn't speak

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

DOCKET ITEM NO. 10f11

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: Leonard Bogorad, Robert Charles Lesser + Co., LLC

2. ADDRESS: 7200 Wisconsin Avenue, Suite 300

TELEPHONE NO. 301-907-6600 E-MAIL ADDRESS: LBOGORAD@RCLLCO.COM

3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? _____
Robert Charles Lesser + Co., LLC

4. WHAT IS YOUR POSITION ON THE ITEM?

FOR: X AGAINST: _____ OTHER: _____

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

Market Consultant

6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL? YES X 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.

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BEFORE YOU SPEAK ON A DOCKET ITEM.

DOCKET ITEM NO. 10+11

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: Manton J. Wells, P.E.
2. ADDRESS: 1420 Springhill Road, #600, McLean, Va.
TELEPHONE NO. ^{703/}417-6620 E-MAIL ADDRESS: mjwells@mjwells.com
3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? _____
Wells & Associates/KSI
4. WHAT IS YOUR POSITION ON THE ITEM?
FOR: X AGAINST: _____ OTHER: _____
5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):
Traffic engineer
6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL? YES X 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.

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