

EXHIBIT NO.

1

14
9-14-02

Docket Item #12-D
SPECIAL USE PERMIT #2002-0003
MILL RACE (TMP)

Planning Commission Meeting
September 3, 2002

ISSUE: Consideration of a request for a special use permit for a transportation management plan (TMP).

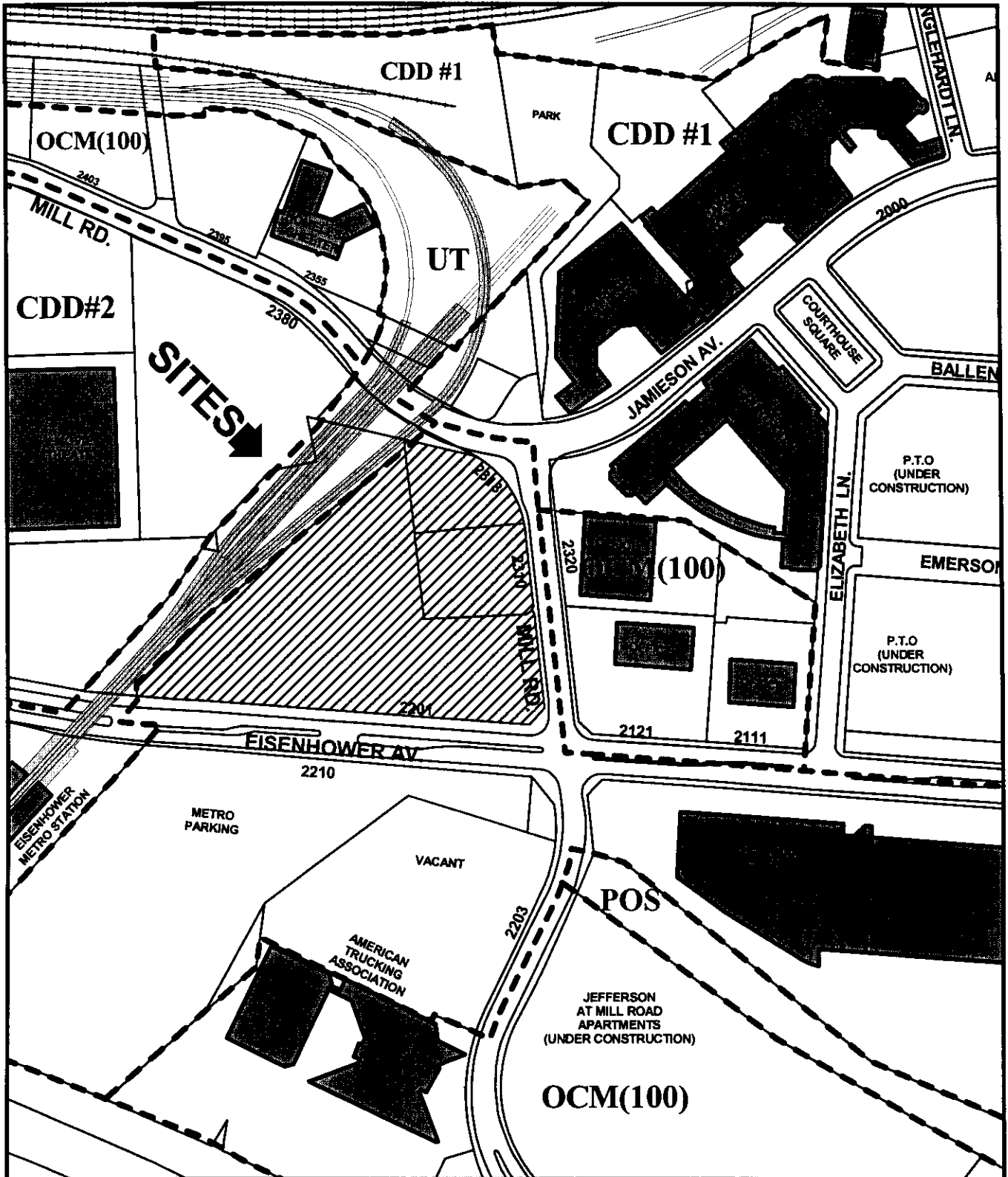
APPLICANT: Trammell Crow Company
by Jonathan P. Rak, attorney

LOCATION: 2201 Eisenhower Avenue and Mill Road

ZONE: CDD-2/Coordinated Development District, Eisenhower Avenue

PLANNING COMMISSION ACTION, SEPTEMBER 3 and 5, 2002: On a motion by Ms. Fossum, seconded by Mr. Komoroske, the Planning Commission voted to recommend approval of the request, subject to compliance with all applicable codes and ordinances and staff conditions. The motion carried on a vote of 7 to 0.

Refer to case DSUP 2002-0002.



SUP #2002-0003

09/03/02



SUP #2002-0003
Mill Race (TMP)

STAFF RECOMMENDATION:

Staff recommends **approval** of the transportation management plan as outlined within the *DSUP* #2002-0002/#2002-0003 staff report and conditions.

BACKGROUND:

The applicant, Trammell Crow Company, is requesting approval of a transportation management plan (TMP) in conjunction with approvals of a Coordinated Development District plan (CDD#2002-0002) and development site plans (DSUP#2002-0002 and #2002-0003), to construct a 369-unit apartment building, a 326-unit condominium building and a 225,756 sq.ft. office building on the 223,770 sq.ft. Mill Race site. The site is zoned CDD#2/Coordinated Development District-Eisenhower Avenue. The site is located within 500-feet of the Eisenhower Avenue Metrorail Station.

Various civic leaders have expressed great concern for the amount of traffic that is projected for the Eisenhower East planning study area. The proposed TMP contains the typical programs and incentive requirements for reducing traffic volumes and increasing transit use. In addition, there are a number of new conditions that seek to aggressively reduce the number of single occupancy vehicle trip uses and increase transit use in addition to other requirements for mitigating traffic being generated by these new developments. These issues and recommendations are discussed in greater detail in the *DSUP#2002-0002/0003* staff report for Mill Race.

RECOMMENDATION:

Staff supports the request for special use permit approval of a transportation management plan with the conditions outlined within the staff report.

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

CITY DEPARTMENT COMMENTS

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

Transportation & Environmental Services:

Comments included in DSUP#2002-0002/0003 staff report.

Code Enforcement:

No comment

Health Department:

No comment

Police Department:

No comment

Historic Alexandria (Archaeology):

No comment

Parks & Recreation (Arborist):

No comment

APPLICATION for SPECIAL USE PERMIT # 2002-0003

[must use black ink or type]

PROPERTY LOCATION: 2201 Eisenhower Avenue and Mill Road

TAX MAP REFERENCE: 72.00-03-11

ZONE: CDD#2

APPLICANT Name: Trammell Crow Company

Address: 1660 International Dr., Ste 500
McLean, VA 22102

PROPERTY OWNER Name: Trammell Crow Company

Address: 1660 International Dr., Ste 500
McLean, VA 22102

Mill Two Associates Partnership

2525 King Street
Alexandria, VA 22301

PROPOSED USE: Request for approval of a Transportation Management Plan

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.

Jonathan P. Rak, Esquire, Agent


Print Name of Applicant or Agent

McGuireWoods LLP
Suite 1800

Mailing/Street Address
1750 Tysons Boulevard
McLean, VA 22102

City and State

Zip Code


Signature

703-712-5411

Telephone #

703-712-5231

Fax #

August 22, 2002
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

REVISED

Application Received: 8/22/02

Date & Fee Paid: _____

\$ _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

TRAFFIC IMPACT STUDY
TRANSPORTATION MANAGEMENT PLAN
for
MILL RACE

Prepared For:

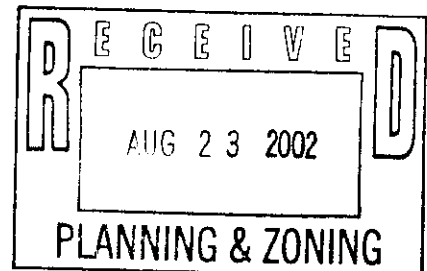
**Trammell Crow Company
1660 International Drive, Suite 550
McLean, Virginia**

Prepared By:

BMI

**8330 Boone Blvd., Suite 700
Vienna, Virginia 22182**

August 22, 2002



REVISED

A. TRAFFIC IMPACT STUDY

1.1 Background

This report documents the findings of a traffic impact study of the proposed Mill Race development to be located in the northwest quadrant of the Eisenhower Avenue/Mill Road intersection. This mixed-use development will include three separate buildings as described below:

- Building 1: 369 Residential Apartment Units
12,100 SF Retail
- Building 2: 326 Condominiums
14,450 SF Retail
- Building 3: 225,756 SF Office
3,906 SF Retail

The proposed development will complement other existing and planned land uses in the Eisenhower Valley. Numerous walk trips are expected from the office, residential and retail uses as the opportunity to live, work, and shop in the Eisenhower Valley increases, which will result in significant reductions in peak hour vehicle trips generated by the site and should reduce overall trip length. Residents and employees will have the opportunity to utilize existing transit service since the site is within easy walking distance of the Eisenhower Metrorail station.

1.2 Scope of Traffic Analysis

At the direction of T&ES staff, this traffic analysis focused on traffic operations at the following locations:

- Grist Mill Road
- Mill Race Lane
- Eisenhower Avenue/Mill Race Lane Intersection
- Mill Road/Grist Mill Road Intersection

A traffic simulation analysis was performed to evaluate operations at all locations simultaneously. Specifically, the analysis examined traffic flow on Grist Mill Road and Mill Race Lane, operations at the access driveways to the three parking garages, and level of service at the intersections of Eisenhower Avenue/Mill Race Lane and Mill Road/Grist Mill Road.

2. TRAFFIC ANALYSIS

2.1 Background Traffic and Land Use Assumptions

BMI was directed by City T&ES staff to utilize data from a recently-completed traffic study of the eastern portion of the Eisenhower Valley performed by Wilbur Smith & Associates. That study had examined future interim and full buildout scenarios. The traffic analysis for Mill Race is based on the interim buildout scenario, which approximates 2010 conditions. Data that was used for this analysis included background traffic volumes at the analysis locations (i.e., traffic from proposed Mill Race development not included) and site trip distribution patterns. Projected peak hour traffic that will be generated by Mill Race was then added to the background traffic volumes.

2.2 Site Trip Generation and Distribution

Table 1 details the site trip generation estimates for the weekday AM and PM peak hours. The basis for these estimates is the *ITE Trip Generation Manual - 6th Edition*. The ITE land use code that was applied for each type of use is as follows:

- Bldg. 1 Apartments: Land Use Code # 222
- Bldg. 2 Condominiums: Land Use Code # 232
- Bldg. 3 Office: Land Use Code #710

Table 1. Site Trip Generation

		ESTIMATED PEAK HOUR TRIP GENERATION					
		AM PEAK HOUR			PM PEAK HOUR		
<u>Land-Use</u>	<u>Size</u>	<u>Enter</u>	<u>Exit</u>	<u>Total</u>	<u>Enter</u>	<u>Exit</u>	<u>Total</u>
Bldg. 1 Apartments	369 Units	28	82	110	77	52	129
Bldg. 2 Condominiums	326 Units	23	100	123	79	48	127
Bldg. 3 Office	225,756 GSF	317	40	357	56	276	332
	TOTAL	368	222	590	212	376	588

No vehicle trips were added for the small amount of planned retail uses in each building because it was assumed that trips associated with this use would be either captured vehicle trips or walk trips from local tenants. In addition, since parking for the retail uses will not be provided in the garages, vehicle trips associated with the retail uses will not effect operations at the garage entrances.

It is important to note that the ITE vehicle trip generation estimates shown in Table 1 do not assume any reduction due to transit use. As such, this traffic analysis represents a worst case scenario in terms of traffic volume levels. As documented in the attached Transportation Management Plan, it is expected that the proximity of this site to the Eisenhower Avenue Metro Station will result in significant reductions in site vehicle trip generation.

Site vehicle trips were routed into and out of the Mill Race site according to the trip distribution patterns detailed in the Wilbur Smith study.

2.3 Future Traffic Volumes

Figures 1 and 2 present the projected AM and PM peak hour traffic volumes that were used for the operational analysis. These were developed by adding the projected site-related traffic volumes from Table 1 to the background volumes from the Wilbur Smith study. The planned Mill Road extension ramps to/from the Beltway were assumed to be in place and are reflected in the traffic volume projections. In addition, Eisenhower Avenue was assumed to be widened to six lanes.

2.4 Future Traffic Conditions

The CORSIM traffic simulation software program was used for the operational analysis. This program modeled traffic flows on the street network shown in Figures 1 and 2, including vehicles entering and exiting the parking garages.

During the AM peak hour, occasional queues of 1 - 3 vehicles are projected at the entrance to the office building parking garage, although the average queue during the entire AM peak hour is 0. At no time are vehicles entering the office building parking garage expected to queue back to the Mill Road intersection. Level of service (LOS) at the two intersections (i.e., Mill/Grist Mill and Eisenhower/Mill Race) is projected to be LOS A during the AM peak hour.

During the PM peak hour, no queues or delays are projected at any of the parking garage entrances. Level of service (LOS) at the two intersections (i.e., Mill/Grist Mill and Eisenhower/Mill Race) is projected to be LOS A during the PM peak hour.

Figure 1. AM Peak Hour Traffic Volumes - Site Buildout

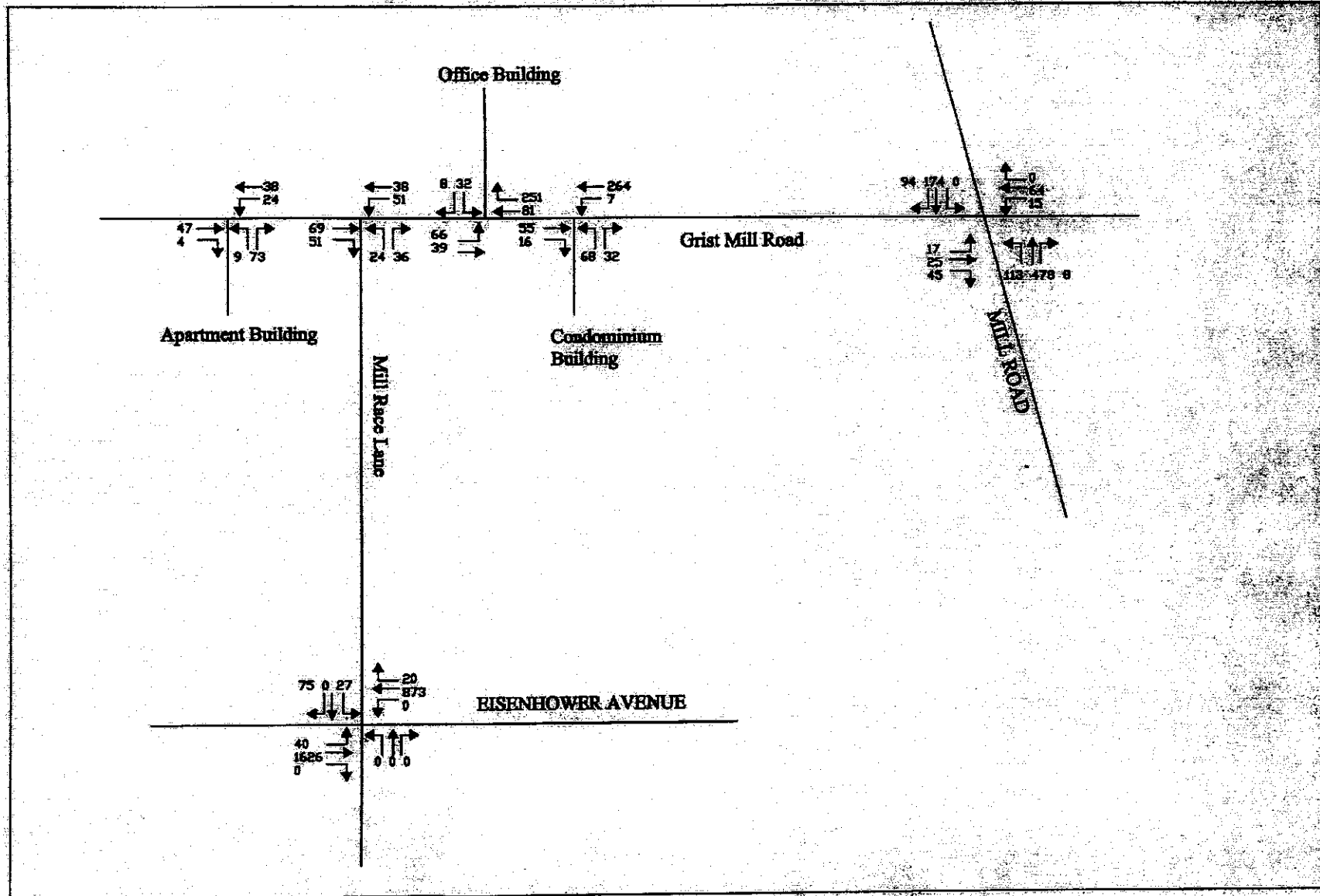
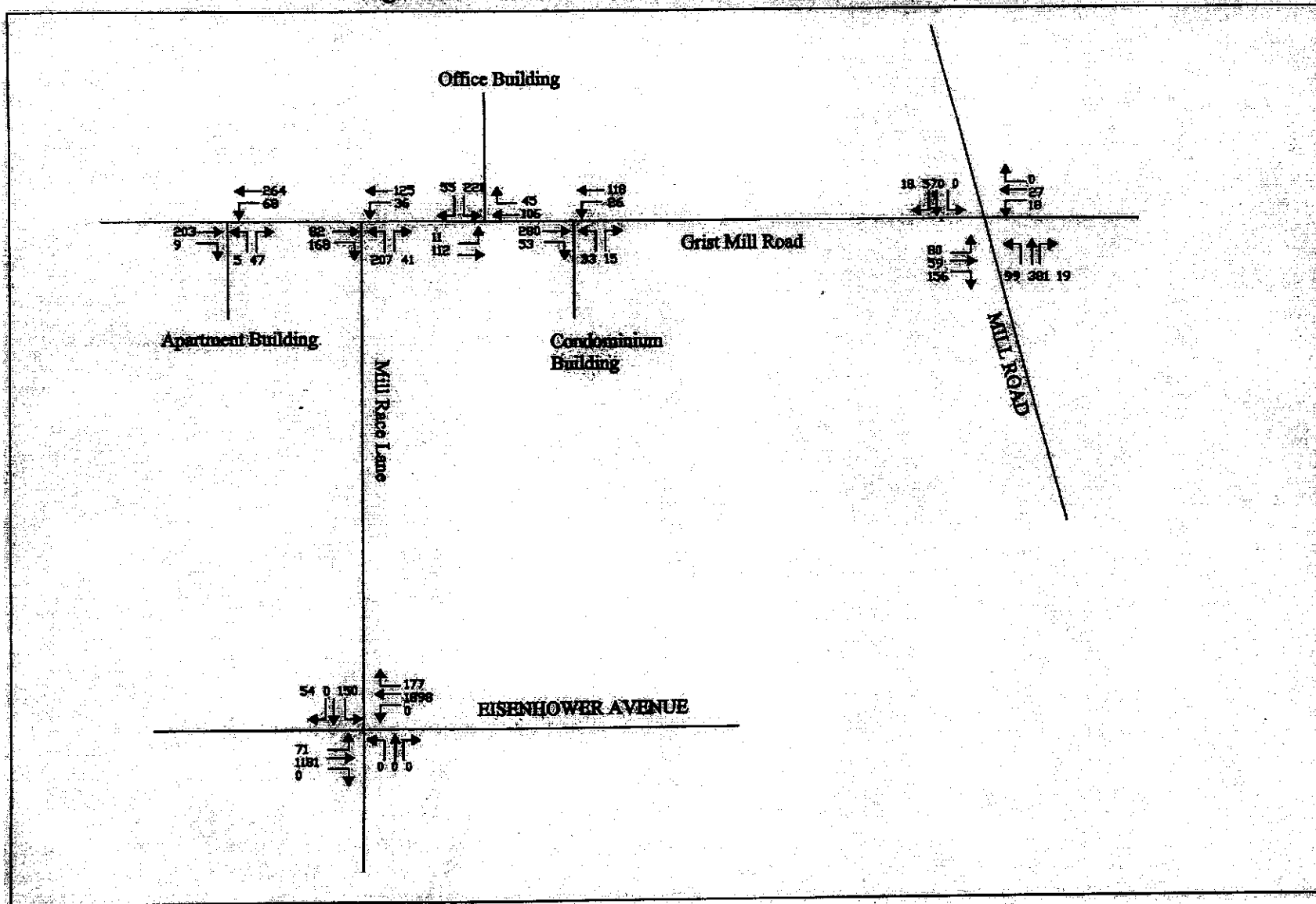


Figure 2. PM Peak Hour Traffic Volumes - Site Buildout



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2.5 Analysis Findings

Findings of the traffic analysis include the following:

1. Site-generated traffic will not adversely impact the adjacent roadway network.
2. Vehicles accessing the parking garages will not interrupt traffic flow on either Mill Road or Eisenhower Avenue.
3. Minor queues entering the office building parking garage during the AM peak hour will only be found sporadically and will not exceed 1 -3 vehicles. Average stop delay for vehicles entering this garage is only 5 seconds throughout the AM peak hour.

B. TRANSPORTATION MANAGEMENT PLAN

1.1 Background

This section of the report presents the Transportation Management Plan (TMP) to be initiated by the developers of the Mill Race project. Section 11-700 of the City of Alexandria Zoning Ordinance details the TMP requirements for numerous land uses including residential and office developments. The ordinance was developed as a mechanism to manage traffic growth related to land development within the City. The TMP contained herein has been prepared to conform to the Code requirements. The objective of the Plan is to mitigate potential negative transportation-related impacts of the development by reducing single-occupant vehicle (SOV) usage and encouraging ridesharing and transit use.

1.2 Transportation Management Coordinator

A Transportation Management Coordinator (TMC) will be assigned to administer and monitor the TMP operation. Some of the primary responsibilities of the TMC will include:

- Provide Metrorail and bus schedules to residents and employees.
- Coordinate on-site discounted sale of transit fare media to residents and employees.
- Promote the attributes of transit usage.
- Provide information on new transit routes and schedules to residents and employees.
- Work with the City and RideFinders Network to match on-site and neighboring residents for carpools.

- Contact and follow-up on carpool matches.
- Periodically evaluate TMP performance by resident and employee surveys.
- Annually report to the Office of Transit Services and Programs on TMP performance.

1.3 Transit Usage

The site is located across Eisenhower Avenue from the Eisenhower Avenue Metrorail station. This station is on the yellow line with direct connections to the entire regional transit system. Access by transit users to the Metrorail station from the Mill Race site will be easily and safely accommodated by the planned extension on the station platform or on the sidewalks and crosswalks connecting the site to the existing pedestrian entrance.

The area surrounding the Eisenhower Metrorail Station is served by three different transit providers. Two of these serve only Northern Virginia, while the third serves the Washington, D.C. Metropolitan area.

Alexandria Transit Company

Alexandria Transit's DASH buses have two routes that service the Eisenhower Metrorail Station. The first is route AT6, which runs from the Eisenhower Station to the Van Dorn Metrorail Station, where it becomes AT2, and continues to the Braddock Road Metrorail Station, via Old Town Alexandria. This route makes approximately 25 runs per weekday beginning at 6:09 in the morning. Its a.m. and p.m. peak headways are between 25 to 30 minutes, with the off-peak headway being one hour. On weekends, buses run every hour, with eleven runs Saturday, and nine on Sunday. Service on Saturday begins at 8:20 a.m. and on Sunday at 10:37 a.m.

On weekdays, this service is supplemented by a shuttle that runs between the Eisenhower and King Street Metrorail Stations. The Eisenhower/King Shuttle makes seven trips in the morning peak and eight in the evening peak. The shuttles leave the stations approximately every 25 to 30 minutes. A third DASH route, AT8, serves the King Street Metrorail station via Duke Street.

Fairfax Connector

One route services the Eisenhower Metrorail Station, Route 110. This route runs from the Springfield Mall area to the King Street Metrorail Station. Weekday service begins at 6:14 in the morning, with 23 trips throughout the day. The a.m. and p.m. headways are approximately 30 minutes and one hour in the midday and late evening. Saturday's headway is every 50 minutes with 18 trips and Sunday's headway is every 65 minutes with nine runs.

Metrobus/Metrorail

Metrobus does not service the Eisenhower Metrorail Station, but does service the two closest stops, the Huntington and King Street Metrorail Stations. Metrorail service connects the Eisenhower Station to the metropolitan area on the yellow line with service until 12:37 each morning.

Existing transit service will provide excellent access to residential and employment centers in Washington D.C., Crystal City, Arlington, etc. for residents and employees of the Mill Race development.

Given the excellent site location within easy walking distance to the Metrorail station, 25 to 30 percent transit ridership should be attainable. The Wilbur Smith study estimated a 25% reduction in vehicle trips for the office building and a 30% reduction in vehicle trips for the residential uses.

1.4 Rideshare Program

The rideshare program will be promoted by the Transportation Management Coordinator (TMC). The ridesharing program will consist of promotion, matching of residents and commercial employees and follow-up contacts to achieve the targeted levels of participation. The TMC will coordinate with the City of Alexandria Office of Transit Services and the Virginia's RideFinders Network to tailor an effective carpool/ridesharing program.

Early contact of residents and employees will be made to initiate matching within the community. A program with aggressive promotion and follow-up contacts should operate efficiently at targeted levels. The TMC will cooperate with neighboring developments, such as Carlyle, Avalon, and Hoffman, to expand the carpool matching database.

An aggressive rideshare program can be expected to reduce vehicle trips by 5 - 10%.

1.5 Walk/Bicycle Trips

As detailed previously in the transit ridership section, this development is expected to generate approximately 25 to 30 percent transit trips. The vast majority of the transit riders will originate or terminate as walk-mode trips between the site and the Eisenhower Avenue Metrorail Station. Pedestrian access between the site and the Metrorail Station will be safely accomplished on the planned extension of the Metrorail station platform. In addition to walk trips associated with transit use, the dense mixed-use nature of the eastern portion of the Eisenhower Valley will encourage walk trips by Mill Race residents and office workers to adjacent residential and commercial uses.

1.6 SUMMARY

The following summarizes the key attributes of the TMP to be initiated by the developers of Mill Race:

- Location of the site in close proximity to Eisenhower Metrorail station.
- Promotion of transit services and schedules.
- On-site sale of transit fare media to residents.
- Implementation of rideshare program including carpool matching, resident and employee surveys, cooperation with neighboring developments and follow-up contacts of ridesharing participants.
- Assignment of a full-time Transportation Management Coordinator in initiate and administer all programs and report on effectiveness annually to the City.

Table 2 presents a comparison of site trip generation with and without implementation of the TMP. As shown, implementation of the TMP should result in a 32% reduction in site-related vehicle trips.

Table 2. Site Trip Generation Comparison with and without TMP

		ESTIMATED PEAK HOUR TRIP GENERATION					
		AM PEAK HOUR			PM PEAK HOUR		
<u>Land-Use</u>	<u>Size</u>	<u>Enter</u>	<u>Exit</u>	<u>Total</u>	<u>Enter</u>	<u>Exit</u>	<u>Total</u>
Bldg. 1 Apartments	369 Units	28 (18)	82 (53)	110 (71)	77 (50)	52 (34)	129 (84)
Bldg. 2 Condominiums	326 Units	23 (15)	100 (65)	123 (80)	79 (51)	48 (31)	127 (82)
Bldg. 3 Office	225,756 GSF	317 (222)	40 (28)	357 (250)	56 (39)	276 (193)	332 (232)
	TOTAL	368 (255)	222 (146)	590 (401)	212 (140)	376 (258)	588 (398)

Note = Numbers in parentheses represent trip generation estimates with implementation of the TMP.

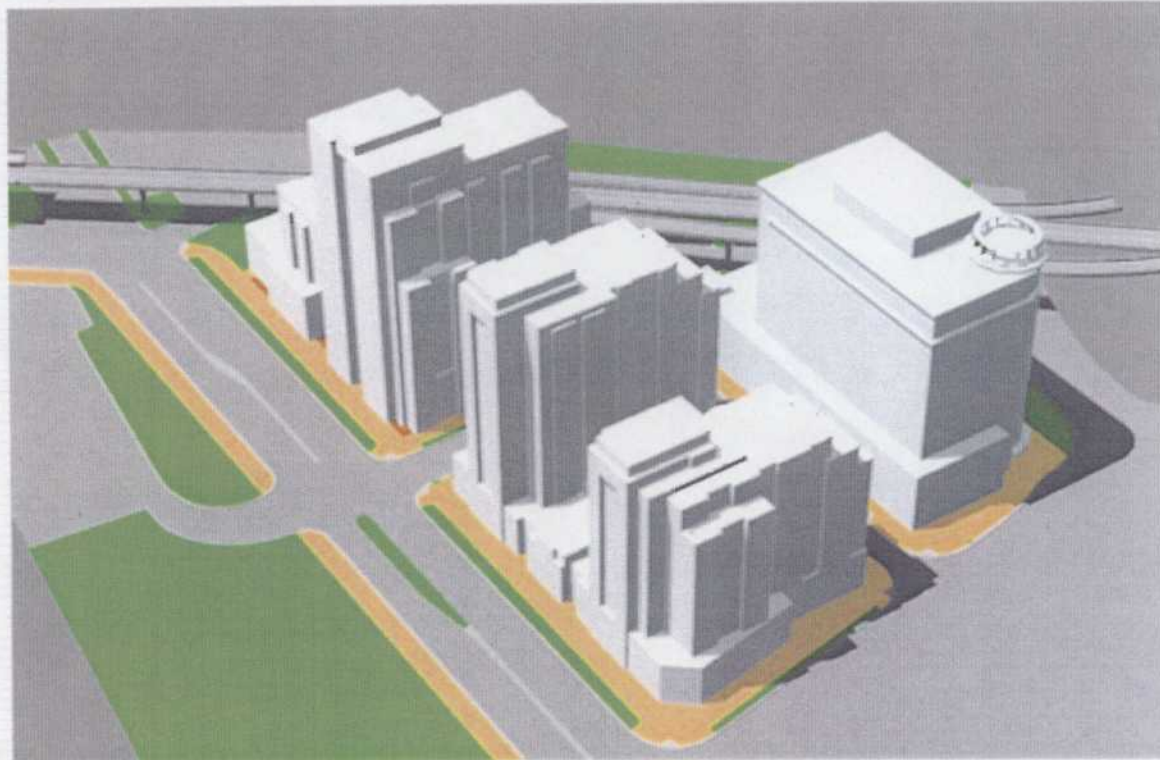
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Mill Race

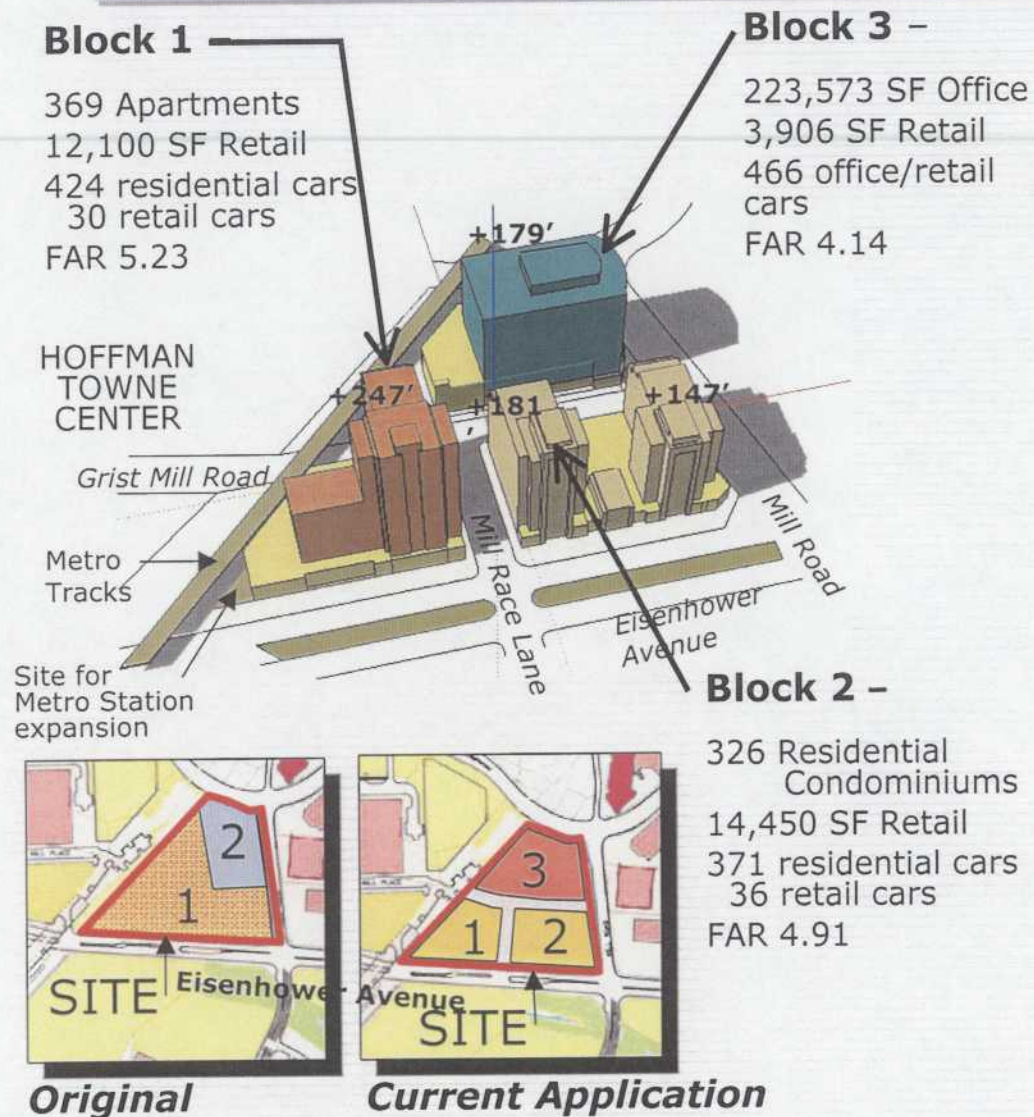
Development Special Use Permit

#2002-0002

#2002-0003



Mill Race



The Department has been working on the application for more than a year

Originally:

- Site included 2 parcels, 2 owners & 2 developers
- 3 residential developers
- Covenant limited office location
- No secondary urban roadway grid system

The current application includes:

- ❖ Consolidated 5.12 acre site under one ownership and one developer
- ❖ Elimination of the Covenant
- Urban roadway system linking Mill Road, Eisenhower Avenue and Hoffman Town Center under the Metro

Project Description

Mill Race

The need to plan Eisenhower East was stimulated by proposals with large free standing, suburban buildings dominated by automobiles and the attendant 8-10 story garages

In contrast through the Eisenhower East Plan, the community is seeking:

- A pedestrian oriented, urban neighborhood with a mix of uses and a vibrant commercial center where it is safe to walk, to bike and to gather – a true sense of place
- Development that brings public benefit and meaningful open space
- Maximum transit, minimum traffic and minimum impact on the surrounding neighborhoods

Eisenhower East Planning Context

Mill Race

Eisenhower East Plan Design/Development Principles:

- Provide a mix of uses to create a true urban neighborhood
- Encourage active retail on street facades along major streets
- Develop a comprehensive recreation and open space system to provide large areas of park for active and passive use
- Convert Eisenhower Avenue into a quality landscaped urban boulevard that accommodates pedestrians, vehicles and bicycles
- Create an interconnected grid of urban streets to provide circulation options
- Create an integrated transportation management program to capitalize upon Metro, maximize other forms of transit, minimize vehicle congestion, encourage walking and bicycling
- Minimize the physical and visual impact of parking by, reducing parking & optimizing the parking according to distance from the Metro and screening of above grade parking from streets

The Eisenhower East Planning Context

Mill Race

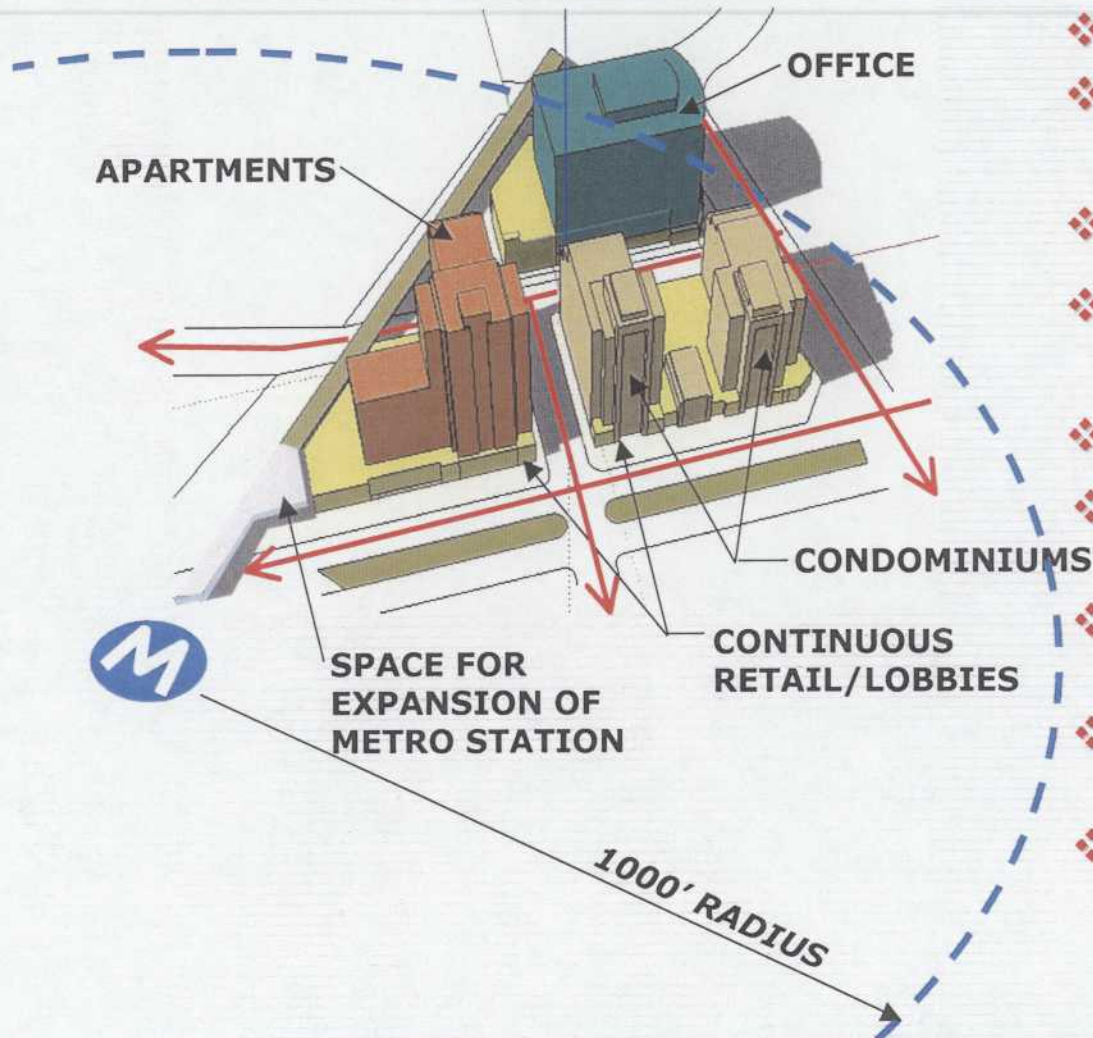
Transportation Planning Principles

- ❖ Plan Eisenhower East in a holistic manner:
- ❖ Manage the anticipated traffic by:
 - Reducing the actual amount of traffic
 - Managing the traffic that does occur
- ❖ Key Strategies for reducing traffic:
 - Create a jobs/housing balance to minimize vehicle trips
 - Capitalize upon the existing regional transit infrastructure by concentrating land uses at transit stations
 - Create an interconnected urban grid to provide route options and to distribute and disperse the traffic
 - Reduce the amount of parking
 - Establish an aggressive Transit Management Program

The Eisenhower East Planning Context

Mill Race

Mill Race Complies with the East Eisenhower Planning

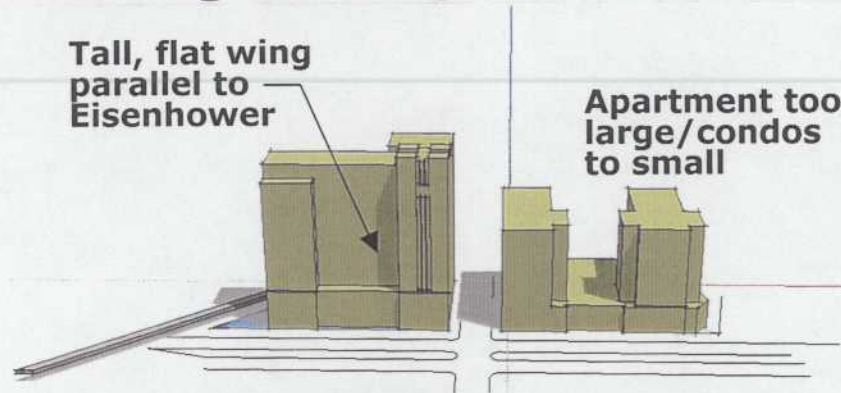


- ❖ Provides a mix of uses:
- ❖ Contributes to a jobs/housing balance - 71% residential
- ❖ Provides ownership housing
- ❖ Optimizes the existing Metro as all uses within 1000' of Metro
- ❖ Supports concept of a TMP
- ❖ Creates an interconnected grid of urban streets
- ❖ Minimizes the visual impact of parking from primary streets
- ❖ Encourages Active Retail at the ground level on major streets
- ❖ Provides space for Metro expansion/contributes to general open space fund

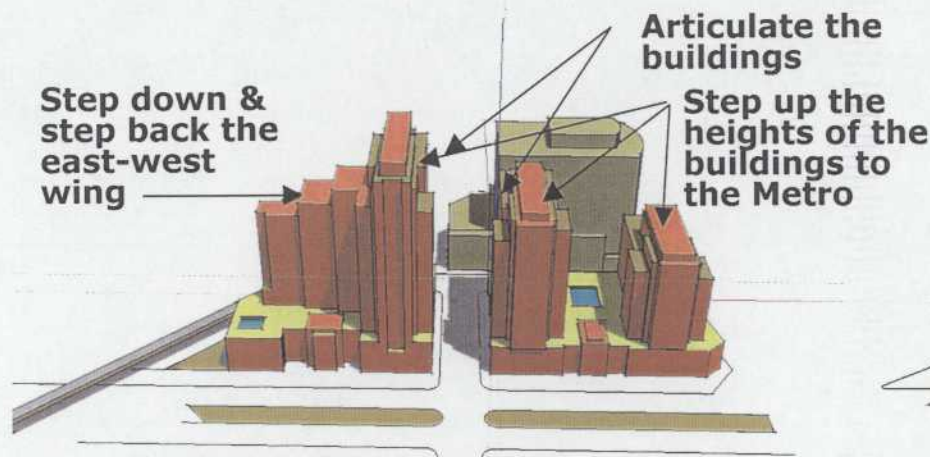
The Eisenhower East Planning Context

Mill Race

Building Massing



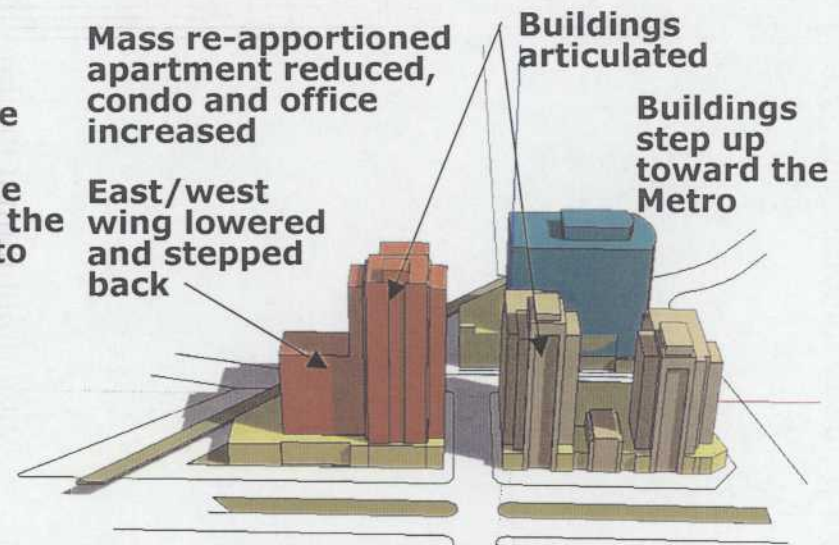
Original Proposal



Staff Recommendations

❖ Department and applicant worked together to create an appropriate building massing

- Vary the heights of the building significantly to create an interesting skyline and building profile
- Reduce the mass of the apartment
- Articulate the building form



Application Proposal

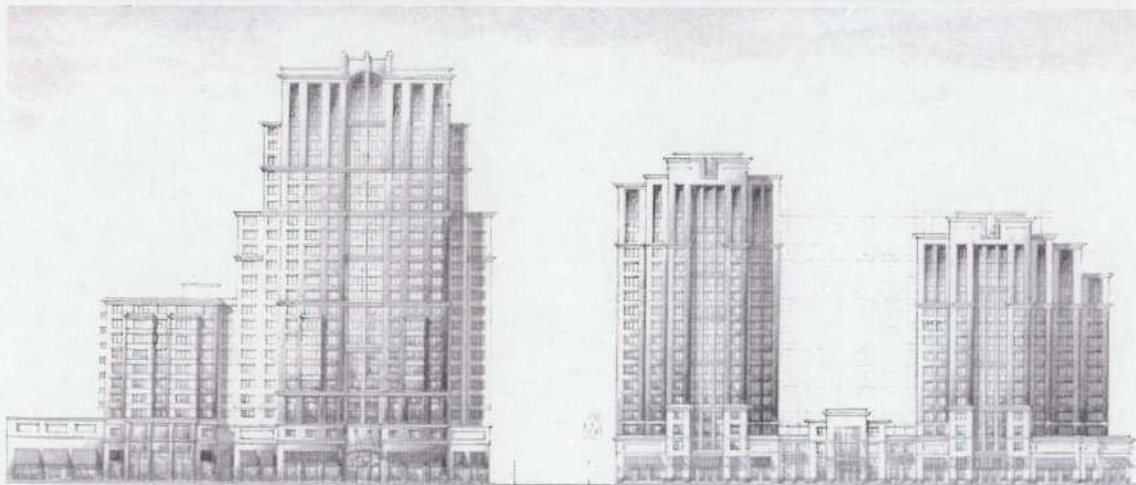
Analysis of Significant Issues

Mill Race

Building Design



Original Proposal



Current Proposal

❖ Building Design Principles

- Vary the heights of the buildings significantly to create an interesting skyline and building profile
- Reduce the mass of the apartment
- Articulate the building forms

❖ Complex is in conformance with the CDD2 requirements

- FAR 3.75
- Height 250'
- Coordinated planning

Analysis of Significant Issues

Mill Race

Building Design



Current Office Design



Current Residential Design

❖ Office Building Design

- Staff has recommendations for refining the building as it moves through the design process

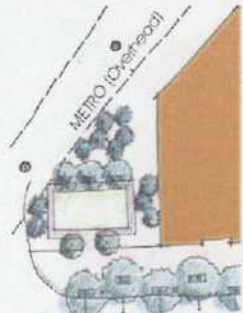
❖ Residential Building Design

- ❖ Staff has outlined recommendations for refining the building as it moves through the design process
- ❖ Staff recommends that the final design and details of the buildings should be subject to review/approval of the Carlyle Design Review Board

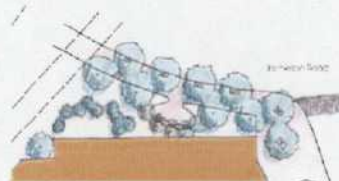
Analysis of Significant Issues

Mill Race

Open Space



Metro Plaza Park



Mill Road Park



Eisenhower East Open Space/Park Program

❖ Open Space

The applicant is providing the following on-site open space/streetscape spaces and improvements:

- ❖ 5,850 SF of public open space
- ❖ Mill Race will conform to the streetscape standards from Eisenhower East planning
- ❖ Mill Race will participate in the program to acquire and develop meaningful open space areas with Eisenhower East through a contribution of \$325,000

Analysis of Significant Issues

Mill Race

Parking

The intent is to minimize the office parking as part of an overall strategy to reduce the number of office vehicle trips, commensurate with providing transportation alternatives to make up the deficit and meeting the competitive needs of the short and long term real estate market.

- The current City planning ordinance requires a MINIMUM of 1.66 cars/1000 net SF or 372 cars
- The Applicant proposes 2.08cars/1000NSF or 466 cars
- The Department recommendation:
 - 1.75 cars/1000 NSF for long-term office use & 74 cars for short-term retail, visitor and courthouse use. Total of 466 cars
- Planning Commission recommendation:
 - 1.66 cars/1000 NSF for long-term office use & 94 cars for short-term retail, visitor and courthouse use. Total of 466 cars

Parking

Mill Race

Comparison with Other Competing Projects/Jurisdictions

	<i>ratio</i>	<i>compared to 1.66/1000</i>
Hoffman Office Buildings	3.25/1000	+94%
Eisenhower Center (Simpson)	2.70/1000	+63%
Cameron Park Office	2.65/1000	+60%
American Trucking Assoc.	2.40/1000	+45%
Time-Life @ Carlyle	2.19/1000 ⁽²⁾	+40%
Eisenhower Corridor (non-Metro)	2.11/1000	+27%
Applicant	2.08/1000	+25%
Carlyle Overall	1.90/1000 ⁽²⁾	+14%
Montgomery County @ Metro	1.90/1000 <i>minimum</i>	+14%
Arlington County @ Metro	1.89/1000 <i>minimum</i>	+14%
Department Recommendation	1.75/1000 ⁽¹⁾	+ 5%
King Street Metro Place – Phase 1	1.67	+ 0%
Washington, DC	1.66/1000 <i>minimum</i>	+ 0%
City of Alexandria @ Metro	1.66/1000 <i>minimum</i>	+ 0%
PTO	1.59/1000 ⁽²⁾	
Washington, DC @ Metro	1.24/1000 <i>minimum</i>	
Rosslyn	1.00/1000 <i>maximum</i>	

Notes

(1) Plus 74 hourly parking stalls (2) Assumes net = 90% of gross

Alexandria uses Net Square Feet as opposed to other jurisdictions that use gross SF. A direct comparison would tend to lower the Alexandria ratios

Parking

Mill Race

Parking Rationale

- The Department & Planning Commission recommendation is a reasoned approach that balances:
 - The need to reduce parking and the attendant vehicle trips
 - The ability to increase transit ridership and alternative transportation
 - The need for hourly parking within Carlyle & Mill Race
 - The need to maintain a competitive position for new development
- Parking is reduced by 40%-90% from that in the surrounding competitive development
 - A 1.75/1000 or 1.66/1000 parking ration places Mill Race at the low end of other comparable transit served locations
- Hourly parking is provided for retail, visitors and the courthouse
- Reducing parking below 1.75 or 1.66/1000 would require transit ridership of 40% +
 - At this time, Eisenhower East Metro service is not yet comparable with Washington, DC, Rosslyn etc.
- Lower parking ratios can be phased in as Eisenhower East transitions into an urban transit center

Parking

Mill Race

Affordable Housing

- ❖ Affordable Housing is a key element of the proposal as density and height proposed for Mill Race are predicated on a meaningful affordable housing program
- ❖ The applicant proposes:
 - Set aside of 4% of apartment & condos as affordable
 - Or, 28 units
 - \$2,306,379 or \$2.76/SF versus the City base of \$1,080,000 or \$1.29/SF
- ❖ The program includes:
 - 15 affordable rental units (7 – 1 bedroom & 8 – 2 bedroom)
 - For a period of 20 years
- Eligible renters with household incomes at or below 60% of median income (currently \$41,760 for 2 persons or \$46,090 for 3 persons)
- Rents not to exceed the Federal Low Income Housing Tax Credit Program (currently \$978 for a 1-bedroom or \$1,174 for a two bedroom)
- Discounted for sale at:
 - \$158,000 – 1 bedroom unit
 - \$210,000 – 2 bedroom unit
 - w/ parking @ \$15,000/stall
- ❖ The Commission supports the proposal with the caveat that the City have the option to receive a cash payment instead of on-site units.

Mill Race

- ❖ Planning Commission and Staff support the application subject to the recommendations included in the report
- ❖ The application supports the Eisenhower East provides extensive infrastructure and public benefit:
 - Affordable on-site housing.
 - Balance of office/residential uses that reduces the number of daily peak hour trips.
 - Density to support the high utilization of transit within 1000' of the Metro station.
 - A new secondary urban roadway grid system to provide circulation alternatives and remove service and parking from primary streets.
 - Land for the expansion of the Metro station to the north of Eisenhower.
- Land and development of all streetscape improvements, minor plazas and 30' sidewalk on Eisenhower Avenue and infrastructure.
- A cash contribution of \$325,000 for open space acquisition and development.
- A comprehensive TMP to:
 - Encourage regional transit through incentives/disincentives
 - Encourage bicycle use through the provision of appropriate facilities.



Recommendations

Mill Race

❖ The application supports the general design principles by providing:

- Active retail uses at the ground floor on the major street facades
- An appropriate massing for the buildings by:
 - Locating one floor of the residential parking underground
 - Stepping the heights of the buildings toward the Metro station



- Providing space between buildings to allow light & views
- Creating an active building base with above grade parking screened by active uses on the major streets and architectural facades on the other streets
- Articulating the "tower" building forms and creating secondary building elements through the use of step-backs, setbacks, offsets and changes of materials and colors

❖ Planning Commission unanimously supports the application with recommendations, including:

- Review/approval of design by CDRB
- Reduction of parking to 1.66/1000 NSF w/ 94 hourly, short-term spaces
- Modified Affordable Housing program

Recommendations

11, 12, 13, 14
9-14-02

September 13, 2002

Note to the Mayor, Vice Mayor and Members of the City Council

I support the expansion of Alexandria's economic base to generate additional revenue to implement current and projected City programs. To this end, the Mill Race development, and others in the future, will succeed. Along with the additional tax revenues, the projects will attract additional employees and consumers of goods and services and they will require modes of transportation to and from Mill Race and future developments. No doubt, parking must be available for them. How much parking is the question.

Now the Council has the opportunity to determine the allocation of parking spaces at the Mill Race development and, at the same, encourage the use of public transportation, carpooling, bicycling and walking. I respectfully request that you vote to reduce the number of parking spaces by 92 to balance parking availability and promote civic-minded values, such as preservation of the environment, integrity of neighborhoods, maximizing use of publicly-available services [METRO], etc.

Please consider a vote to reduce the availability of parking at the Mill Race development to enhance the livability of our City.

Steve Tiber
407 Cambridge Road
703/461-0522



plaze@erols.com

09/13/02 09:54 AM

To: mayoratx@aol.com @ INTERNET, billclev@comcast.net @
INTERNET, eberweincouncil@comcast.net @ INTERNET,
wmeuille@wdeuille.com @ INTERNET, delpepper@aol.com @
INTERNET, dspeck@aol.com @ INTERNET,
council@joycewoodson.net @ INTERNET

Subject: Parking Spaces at Mill Race

September 13, 2002

Re: Parking Spaces at Mill Race

Dear Mayor, Vice Mayor and Members of City Council:

We strongly urge you to reduce the number of office parking spaces proposed for the Mill Race development in Eisenhower Valley. Residents of this city are increasingly concerned that the land use decisions of the current City government too often favor developers at the expense of city residents. Mill Race presents a prime opportunity for the City Council to show that it plans to control development in Eisenhower Valley and to minimize its impact on the rest of Alexandria.

We live in an increasingly congested and densely populated city. The only way to discourage the growth of commuter traffic is to limit the availability of commuter parking. This is especially appropriate in Eisenhower Valley, which is served by at least two Metro stations. Mill Race will be adjacent to a Metro Station and should therefore be allocated substantially fewer parking spaces than new development that is not so advantageously located. This project could well set the precedent for future projects -- we strongly request that you approve only a limited number of commuter parking spaces for Mill Race. Specifically, we ask that the number of spaces be reduced by 92, for a total of 280 office parking spaces at this site. This would serve to establish a minimum standard of 1.25 parking spaces per 1000 net square feet of office space for office buildings located close to Metro in Eisenhower Valley.

Many people in this city are angry. It is not too late for you to begin a more proactive approach to controlling the negative impacts of development in Eisenhower Valley. We currently face gridlock, cars speeding through our residential streets, and increased noise and air pollution, all due to steadily growing commuter traffic. We are counting on you to protect our interests.

Sincerely,
Robert and Laura Plaze
402 Cambridge Road
Alexandria, VA 22341
(703) 461-8631

11, 12, 13, 14
9-14-02



tparry@mptechlaw.com

09/10/02 02:01 PM

To: mayoraix@aol.com @ INTERNET, billclev@comcast.net @
INTERNET, eberweincouncil@comcast.net @ INTERNET,
wmeuille@wdeuille.com @ INTERNET, delpepper@aol.com @
INTERNET, dspeck@aol.com @ INTERNET,
council@joycewoodson.net @ INTERNET

Subject: Please reduce Mill Race parking spaces

Dear Mayor, Vice Mayor and Members of City Council:

I respectfully request that the number of office parking spaces at the Mill Race project be reduced by 92 spaces--from 372 (1.66 office spaces per 1000 Net Square Feet of office space) to 280 spaces (1.25 per 1000 nsf). The objective is to establish a standard--1.25 parking spaces per 1000 nsf for office buildings near Metro stations in Eisenhower Valley--that encourages the use of the Metro, buses, carpooling, bicycling and walking and discourages use of cars.

The Mill Race development, the first major project in Eisenhower Valley since the PTO building, will set a critical precedent for future development in Eisenhower Valley. A standard for office parking spaces should be adopted for this project that will significantly reduce the traffic generated by the millions of square feet of office space expected to be built in Eisenhower Valley in the next 20 years.

The Mill Race project is in a Coordinated Development District that exempts the project from the zoning code's parking space requirements; the number of parking spaces is discretionary and negotiable.

In addition, because the site is adjacent to the Eisenhower Metro station (there will be an entrance on the site) and because of the developer's substantial contribution of resources for affordable housing, the zoning code allows a 50% increase in nsf--allowing a 24-story apartment building, a twin-towered condo building and an office building with about 224,000 nsf.

The developer requested about 2.0 office parking spaces per 1000 nsf.

Planning staff took spaces away from office parking and added spaces to retail/short-term parking (keeping the total for the building at 466 spaces); resulting in 1.75 office parking spaces per 1000 nsf. The planning process for Eisenhower East has established a standard of a MAXIMUM of 1.75 office parking spaces per 1000 nsf of office space. Planning staff, in effect, proposed that an office building immediately adjacent to Metrorail have the maximum number of spaces recommended for any new building in Eisenhower East.

After citizen input at the Planning Commission's public hearing and the concerns expressed by several Commissioners, the planning staff recommended and the Planning Commission adopted a second reallocation: reduce office parking spaces by 20 (resulting in 1.66 office parking spaces per 1000 nsf), increase retail/short term parking by 20, and direct that some of the project's spaces be reserved for use by persons having business at the nearby U.S. Courthouse. The net effect is no reduction in the building's total number of parking spaces and the reallocation of some spaces from the office building's commuters to use by commuters going to the Courthouse.

The City already has a standard of a minimum of 1.66 parking spaces per 1000 nsf for offices within the vicinity of Metrorail. Technically speaking, Mill Race's office parking now comes in at this standard, even though the original 466 spaces are still there and will still be used almost entirely by commuters. Practically speaking, Mill Race continues to come in at about 2.0 commuter parking spaces per 1000 nsf, no change from what the developer originally sought. Obviously, if the Mill Race office building gets its 466 spaces, future Eisenhower Valley sites--much farther from the Metro--will seek to apply a standard closer to 2.5 or even 3.0 spaces per 1000 nsf.

City staff suggest that Mill Race is unique because of the pressure to serve the Courthouse and the tight on-street parking for Carlyle residents as a result of security precautions, and that future projects can adhere to a lower office parking space standard. The developer notes, however, that by using a standard that results in fewer office parking spaces, more adverse "spillover" will occur, with commuters seeking spaces in the surrounding neighborhood. But the objective, by regulation and design, is to preclude commuter-parking spillover in Eisenhower East, thereby achieving the goal of requiring a higher percentage of commuters to travel by Metro, bus, carpool, bicycle and foot. Only by reducing the number of commuter office parking spaces at both Mill Race and future projects will this objective be achieved.

The dense development being proposed for Eisenhower Valley could bring with it a substantial reduction in the quality of life for Alexandrians: longer traffic jams on Duke St., congested neighborhood streets, unsafe school zones, more air and noise pollution, and more angry, frazzled residents who would no longer be able to point to Fairfax County as the cause of our City's traffic problems. Eisenhower Valley, however, still can be thoughtfully and proactively planned to create a true "urban village" that minimizes car usage and requires use of Metro, bus, carpooling, bicycles and walking. Tremendous progress has been made in that direction and, by better planning the number of parking spaces, additional progress can be made.

We need look only to our neighbor, Arlington, to see how successful such a strategy can be. Over the last 15 years, as millions of square feet of new commercial space have been built along its Metrorail corridor--which is now the size of Tysons Corner--traffic on its main arterial, Wilson Boulevard, has remained roughly the same. How was this accomplished? At least partly by properly managing the number of office parking spaces. For example, in Rosslyn, the County allows only 1.0 parking space per 1000 nsf of office space.

The requested standard of 1.25 parking spaces per 1000 nsf of office space at Mill Race is reasonable and appropriate for the following reasons:

1. With the standard being a MAXIMUM of 1.75 parking spaces per 1000 nsf for all of Eisenhower East, those buildings immediately adjacent to Metrorail should have a significantly reduced number of parking spaces. If 1.75 is to be the MAXIMUM, and not the AVERAGE, then the district's MINIMUM--for office buildings like Mill Race next to Metrorail--must be about 1.25 parking spaces per 1000 nsf.

2. Mill Race will establish the precedent for up to 8 million square feet of space remaining to be approved in East Eisenhower and untold millions to be built as Eisenhower West is developed and redeveloped. By reducing the average number of office parking spaces per 1000 nsf by one, for every 1,000,000 nsf of office space built, 1000 fewer commuters will be using our City's streets.

3. The City's objective for Eisenhower East is a dense "urban village" that minimizes car use. This can be achieved if the City consistently promotes alternatives to car use and discourages commuters by restricting parking.

4. Duke St. and the neighborhoods north of Duke St., ranging from Old Town and Del-Ray to the east, Rosemont and Northridge in the center and Seminary Hill to the west, for example, do not want to and do not need to absorb substantial additional commuter traffic caused by development in Alexandria--development that we can control and shape. To preserve the quality of life in our City's neighborhoods, we must create an Eisenhower Valley that minimizes traffic in the rest of the City. Smart planning of the Mill Race parking spaces today will put us much closer to this goal.

Please reduce the office parking spaces at the Mill Race project.

Sincerely,

Tom Parry
317 Skyhill Road
(703) 212-0982

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

cc:
Beverly Jett
City Clerk
(via email)

Barbara Ross
Department of Planning and Zoning
(via email)

Trammell Crow MidAtlantic, Inc./Trammell Crow Company
c/o Jonathan P Rak, attorney
(via email)

September 9, 2002

Received by cc

11, 12, 13, 14

9-14-02

The Editor
Alexandria Gazette Packet
Alexandria, Virginia 22314

Subject: Article on Mill Race appearing in the September 5
edition of the Alexandria Gazette Packet

Dear Mr. Editor:

The purpose of this letter is to ask that you correct the imbalanced article appearing in the September 5 edition of the Gazette concerning public reaction to the proposed Mill Race development. Yes, there was considerable opposition expressed at the September 3 session of the Alexandria Planning Commission because the developer proposed 466 parking spaces for commuters at a location immediately adjacent to a metro station. However, I wish to state, for the record, that the Carlyle-Eisenhower Civic Association (CECA) Board of Directors, representing a substantial number of residents living within 100 feet of the proposed Mill Race complex, looks forward to this project.

At the September 3 hearing, the CECA Board testified that the Mill Race mixed-use complex is exactly what the East Eisenhower Valley needs. However, we asked that the Planning Commission, rather than reduce the total of parking space available, reallocate or convert 128 of the proposed office commuter spaces to hourly public parking spaces. This reallocation can be periodically reviewed and revised by the City based upon market demand and developer experience in attracting tenants. Our request was based upon the following facts:

- a) There are two metro stations within immediate walking distance of Mill Race.
- b) Carlyle Towers Condominium residents, before purchasing, were assured that there would be ample street parking for visitors. There are only 39 visitor spaces within Carlyle Towers for 548 units housing approximately 900 plus residents.
- c) On-street parking on Ballenger Avenue, Elizabeth Lane and Jamieson Avenue has been eliminated to accommodate PTO construction and support Federal Courthouse terrorist trials. This on-street parking may never be restored.
- d) Recently the Federal Government leased the two parking garages within the PTO complex that will accommodate 3838 automobiles, eliminating the availability of those spaces for public parking.
- e) The enormous lack of public parking throughout Alexandria has had a deleterious effect upon business. Public parking is required to support and attract quality retail in the East Eisenhower Valley.
- f) The Federal Courthouse has hourly parking needs for private jurists, jurors, visitors, etc.



The CECA Board further urged that the Commission give serious consideration to its proposal because this area will undergo dramatic development within the near future and there is substantial uncertainty as to the type of infrastructure that will actually materialize. Thus, the total of parking spaces available should not be reduced to provide Alexandria the necessary flexibility as development occurs.

The Planning Commission approved allocation of 94 hourly public parking spaces.

Sincerely,

A handwritten signature in dark ink, appearing to read "Alan N. Rudd". The signature is fluid and cursive, with a large initial "A" and a stylized "R".

Alan N. Rudd, President
Carlyle-Eisenhower Civic Association

Cc: Honorable Mayor and Members of the City Council
Ms. Eileen Fogarty, Director, Planning and Zoning



jb900@yahoo.com

09/12/02 01:16 PM

To: biliclev@comcast.net @ INTERNET, mayoralx@aol.com @
INTERNET, eberweincouncil@comcast.net @ INTERNET,
wmeuille@wdeuille.com @ INTERNET, delpepper@aol.com @
INTERNET, dspeck@aol.com @ INTERNET,
council@joycewoodson.net @ INTERNET

Subject: Mill Race

Hello Mayor and City Council,

I urge you to vote for the Mill Race project that is before you Saturday. I know that the amount of monthly parking for the office building is an issue. However after viewing the two Planning Commission meetings where this was discussed and having discussed this with City Staff, I am convinced that the amount of parking is not excessive, and will go further and suggest that any lower amount is unwise. A good case can be made that we need more parking, especially more hourly parking for visitors, retail customers, court users, and sporadic office users.

This area of the City starts with a parking deficit due to restrictions at the Federal courthouse and elimination of on-street parking, and perhaps a lower than reasonable amount at the Carlyle complex. City Staff's analysis shows that the Mill Race proposed amount is not out of line with requirements near Metro stations in other jurisdictions. May I also point out that there is existing parking in many of those other locations and most are more centrally located and easily reached than Mill Race.

Please approve this proposal. The last thing we need in the City is another new development whose functionality is compromised because of insufficient parking.

Joe Bennett

5022B Barbour Drive

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tparry@mptechlaw.com

09/12/02 02:05 PM

To: mayoralx@aol.com @ INTERNET, biliclev@comcast.net @
INTERNET, eberweincouncil@comcast.net @ INTERNET,
wmeuille@wdeuille.com @ INTERNET, delpepper@aol.com @
INTERNET, dspeck@aol.com @ INTERNET,
council@joycewoodson.net @ INTERNET

Subject: Mill Race--What can we learn from Arlington?

Dear Mayor, Vice Mayor and City Council Members,

Earlier this week I wrote you about a proposal to apply a standard of 1.25 parking spaces per 1000 net square feet of office space at the Mill Race project, which comes before Council this Saturday, September 14.

I wanted to provide you the source for the comments about Arlington's success in reducing car usage by commuters. I wrote:

"We need look only to our neighbor, Arlington, to see how successful such a strategy can be [i.e., reducing commuter parking spaces]. Over the last 15 years, as millions of square feet of new commercial space have been built along its Metrorail corridor--which is now the size of Tysons Corner--traffic on its main arterial, Wilson Boulevard, has remained roughly the same. How was this accomplished? At least partly by properly managing the number of office parking spaces. For example, in Rosslyn, the County allows only 1.0 parking space per 1000 nsf of office space."

An article, copied below, in the August 20, 2002 edition of Intersect, the on-line newsletter of the Washington Regional Network for Livable Communities, states in its last paragraph:

"Using a combination of TDM [transportation demand management] measures, new high frequency bus service and shuttles, and innovative efforts to improve the pedestrian and bicycle environment, Arlington County has achieved huge increases in commercial development, substantial population increase, but maintained manageable levels of auto traffic in its commercial corridors. According to Denney [a planner with Arlington County], the daily traffic counts on Wilson Boulevard have remained roughly the same for the past 15 years, while the corridor's commercial development has grown to the equivalent of the amount of office space in Tyson's Corner."

My source for the statement that "in Rosslyn, the County allows only 1.0 parking space per 1000 nsf of office space" is the presentation made by the Department of Planning and Zoning during the Planning Commission discussion of the Mill Race project on September 5, 2002.

Thank you for your consideration of this information.

Sincerely,

Tom Parry

317 Skyhill Road
(703) 212-0982

Marzouk & Parry



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

cc:
Beverly Jett
City Clerk
(via email)

Barbara Ross
Department of Planning and Zoning
(via email)

Trammell Crow MidAtlantic, Inc./Trammell Crow Company
c/o Jonathan P. Rak, attorney
(via email)

ARTICLE FROM THE INTERSECT NEWSLETTER:

This article is from the August 20, 2002 edition of Intersect, the on-line newsletter of the Washington Regional Network for Livable Communities. To receive future issues of this newsletter, logon to <http://www.washingtonregion.net/html/newsletter.htm>

Transportation for the Urban Village - Arlington County's Success

For many years Arlington has had an urban village land use plan, but a suburban road layout, according to Arlington County Board Chairman Chris Zimmerman speaking at the WRN July 15 forum attended by over 100 people. Zimmerman said the county's major transit corridors were originally characterized by wide roads, sweeping curbs, and free right turns - the features of an automobile-dominated, pedestrian-unfriendly environment.

Arlington County was a dying suburb in the 1970s, but bounced back by the 1990s, gaining 34,000 residents and more jobs than residents. Instead of running the Orange Metro line down the median of I-66, Arlington County decided to take on the high costs of placing the line under Wilson Boulevard. This investment has paid off for Arlington County in large measure. Despite tremendous growth, careful land use planning has channeled nearly all the intensive commercial and high density residential development around a small fraction of the County's land area in two transit corridors. The surrounding residential neighborhoods and the rest of the county remain in lower density residential communities. Until recently, pedestrian-oriented transportation planning has lagged behind Arlington County's visionary land use planning efforts, according to Zimmerman.

Also presenting at the forum, were Arlington County Transportation planners Jim Hamre and Charlie Denney. They also observed that pedestrian and bicycle policies as well as new transit services and facilities for

Arlington's urban villages are finally catching up. Strong transit ridership has kept traffic at constant levels even though the Rosslyn-Ballston corridor has added 13 million square feet of office space since 1980. According to Hamre, one of Arlington County's key efforts to improve access and reduce traffic congestion is its transportation demand management (TDM) policies and programs. Thru a number of TDM programs, Arlington works with employers, individuals, and new building developers to map out strategies for reducing vehicle trips and encouraging transit use, walking, bicycling, and carpooling. TDM measures include providing subsidies to workers or residents of a new building, ride matching for carpooling, better outreach to potential transit riders through Commuter Stores, and building development requirements such as shared parking, and bicycle parking facilities and showers for bicyclists. Office space builders are sometimes asked to provide transit improvements such as a new entrance to the Ballston Metro station. Fifty percent of all employers in the County participate in TDM programs. In the Rosslyn-Ballston corridor, 48 percent of work trips are non-auto. In the Jefferson Davis corridor (including Crystal City and Pentagon City Metro stations), 58 percent of all residents' trips are by non-auto modes.

Hamre stressed that promotion and public education of all the options available is a key part of gaining participation. Arlington's TDM efforts include not only employers and commercial building owners, but also large residential buildings. Hamre acknowledged that Metro platforms can be crowded during rush hour, and require waiting for more than one train. However, he compared peak hour travel to other modes, and said, "you wouldn't expect to drive through a traffic light in one cycle during rush hour either."

Charlie Denney, bicycle and pedestrian planner for the Department of Public Works, presented Arlington's efforts to convert suburban road designs for fast moving vehicles into shared public rights of way for pedestrians and bicyclists along with buses and cars. He noted that retrofitting expensive public infrastructure like roadways and sidewalks takes time. He said that Arlington is now seeing the benefits of better pedestrian and bicycle planning. He showed photos of the County's efforts to improve the pedestrian and bicycle environment, including: street trees, tight curb radii (squared off corners replacing sweeping curves that encouraged cars to speed around turns), "bulb-outs" that extend the sidewalk into the street to shorten the distance between curbs to make for more comfortable pedestrian crossings, wide sidewalks, sidewalk cafes, bike lanes and medians to make mid-block crossings safer. The County is also adopting innovative technologies for pedestrians including lighted crosswalks and countdown pedestrian crossing signals. Denney said that traffic signals on Wilson Boulevard have been retimed to give pedestrians more time to cross the street. In addition to these innovations, Arlington has also launched planning for an urban pedestrian trail called "Walk Arlington." This pedestrian route will go from Ballston through Virginia Square - and possibly Clarendon, Courthouse, and Rosslyn. The walkway will include a variety of amenities and public art.

Using a combination of TDM measures, new high frequency bus service and shuttles, and innovative efforts to improve the pedestrian and bicycle environment, Arlington County has achieved huge increases in commercial

development, substantial population increase, but maintained manageable levels of auto traffic in its commercial corridors. According to Denney, the daily traffic counts on Wilson Boulevard have remained roughly the same for the past 15 years, while the corridor's commercial development has grown to the equivalent of the amount of office space in Tyson's Corner. Denney also noted that the County reduced the number of travel lanes on Wilson Boulevard from six to five lanes. Another contrast between the commercial centers -- Tyson's Corner is home to a small fraction of the residential population of that living in the Rosslyn-Ballston corridor. Zimmerman commented that people working in the Rosslyn-Ballston corridor have many choices for walking to lunch or running errands on foot - something impossible in Tyson's Corner.

All three Arlington County PowerPoint presentations are available at:
<http://www.commuterpage.com/linkstudies.htm#WRN>

Mayor Donley, Vice Mayor Cleveland and Member of Council:

I am Katy Cannady. I live at 20 East Oak Street in Rosemont. My neighborhood is likely to experience increases in commuter traffic when the Patent and Trademark Office opens. As we all know it's bringing us 3,800 new automobile commuters.

Therefore I am dismayed that the city planning staff and the Planning Commission chose to treat the area immediately adjacent to the Eisenhower Avenue Metro as if it were like the King Street Metro area. The King Street area is built out at a level infinitely less than the 16 million square feet we could see in East Eisenhower. Around 8 million square feet is already approved. The Mill Race project alone is going to add significant density. It brings us 861 parking spaces for the residential units and 92 for short term parking in the five story above ground parking garage underneath the office building.

My specific problem is that staff is allowing 1.66 parking spaces per 1000 square feet of development in the office building. This gives us 372 parking spaces for all day commuters traveling during rush hours. This space is directly across from a Metro station. I'm sorry but welcoming this many more automobile commuters into a soon to be congested area is simply unreasonable.

Because Mill Race is the first development after Patent and Trademark Office, the parking ratio per 1000 square feet here will set the standard. If that standard is going to be 1.66 for office buildings then we are doomed to gridlock such as has never been seen in this part of the world.

East Eisenhower is zoned for density and for high rise buildings like the 24 story apartment building we are getting as part of this project. The 1.25 figure per 1000 square feet used in Washington D.C. for areas near Metro is reasonable and fair. It's less than the 1.00 used at the Rosslyn Metro. It would bring the number of commuter cars in this particular office garage down from 372 to 280. That's really not much of a change. The achievement here would be for Council to set a reasonable parking standard for office buildings in the East Eisenhower area.

Katy Cannady - continued

Please don't let anyone tell you that the Mill Race office component must have 372 all day commuters in its garage to be economically viable. Mill Race is across the street from the Metro and about two blocks from PTO. For it to fail, the Great Depression would have to return much worse than in 1929.

In addition to reducing the office parking to a reasonable level, it is important for us to think of this area of East Eisenhower so near the Metro as part of the larger whole composed of Carlyle and the Patent and Trademark Office. Therefore Mill Race should be subject to the Carlyle Design Review Board. But most important of all, provide a reasonable parking standard in an area that's going to be highly urban - 1.25 per 1000.

14

APPLICATION for SPECIAL USE PERMIT # 2002-0003

[must use black ink or type]

PROPERTY LOCATION: 2201 Eisenhower Avenue and Mill Road

TAX MAP REFERENCE: 72.00-03-11 ZONE: CDD#2

APPLICANT Name: Trammell Crow Company
Address: 1660 International Dr., Ste 500
McLean, VA 22102

PROPERTY OWNER Name: Trammell Crow Company Mill Two Associates Partnership
Address: 1660 International Dr., Ste 500 2525 King Street
McLean, VA 22102 Alexandria, VA 22301

PROPOSED USE: Request for approval of a Transportation Management Plan (TMP)

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.

Jonathan P. Rak, Esquire, Agent

Print Name of Applicant or Agent
McGuireWoods LLP
Suite 1800

Mailing/Street Address
1750 Tysons Boulevard
McLean, VA 22102

City and State Zip Code


Signature

703-712-5411 703-712-5231
Telephone # Fax #

August 22, 2002
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

REVISED
Application Received: 8/22/02

Date & Fee Paid: _____ \$ _____

ACTION - PLANNING COMMISSION: 9/3/2002 DEFERRED TO 9/5/2002 5-1
9/5/2002 RECOMMEND APPROVAL 7-0

ACTION - CITY COUNCIL: 9/14/02PH--CC approved the Planning Commission recommendation.

MILL RACE

SPEAKER'S FORM

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

DOCKET ITEM NO. 11-14

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: Jonathan Rak
2. ADDRESS: Mc Guire Woods 1750 Tysons Blvd. McLean, VA 22102
TELEPHONE NO. 703 712 5411 E-MAIL ADDRESS: jrak@mcguirewoods.com
3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? Applicant
4. WHAT IS YOUR POSITION ON THE ITEM?
FOR: ✓ AGAINST: _____ OTHER: _____
5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY,
LOBBYIST, CIVIC INTEREST, ETC.):
Attorney
6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE
COUNCIL? YES ✓ NO _____

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

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

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

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

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

Guidelines for the Public Discussion Period

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