

POSTMASTERS

DEVELOPMENT SPECIAL USE PERMIT #2002-0043



**Planning Commission Meeting
November 4, 2004**

Docket Item #12-B
DEVELOPMENT SPECIAL USE PERMIT #2002-0043
POSTMASTERS PROPERTY

Planning Commission Meeting
November 4, 2004

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

APPLICANT: The Holladay Corporation
by J. Howard Middleton, Jr, attorney

LOCATION: 1000-1027 North Royal Street and 329 & 327 First Street

ZONE: CD-X/Commercial Downtown

PLANNING COMMISSION ACTION, NOVEMBER 4, 2004: On a motion by Mr. Komoroske, and seconded by Mr Jennings, the Planning Commission voted to recommend approval of the request, subject to compliance with all applicable codes, ordinances and staff recommendations as amended, and the correspondence dated November 2, 2004 from Howard Middleton. The Commission also added conditions to address concerns regarding satellite dishes and construction activity expressed by two of the adjoining property owners. The motion carried on a vote of 6 to 1, with Mr. Dunn voting against.

Reason: The Planning Commission generally agreed with staff analysis. Additionally, a condition was amended to meet the concern voiced by Mr. Leibach regarding the approval of proposed affordable housing units.

Speakers:

Howard Middleton, attorney, represented the applicant.

Roger Waud, president of the North Old Town Independent Committee, spoke in support of the project.

Janet Cochran, Director of St. Anthony's School, spoke in concern of disruption and safety to the students during the demolition and construction phases of the project.

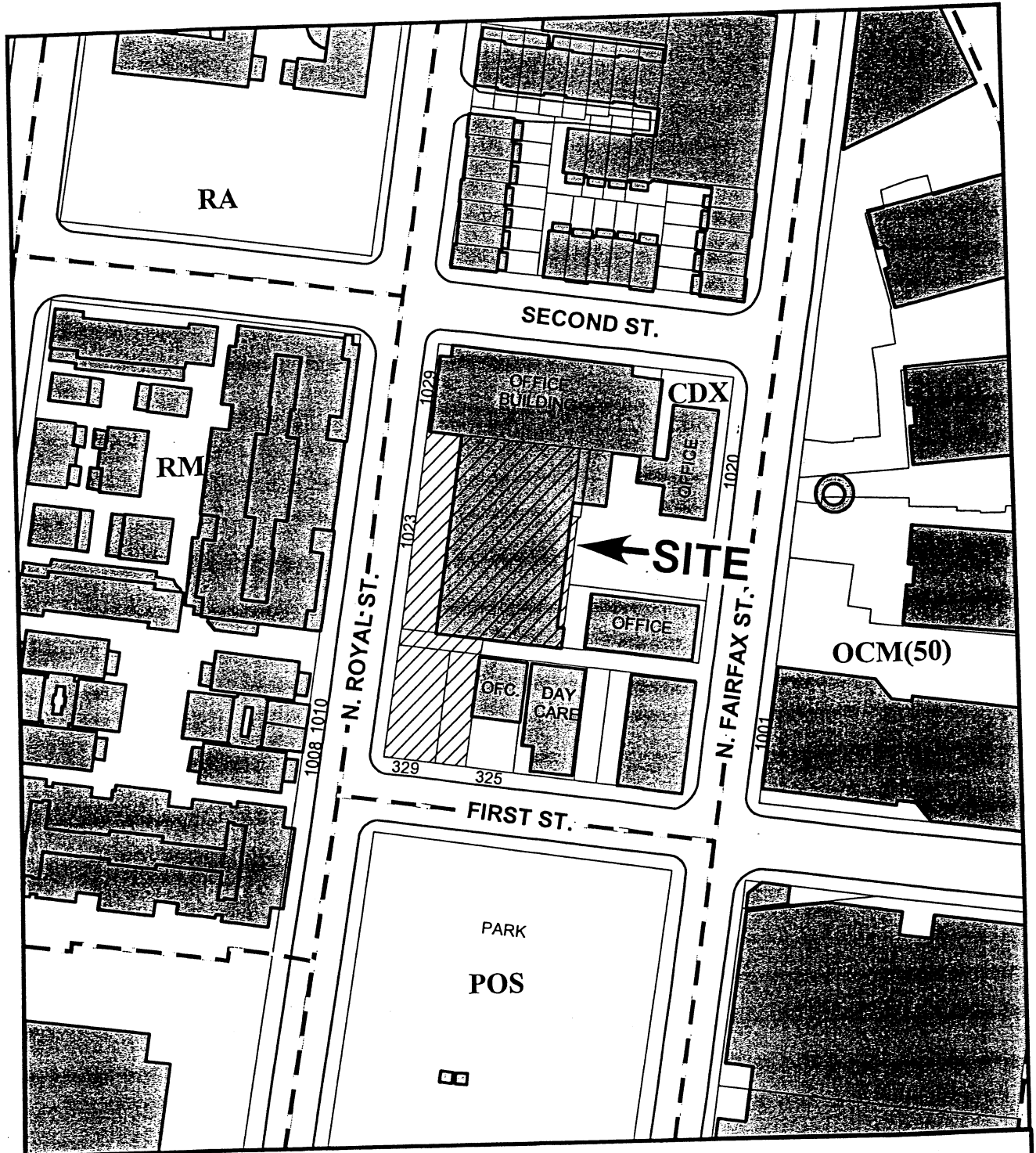
Malcolm O'Hagan, property owner of the adjacent office building, spoke in concern of lack of time to review the impacts on his building and the disruption during construction.

Ellen Pickering, spoke in favor of the project and stated that she is pleased about the pocket park.

Patricia Hall, owner of the St. Anthony's Day School, spoke in concern of disruption and safety to the students at St. Anthony's Day School during demolition and construction. Stating that the school has not received any assurances that disruption will be minimized and suggested monitoring the building for noise and safety.

Fred Parsons, spoke against the project stating that it would be harmful to his business due to the loss of satellite reception and possible disruption of power. Mr. Parsons suggested that his business be relocated or that the project be given an 18-month deferral in order that he may relocate or purchase the proposed site.

Ted Bolling, spoke in concern of disruption and safety to the students at St. Anthony's Day School during demolition and construction, desiring a provision for a "stop work" order to assure minimal disruptions and adherence to conditions regarding hauling and noise.



DSUP #2002-0043

11/04/04



2.a

I. EXECUTIVE SUMMARY

A. Overview:

The applicant is requesting approval of a development special use permit to allow an increase in floor area from 1.25 to 1.88 to construct residential condominiums. The proposed three- to four-story building will be located on the southwestern portion of a block adjacent to North Royal and First streets in Old Town North. The proposal consists of 53 condominium units ranging from 1 to 3 bedrooms, and two levels of below-grade parking accessed from North Royal Street. The site currently contains a one-story office building (National League of Postmasters) and a 24 space surface parking lot. The site is in a transitional location between the lower-scale residential townhouses and multi-family uses to the west and the primarily larger scale office buildings to the east. As a result, this block functions as a transitional area between these two uses and scales. Staff supports the use at this location given the proposed mass, scale, open space, and public benefit. Additionally, less mass and height, and more open space is proposed than that permitted for office use on the site.

Redevelopment of the site presents challenges and opportunities that include:

Challenges

- Providing a mass and scale that are compatible with the adjoining residential townhouses, condominiums and Montgomery Park;
- Ensuring that the building is well designed;
- Maintaining a level of open space and “openness” for the development that will complement the community and adjoining park;
- Providing sufficient parking on the site; and
- Minimizing traffic impacts.

Opportunities

- Provision of 25% open space at grade;
- Affordable housing;
- Extension of pedestrian amenities and streetscape improvements connecting to the waterfront;
- Provision of buildings that will provide a transition between the building scales within the block, as well as the adjacent blocks;
- Reinforce the traditional character and appearance of Old Town North; and
- Provision of below grade parking.

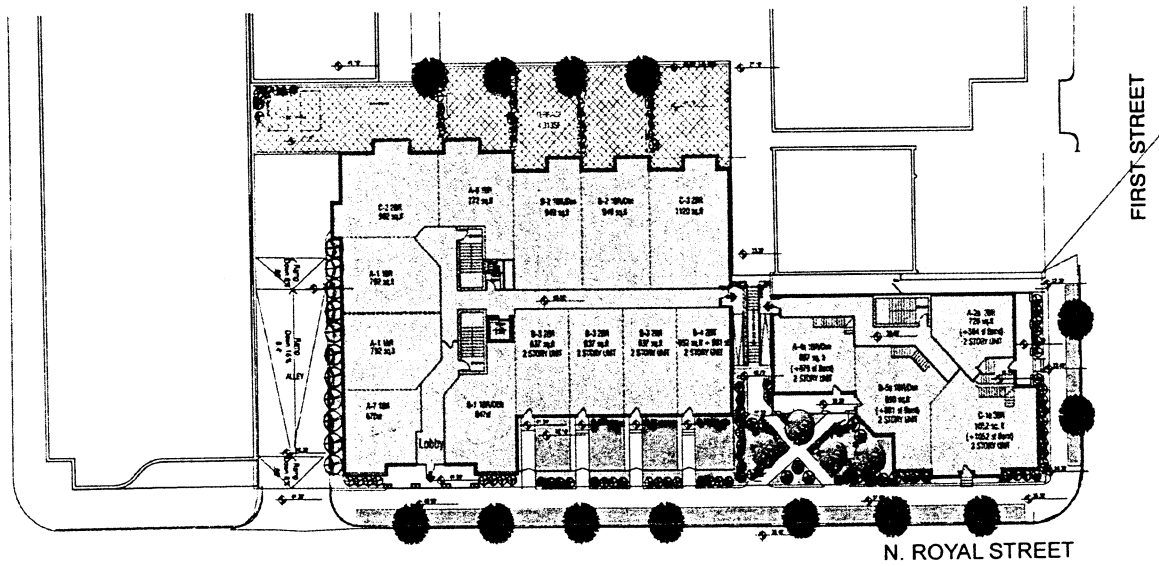


Site Location Plan



Proposed Building Elevations

The applicant has worked with staff and the community throughout the process to address many of the areas of concern that have been raised by the community and the City. The applicant has extensively revised the site plan, massing and building design to respond to the issues raised by the City and the community. The scale, design and use are compatible with the existing development pattern, and therefore staff recommends approval with the conditions outlined within the staff report. Because the site is located within the Old Town North Small Area Plan, the site is subject to the Old Town North Urban Design Guidelines and review by the Old Town North Urban Design Advisory Committee (UDAC). The UDAC has recommended approval of the project. Staff recommends approval of the proposal with conditions to address issues such as enhanced building design, open space, visitor parking and affordable housing. Staff believes the proposal is also consistent with the City's vision to promote a vibrant mix of uses in an appropriate urban form.



Proposed site plan

B. Issues Addressed By Staff Conditions:

Compatibility with the Neighborhood:

Staff has encouraged the applicant to design the proposed building to be consistent with many of the other residential buildings in the Old Town North and Old Town neighborhoods and to appear to be a collection of buildings that have been constructed over time, reducing the perceived scale of the building. The resulting structure is complimentary to the existing adjacent residential character. The applicant has responded to the concerns of staff and the community, creating what staff believes is a generally well designed development.

As part of the special use permit, one of the standards is providing high quality building design and materials. To ensure the proposed design and materials are the same high standards as buildings within Old Town, staff is recommending further refinements to the materials that staff would typically impose on buildings within the historic district. These conditions are essential to ensure that the proposed development will be of the highest quality design and materials.



Traditional residential building and streetscape character the west side of N. Royal Street.

Open Space - Pedestrian and Streetscape Enhancements:

Staff has recommended open space and public right-of-way improvements in the form of open space, streetscape, and pedestrian amenities to support the objectives of the Small Area Plan and the City's adopted vision. Pedestrian scale open space and streetscape elements provide a visual and physical balance to the built form in the urban setting and are key aspects of the residential character found in Old Town and Old Town North.

The ground-level open space is accessible and visible from the public right-of-way and consists of private front yards on North Royal Street, as well as a public pocket park with access to the public alleyway through the block. Conditions have been included to provide the following:

- A public access easement for an open space- public pocket park on Royal Street;
- Public art or sculpture within the public pocket park;
- Existing utilities on North Royal Street to be located below grade;
- New 6 ft wide brick sidewalks, landscape strip and street trees for the frontage of the site;
- Off-site infrastructure improvements that include a new brick sidewalk, landscape strip and street trees from North Royal Street to Fairfax Street, which is a major pedestrian connection to the waterfront and bike path for the community;
- Stamped and colored pedestrian crosswalks at the intersection of Fairfax and First Street and Royal and First Street to better accommodate pedestrians accessing the waterfront; and
- A \$10,000 contribution for pedestrian, landscape and signage improvements to the adjacent Montgomery Park.

Both the City and the community have expressed the importance of First Street as a connection to the waterfront. Staff has recommended improvements to the public right-of-way that consist of the above noted pedestrian amenities on the north side of First Street, from the proposed development to Fairfax Street. Staff believes this will significantly enhance the block and provide a pedestrian friendly link to the waterfront.

Affordable Housing

As with each development case, staff works with the applicant to provide affordable housing consistent with the goals of the Planning Commission and City Council. A key challenge is that new buildings are generally the highest-cost buildings (per sq.ft.) because they are new (i.e., cost of construction, materials, land, etc.) In an effort to provide as many affordable units for families that are proportionally distributed throughout the City, staff is working with the Alexandria Housing Development Corp. and reviewing options such as requiring developers to provide off-site units rather than a financial contribution or on-site units.

In this case staff has worked with the applicant to provide four off-site units, with a minimum of two-bedroom units to be re-sold at prices not to exceed \$225,000 and three-bedroom units are to be resold at prices not to exceed \$250,000. The location of the off-site units will be subject to the approval of the City. While not appropriate for every location, staff believes for this case the proposed approach is consistent with the City's housing goals and is an appropriate way to provide four affordable units within the City. In comparison, if the developer has agreed to provide \$250,000 for the purchase of each two-bedroom unit, sellable at 85% of that value, if applied on-site the total would only buy approximately 2 units due to the market value of the proposed units. The proposed approach has been approved by the Affordable Housing Advisory Committee at their Oct. 7, 2004 meeting.

C. Community:

The applicant and staff conducted approximately twelve community meetings throughout the course of this project with the Old Town North Urban Design Advisory Committee, adjoining residents, business and property owners. While the community generally supported the proposal, the issues identified by the community include:

- Ground-level open space, visible to the street;
- Setting an appropriate precedent for future redevelopment;
- Business disruption during construction; and
- Time frame for construction.

To address these concerns, staff has included conditions for construction phasing, building scale, form, materials, streetscape improvements, additional open space, and landscaping. The applicant has worked with staff to adjust and revise the proposed development to comments from the community, as well as the City.

The adjacent businesses owners on First and Second Streets have expressed their concern over possible disruption of their businesses during the construction period, as well as concerns for safety due to the immediate proximity of the proposed construction. These issues are discussed in the Staff Analysis section of this report.

II. BACKGROUND

A. Site Description:

The property is located within the Old Town North neighborhood between North Royal and North Fairfax streets, immediately north of First Street. The site is situated at the corner of North Royal and First streets. The site consists of three lots and contains a single story office building (the National League of Postmasters) and an associated 24 space surface parking lot. The block is comprised of office uses, neighborhood service uses and surface parking and the proposed site is within 2 blocks of the waterfront and immediately adjacent to Montgomery Park, a block-sized public park. The surrounding uses include residential townhomes and multi-family developments, as well as office and commercial. The block provides a considerable grade change between the west and eastern portions of the site. The existing conditions on the site consist of narrow sidewalks, a lack of street trees, above grade utilities and a surface parking lot, which results in a development pattern inconsistent with the character of the neighborhood.



Proposed site and current uses.

B. Proposal:

The 53-unit residential condominium building is proposed to consist of 35 one-bedroom units and 17 two-bedroom units and 1 three-bedroom unit. The building will be three- to four- stories in height. Vehicular access will be via N. Royal Street, and parking will be provided in a two level 84-space underground parking garage. Controlled access will be provided for the underground garage. The primary pedestrian and visitor access into the building will be from N. Royal Street and from the parking area in the underground garage of the building.

The proposed building is L-shaped with the majority of frontage onto N. Royal Street. Three proposed buildings provide frontage onto both N. Royal and First streets and are individually articulated to appear as separate buildings. The development incorporates both private and publically accessible open space, and proposes right-of-way and pedestrian improvement along N. Royal and First streets, as well as a mid-block pedestrian connection.

The applicant has worked with staff to address many of the concerns raised by staff and the community and has made considerable changes to the site plan and building design. The applicant's initial proposal was for a four-story building with a contemporary industrial warehouse design, with only moderate building articulation and little ground level open space. Staff and citizens were concerned that the mass of the proposed building was not in scale with the desired character of the area and suggested articulation and refinement of the building. Additionally, the proposed open space was redesigned into a series of useable private and public open space which related to the public streets and complement the streetscape and buildings. In subsequent plan iterations, the applicant reduced portions of the building to three-stories, designed the project to have the appearance of multiple buildings of varying styles, increased the setbacks on Royal Street and provided a pocket park area on Royal Street. The applicant has also worked with staff and the community to provide the following:

- The appearance of individual buildings;
- Varied setbacks and building heights to reduce the perceived mass;
- Townhouse facades with separate entrances for a portion of the building facade;
- Individual front yards;
- A consolidated, useable public open space-pocket park on North Royal Street;
- Public art in the public space; and
- Pedestrian, sidewalk and streetscape improvements on First and N. Royal streets.

C. Old Town North Urban Design Advisory Board:

The area of Old Town North is subject to the Old Town North Urban Design Guidelines, which promote a pedestrian friendly, vibrant neighborhood with traditional streetscape and building design. The guidelines promote urban character in the built environment, pedestrian improvements, waterfront links, traditional and cohesive frontages, and a streetscape character of traditional neighborhoods.

The applicant has worked with staff to uphold the guidelines and the spirit of the Master Plan in the proposed development. The applicant has provided scale and massing and style of the buildings that respect the setting. Architectural materials are suitably traditional, and the pedestrian environment is inviting and appropriately scaled and detailed. The development maintains the existing access through the block and provides as much public access to the waterfront as possible by encouraging connections from points west to the waterfront parks.

The current proposal further improves the neighborhood open space by providing visual, publicly accessible, and landscaped open space within proximity to the public right-of-way.

III. ZONING:

The property is zoned CD-X which provides for an urban mix of retail, office, service, hotel and residential uses. The applicant is requesting special use permit approval to increase the floor area ratio from 1.25 to 1.88 and increase the number of dwelling units per acre from 35 to 78.

Postmasters Property:		
Property Address:	1000-1027 North Royal Street	
Total Site Area:	29,453 SF.	
Zone:	CD-X	
Current Use:	Office and Surface Parking	
Proposed Use:	Residential and Underground Parking	
	<u>Permitted/Required</u>	<u>Proposed</u>
FAR	1.25 Residential	1.88 with SUP
Yards		
front yard -	none	front yard-varies 1.5'-20'
side yard -	1:2 ratio, 16' min.	side yard -varies 0'-29'
Height	50 ft.	50 ft
Open Space	25%	25%
Parking	77 spaces	78 resident spaces, 6 visitor

IV. STAFF ANALYSIS:

The site is identified in the Old Town North Small Area Plan as a potential redevelopment site, and represents one of the largest redevelopment sites in the Old Town North area. Both staff and the community support redevelopment of the site. The site is located on the visually prominent intersection of First and N. Royal streets adjacent to Montgomery Park.

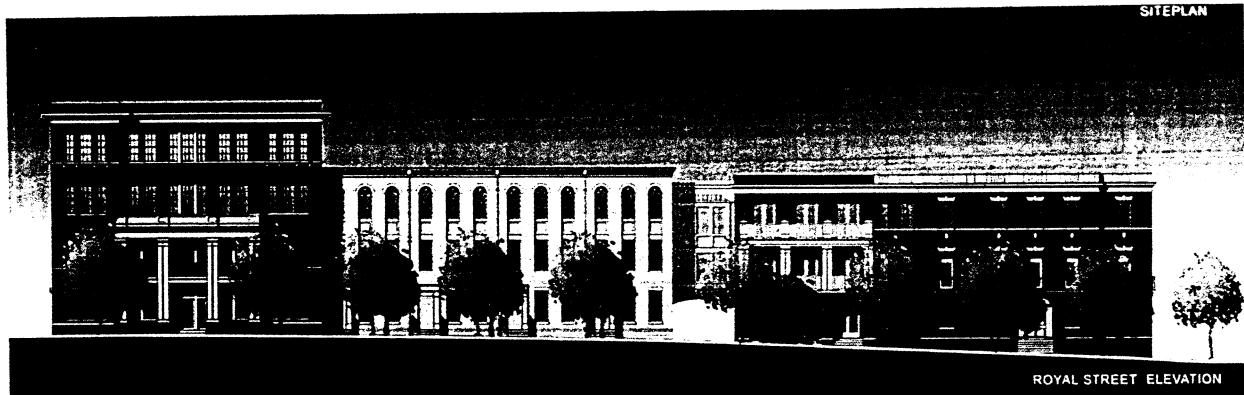
The proposed project offers an opportunity to resolve many of the urban issues that currently exist on, and adjacent to, the site. The proposed residential proposal will be a positive addition to the neighborhood by providing ground level open space and streetscape improvements that will help to integrate this site with the neighborhood. The applicant has worked with the City and the community on the design of the proposed development to provide an appropriate mass, scale, and height which will respect the character and scale of the surrounding residential and commercial uses. Additionally, the project helps to “tie” together the existing disjointed block through public improvements to the right-of-way, visually connecting the block with the surrounding neighborhood and maintaining Old Town’s traditional street character.

Staff is recommending approval of the proposal. The proposed development supports the Small Area Plan and the Old Town North Urban Design Guidelines by providing compatible development, underground parking, and an improved, attractive, pedestrian environment. The applicant has worked with staff and adjoining civic groups to further revise the site plan and adapt the scale, design, and appearance of the buildings to respond to the surrounding residential context and desired character for the location.

A. Building Design:

The applicant has worked with staff to modify the proposed building designs to fit into the local established architectural character. Staff has encouraged the applicant to articulate the frontages and vary their appearance, emulating both traditional style townhomes and multi family buildings in the Old Town North neighborhoods. The applicant has proposed a solution to the massing and architectural articulation that are appropriate in the context of the adjacent residential character of Watergate, Canal Place, and Hearthstone Mews developments and provide a reasonable transition to the adjacent commercial uses.

The first of these elements on the north end of the site is the largest due to its proximity to the 50-foot office building and recalls in its architectural style a neoclassical apartment building of the early 20th century. It provides both the main pedestrian entry into the building, as well as the vehicular entrance to the underground garage from a ramp adjacent to the office building. The main entrance consists of a two story portico with double columns; the majority of the building is clad in red brick with groupings of double-hung windows in a Georgian style.



Elevations are styled after traditional facades.

The central portion of the development consists of a series of brick facades that resemble mid-19th century townhouse buildings. Setback from the street with individual yards, each facade includes an entrance and is composed of three window bays. The elevations are derived from a pair of existing buildings in the 300 block of Cameron Street in Old Town. In addition, there are penthouse structures set back from the front face of the building to provide access to rooftop open space; these structures will not be visible from the street. The final building element on the southern portion of the site emulates a grand neo-Georgian style house. The elevation is brick with second-story windows. On N. Royal Street, there is an octagonal corner element as a transition to the porch and the porch is set back 20 feet from the property line, creating a small pocket park. Overall, the applicant has incorporated a series of materials and buildings typical of Alexandria that are well designed and will be compatible with the neighborhood.

B. Green Building

In order to minimize the environmental impact of the proposed building, staff recommends that the developer incorporate green building technology into the design. A green building will incorporate elements such as non-toxic or recycled-content building materials, maintain good indoor air quality, use water and energy efficiently, feature natural lighting, and use energy-efficient window systems. A recommendation of approval is that the applicant incorporate these or comparable elements as part of the building design.

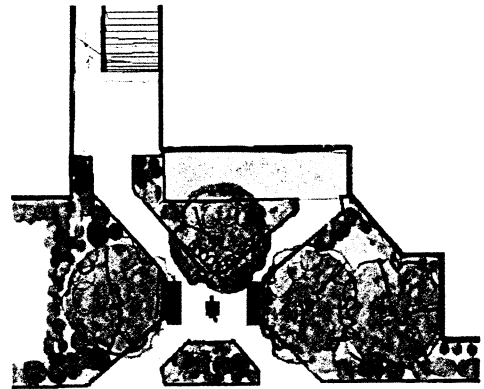
C. Open Space:

One of the issues that has been discussed by the Planning Commission and City Council is the appropriate amount of ground level open space vs. roof-top open space. Staff is in the process of preparing a study to respond to the issues that have been raised. As part of this analysis, staff has analyzed the typical amount of ground level open space within Old Town and has found that the

amount of ground open space varies dramatically from block to block. For example, the amount of open space for the adjoining residential developments ranges from 48% (Watergate) to 4.5%(Hearthstone Mews). The proposed development provides 25% ground level open space a significant portion of which is adjacent to North Royal Street providing a significant amount of visual open space and “openness” for the development.

In addition to the quantity of open space, staff believes that the location and quality of the open space are equally as important. Therefore, staff has recommended that a significant amount of landscaping, irrigation, benches, pedestrian scale lighting and public art or sculpture be provided to enhance the quality and usability of the space.

Staff has recommended the inclusion of public open space in the design on North Royal Street, through a “pocket park” for the use of the residents and the community. The space abuts Royal Street and is designed to function as both a passive and open space area that residents or the public can use to relax or move through. Benches and a public art sculpture are proposed to be incorporated into this neighborhood space. This is consistent with the Old Town North Urban Design Guidelines, which support small open spaces such as “garden views” and “pocket parks.”



Public “pocket park” on N. Royal Street

The applicant has also provided front yards that are fairly typical of many of the Victorian townhouses in Old Town and provide visual openness, with traditional wrought iron fences within the front yards that also define the semi-private space from the public right-of-way. The applicant has retained public access and will provide public easement through the private alley, helping to provide additional pedestrian connectivity consistent with the Design Guidelines that encourage mid-block pedestrian connections. Staff has included recommendations for lighting and other improvements to ensure that the alley is well lit and safe.

The site’s proximity to Montgomery Park provides a unique opportunity to make strong visual and physical links between the proposed development, the existing neighborhood, and public open space. Such links will be connected visually through the public pockets parks provided mid-block, the visible open space of private gardens, and street trees and curbside planters adjacent to the public sidewalk. Physical connections will be made through a well designed and planted public right-of-way. Staff has encouraged development of these “green” connection opportunities as part of this proposal not only to provide an appealing link to the waterfront and park for the future residents of this development, but also to promote neighborhood pedestrian use of the area as well as enhance the quality of life and well being in the City as a whole.

The applicant is providing roof top open space in the form of 8 courtyards that will be designed with the same attention as the ground level decks, providing planters and high quality finishes. The decks are set back from the edge of the building and will not be visible from the street.

D. Pedestrian Improvements:

Staff is recommending improvements adjacent to the site and off-site pedestrian improvements. Staff is recommending a 6 ft. unobstructed brick sidewalk and landscape strip with street trees adjacent to the curb and requiring that all of the existing above ground utilities on North Royal and First streets be located below grade.

Staff is also recommending off-site pedestrian improvements along First Street to North Fairfax Street. First Street serves as an important pedestrian connection for the community to the waterfront. A continuous brick sidewalk is proposed to provide a clear and adequate pedestrian route toward the river along this block. Additionally, a planting strip and a continuation of street tree planting is also recommended on First Street to Fairfax Street.



The proposal will enhance the streetscape of N. Royal Street.

Off-site pedestrian improvements will include:

- A continuous brick sidewalk from North Royal to North Fairfax streets;
- A 5 ft. landscape strip to provide a continuous row of street trees on First Street;
- Landscape screening of the two existing surface parking lots;
- Stamped and colored pedestrian crosswalks; and
- Relocation of an existing transformer that is currently located within the right-of-way.

The streetscape improvements provide a cohesive neighborhood and pedestrian environment. Such improvements are particularly important at prominent corners and views. The northeast corner of Royal and First streets is an example. This corner, along with the north side of First Street between Royal and Fairfax streets, is highly visible from northbound Royal Street and the expanse of Montgomery Park. A consistent streetscape meeting at the corner will visually “tie” the two sides of the block together, improving the views of the block and building frontages from Montgomery Park and surrounding streets.

E. Parking:

The applicant has provided the on-site, underground parking required by the zoning ordinance for each condominium unit, plus 6, (7.5%) parking spaces for visitors. Typically, a minimum of 15% visitor parking is required in conjunction with new residential developments, except when the applicant can demonstrate through a parking study that adequate on-street parking is available at the location to meet visitor demand. This approach is one that requires an evaluation based on the size and location of each project, and staff closely evaluates each application. In other cases, where on-street parking is unavailable or in short supply, visitor parking percentages higher than 15% have been applied. For example, recent developments have been required to provide as much as 20% visitor parking (Old Town Crescent), or as little as no on-site visitor parking (Braddock Lofts).

At the request of staff, the applicant submitted a parking study prepared by Wells and Associates, LLC. The parking study shows parking availability in the area in the evenings and on weekends, the peak periods for visitors. The analysis showed that during all times over 27 sample periods there is significant available parking for the proposed development within a one-block radius.

The streets adjacent to the site are Royal and First streets, which restrict parking to 2- and 3-hour periods on North Royal Street, 2-hour periods on the south side of First Street and 20 minute restrictions on the north side of First Street.

The parking study indicates that within a 1-block radius, during peak visiting times, an average of 84 (46%) and a minimum of 56 (31%) on-street parking spaces are available. Therefore, the 6 visitor spaces which will not be provided on-site can be accommodated on the surrounding streets. Although the public streets can accommodate the expected number of periodic visitors, staff is concerned that the residents adjoining the public streets will find it more convenient to park on the streets rather than within the underground garage. Therefore, staff is recommending that a condition of the parking reduction approval be that none of the residents of the development be eligible to apply for or receive any residential parking permits.

F. Public Transit:

The location of the development is approximately 10 blocks from the Braddock Metro station. This is not within walking distance for the majority of transit users. However, the City's DASH bus system provides two different bus lines that serve the immediate location of the proposed development, and the Braddock Metro station. Each bus line runs every 20 minutes during the weekdays and peak hours, and varies between 30 minute intervals and one hour intervals on weekend days. The approximate time between the station and the local stops is 15 minutes.

Bus lines and locations of bus stops are as follows:

BUS LINES AND BUS STOP LOCATIONS		
	AT5	AT2
To Braddock Metro	400 Madison @ Royal (Alexandria House)	1021 Fairfax @ Second (Nat'l Soc. of Public Acct's)
To Old Town & King Street Metro	317 Montgomery @ Royal (Montgomery Park Courts)	900 Fairfax @ First (Ramada Hotel)

G. Traffic and Site Access:

Based on the traffic analysis, this development will generate approximately 67 trips per day (29 entering and 38 exiting). During the AM peak hour, 31 trips will be generated (5 entering and 26 exiting), while during the PM peak hour, 36 trips will be generated (24 entering and 12 exiting). The total 2006 traffic volume on North Royal Street at the project site is projected to be approximately 314 vehicles during the AM peak hour and 256 vehicles during the PM peak hour. During both peak hours, these volumes are well below the operating capacity of North Royal Street.

At build-out, site-generated traffic will increase traffic demand at the adjacent intersections of North Royal Street and First Street by 1.2% to .5% during the peak hours, and North Royal with Second Street by 1.7% to 3.1% during the peak hours. Both intersections currently operate at Level-of-Service A or B during the AM and PM peak hours, respectively. At build-out, these operating conditions are not projected to change. At build-out plus 10 years, the traffic analysis concluded that both intersections will continue to operate at acceptable Levels-of-Service. Overall, the traffic analysis concluded that the proposed development will not significantly increase traffic demand.

H. Affordable Housing:

In lieu of a contribution to the City's Housing Trust Fund, the applicant proposes to purchase four market rate units within the City, renovate the units, if necessary, and then resell the units to purchasers eligible for its housing assistance programs. The City's Affordable Housing Policy allows for off-site units to be substituted for on-site units. The Policy says, in part, "The Affordable Housing Plan may suggest the development of affordable housing units at the site of the proposed development or at another site."

The applicant anticipates that sales prices for the on-site units will be \$290,000 for the smallest one-bedroom unit up to \$750,000 for a three-bedroom unit. The City's maximum allowable sales prices for moderately-priced units are \$175,000 for a one-bedroom unit and \$225,000 for a two-bedroom unit. Therefore, the minimum discount on a one-bedroom unit would be \$115,000, and

two-bedroom units would be significantly higher. Because the sales prices for the on-site units will be so high, the applicant proposes to provide off-site units instead.

The applicant has agreed that the four off-site units will be the maximum size possible, but with no fewer than two bedrooms each. The off-site units will be resold at sales prices that are 15% less than that for which they were purchased by the applicant, but in no event more than \$225,000 each for two-bedroom unit and \$250,000 each for three-bedroom unit, if available. For example, a unit purchased by the developer for \$250,000 could not be resold for more than \$212,500 (\$250,000 times 85%). To the extent possible, sales prices will be lower than the maximums stated above.

The City reserves the right to approve the four units that the applicant proposes to purchase.

I. Zoning Modifications:

Reduction in the minimum side yard requirement:

The applicant is requesting a reduction of the minimum 16 foot and 2:1 ratio requirements for side yards. Staff recommends approval of the minimum side and rear yard reduction. The proposed yards are consistent with the urban residential character as seen on numerous multi family buildings. Open space and landscaping will be provided on the eastern portion of the site where the modification is being requested.

Vision Clearance:

The applicant is requesting a modification of the 75 ft. vision clearance zone within the CD-X zone. Staff recommends approval of the vision clearance zone to provide front setbacks that are required by the Zoning Ordinance and are consistent with the existing setbacks within the neighborhood.

Allowance for more than 50% of the side yard to be paved:

The applicant is requesting an allowance for more than 50% of sideyards to be paved. Staff recommends the approval of the allowance in order to provide a pedestrian walkway to the side fire access of the proposed building on First Street.

V. COMMUNITY

The applicant and staff have met with community groups and individual neighbors to review and solicit comments. The development process has been one of community input, and the community has had an opportunity to get involved and shape their neighborhood. In general, the proposal was well received. The key concerns mentioned include:

The adjacent property owner is concerned over the loss of, and interference with, reception for several satellite dishes, a critical component of his business, on the roof of his two story property at 325 First Street due to the height of the proposed adjacent structures. The owner is additionally concerned about the possible interference, during construction, with a buried fiber optic cable that also supplies information to the business.

City code requires the applicant to coordinate with the utility companies that have supplied the area with above and below ground services. While there are no legal air rights for transmission of satellite dishes, a possible solution would be locating the satellite dishes on top of the proposed southern building.

A concern has been expressed by St. Anthony's School and parents of the attendees that the construction of the proposed project will be a significant disruption to the classes and students. Additionally, there is concern over safety of the children entering and exiting the building, which backs with fire exits to the alley adjacent to the area of proposed construction.

Staff has added considerable conditions to address issues such as construction phasing, construction traffic, and provision of appropriate safety precautions during construction. Additionally, staff has required the applicant to provide a liaison to the community throughout the duration of the construction.

VI. Compliance With City Vision:

The proposed development provides a mix of uses, pedestrian and streetscape improvements to the existing block and the neighborhood that are consistent with the Goals of the Master Plan and the recent City Vision adopted by City Council as discussed below.

Creating a Vibrant City

The proposal provides residential use that will help to balance the considerable amount of office uses that are located on the eastern portion of the site. Several of the adjoining retailers have mentioned that additional residential uses would help support their business when the office uses are not occupied. This is consistent with the findings of the King Street Study, which shows that a successful integration of uses and retail are necessary to ensure the urban vibrancy envisioned and desired by the Master Plan, City and community.

Diversity

The proposed development is a multi-family condominium that traditionally attracts a variety of homeowners to fill the variety of unit sizes from 1 to 3 bedrooms, as well as different affordability levels. The "single-level" living of a multi-family building attracts a diverse group of home buyers ranging from first time home buyers to seniors. The proposal also includes a public open space on the site where different neighbors can meet from around the neighborhood. Such space promotes a welcoming and inclusive community. As part of this project, physical and monetary improvements will be made to Montgomery Park, which can benefit a diverse group of citizens as well as the local community.

Urban Villages

The introduction of the proposed multi-family residential development into the block provides an active mix of uses, promoting 24 hour use and an urban character. Additional residents will help to stimulate patronage of local services and retail businesses. The public access to the alley and proposed pocket park incorporate green space into the urban fabric as well as promote choice of connection and “green” links to the waterfront. Additionally, the proposal brings a factor of safety and security to Old Town North. The development will be a 24 hour use in a block that is currently day time use only. “Round the clock” use will contribute to surveillance and activity immediately adjacent to Montgomery Park, adding to the safety factor as well as promoting pedestrian use.

VII. STAFF RECOMMENDATION:

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

BUILDING

1. **CONDITION AMENDED BY THE PLANNING COMMISSION:** The final design for the building shall be consistent in massing, articulation, general design and the architectural styles and character as generally depicted in the architectural elevations dated 08/25/04, additional refinements shall also be provided to the satisfaction of the Director of P&Z that at a minimum shall include:

- a. The materials of the entire building shall be entirely masonry (brick, precast, stone), unless otherwise provided in the conditions with the exception of the screening for the mechanical equipment, and the penthouse to the roof-top.
- b. The proportions of the windows, doors and design elements shall be consistent with the preliminary architectural elevations, except as necessary to comply with building Code Enforcement
- c. The HVAC units and mechanical appurtenances shall be located on the roof-tops, recessed and screened from view from the public streets. Details on the screening methods shall be provided on the final site plan.
- d. The screening for the mechanical equipment at the garage entrance shall be brick and shall include decorative metal gates with louvered metal screening.
- e. Architectural elevations (front, side and rear) shall be submitted with the final site plan. Each elevation shall indicate the average finished grade line.
- f. The architectural connector above the ground level pedestrian walkway and private alley shall be painted wood or fiber cement siding with a metal roof.
- g. A building material sample shall be provided prior to the final selection of the brick and building materials.
- h. All refinements to the design and materials shall be revised prior to the release of the final site plan .

Northern Building:

- i. The cornice for the northern and southern buildings shall be precast or, molded millwork. The balusters for the southern building shall be precast or, molded millwork.
- j. The columns and balusters for the northern building shall be fiber cement or, molded millwork.
- k. Rustication treatment shall be applied to the first level and base of the building and shall wrap to the exterior wall adjacent to the garage ramp.
- l. The bay windows on the northern and eastern facades shall be painted wood or fiber cement siding with a standing seam metal roof. The bays and the recessed balcony areas on the eastern façade, the penthouse structures, and

the central portion of the fourth floor façade overlooking the third floor roof area shall be fiber cement materials.

- m. The depth of the front porch shall be a minimum of 6 feet to be a useable front porch for the residents. The railing for the porch shall be open metal or wood railings.

Central Townhouses:

- n. The three central townhouses shall be painted brick.
- o. The central panel between the second and third floor windows shall be painted wood or cementitious panels.
- p. The cornice shall be brick corbeling.

Southern Building:

- q. The porches on the first floor shall be revised to be wooden columns and railings. The balconies shall be painted and the railing spacing shall be designed to provide screening for the balconies.
- r. The shutters on the eastern facade shall be to the satisfaction of the Director of P&Z.(P&Z) (PC)

- 2. The building shall incorporate the use of green building and sustainable techniques for building systems design such as low emission paints and selective high efficiency materials and mechanical equipment including selective Energy Star rated appliances, to the satisfaction of the Director of P&Z. The developer shall identify in writing specific examples of the incorporation of such technologies within the proposed development. (P&Z) (T&ES)
- 3. The alley access shall be revised to eliminate the access door and ramp on the south side of the alley and widen the entire alley stair to a minimum of approximately 8 ft., provided that an alternate fire access can be provided. (P&Z)
- 4. The applicant shall contribute an amount of \$10,000 for landscaping and park improvements to the nearby Montgomery Park. The amount shall be paid prior to the release of the final site plan. (P&Z) (RP&CA)
- 5. The final landscape plan shall be provided with the final site plan to the satisfaction of the Director of P&Z and RP&CA. The plan shall include the level of landscaping depicted on the preliminary landscape plan and shall also provide:
 - a. Street trees along North Royal Street and First Street abutting the site shall be planted in 5 foot wide planting strips. The planting strips shall be planted with ground cover or grass.
 - b. Groundcover and evergreen planting with shall be provided within the area between the sidewalk and the buildings as foundation plantings.
 - c. The caliper of the street trees shall be a minimum of 3.5" to 4" caliper at the time of installation.
 - d. The minimum planting depth for the on top of the underground parking deck (adjacent to North Royal Street) shall be a minimum of 2-3 ft for the ground

- cover, shrubs and ornamental trees. All landscaping and trees shall be provided without the use of raised planters.
- e. Provide foundation planting for the three central townhouses.
 - f. All lawn areas shall be planted with sod.
 - g. All plant specifications shall be in accordance with the current and most up to date edition of the American Standard For Nursery Stock (ANSI Z60.1) as produced by the American Association for Nurserymen; Washington, D.C.
 - h. All work shall be performed in accordance with Landscape Specifications Guidelines, 4th Edition as produced by the Landscape Contractors Association (LCA) of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland.
 - i. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space.
 - j. The location of all light poles shall be coordinated with the street trees.
 - k. All landscaping shall be maintained in good condition and replaced as needed.
 - l. The landscape plan shall be prepared and sealed by a landscape architect.
 - m. Location of street trees and light poles shall be coordinated.
 - n. As trees mature, they shall be limbed up to a minimum of 6 feet to allow natural surveillance.
 - o. The open space and landscaping in front of the three central building units shall be revised to have the appearance of individual front yards through the use of landscaping. (P&Z) (Police)
6. The open space on North Royal Street, from First Street to the northern portion of the passageway, shall be designed as a public open space for the use of the residents and the public that at a minimum shall consist of the amount of landscaping and amenities as depicted on the preliminary plan and shall also at a minimum provide the following to the satisfaction of the Director of P&Z as generally depicted in *Attachment # 1*
- a. A perpetual public access easement from dawn to dusk shall be granted for this area. The easement shall be depicted on the subdivision plat and shall be approved by the City prior to the release of the final site plan.
 - b. The sidewalk on the northern and southern portion of the space shall be eliminated to increase the amount of planting.
 - c. The sidewalks and paving shall be brick and shall comply with City standards.
 - d. Two decorative benches shall be provided within the space to encourage use of the space.
 - e. A public art statue or sculpture or water feature that is an appropriate scale for the space shall be provided and permanently mounted within the public pocket park to the satisfaction of the Director of P&Z, and located centrally in the space.
 - f. Shrub plantings shall provide seasonal color and be arranged to provide visual interest and harmony within the public space as well as be complimentary to the design of the public space and its proposed use.
 - g. Low scale pathway or bollard lighting.
 - h. All open space areas shall be maintained by the condominium Homeowners' Association.(P&Z)

7. **CONDITION AMENDED BY THE PLANNING COMMISSION:** The open space on the eastern portion of the site shall provide the amount of landscaping and amenities as depicted on the preliminary plan and shall also at a minimum provide to the satisfaction of the Director of P&Z:
- a. An additional three ornamental trees in raised planters on the eastern portion of the terrace.
 - b. Additional amenities such as special paving surfaces such as brick or slate.
 - c. An additional raised planter on the northern portion of the open space which shall contain shrubs and ground cover.
 - d. The raised planters shall be planted with an evergreen privacy planting to provide screening for each courtyard.
 - e. An additional raised planter with shrubs and ground cover on the southern portion of the space.
 - f. Manual irrigation system for all landscaping.
 - g. Low scale pedestrian lighting
 - h. Evergreen plants or hanging plants for screening of the brick wall on the eastern portion of the site provided in ~~planting strips at the foundation of the eastern end of the site~~ along the above grade wall of the garage. (P&Z)(PC)
8. **CONDITION AMENDED BY THE PLANNING COMMISSION:** The plans for the rooftop open space shall include the following to the satisfaction of the Directors of P&Z and RP&CA:
- a. This roof-top open space shall be redesigned with ~~planters~~, pedestrian-scale lighting and potted plants, and include provision for irrigation of ~~planter boxes~~ potted plants and drainage.
 - b. The railing for the roof-top deck shall be set back a minimum of 8 feet or incorporated as part of the parapet so that the railing is not visible from the adjoining streets.
 - c. The lighting for the roof-top open space shall be pedestrian scale lighting and shall not be visible from the adjoining streets. Noise generated in conjunction with the roof top open space shall be limited to the type and hours normally associated with a residential use. (P&Z)(PC)
9. Coordinate landscape plan with fire service plan. (Code)

PEDESTRIAN - STREETSCAPE IMPROVEMENTS

10. **CONDITION AMENDED BY THE PLANNING COMMISSION:** The applicant shall be required to design, and construct the following pedestrian and streetscape improvements on First Street to the satisfaction of the Director of P&Z that at a minimum shall include the following:
- a. A continuous 6 ft. wide brick and 5 ft. landscape strip adjacent to the curb sidewalk from North Royal Street to Fairfax Street unless obstructed by encroaching structures.

- b. Three additional street trees within the landscape strip to match the existing trees on the east end of the block. (existing street trees shall be protected in place)
- c. Planting strips, approximately (1-1.5 feet in width), with evergreen shrub plantings shall be provided between the 6 ft brick sidewalk and the property line, in the public right-of-way, for screening the existing surface parking lots at parcels 325, 317, and 315. Similar planting strips shall be provided in all other locations on the north side of the sidewalk and planted with low materials to match the curbside planters.
- d. Three stamped and colored pedestrian crosswalks at the intersection of First Street and North Royal Street.
- e. Four stamped and colored pedestrian crosswalks at the intersection of Fairfax and First Streets.
- f. The applicant agrees to contribute up to \$25,000 towards the relocation of the existing transformer at 325 First Street to a location to be determined by the City of Alexandria P&Z. If relocated, during the course of construction of the project the applicant shall conduct and manage the relocation of the transformer.
- g. The improvements shall be constructed prior to the issuance of the last certificate of occupancy permit. (P&Z)(PC)

11. **CONDITION AMENDED BY THE PLANNING COMMISSION:** The applicant shall provide pedestrian street scape improvements that at a minimum shall provide the level of improvements depicted on the preliminary plan and shall also provide the following to the satisfaction of the Director of P&Z:

- a. All sidewalks for the development shall be brick and shall comply with City standards.
- b. The brick sidewalk shall continue over the proposed curb cut for the parking garage on North Royal Street to provide a continuous uninterrupted brick sidewalk.
- c. The sidewalk width on North Royal and First Street shall be 6 ft. unobstructed sidewalks except where structures encroach onto the sidewalk on First Street.
- d. All sidewalks shall align and connect with the existing sidewalks.
- e. Provide two (2) city standard street cans, to the satisfaction of the Director of T&ES.
- f. All streetscape improvements shall be completed prior to the issuance of the 30th certificate of occupancy permit.
- g. ADA ramps/slopes shall be provided at all existing and proposed drives that cross the pedestrian sidewalk in the public right of way. All materials for such ADA access shall be brick and in keeping with the proposed sidewalk. (P&Z)(T&ES)(PC)

12. All appropriate on-street parking signage and any other signage for control of pedestrians and vehicles adjoining the site shall be provided and installed by the developer to the satisfaction of the Director of T&ES. (P&Z)(T&ES)

13. **CONDITION AMENDED BY THE PLANNING COMMISSION:** All existing and proposed utility poles and overhead electrical/telephone lines on North Royal Street First Streets adjoining the site, between First and Second Street, shall be located underground and the cost of such undergrounding shall be the sole responsibility of the developer. (P&Z)(T&ES)(PC)
14. Decorative metal fencing shall be provided for the four central townhouses. The posts and railings of the fence shall be revised to be consistent with the units. The fence shall be a maximum of 3 ft. and a minimum of 2.5 ft in height. (P&Z)

PARKING

15. Residents of the building shall be ineligible to apply for or receive any residential parking permits pursuant to City Code Sec. 5-8, Article F. (P&Z)(T&ES)
16. Clear signage for visitor parking spaces shall be provided at each designated visitor space. In order to promote teleworking, each of the units will be wired for high-speed internet access. A minimum of 84 parking spaces, as represented on the preliminary plan, shall be located in the underground garage. A minimum of one space for each unit shall be provided within the garage as part of the purchase price for each unit. (P&Z)
17. The applicant shall provide controlled access into the underground garage. The controlled access to the garage shall be designed to allow convenient access to the underground parking for residents and visitors. (P&Z)
18. The applicant shall provide a minimum of 6 bicycle parking spaces for use by residents within the garage and 2 at-grade visitor bicycle parking spaces, to the satisfaction of the Director of T&ES. (T&ES)(P&Z)
19. The applicant shall provide off-street parking for all construction workers without charge. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be based on a plan, which shall be submitted to the Department of P&Z and T&ES prior to the issuance of the Excavation/Sheeting, and Shoring Permit. This plan shall set forth the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit. The plan shall also provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes. If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within ten (10) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z)(T&ES)

20. The applicant shall provide white painted ceilings and walls in the garage. (Police)

SITE PLAN

21. Provide a site lighting plan to the satisfaction of the Director of T&ES in consultation with the Chief of Police. The plan shall show the existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in Lumens or Watts. Provide manufacturer's specifications for the fixtures. Provide lighting calculations to verify that lighting meets city standards and are located to prevent excessive spillover lighting and glare from adjacent properties. The applicant shall provide street light detail. (P&Z)(T&ES)
22. The applicant shall prepare and submit a plan that delineates a detailed construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES and Code Enforcement prior to the release the final site plan for the project. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with all adjoining property owners to review the hauling routes, location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. Copies of plans showing the hauling route, construction worker parking and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor before they commence work on the project. (P&Z)
23. Show all utility structures, including transformers, on the final development plan. All utility structures (except fire hydrants) shall be clustered where possible and located so as not to be visible from a public right-of-way or property. All utility structures, including transformers shall be limited to the northeastern portion of the site and shall be screened with a louvered metal gate. (P&Z)
24. The three existing lots shall be consolidated. The plat of consolidation shall be submitted with the submission of the first final site plan. The plat of consolidation shall be approved and recorded prior to the release of the final site plan. (P&Z)
25. A freestanding subdivision or development sign shall be prohibited. (P&Z)
26. The existing curb cuts on North Royal Street shall be removed. (P&Z)
27. Hydraulic calculations shall be completed to verify main sizes upon final submittal of the site plan. (T&ES)
28. Show water mains correctly, the existing water mains are shown incorrectly. There are two water mains in the southern portion of North Royal Street going north from First Street. Contact VAWC for as built information. (T&ES)

29. A double detector check backflow prevention device is required on all fire services. If located inside the premise, it must have a remote reading meter in separate accessible room. (T&ES)

ENVIRONMENTAL

30. All driveway entrances and sidewalks in public ROW or abutting public ROW shall meet City standards. (T&ES)
31. Provide measures to improve the sight distance of pedestrians in the sidewalk from motorists exiting the garage as generally discussed in your letter dated September 20, 2004. Provide details of those measures on the plans. (T&ES)
32. Provide measures to prevent potential hazards created by the steep slope of the garage entrance as generally described in your letter dated September 20, 2004. Provide details of those measures on the plans. (T&ES)
33. Provide brick paver pedestrian crossings across all garage and driveway entrances, designed to the satisfaction of the Director of T&ES. (T&ES) (P&Z)
34. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)
35. Show all existing and proposed easements, both public and private. (T&ES)
36. Prior to the release of the final site plan, provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging. (T&ES)
37. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
38. Developer to comply with the peak flow requirements of Article XIII of AZO. (T&ES)
39. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of Article XIII of AZO shall be met. (T&ES)
40. Final storm water computations must use the City of Alexandria intensity values when evaluating adequacy of outfall. (T&ES)
41. Provide a manhole on proposed 15" storm sewer to separate maintenance responsibilities. (T&ES)

42. Plan must demonstrate to the satisfaction of the Director of T&ES that adequate stormwater outfall is available to the site or else developer is to design and build any on or off site improvements to discharge to an adequate outfall. (T&ES)
43. 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 T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
44. Provide proposed elevations (contours and spot elevations) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
45. In the event that Section 5-1-2(12b) of the City Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as required user property, then refuse collection shall be provided by the City. (T&ES)
46. The developer agrees to deliver all solid waste, as defined by the Code of the City of Alexandria, to a refuse disposal facility designated by the Director of T&ES. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
47. The project lies within the Combined Sewer District thus stormwater management and compliance with the City's Chesapeake Bay program must be coordinated with City's policy for management of the Combined Sewer District.(T&ES)
48. The storm water collection system is part of the Potomac River watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked to the satisfaction of the Director of T&ES.(T&ES)
49. The City's storm water management regulations in terms of water quality are two-fold: phosphorus removal requirements and water quality volume default. Compliance with the phosphorus requirements does not relieve the applicant from the water quality default requirement. The water quality volume from the site's proposed impervious area must be treated in a Best Management Practice storm water facility. Any deviation from this requirement must be addressed through a formal exception letter to the City as discussed in Memorandum to Industry #2002-0001. (T&ES)
50. Provide complete pre and post development drainage maps including areas that contribute surface runoff from beyond project boundaries: topographic information, storm drains, BMP's and either Worksheet A or B and Worksheet C if applicable. (T&ES)

51. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized.

52. The applicant shall submit a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.(T&ES)

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

54. If the units will be sold as individual units and a home owner's association established the following two conditions shall apply:
 - A. The applicant shall furnish the Homeowner Association with an Owner s Operation and Maintenance Manual for all the Best Management Practices (BMP s) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
 - B. The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowner s Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners.Otherwise the following condition applies:

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 at a minimum: an explanation of the functions and operations of the

BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.(T&ES)

55. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the City on a digital media. (T&ES)
56. Prior to release of the performance bond, the applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that the existing storm water management facility adjacent to the project and associated conveyance systems were not adversely affected by the construction and that they are functioning as designed and are in a condition similar to prior to construction began. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance performed. (T&ES)
57. The plan does not indicate whether or not there are any known soil and groundwater contamination as required with all preliminary submissions. Should any unanticipated contamination or underground storage tanks, drums and containers are encountered at the site the applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality. (T&ES)
58. Due to the historic uses at the site and the potential for contamination, the applicant shall design and install a vapor barrier and ventilation system for the buildings and parking areas to prevent the migration or accumulation of methane or other gases under parking areas or into buildings, or conduct a study and provide a report signed by a professional engineer showing that such measures are not needed to the satisfaction of Directors of T&ES and Code Enforcement.(T&ES)
59. The final site plan shall not be released and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
 1. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, the contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the proposed site.
 2. Submit a Risk remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "Clean" backfill shall be used to fill the utility corridors.
 3. Submit a Health and Safety Plan indicating measures to be taken during any remediation and/or construction to minimize the potential risks to workers, the neighborhood, and the environment.

Applicant shall submit 5 copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES)

60. Due to the proximity of historic landfill and the potential for contamination, the following condition should be included:
The applicant shall design and install a vapor barrier and ventilation system for the buildings and parking areas to prevent the migration or accumulation of methane or other gases under parking areas or into buildings, or conduct a study and provide a report signed by a professional engineer showing that such measures are not needed to the satisfaction of Directors of T&ES and Code Enforcement. (T&ES)
61. If fireplaces are to be included in the development, the applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
62. A "Certified Land Disturber" must be named on the Erosion & Sedimentation Control sheets at the pre-construction meeting prior to commencement of activity in accordance with the Virginia Department of Conservation and Recreation guidelines. (T&ES)
63. During the construction phase of this development, the site developer, its contractor, certified land disturber, or owner's other agents shall implement a waste and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them and sanitary waste at the construction site and prevent its off site migration that may cause adverse impacts to the neighboring properties or the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Enforcement. All wastes shall be disposed off site properly in accordance with all applicable federal, state and local laws.(T&ES)

AFFORDABLE HOUSING

64. **CONDITION AMENDED BY THE PLANNING COMMISSION:** In lieu of on-site units, the developer shall purchase four off-site housing units, each with a minimum of two bedrooms. The location of the off-site units shall be selected by the developer but shall be subject to the reasonable approval of the City Director of Planning and Zoning and the Director of the office of Housing . The off-site units shall be resold at sales prices that are 15% less than that for which they were purchased by the developer, but in no event more than \$225,000 each for two-bedroom units and \$250,000 each for three-bedroom units. For example, a unit purchased by the developer for \$250,000 could not be resold for more than \$212,500 (\$250,000 times 85%). To the extent possible, sales prices will be lower than the maximums stated above. (Housing) (PC)

65. The off-site units will be sold to households with at least one member who lives or works in the City of Alexandria, and whose incomes do not exceed the City's income guidelines for the Moderate Income Housing Program (MIHP), which are currently \$68,700 for a one or two person household and \$79,500 for a three or more person household. If sales prices are less than the maximum allowed, the City will consider setting lower maximum income limits in accordance with actual sales prices. (Housing)
66. The developer agrees to refurbish the units to the extent necessary at a cost not to exceed \$40,000 collectively for all four units. In addition to City approval of the location of the off-site units as noted in condition 1 above, the condition of the off-site units shall be subject to the reasonable approval of the City. To the extent that the entire \$40,000 is not necessary for refurbishment, the remaining balance may be utilized to provide further sales price discounts to the affordable units. (Housing)
67. The City shall have exclusive right to market the off-site units for 90 days, after which the developer shall also have the right to market the units, at the affordable price, to qualified buyers. The developer is encouraged to refer potentially qualified buyers to the Office of Housing's Implementation Division for participation in the City's home ownership programs. If, in the unlikely event buyers with eligible incomes cannot be found to purchase the units, then the developer shall offer the units for sale to the City or its designee and the City or its designee shall have 90 days to acquire such units at the stipulated affordable price levels. In the event that the City or its designee does not elect to purchase such units, then the developer will request that the City release the requirement for off-site units and a cash contribution will be made to the City's Housing Trust Fund on a pro-rata basis based on the 15% discount amounts, taking into account the developer's cost to carry, renovate and resell the properties. (Housing)
68. Since the off-site units will be purchased from funds generated by the project, the acquisition of such units will not occur until the majority of the newly constructed units have sold and settled. Developer agrees that the off-site units will be purchased not later than the settlement of the first of the last four newly constructed units. Developer further agrees that, at the start of construction, the developer will specify a date by which the off-site units will be available. (Housing)
69. If the project is approved with a density that is less than applied for, then one affordable unit will be dropped for each 5,000 gross square feet in reduced density. For fractional units, the unit would be dropped and a contribution would be made to the Housing Trust Fund in an amount that is \$9.48 per gross square foot times a figure which is the number of gross square feet by which the density reduction exceeds 5,000 gross square feet or a multiple thereof. For example if the approved density is 3,000 gross square feet less than that which has been applied for, then one unit will be dropped and a contribution of \$18,960 (2,000 gross square feet times \$9.48 per gross square foot) would be made to the Housing Trust Fund. If the density is reduced by 7,000 gross square feet then two units would be dropped and a contribution of \$28,440 (3,000 gross square feet times \$9.48 per

gross square foot) would be made to the Housing Trust Fund. At the City's election, rather than making a contribution to the Housing Trust Fund, the excess funds may be utilized to provide further sales price discounts to the remaining affordable units. (Housing)

70. Fifteen year affordability of the set-aside units shall be provided through deed restrictions recorded as covenants at the time of sale of each of the units, in accordance with the City's set-aside resale policy. Language for the covenants shall be provided by the City in advance of the final sale of any unit. (Housing)
71. The developer shall pay any applicable real estate commissions for the sale of the off-site units. (Housing)

GENERAL

72. The applicant shall submit a final location survey for the buildings and interior of the parking garage prior to issuance of a certificate of occupancy permit. (P&Z)
73. All condominium association covenants shall be approved by the Director of P&Z and the City Attorney prior to applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants.
 - a. The principal use of the underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
 - b. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
 - c. No more than two parking spaces shall be assigned to a specific condominium unit; all unassigned spaces in the garage shall be made generally available to residents and/or visitors.
 - d. All landscaping and open space areas within the development, shall be maintained by the homeowners and condominium owners.
 - e. Exterior building improvements or changes by future residents shall require the approval of City Council, as determined by the Director of P&Z. (P&Z)
74. The applicant shall be allowed to make minor adjustments to the building location if the changes do not result in public streetscape, sidewalk, off-street parking or open space below that required by the Zoning Ordinance and do not result in an increase in building height or floor area ratio. (P&Z)
75. Any inconsistencies between the various drawing submitted by the applicant shall be reconciled to the satisfaction of the Director of P&Z and T&ES. (P&Z)

76. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site, and to the Directors of P&Z and T&ES. (P&Z)
77. A temporary informational sign shall be installed on the site prior to approval of the first final site plan for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information: the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z)
78. Temporary construction and sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a certificate of occupancy permit for the building. (P&Z)
79. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site, and to the Directors of P&Z and T&ES. (P&Z)
80. Any inconsistencies between the various drawing submitted by the applicant shall be reconciled to the satisfaction of the Director of P&Z and T&ES. (P&Z)
81. The applicant shall contact the Crime Prevention Unit of the Alexandria Police Department at 703-838-4520 regarding locking hardware and alarms for the buildings and condominium units. This is to be completed prior to the announcement of construction. The applicant shall complete security surveys for the construction and sales trailers as soon as they are placed on site. To have this completed call 703 838 4520.(Police)

ARCHAEOLOGY

82. Call Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) Or concentrations of artifacts, such as pottery or glass are discovered during development. Work must cease in the area of discovery until a City Archaeologist comes to the site and records the finds.
83. The above statement must appear in the General Notes of the site plan so that on-site contractors are aware of the requirement.
84. **CONDITION ADDED BY THE PLANNING COMMISSION:** The Applicant shall offer Telemet America Inc. 325 First Street, ("Telemet"), the right to relocate its satellite antennas which include four .9 meter dishes and one 1.2 meter dish from 325 First street to the roof of the building to be constructed near First Street under a license agreement.

The occupancy of the roof shall include reasonable access to the antennas for maintenance. The applicant or its successor shall have no liability on the account of any damage to or interference with the operation of the antennas. The operation of the antennas shall be at Telemet's sole risk. This condition shall have no force and effect in the event that Telemet makes other arrangements for its antennas. (PC)

85. **CONDITION ADDED BY THE PLANNING COMMISSION:** The applicant shall adhere to the following:
- a. Construction trucks removing debris shall arrive and depart from the site via N. Royal Street and shall utilize First Street only to the east property line of the site. After the power lines along N. Royal are placed underground, such trucks shall use N. Royal Street to arrive and depart the site.
 - b. A fence will be placed between the site and the St. Anthony's Day School building during construction. (PC)
86. **CONDITION ADDED BY THE PLANNING COMMISSION:** Construction equipment shall be located such to minimize intake of emissions by the neighboring properties. (PC)
87. **CONDITION ADDED BY THE PLANNING COMMISSION:** The applicant shall attempt to minimize construction noise, especially pile driving, during the hours between 1:00 p.m. and 3:00 p.m. EST, on school days. (PC)
88. **CONDITION ADDED BY THE PLANNING COMMISSION:** The adjacent neighbor shall be allowed to erect a temporary tower at 325 First Street for the attachment of Telemet satellite dishes for the duration of 18 months during construction of the project. (PC)
89. **CONDITION ADDED BY THE PLANNING COMMISSION:** Applicant shall comply with City requirement for projects with deep foundations and the neighbor notification policy. (PC)

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

1. Modification for the reduction of the required 75 foot vision clearance to 70 feet.
2. Modification for the reduction of minimum required side yard from minimum of 16 feet to vary from 0-29feet.
3. Modification for the allowance of more than 50% of the side yard to be paved.

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

CITY CODE ENFORCEMENT DEPARTMENT COMMENTS

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

Transportation & Environmental Services

- C-1 Bond for the public improvements must be posted prior to release of the plan.
- C-2 All downspouts must be connected to a storm sewer by continuous underground pipe.
- C-3 The sewer tap fee must be paid prior to release of the plan.
- C-4 All easements and/or dedications must be recorded prior to release of the plan.
- C-5 Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan.
- C-6 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-7 All utilities serving this site to be placed underground.
- C-8 Provide site lighting plan to meet minimum city standards.
- C-9 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.
- C-10 The applicant must comply with the Article XIII of the City's zoning ordinance, which includes requirements for stormwater pollutant load reductions, treatment of the water quality volume default, and stormwater quantity management.
- C-11 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law.
- C-12 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the new state requirement for a VPDES permit for all construction activities greater than 1 acre.

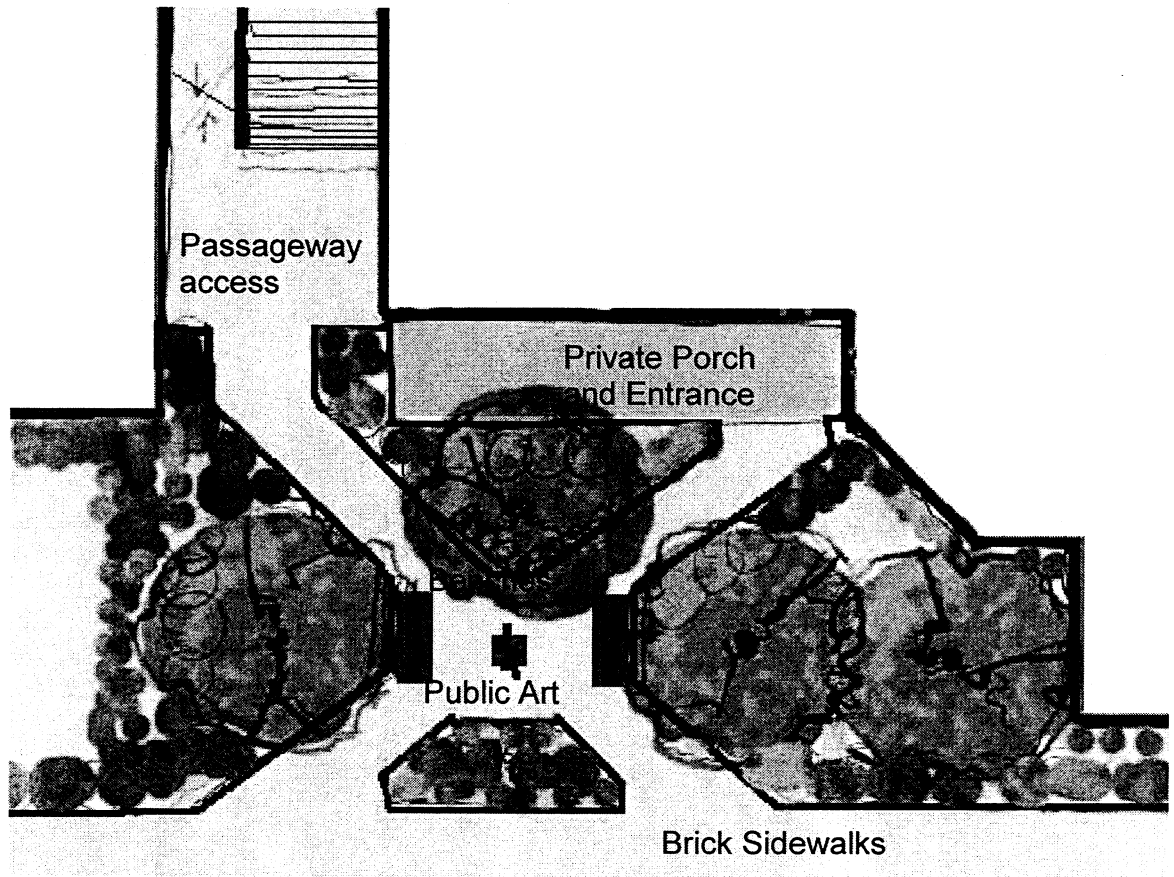
Code Enforcement

- C-1 Four story element shall be held to less than 50 feet in height. Proposed plan exceeds height restriction of 50 feet. Proposed structure is 52 feet above average grade plane. Structures over 50 feet in height require ladder truck access to the two longest sides of the structure. Ladder truck access is not provided. Building height has been resolved. Structures are now under 50 feet. Ladder truck access to two sides is no longer required.
- C-2 The structure shall be fully sprinklered. Provide information on design standard for sprinkler system (ie. NFPA 13, 13R, etc) Information provided. Condition met.
- C-3 All dwelling units shall have an STC rating of atleast 60 for interior walls. Applicant is proposing 55-57. An STC rating of 60 is recommended based on number of noise complaints that the City investigates.
- C-4 Provide two Siamese connections located to the satisfaction of the Fire Marshal. Plan shows 3 fire line taps for all structures. Indicate if there are 3 separate systems. Condition not met. Issue needs to be resolved at the site plan stage.
- C-5 A separate tap is required for the building fire service connection. 3 taps shown on plan for fire systems. Condition not met. See C-4 above.
- C-6 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC) Shown as note 3 on Sheet C-1.
- C-7 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor ; e) fire protection plan. Condition met.
- C-8 The final site plans shall show placement of fire easement signs. Acknowledged by applicant.
- C-9 A soils report must be submitted with the building permit application. Acknowledged by applicant.
- C-10 Prior to submission of the Final Site Plan, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. Acknowledged but not submitted. Fire flow must be submitted for review prior to submission of Final Site Plan.
- C-11 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 118.0. Acknowledged by applicant.

- C-12 All exterior walls within 3 feet from an interior property line shall have a fire resistance rating of 1 hour, from both sides, with no openings permitted within the wall. As alternative, a 2 hour fire wall may be provided. Condition not met. See F-5 above.
- C-13 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Clarify ADA accessibility for the first floor of 1027 North Royal Street. It does not appear, based upon the submitted material that this structure conforms to ADA accessibility requirements.
- C-14 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system (USBC). Condition met.
- C-15 The public parking garage floor must comply with USBC and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code (USBC). This parking garage is classified as an S-2, Group 2, public garage. Floors of public garages must be graded to drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers (USBC). Condition not met.
- C-16 Enclosed parking garages must be ventilated in accordance with USBC. Show vent locations on plans. Condition met.
- C-17 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers. Acknowledged by applicant.
- C-18 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. Acknowledged by applicant.
- C-19 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process. Acknowledged by applicant. Applicant indicates no sheeting & shoring will extend outside the property line.
- C-20 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-21 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-22 The applicant must comply with the Article XIII of the City's zoning ordinance, which includes requirements for storm water pollutant load reductions, treatment of the water quality volume default, and storm water quantity management.
- C-23 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law.
- C-24 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the new state requirement for a VPDES permit for all construction activities greater than 1 acre.
- F-1 Two handicap spaces are required, one of which must be van accessible. Spaces provided. Relocate van space over to elevator side of garage next to elevator.
- F-2 Both structures show exit discharges into the alley on the architectural plans, but these exits are not shown on the site plan. Coordinate exit discharge location on both plans. Plans coordinated. Condition met.
- F-3 Identify the current status of the alley running between the two structures. Designate if the alley is recorded as a public alley or a private alley. The portion of the alley which is occupied by this project has been identified as private and owned by the applicant. Provide ownership information for the remainder of the alley as this affects building design relating to fire rated walls and wall openings.
- F-4 Walls located within 5 feet of private alleys shall have a fire resistance rating of 1 hour, from both sides, with no openings permitted within the wall. As alternative, a 2 hour fire wall may be provided. Walls located adjacent to a public alley may have openings so long as the wall location, as measured from the wall to the center line of the alley is not less than 5 feet and is subject to the approval of the Director of Code Enforcement. See F4 above. Changes to conform with this requirement may affect the site plan and should be addressed early in the site plan process in order to minimize delays and changes that may be required later.
- R-1 For firefighting reasons it is recommended that all stairs extend through the roof so that door access to the roof is provided. Roof Access Provided.

Public Pocket Park



From: J. Howard Middleton
Direct Phone: 703.641.4225
Email: jmiddleton@reedsmith.com

*PC Docket Item # 12-B
DSUP 2002-0043*

Reed Smith LLP
3110 Fairview Park Drive
Suite 1400
Falls Church, VA 22042-4503
703.641.4200
Fax 703.641.4340

TO: THE HONORABLE CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

DATE: November 2, 2004

RE: Planning Commission Meeting; November 4, 2004; Docket Item 12B, Postmasters: Revised Conditions

Upon review of the conditions for the above-referenced project, we are requesting the following revisions. It is our understanding that the Department of Planning & Zoning agrees with these changes.

- 1.a. The materials of the entire building shall be entirely masonry (brick, precast, stone), unless otherwise provided in the conditions, with the exception of the screening for the mechanical equipment, and the penthouse to the roof top.

- 7.h. Evergreen plants or hanging plants for screening of the brick wall on the eastern portion of the site provided ~~in planting strips at the foundation of the eastern end of the site~~ along the above grade wall of the garage. (P&Z)

- 8.a. This roof-top open space shall be redesigned with planters, pedestrian-scale lighting and potted plants, and include provision for irrigation of ~~planter boxes~~ potted plants and drainage.

- 10.a. A continuous 6 ft. wide brick and 5 ft. landscape strip adjacent to the curb sidewalk from North Royal Street to Fairfax Street unless obstructed by encroaching structures.

- 10.f. The applicant agrees to contribute up to \$25,000 towards the relocation of the existing transformer at 325 First Street to a location to be determined by the City of Alexandria P&Z. If relocated during the course of construction of the project, the applicant shall conduct and manage the relocation of the transformer.

- 11.c. The sidewalk width on North Royal and First Street shall be 6 ft. unobstructed sidewalks except where structures encroach onto the sidewalk on First Street.

13. All existing and proposed utility poles and overhead electrical/telephone lines on North Royal Street ~~First Streets~~, adjoining the site, between First and Second Streets, shall be located underground and the cost of such undergrounding shall be the sole responsibility of the developer. (P&Z) (T&ES)

We appreciate your kind consideration.

JHM



ReedSmith

J. Howard Middleton
Direct Phone: 703.641.4225
Email: jmiddleton@reedsmith.com

Reed Smith LLP
3110 Fairview Park Drive
Suite 1400
Falls Church, VA 22042-4503
703.641.4200
Fax 703.641.4340

November 2, 2004

Eileen Fogarty
Director, Planning & Zoning Department
City of Alexandria
301 King Street
P.O. Box 178
Alexandria, VA 22304

*PC Docket Item #12-B
DSUP2002-0043*

Re: The Holladay Corporation/Postmasters Property

Dear Ms. Fogarty:

In June, Lee Weber and I met with Ms. Patricia Hall of St. Anthony's School and a number of the school's parents to discuss the project. At that time, their concern was directed to the construction process, particularly safety. I also understand that Ms. Hall expressed the same concerns in a meeting with you and your staff. In response to these meetings, we are pleased to suggest adding the following conditions.

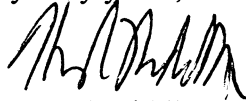
(a) Construction trucks and trucks removing debris shall arrive and depart from the site along Royal Street and shall utilize First Street only to the east property line of the site. After the power lines along Royal Street are placed underground, such trucks will utilize Royal Street only to arrive and depart from the site.

(b) A fence will be placed between the site and the St. Anthony's School building during construction.

Also, Condition #76 provides for a liaison committee during the course of construction. We welcome this arrangement with the school's administration and parents.

We appreciate your kind cooperation.

Very truly yours,



J. Howard Middleton
Reed Smith LLP

JHM:vmi

cc: Members of the Planning Commission
Patricia Hall

LONDON ♦ NEW YORK ♦ LOS ANGELES ♦ SAN FRANCISCO ♦ WASHINGTON, D.C. ♦ PHILADELPHIA ♦ PITTSBURGH ♦ OAKLAND
PRINCETON ♦ FALLS CHURCH ♦ WILMINGTON ♦ NEWARK ♦ MIDLANDS, U.K. ♦ CENTURY CITY ♦ RICHMOND ♦ LEESBURG

reedsmith.com

43

FRXLIB-320455.1-JHMIDDLE 11/2/04 5:01 PM

PROPOSED CONDITION RE ANTENNAS LOCATED AT 325 FIRST STREET

The Applicant shall offer Telemet America, Inc. ("Telemet"), located adjacent to the site at 325 First Street, the right to relocate its five satellite antennas which include four .9 meter dishes and one 1.2 meter dish from 325 First Street to the roof of the building to be constructed near First Street under a license agreement. The occupancy of the roof shall be at no cost to Telemet and shall include reasonable access to the antenna for maintenance. The Applicant or its successors shall have no liability on account of any damage to or interference with the operation of the antennas. The operation of the antennas shall be at Telemet's sole and absolute risk. This condition shall be of no force and effect in the event Telemet makes other arrangements for location of its five antennas.

44

REVISED: AUGUST 25, 2004
REVISED: OCTOBER 21, 2004

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2002-0043

PROJECT NAME: Postmasters Property Residential Project

PROPERTY LOCATION: 1000-1027 North Royal Street; 327 & 329 First Street

TAX MAP REFERENCE: 55.01-03-07, 08, 09 & portion of adjacent alley ZONE: CD-X Zone

APPLICANT Name: The Holladay Corporation

Address: 3400 Idaho Ave., N.W., Ste. 500, Wash., D.C. 20016

PROPERTY OWNER Name: The National League of Postmasters of the United States

Address: 1013-27 North Royal Street

SUMMARY OF PROPOSAL: Development Special Use Permit with Site Plan to construct multi-family dwellings on property located along N. Royal Street at the corner of First Street

MODIFICATIONS REQUESTED: (1) reduction in minimum side yard; (2) reduction in minimum rear yard; (3) decrease in tree coverage; (4) reduction in vision clearance at corner of N. Royal Street and First Street; and (5) allow more than 50% of required north side yard to be paved.

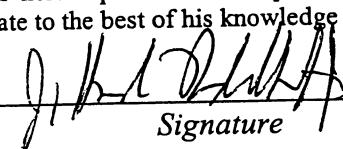
SUP's REQUESTED: (1) increase in number of dwelling units/acre; (2) reduction in minimum land area/dwelling unit; and (3) increase in FAR

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.

J. Howard Middleton, Jr., Reed Smith LLP
Print Name of Applicant or Agent


Signature

3110 Fairview Park Drive, Suite 1400
Mailing/Street Address

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

Falls Church, VA 22042
City and State *Zip Code*

August 25, 2004
Date

===== **DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY** =====

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

Received Plans for Completeness: _____
Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

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: Developer

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.

Wallace F. Holladay

Contract purchaser is Holladay Holdings, LLC (Wallace F. Holladay, 50%; Wallace F. Holladay, Jr., (50%))

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

Yes. Provide proof of current City business license

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

NARRATIVE DESCRIPTION

2. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City Counsel 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)

see attached sheet

Development Special Use Permit with Site Plan (DSUP) #2002-0043

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

occupants of 53 condominium units

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

Not applicable

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

Day	Hours	Day	Hours
residential use			

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

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

usual level from heating/air conditioning units

B. How will the noise from patrons be controlled?

Not applicable

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

Not applicable

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

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

normal residential trash and garbage

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

typical amount from 53 residences

C. How often will trash be collected?

twice weekly by private collector

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

janitorial service

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:

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

Not applicable

ALCOHOL SALES

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

Yes. No.

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

PARKING AND ACCESS REQUIREMENTS

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

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

78 spaces

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

73 Standard spaces

8 Compact spaces

3 Handicapped accessible spaces

_____ Other

Development Special Use Permit with Site Plan (DSUP) # 2002-0043

C. Where is the 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? None

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

C. Where are off-street loading facilities located? _____

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

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

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

Access from North Royal Street into the on-site parking structure is provided. No street improvements are required.

NARRATIVE DESCRIPTION

2. The purpose of this application is to obtain approval to construct a multi-family dwelling consisting of 53 residential dwelling units on a tract of land approximately .676 acres in size, at the corner of North Royal Street and First Street. The Holladay Corporation, a development company experienced in constructing both residential and commercial buildings in the Washington, D.C. area, particularly Northern Virginia, is proposing to construct this multi-family dwelling as a condominium development. Although the development will be a unified condominium building, it will be designed to appear as several buildings facing along both North Royal Street and First Street. The building will be three- and four stories in height, and include a pedestrian walkway from North Royal Street, between two segments of the three-story portion of the building, to an alley leading to North Fairfax Street. Parking will be underneath the building, entirely underground at the North Royal Street and First Street frontage, with access from North Royal street adjacent to the neighboring office building to the north.

Plan

The Old Town North Small Area Plan calls for a mixed use development throughout the Old Town North area. Indeed, when the Small Area Plan was adopted in 1992, there was a desire to create a more lively atmosphere with residences as well as office and commercial development. The proposed development is in a block which at the present time is entirely commercial, with a mix of offices, a cleaning establishment, nursery school and flex industrial building. The proposed development at the Postmasters site will bring residential development for the first time to this block, and provide night-time liveliness, thereby creating a more pleasant atmosphere for the other residential uses in the neighborhood. In fact, the Old Town North Small Area Plan identifies most of the site as an area to "re-enforce residential." This designation is

shown on the map entitled "Urban Design Subareas." On the First Street side, there is a City public park which will provide ample recreational space for the new residents. In general, therefore, the proposed development is in keeping with the City's Comprehensive Plan and will improve the mixed-use atmosphere in this area of the Old Town North community.

Zoning

The site falls within the CD-X Commercial Downtown Zone (Old Town North) which was established to provide an urban mix of uses, including residential. The application requests a Development Special Use Permit with Site Plan and incorporates special uses and modification requests. The applicant is requesting three special use permits, all of which are related to the density of the development. First, is a request for a special use permit to increase the number of dwelling units per acre pursuant to Section 4-606(B)(2). This section of the Zoning Ordinance provides that with a special use permit, a building may include up to 100 dwelling units per acre. The proposed development consists of 78 dwelling units per acre which is well within the limit set by ordinance in 1992. Along with this request, is an application for a special use permit to reduce the minimum land area per dwelling unit pursuant to Section 4-605(B)(1). This section of the Zoning Ordinance permits 436 square feet of land area per dwelling unit with the Special Use Permit approval, and our application proposes to allow 550 square feet per dwelling unit which exceeds the minimum required by ordinance.

Together with these two applications, the applicant is also requesting a special use permit to increase the floor area ratio up to 2.0 in conformance with a new provision of Section 4-606(B)(2) of the Zoning Ordinance. In a separate action, the Council is considering an amendment to this section of the Zoning Ordinance to allow up to a 2.0 FAR for residential use with a special use permit. This application is requesting

such approval pursuant to this new ordinance provision. Office use is permitted as a matter of right without a special use permit to a 1.5 FAR, and up to a 2.5 FAR with a special use permit. With this amendment to the Zoning Ordinance and our application, residential use is being given similar treatment, but still may not exceed 2.0, less than allowable for office use. We submit that a model of the development as well as the building elevations as seen from North Royal Street and First Street indicate that this density of development is in keeping with the neighborhood and will complement the uses in the vicinity.

In addition to the special use permits, the applicant is requesting the following modifications: (1) Reduction of the side yard setback (Sec. 4-606(A)(2)(a)) as shown on the Site Plan. The side yard of this building is adjacent to the entrance into the parking structure and the 50-foot high office building located to the north of the proposed development. The reduction of the side yard adjacent to this office building will have no adverse affect on the neighboring use. (2) The applicant is requesting reduction in the minimum rear yard requirement (Sec. 4-606(A)(2)(a)). At the rear of the building at the corner of North Royal Street and First Street, we are proposing a five-foot setback adjacent to a surface parking lot and flex-industrial building. At this location, the proposed building is three stories in height, and the reduced setback will have no adverse affect on the neighboring property. In addition, at the rear of the parking structure of our building, there is no setback, in light of the adjacent surface parking lot. (3) The applicant is also requesting a reduction in the tree coverage requirement in Section 11-410(CC) from 25 percent of the site to 10 percent. In lieu of placing additional trees on the site, the applicant is proposing to plant trees in Montgomery Park. These trees would be planted in conformance with the new park plan now being considered by the community. (4) The applicant is requesting a reduction in the 75-foot vision clearance at the intersection of N. Royal Street and First Street required by Section 7-801(B). The

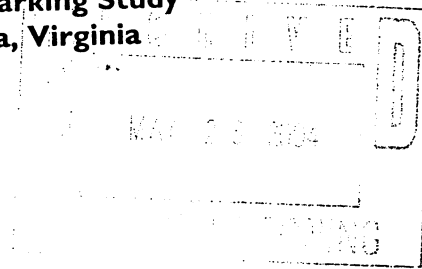
modification requested is only 5 feet as shown on the Site Plan. It is our view that this minimum modification will have no affect at this location. (5) Lastly, the applicant is requesting a modification to the requirement that no more than 50% of the side yard may be paved (Sec. 7-1005). The north side yard is the vehicular entrance into the garage adjacent to the 4-story office building. It will therefore be necessary to pave this area, with no effect on the adjacent owner.

With respect to parking, the on-site parking structure will include 84 parking spaces, while required is 78 spaces. Also submitted with this application is a traffic and parking study prepared by Wells & Associates, a transportation consulting firm. This study includes a survey of on-street parking availability within a 2-block radius. A review of this survey (pp. 14-17) indicates that there are numerous parking spaces available, especially during the evening hours and weekends when visitors might be expected to arrive at the condominium.

Conclusion

In summary, the applicant submits that this proposed residential development is in keeping with the City's Comprehensive Plan, will serve to create a more lively mixed-use neighborhood for the existing residents and employees in offices and commercial uses and provide a high standard of design for any future development in Old Town North community.

**Postmasters Site
Traffic and Parking Study
Alexandria, Virginia**



Prepared for
Holladay Corporation

Prepared by
Wells & Associates, LLC

April 28, 2004

56

Section I INTRODUCTION

This report presents the results of a traffic and parking analysis of The Holladay Corporation's plan to redevelop the Postmasters site.

The subject property is generally located on the east side of North Royal Street, between First and Second Streets, in the Northeast neighborhood of Alexandria, Virginia, as shown on Figure I-1. It is currently zoned CDX.

The National League of Postmasters (NLP) owns and occupies a 35,000 S.F. building on the subject site. The number of NLP employees has steadily declined in recent years, from 200 in 1986 to 75 in 1998 to only 35 today. The building is served by 26 on-site parking spaces: 23 for employees and three for visitors.



National League of Postmasters Building

The existing building would be razed and replaced by a multi-story, 53-unit residential condominium building, including 21 one-bedroom units, 14 one-bedroom-plus-den units, 17 two-bedroom units, and 1 three-bedroom unit.



Postmasters Parking Lot

Approximately 84 parking spaces would be provided on two levels of underground parking beneath the building. The driveway to this garage would be located on North Royal Street, approximately 70 feet south of Second Street.

The purposes of this study were to evaluate: (1) the availability of on-street visitor parking and (2) traffic operations at the proposed garage driveway.

The conclusions of this study are as follows:

- 1. The Postmasters site is well served by a connected network of local, collector, and arterial streets.*
- 2. North Royal Street, in the immediate site vicinity, currently operates at acceptable levels of service at all times of day.*

3. **The proposed residential condominiums would generate 31 AM peak hour trips and 36 PM peak hour trips, at full occupancy.**
4. **North Royal Street, in the immediate site vicinity, would continue to operate at acceptable levels of service at all times of day in the future, with or without the Postmaster condominiums.**
5. **The 70 foot spacing between the site driveway and Second Street along North Royal Street would adequately accommodate future queues with full occupancy of the Postmaster condominiums.**
6. **Sufficient numbers of vacant curb parking spaces are available to meet foreseeable Postmasters visitor parking demands.**
7. **The Postmasters condominiums would have no significant traffic or parking impact.**

D:\Projects\2001-2500\2345 Postmasters Site\Graphics\Aerial Pictures\1.dwg



Figure 1-1
Site Location



59

Postmasters Site
City of Alexandria, Virginia

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

Section 2 TRAFFIC ANALYSIS

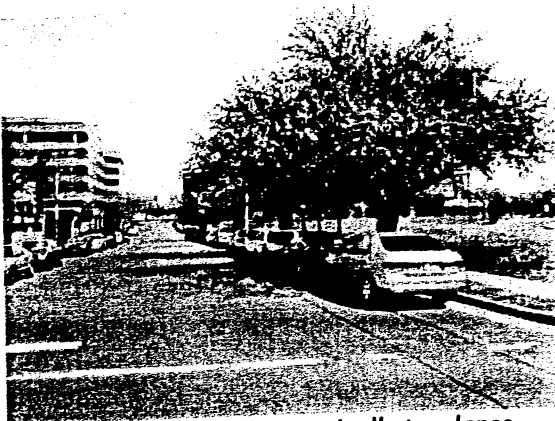
Overview

This section evaluates existing and future traffic conditions in the site vicinity. This section discusses the existing public street network, existing traffic counts, future traffic forecasts, existing and future levels of service, and queues at the proposed site driveway.

Street Network

Local access to the subject site is provided by North Royal, First, and Second Streets. Regional access is provided by Washington Street, which is located three blocks to the west. The Mount Vernon Trail is located two blocks to the east.

Local streets in the site vicinity are generally configured with one travel lane in each direction with curb parking permitted on one or both sides of the street, as shown on Figure 2-1.



Neighborhood streets are typically two lanes with curb parking on one or both sides

The North Royal/Second Street intersection is all-way STOP sign controlled. First Street is controlled by a STOP sign at North Royal Street.

A single driveway to the two-level, 84-space parking garage is proposed on North Royal Street, approximately 70 feet south of Second Street.

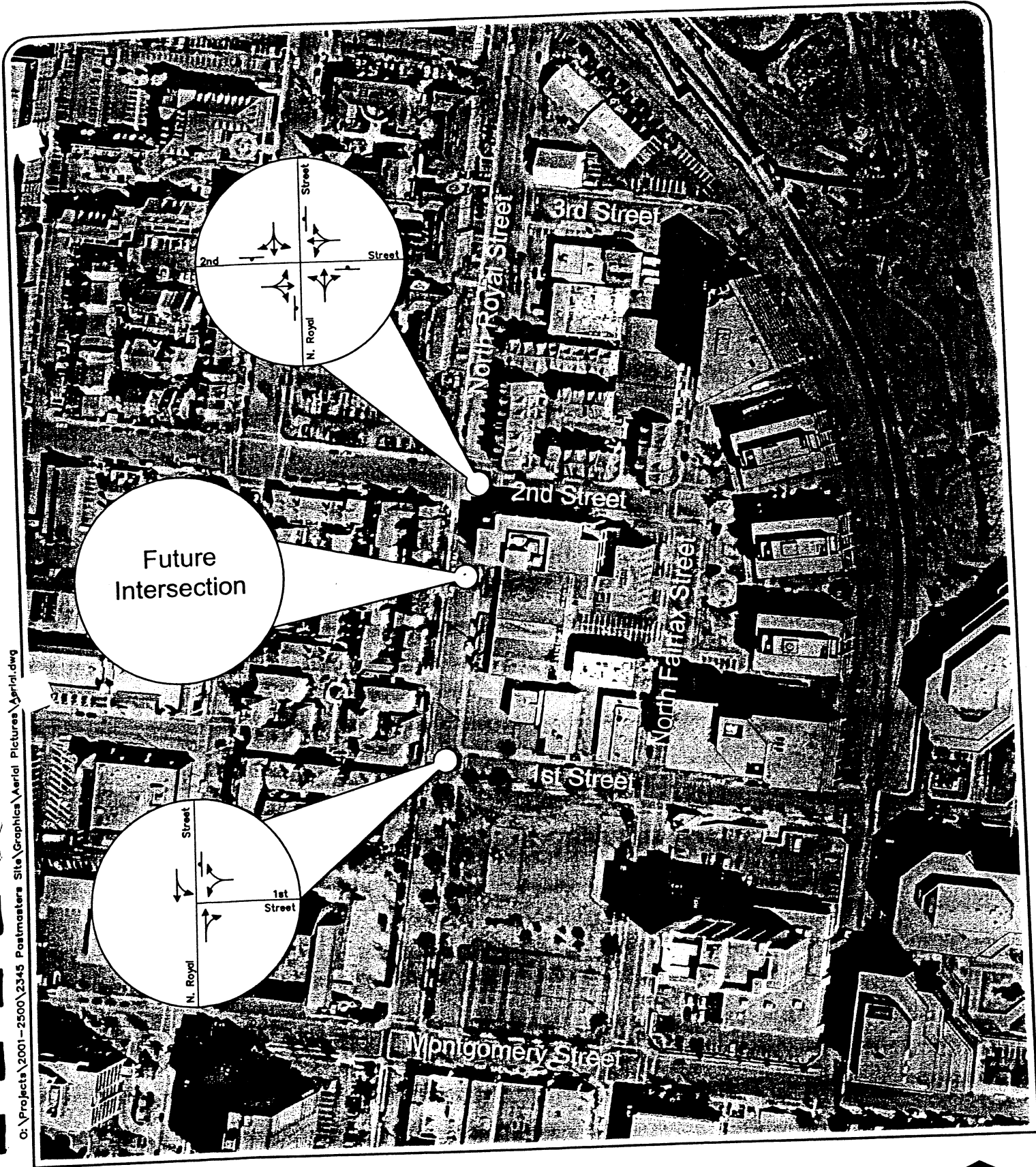
Traffic Counts

Counts of existing traffic were conducted by Wells & Associates at the North Royal Street/First Street and North Royal Street/Second Street intersections on Thursday, March 4, 2004 from 6:00 to 9:00 AM, and from 4:00 to 7:00 PM. These counts are presented in Appendix A and summarized on Figure 2-2.

The morning and afternoon peak hours occurred at 8:00 to 9:00 AM and 5:00 to 6:00 PM, respectively. North Royal Street adjacent to the subject site carried a total of 266 and 188 vehicles in both directions, respectively, during these peak hours.

Existing Levels of Service

Existing AM and PM peak hour levels of service were calculated based on the existing lane use and traffic controls shown on Figure 2-1, the existing traffic counts shown on Figure 2-2, and the Synchro Version 6 capacity analysis methodology for unsignalized intersections.



O:\Projects\2001-2500\2345 Postmasters Site\Graphics\Aerial Pictures\Aerial.dwg

Postmasters Site
City of Alexandria, Virginia

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

O:\Projects\2001-2500\2345 Postmasters Site\Graphics\Aerial Pictures\... .ldwg

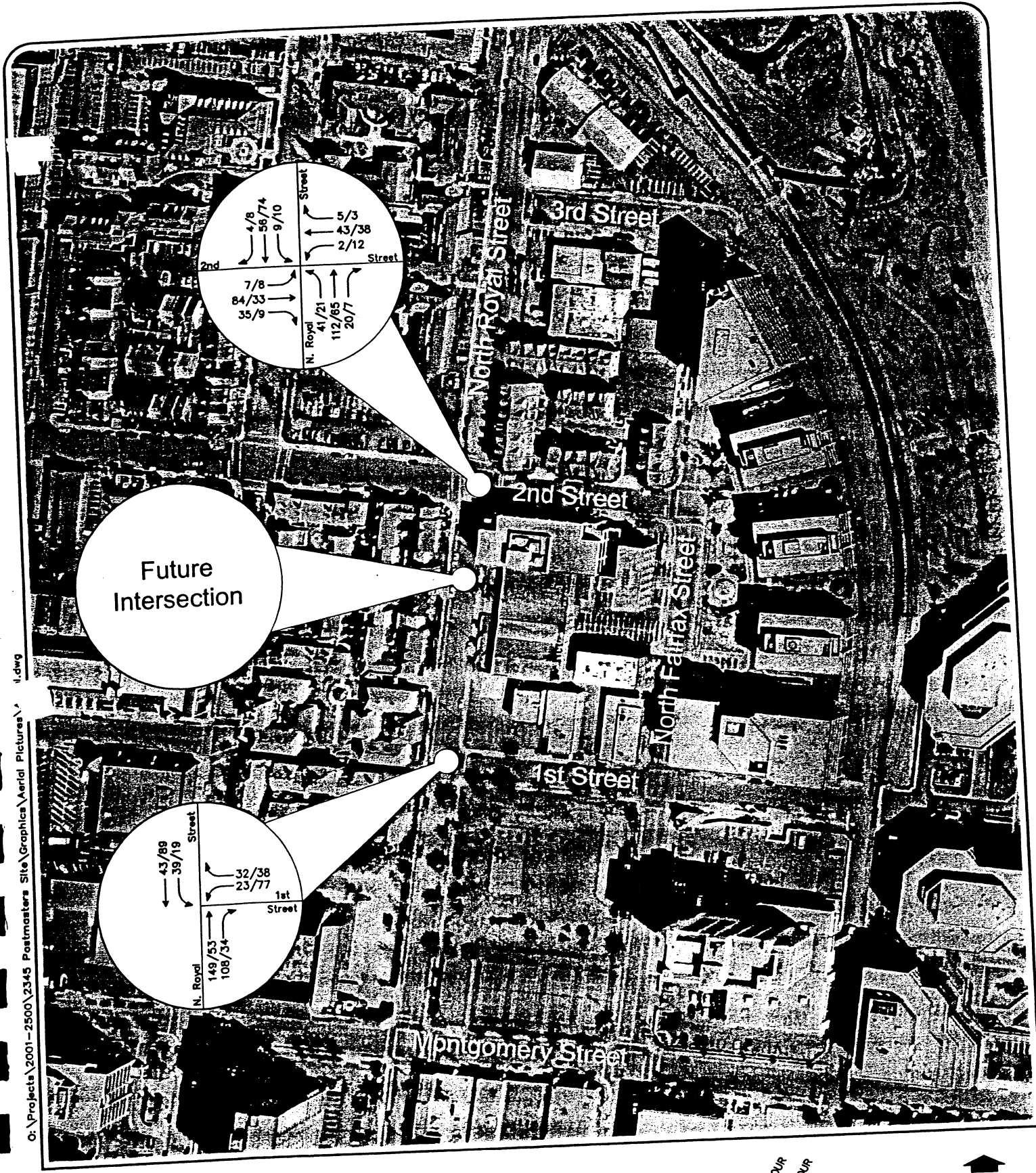


Figure 2-2
Existing Traffic Volumes

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

Postmasters Site
City of Alexandria, Virginia

62

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

The results are presented in Appendix B and summarized in Table 2-1.

Table 2-1 indicates that the intersections of North Royal Street with First and Second Streets currently operate at an acceptable level of service (LOS) "A" or "B" during both the AM and PM peak hours.

Background Traffic Forecasts

Background traffic is estimated to grow at a rate of 1.5 percent per year for two years. Background traffic forecasts are presented on Figure 2-3.

Background Future Levels of Service

Background future levels of service were calculated based on the existing lane use and traffic controls shown on Figure 2-1, the background future traffic forecasts shown on Figure 2-3, and the Synchro Version 6 capacity analysis methodology for unsignalized intersections. The results are presented in Appendix B and summarized in Table 2-1.

Table 2-1 indicates that the intersections of North Royal Street with First and Second Streets would continue to operate at an acceptable LOS "A" or "B" during both the AM and PM peak hours, in absence of redevelopment of the Postmasters site.

Site Trip Generation

The 53 residential condominiums are expected to generate the following number of trips, based on standard Institute of Transportation Engineers (ITE), seventh edition, trip generation rates:

AM Peak Hour	In: 5
	Out: <u>26</u>
	Total: 31

PM Peak Hour	In: 24
	Out: <u>12</u>
	Total: 36

The project would generate about one trip every two minutes during the morning peak hour and three trips every five minutes during the afternoon peak hour.

Site Trip Distributions

The directional distribution of these trips was estimated based on existing traffic counts, local knowledge, and engineering judgment. It is estimated that 40 percent of all trips would approach from the west on Second Street, 20 percent from the north on North Royal Street, 30 percent from the south on North Royal Street, and 10 percent from the south on North Fairfax Street.

The site-generated trips noted above were assigned to the public street network according to this distribution, as shown on Figure 2-4.

Total Future Traffic Forecasts

These site traffic assignments were added to the background traffic forecasts to yield the total future traffic forecasts shown on Figure 2-5. These forecasts are conservative since trips generated by the National League of Postmasters were not deducted from the existing traffic counts.

Table 2-1
Postmasters Site
Intersection Capacity Analysis Summary (1)

Intersection	Traffic Control	Approach/ Movement	Existing Conditions (2003)		Background Conditions (2006)		Total Future Conditions (2006)	
			AM	PM	AM	PM	AM	PM
N. Royal Street/1st Street	Two-Way Stop	SB LT WB LTR	A(3.9)	A(1.4)	A(3.9)	A(1.4)	A(3.7)	A(1.5)
			B(10.4)	B(10.1)	B(10.5)	B(10.2)	B(10.6)	B(10.3)
N. Royal Street/2nd Street	All-Way Stop	SB LTR NB LTR EB LTR WB LTR	A(7.7)	A(7.4)	A(7.7)	A(7.4)	A(7.7)	A(7.5)
			A(7.8)	A(7.4)	A(7.8)	A(7.4)	A(7.9)	A(7.5)
			A(7.6)	A(7.4)	A(7.7)	A(7.4)	A(7.7)	A(7.4)
			A(7.7)	A(7.4)	A(7.7)	A(7.4)	A(7.7)	A(7.5)
N. Royal Street/Site Driveway	Two-Way Stop	SB LT NB TR WB LR	N/A	N/A	N/A	N/A	A(0.3)	A(1.1)
			N/A	N/A	N/A	N/A	A(0.0)	A(0.0)
			N/A	N/A	N/A	N/A	A(9.9)	A(9.4)

Notes: (1) Capacity analyses based on Highway Capacity Manual, 2000 methodology.

64

c:\Projects\2001-2500\2345 Postmasters Site\Graphics\Aerial\Picture\1.dwg

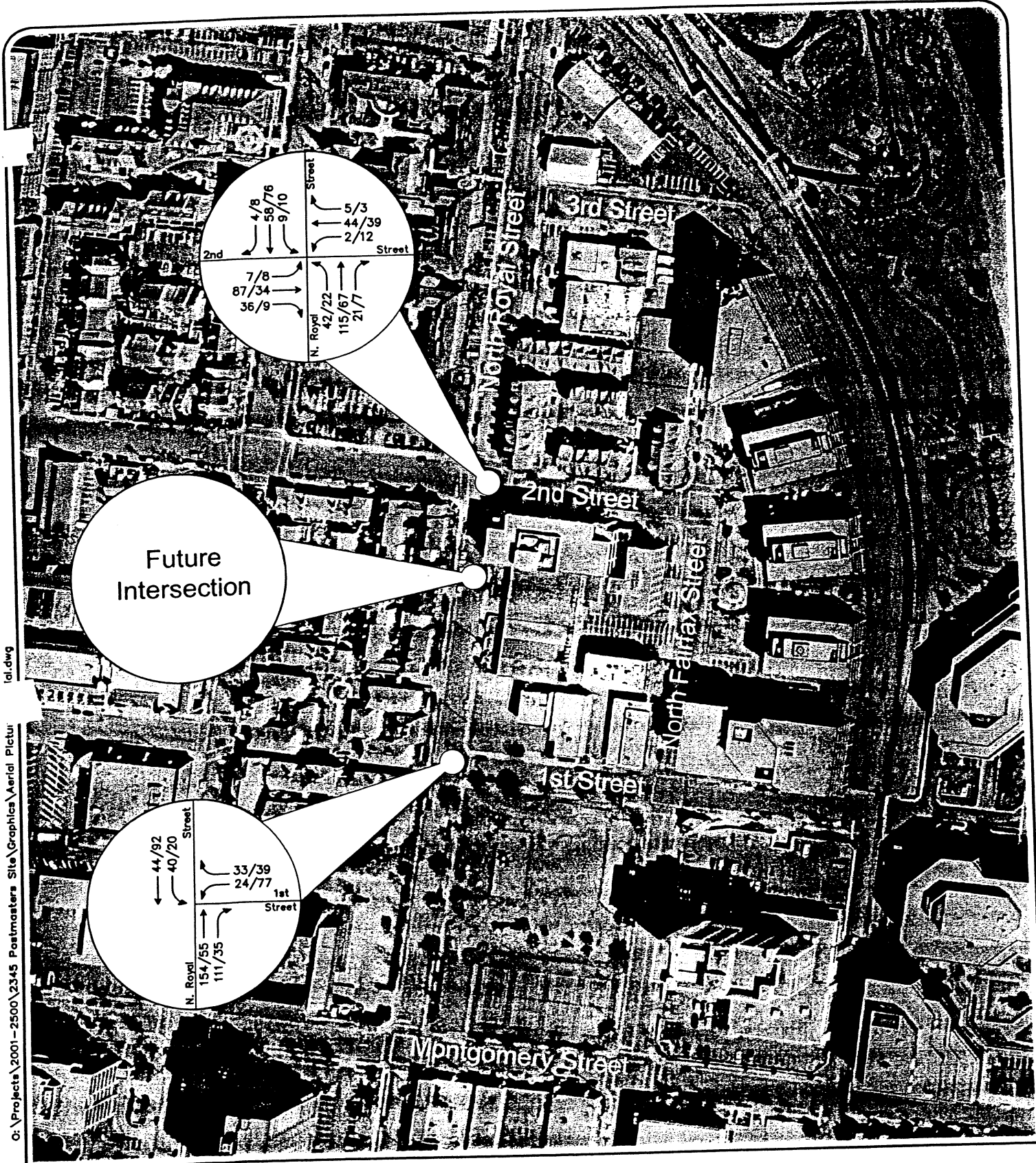


Figure 2-3
2006 Background Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

65

Postmasters Site
City of Alexandria, Virginia

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

o: \Projects\2001-2500\2345 Postmasters Site\Graphics\Aerial Pictures\11.dwg

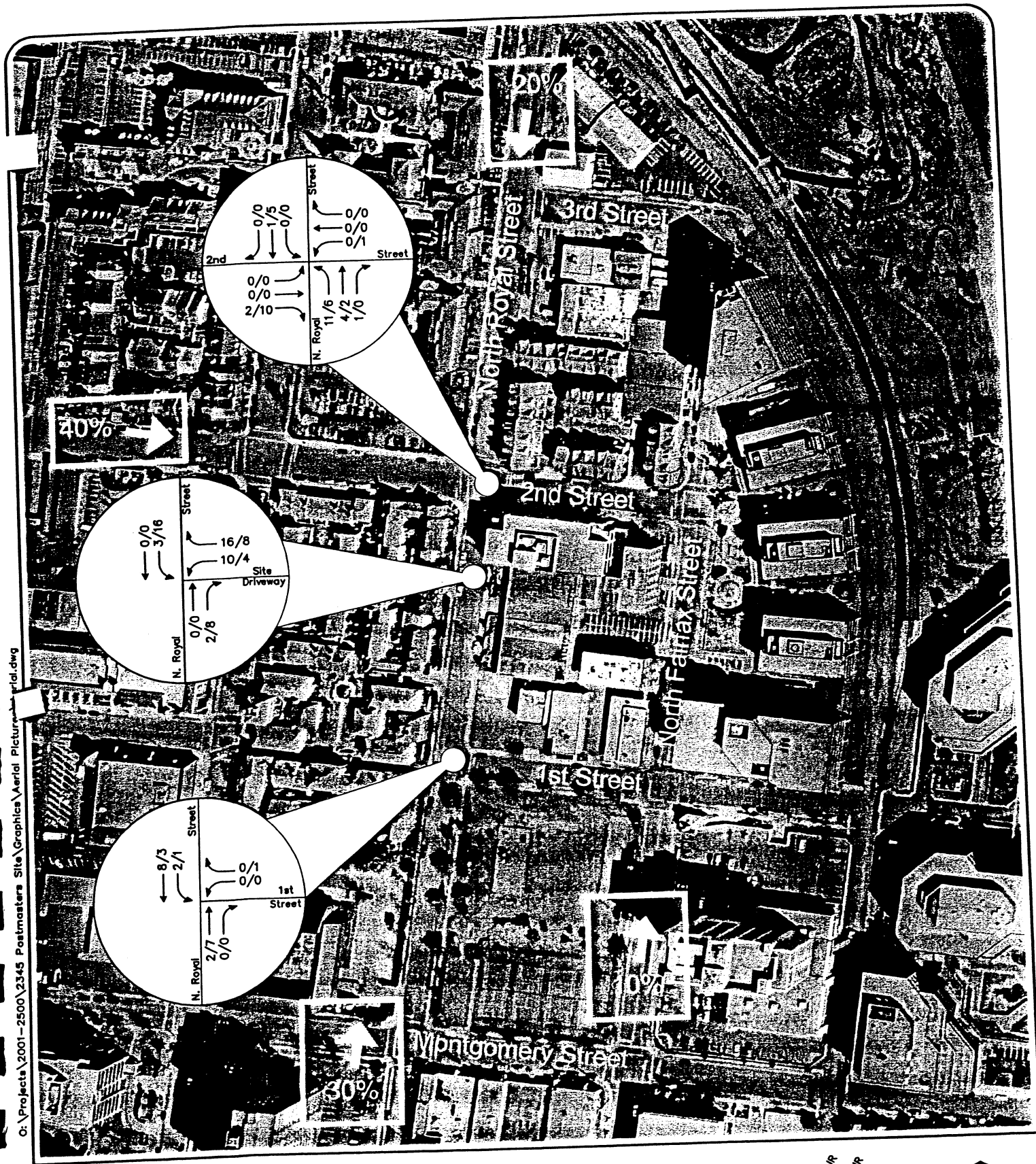


Figure 2-4
Site-Generated Trips and Directional Distributions

▲ North Schematic
 ▲ All PEAK HOUR
 ▲ PM PEAK HOUR
 000/000

O:\Projects\2001-2500\2345 Postmasters Site\Graphics\Aerial Pictures\Aerial.dwg

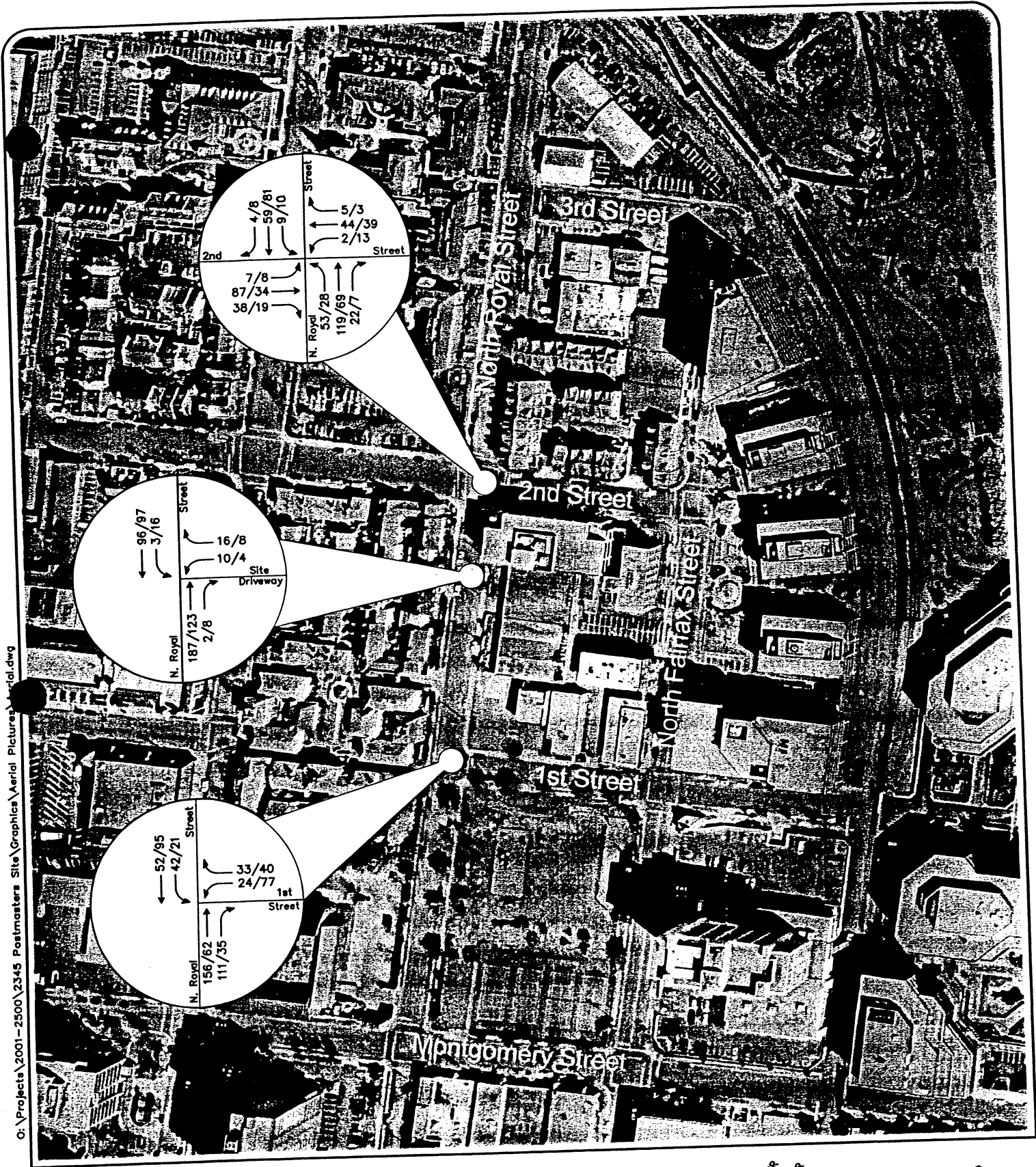


Figure 2-5
2006 Total Future Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

Postmasters Site
City of Alexandria, Virginia

67

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

Total Future Levels of Service

Total future levels of service were calculated based on the existing lane use and traffic controls shown on Figure 2-1, the total future traffic forecasts shown on Figure 2-5, and the Synchro Version 6 capacity analysis methodology for unsignalized intersections. The results are presented in Appendix B and summarized in Table 2-1.

Table 2-1 indicates that the intersections of North Royal Street with First and Second Streets would continue to operate at an acceptable LOS "A" or "B" during both the AM and PM peak hours, *with* redevelopment of the Postmasters site.

Queuing Analysis

SimTraffic simulations were used to calculate 95th percentile queues at the unsignalized intersections of North Royal Street with First and Second Streets and the proposed site driveway. The results are presented in Appendix C and summarized in Table 2-2.

The queues on North Royal Street in the 70-foot section between Second Street and the site driveway are of particular interest. It is desirable that the queue of vehicles on northbound North Royal Street that are stopped at Second Street not extend past the site driveway, thereby blocking traffic entering and exiting the garage. Similarly, it is desirable that the queue of vehicles on southbound North Royal Street waiting to turn left into the site driveway not extend back into the Second Street intersection.

As shown in Table 2-2, the 95th percentile queue on northbound North Royal Street is estimated at 67 feet during the critical PM peak hour, and the 95th percentile queue on southbound North Royal Street is estimated at 27 feet during the critical AM peak hour. Thus, the 70 foot spacing between the site driveway and Second Street along North Royal Street would adequately accommodate future queues with full occupancy of the Postmaster condominiums.

Table 2-2
 Postmasters Site
 95th Percentile Queues

Intersection	2004 Existing		2006 Background		2006 Total Future	
	AM Queues (ft)	PM Queues (ft)	AM Queues (ft)	PM Queues (ft)	AM Queues (ft)	PM Queues (ft)
N. Royal Street/1st Street						
	56	0	56	0	38	0
	56	64	56	52	43	59
N. Royal Street/2nd Street						
	51	32	32	32	48	67
	54	32	53	44	44	48
	60	44	60	44	51	32
	49	47	49	42	41	32
N. Royal Street/Sife Driveway						
	N/A	N/A	N/A	N/A	0	0
	N/A	N/A	N/A	N/A	33	22

69

Section 3 PARKING ANALYSIS

Overview

This section presents an analysis of curbside parking spaces that would potentially be available to guests. This includes a curbside parking inventory, parking occupancy counts, and measurement of the minimum number of vacant curbside parking spaces available on a typical Thursday, Friday, Saturday, and Sunday.

Residential Parking Requirements

A total of 77 parking spaces are required for the proposed uses by the City of Alexandria zoning ordinance. The city typically requests another 10 percent (or, in this case, seven additional spaces) for guests.

The City parking requirements is calculated as follows:

21 one-bedroom D.U.		
@ 1.3 spaces/D.U.	=	27 spaces
14 one-bedroom plus den units		
@ 1.3 spaces/D.U.	=	18 spaces
17 two-bedroom D.U.		
@ 1.75 spaces/D.U.	=	30 spaces
1 three-bedroom D.U.		
@ 2.2 spaces/D.U.	=	<u>2 spaces</u>
Subtotal:	=	77 spaces
Average:	=	1.45 spaces per unit

Census Data

Average auto ownership in the site vicinity (Block 2018.01) is 1.42 vehicles for owner-occupied units, according to the 2000 Census.

The City code parking requirement for 77 spaces for 53 units, or 1.45 spaces per unit, is close to the current auto ownership in the immediate neighborhood.

Parking Provided

The Holladay Corporation proposes to provide approximately 84 on-site parking spaces, or 1.59 spaces per unit. This exceeds both the minimum code requirement and prevailing auto ownership in the immediate neighborhood. This number of spaces ensures that project resident parking demands would be met on-site.

Curb Parking Inventory

Wells & Associates conducted an inventory of the existing number of parking spaces and posted use restrictions, within two blocks of the subject site. This included both sides of the following blocks:

- a. Royal Street, between First and Second Streets.
- b. Royal Street, between Montgomery and First Streets.
- c. Royal Street, between Second and Third Streets.
- d. Montgomery Street, between Royal and Fairfax Streets.
- e. First Street, between Royal and Fairfax Streets.
- f. Second Street, between Royal and Fairfax Streets.
- g. Third Street, between Royal and Fairfax Streets.
- h. Fairfax Street, between Montgomery and First Streets.
- i. Fairfax Street, between First and Second Streets.
- j. Fairfax Street, between Second and Third Streets.

A total of 181 short-term parking spaces are located within two blocks of the Postmasters site, as shown on Figure 3-1. Five (5) spaces are limited to 20-minute parking, 62 spaces to two-hour parking, 87 spaces to three-hour parking, and 27 spaces are metered.



Most curb parking spaces are designated for short term use

Occupancy Surveys

Wells & Associates conducted surveys of the number of spaces occupied on these block faces at 10:00 AM, 12:00 Noon, 2:00 PM, 6:00 PM, 8:00 PM, 10:00 PM, and 12:00 Midnight on the following days and dates:

- a. Thursday, March 4, 2004.
- b. Friday, March 5, 2004.
- c. Saturday, March 6, 2004.
- d. Sunday, March 7, 2004.

The results are presented in detail in Appendix D.

Curb Parking Vacancy

The surveys indicated that most curb parking spaces are *occupied* during the day on weekdays when residential visitation is expected to be low, and that most curb parking spaces are *vacant* during weekday evenings and on weekends when residential visitation is expected to be high.

No vacant curb parking spaces were available at noon on Thursday, March 4. A minimum of six (6) vacant curb parking spaces were available on Friday before 6:00 PM.

In contrast, a minimum of 95 vacant curb parking spaces were available after 6:00 PM on Thursday and Friday.

A minimum of 94 vacant curb parking spaces were available at all times of day on Saturday, and 114 vacant curb parking spaces were available at all times of day on Sunday.

G:\Projects\2001-2500\2345 Postmasters Site\Graphics\Aerial Pictures\Curb Parking.dwg

- No Parking
- 2 Hour Parking (8 AM-5 PM Mon.-Fri.)
(Except Holders of District 9 Permit)
- Parking Meters
- 3-Hour Parking (8 AM-5 PM Mon.-Fri.)
(Except Holders of District 9 Permit)
- 20-Minute Parking
(7 AM-6 PM Mon.-Fri.)
- (XX) Number of Spaces



Figure 3-1
Curb Parking Inventory



Postmasters Site
City of Alexandria, Virginia

72

These weekday evening and weekend vacancies can easily meet any foreseeable visitor parking demands that would be generated by the Postmasters site.

Section 4 CONCLUSIONS

The conclusions of this study are as follows:

1. The Postmasters site is well served by a connected network of local, collector, and arterial streets.
2. North Royal Street, in the immediate site vicinity, currently operates at acceptable levels of service at all times of day.
3. The proposed residential condominiums would generate 31 AM peak hour trips and 36 PM peak hour trips, at full occupancy.
4. North Royal Street, in the immediate site vicinity, would continue to operate at acceptable levels of service at all times of day in the future, with or without the Postmaster condominiums.
5. The 70 foot spacing between the site driveway and Second Street along North Royal Street would adequately accommodate future queues with full occupancy of the Postmaster condominiums.
6. Sufficient numbers of vacant curb parking spaces are available to meet foreseeable Postmasters visitor parking demands.
7. The Postmasters condominiums would have no significant traffic or parking impact.

74



Watergate of Alexandria

WATERGATE OF ALEXANDRIA CONDOMINIUM
UNIT OWNER'S ASSOCIATION
1003 North Pitt Street
ALEXANDRIA, VIRGINIA 22314

October 21, 2004

BY HAND

Ms. Lucia deCordre
Urban Planner
Department of Planning and Zoning
City of Alexandria
301 King Street, Room 2100
Alexandria, Virginia 22314

Dear Ms. deCordre:

The Board of Directors of the Watergate of Alexandria Condominium Unit Owners Association has directed me to represent to you that the Watergate community generally is pleased with the style and scale of the Holladay Corporation's currently proposed development of the site now occupied by the Postmasters Building on North Royal Street, directly across from our property. Members of the Watergate community are grateful to have been included by the developer in the planning process and were glad to have our concerns heard and actively addressed. Many in our community like the concept for the development as it is currently proposed and welcome this use of the property.

The Board also extends its thanks to you for your attendance at meetings of Watergate owners to discuss the proposed text amendment and to answer questions and solicit comments regarding the proposed development of this neighboring property.

Sincerely,

Marie McKenney Tavernini,
President

cc: J. Howard Middleton, Jr., Esquire
Board of Directors
Mr. Samuel Z. Markman

Trammell Crow Company

October 21, 2004

City of Alexandria
Code Enforcement Bureau
Attn: Lucia deCordre
Urban Planner III
301 King Street
Alexandria, VA 22314

Re: 1023 North Royal Street
Postmaster Building Development Project

Dear Ms. deCordre;

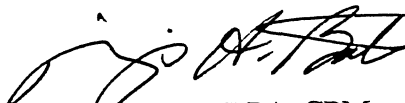
The Trammell Crow Company manages the property located at 1029 North Royal Street, which abuts the Postmaster Building located at 1023 North Royal. We have just become aware that an application has been filed with your office to develop the Postmaster property into 53 residential units. We have received no notification of this proposal from the applicant or from your office.

Since this project will have a material impact on 1029 North Royal, we request the opportunity to submit formal comments once we have been provided details of the proposed plan. We understand that a hearing is set for November 4, 2004, but we will not be in a position to comment by then due to the lack of timely notification. Furthermore the owner of 1029 North Royal will be out of the country until November 2, 2004.

The owner wishes to reserve his right to make comments after the hearing since we have not received any detailed notices or plans concerning the proposed project.

Please call us at (703) 535-6375 should you have any questions. Our fax number is (703) 535-6425

Sincerely
New Hampshire LP
By: Trammell Crow Company
Agent for Owner



Phillip H. Bates, RPA, CPM
Senior Property Manager

Cc: VIA Facsimile & US Registered Mail
Mr. Howard Middleton, Esq.

**Old Town North Community Partnership
300 Montgomery Street
Alexandria, Virginia 22314
703-836-6066**

Ms. Eileen Fogarty
Director, Planning & Zoning
City of Alexandria
301 King Street, 2nd floor
Alexandria, VA 22314

10/25/04

Re: Planning Commission Docket Item #12-B, Public Hearing of November 4, 2004

Dear Ms. Fogarty:

The Old Town North Community Partnership has had an opportunity to review the condominium project proposed by the Holladay Corporation for the "Postmasters" site on North Royal and First Streets. We have voted to support the project, for the following reasons:

- It appears to be in keeping with the Old Town North Small Area Plan
- It provides for parking to be underground, and for utilities to be relocated underground, enhancing the appearance of our neighborhood
- The developer has agreed to work with our group on compatible landscaping visually linking the project to adjacent Montgomery Park, and to assist with some of our proposed improvements in the park (a park improvement plan is one of OTNCP's major initiatives this year)
- The developer has shown willingness to work with adjoining affected neighbors to arrive at ways to reduce the potential impacts during construction of the project, particularly to ensure safety for the businesses and young children adjacent to the project
- The developer's work on Liberty Row in our neighborhood has been carried out with minimal disruption to traffic and pedestrians, and Holladay Corp enjoys a good reputation in Old Town North.

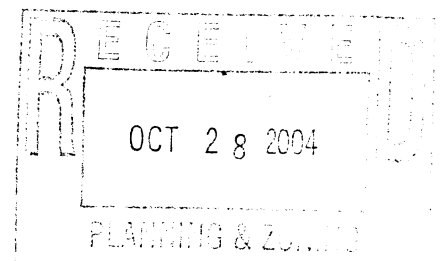
Since several of our members are active on the Old Town North Urban Design Review Board, we have deferred to that group's judgment on design-related considerations.

Sincerely yours,



Agnes Palmer Artemel
President

77



St. Anthony's Day School
321 First Street * Alexandria * Virginia * 22314

**Talking Points for Public Hearing November 4, 2004 –
Holladay Construction Project**

From: JANETCOCHRAN@adelphia.net [mailto:JANETCOCHRAN@adelphia.net]
Sent: Thursday, November 04, 2004 7:56 AM
To: howable@adelphia.net
Subject: FW: Public Hearing

1. Original Message:

From: Will Thompson wthompson@henselhelps.com
Date: Tue, 2 Nov 2004 13:17:36 -0500
To: JANETCOCHRAN@adelphia.net
Subject: Public Hearing

Miss Janet:

Unfortunately I have to be in Chicago when the Public Hearing is scheduled. A few months ago I sat down and made a list of items for Miss Pat to discuss with the developer on construction related issues. I looked everywhere on my computer this morning and could not find my list, but you may want to check with the other mother (attorney) who was part of the meeting and see if she has it. I will also check at home to see if I did it on our home computer. I will try to recall my thoughts in this email:

1. Contractor should put a vibration monitor on the school to verify that the construction activity has not damaged the structural soundness of the building.
2. Contractor shall not be allowed to have employees park on First street
3. Contractor may need to install some kind of net over the face of our building to protect it from any damage from construction debris.
4. All deliveries should be made via Royal Street.
5. No trucks or construction vehicles should be permitted to use First or Fairfax Streets
6. The City of Alexandria should install speed bumps or school signs on First Street and Royal Streets

7. Contractor should install a noise monitor on the building to ensure that the sound level stays within the mandated decibels
- 8.. Contractor should arrange for quiet time between 1 and 3 p.m., with no loud construction noise (such as pounding or drilling) during that period.
9. Contractor should provide a copy of the lead and asbestos abatement plan for the demolition of the building. We believe there is some of each in the building, and they should fill us in on how much, how long to remediate, methods of remediation.
10. All construction debris should be removed from the current building via Royal Street.
11. Trucks should not be allowed to utilize the alley behind the school for any reason during the week.

. The Contractor should appoint a liaison that will be our point of contact throughout the process. He should meet with us weekly to go over their work plan for the week and address our concerns.

William A. Thompson, III

Operations Manager

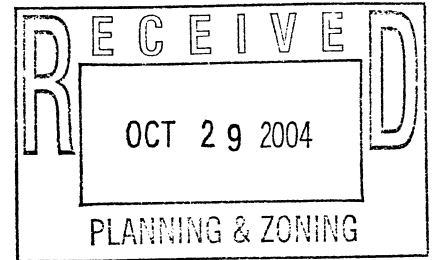
Hensel Phelps Construction Company

wthompson@henselphelps.com

Summit Enterprises, Inc.
of Virginia

October 25, 2004

Ms. Lucia de Cordre
Urban Planner
Dept. of Planning and Zoning
City Hall
301 King St., Rm. 2100
Alexandria, VA 22313



Dear Lucia:

In line with our discussion, I am attaching Minutes from our meeting on October 6, 2004. These have been approved by Mary Meisel and Sally Ann Greer.

Please call if you have any questions.

Sincerely,

Alan M. Voorhees /atb
Alan M. Voorhees

AMV/ayh

Attachment

80

1308 Devils Reach Road, Suite 302, Woodbridge, Va 22192
703/490-5355 (local) 703/643-2481 (metro)
703/490-3970 (fax)

MINUTES OF THE
URBAN DESIGN ADVISORY COMMITTEE
October 6, 2004

At the beginning of the meeting, the Planning Staff indicated that they worked out an agreement where Holladay Corp. would provide trees for the park across First St. They would also install brick pavers on the north side of First St., as well as, take care of the electrical box and tree that have been misplaced on First St. These improvements are certainly beneficial to the area and the Staff is to be commended for obtaining them.

The next part of the meeting was dedicated to a discussion of the open space that was proposed by the developer. It was agreed that to maintain the setback pattern along the street, stone pillars between the sections of the iron fence should be provided to preserve the continuity of the street wall.

In addition, it was felt that the stairway opening to the alley needed to be minimized. This was accomplished by removing the direct walkway to the center of the alley. The current design incorporates the two segments of landscaping in front of the buildings and uses a walkway which follows the line of the buildings. The Board also adopted the building design as is, although, some thought that the project should be more compatible with surrounding property and character of the neighborhood, as set forth in the Urban Design Guidelines, was discussed. The length of one segment of the building was over 40' and not in agreement with our guidelines. It was approved with no break in the elevation.

It was also brought out that the open space was not in line with the architectural guidelines, which are attached. The guidelines clearly indicate that the open space should be as private as much as possible. This is in line with what has been done at Watergate, Canal Way, Canal Place, Garrett Mill, and the redevelopment of Samuel Madden home site. However, it was felt that the use of open spaces located between residential units in Old Town Alexandria should be followed. These are private and not assessable to the public. Since the back patios are to be private, and as such, a means of watering the plants should be designed into the project. This is the approach which has been utilized in this proposed development.

In light of a recent discussion of the Commission, it was felt that an association meeting room, for the condominiums, could be provided in the space below condos located in the building over the alley. A stair well located to one side of the meeting room would provide access to the alley. The density of this project justifies such a facility.



Fig. 19. Watergate of Alexandria, at North Royal and Second Streets, incorporates courtyards, gardens, and passageways throughout the interior of the project.

Open Space

- Space not occupied by buildings should not be considered left over, unused or negative space but should be carefully and purposefully designed.
- Wherever possible, usable open space should be incorporated into the design of the project with areas for sitting, viewing or strolling.
- Open spaces do not have to be large to be usable; garden views, through block walkways, interior courtyards, and pocket parks can all add to the physical and visual enjoyment of the area (Fig. 19).
- Commercial uses, such as restaurants, are encouraged to have an outdoor component, such as a dining area or courtyard.
- Pathways and through-block pedestrian connections are encouraged, especially for sites adjacent to open space or the waterfront.

Orientation of Buildings to the Street

A fundamental principle of these guidelines is that new buildings must be oriented to the street. The pattern of buildings facing the street creates a built edge and a "wall" for the street; this wall provides a sense of enclosure for the pedestrian and physically defines the public realm. A consistent street wall creates a coherent urban environment and reinforces a sense of place.

Site Orientation

- The building must be sited parallel to all street frontages.
- "Mews" or inward looking developments which are not also oriented to each street frontage are discouraged.
- Wherever possible, backs of buildings or rear yards should not face the street. If they must, they should be designed to relate to the street in a manner similar to a principal elevation.

Frontage

- In general, buildings should include as much frontage as possible. Irregular spacing between buildings should be avoided or minimized at the setback line (Fig. 9).

Setback

- Unless otherwise controlled by the Zoning Ordinance, the setback line should generally follow the existing setback pattern along the block face to help preserve the continuity of the street wall (Fig. 10).
- Buildings on corner lots should follow the existing setback pattern on both block faces.
- Where the building cannot maintain the existing setback pattern, architectural or landscape elements should be used to reinforce the existing setback line (Fig. 11).

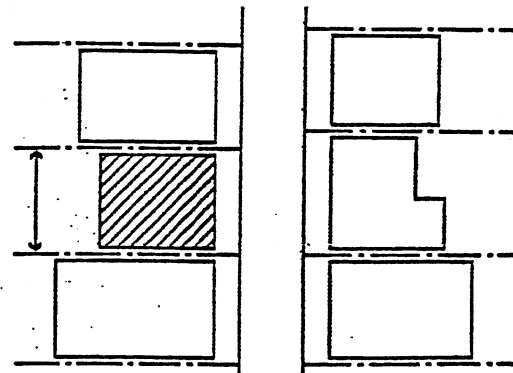


Fig. 9. Maximizing the building's frontage helps to maintain a consistent street wall.

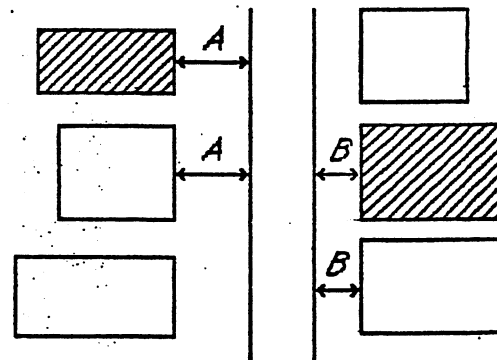


Fig. 10. Maintaining the setback pattern is critical to creating a consistent, orderly built edge.

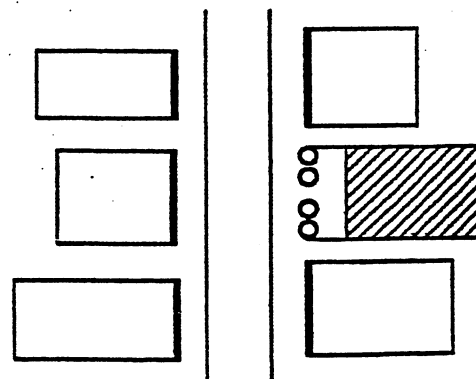


Fig. 11. Architectural or landscape elements (such as fences, walls or plant materials) can be used to help maintain the setback line when the building itself is set back.

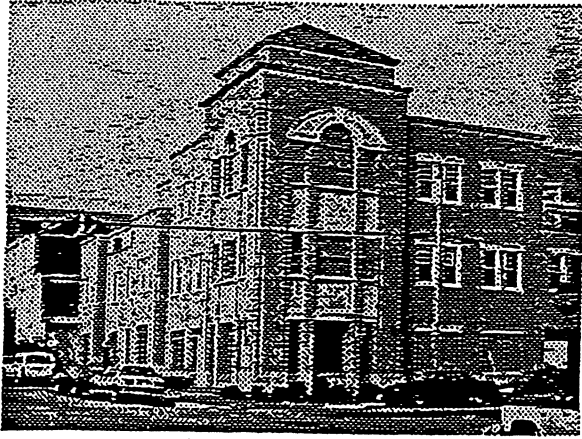


Fig. 12. The Riverport office building at North Pitt and Wythe Streets maintains a consistent streetwall along both sides of the corner, while the bays and corner tower add variety and richness to the streetscape.

- If there is no existing setback pattern, the building should generally be built out to the property line to help create a street wall for at least the first two stories.
- In either case, the street wall does not need to be completely flat; architectural elements such as projecting or recessed bays or entrances can be used to provide visual interest and enliven the streetscape for the pedestrian (Fig. 12).

84

Site Characteristics

Development Special Use Permit 2002-00043

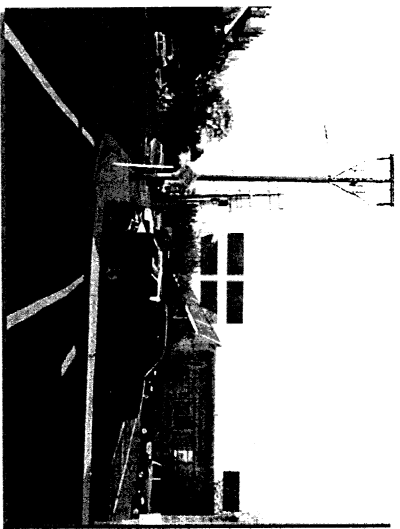
Zone: CD-X

Site Size: 29,453 sf.

FAR: 1.88 proposed

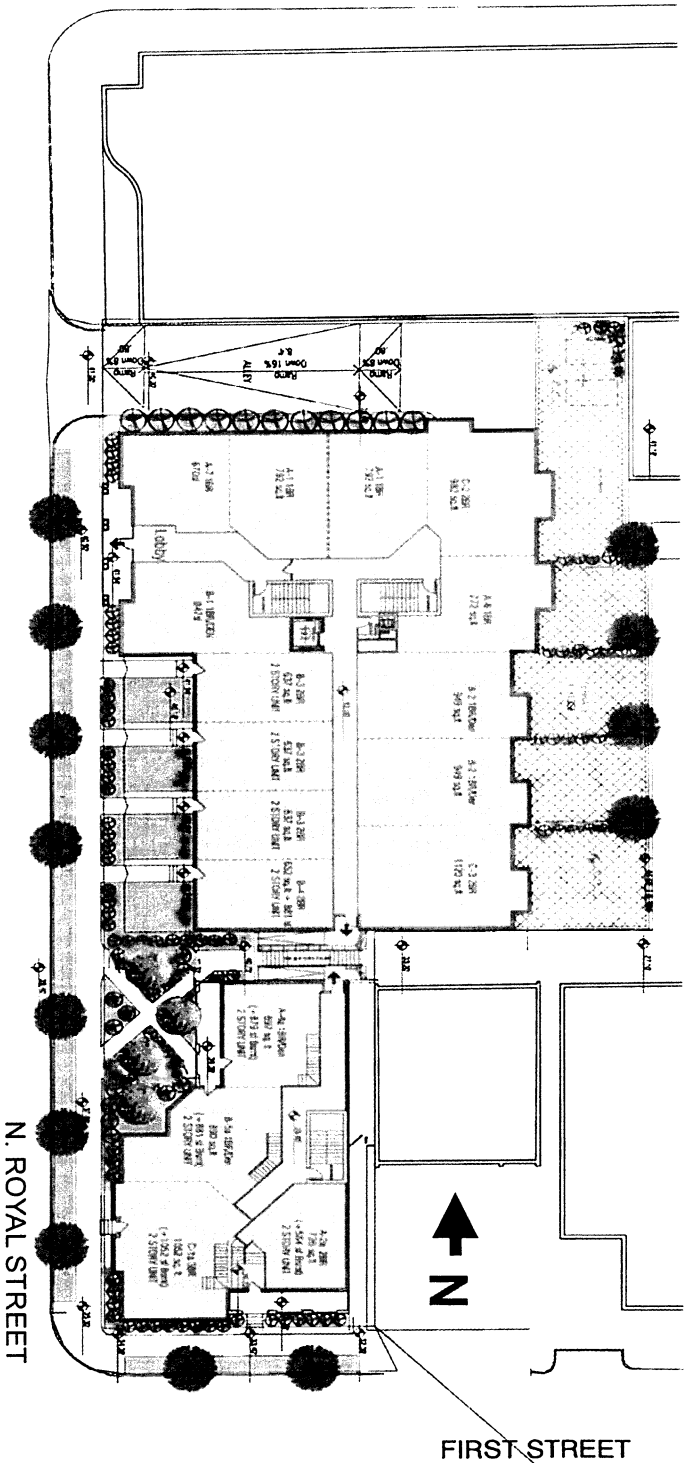
Proposed Use: Residential

Heights: 35ft – 50ft



PROPOSAL

Development Special Use Permit 2002-00043



- **53 condominium units**
- **25% ground level open space**
- **84 parking spaces in underground garage**
- **Height at south end 35 ft., at north end 50 ft.**

City of Alexandria – Department of Planning & Zoning
November 4, 2004

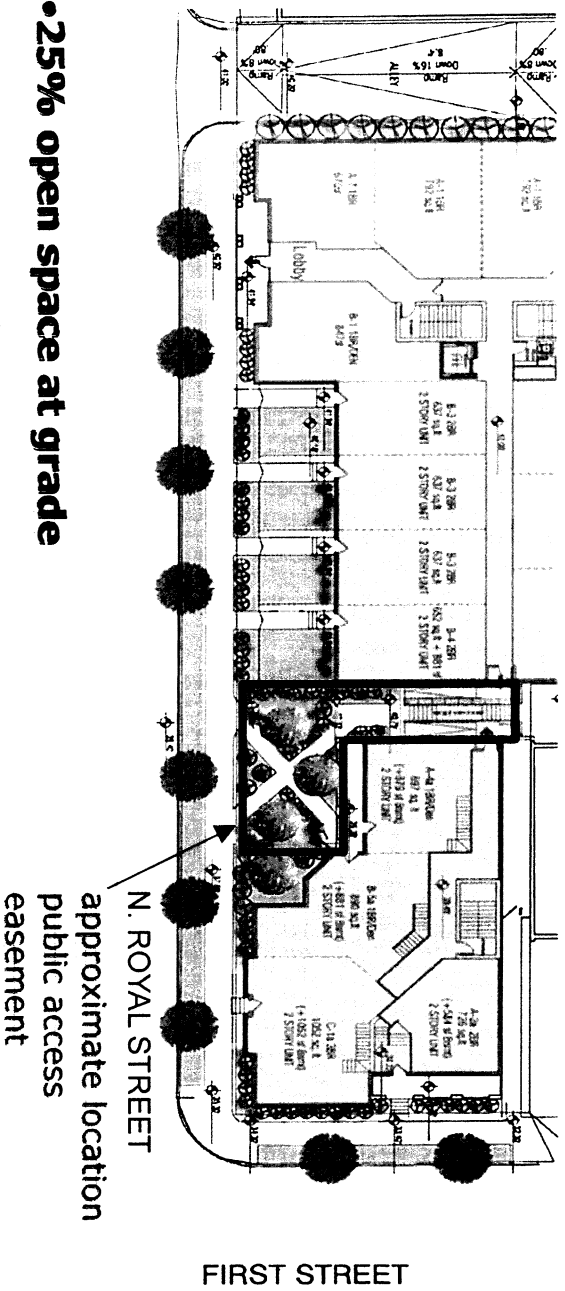
Elements of the Proposal

Development Special Use Permit 2002-00043

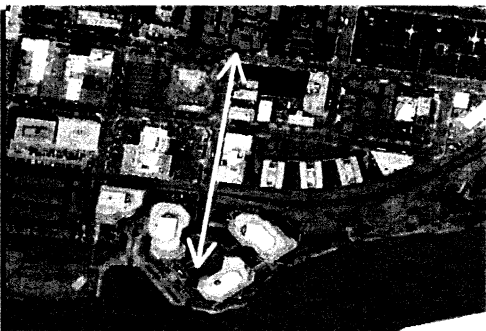
- **25% open space at grade**
- **Four off site affordable housing units**
- **Pedestrian amenities & streetscape on Royal and First Streets**
- **Building transitions**
- **Building character and materials**
- **below grade parking**
- **Below grade utilities**
- **Public open space**

Open Space and Pedestrian Improvements

Development Special Use Permit 2002-00043

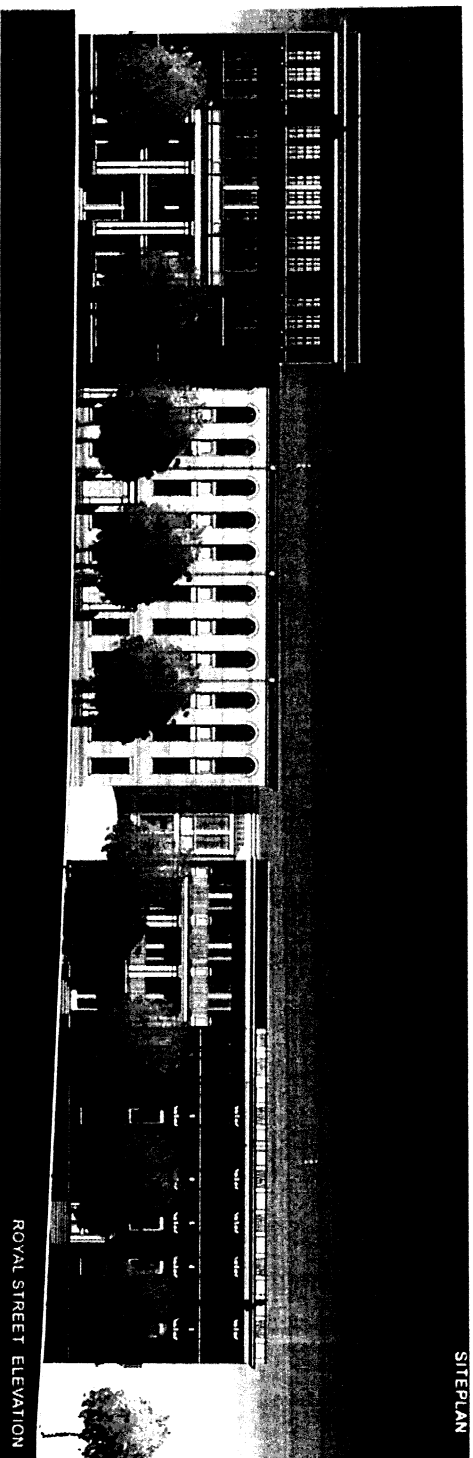


- **25% open space at grade**
- **Pedestrian and Streetscape Improvements**
- **Under ground utilities on N. Royal Street**
- **10,000 Park Improvements**
- **Tree Canopy**



Building Design

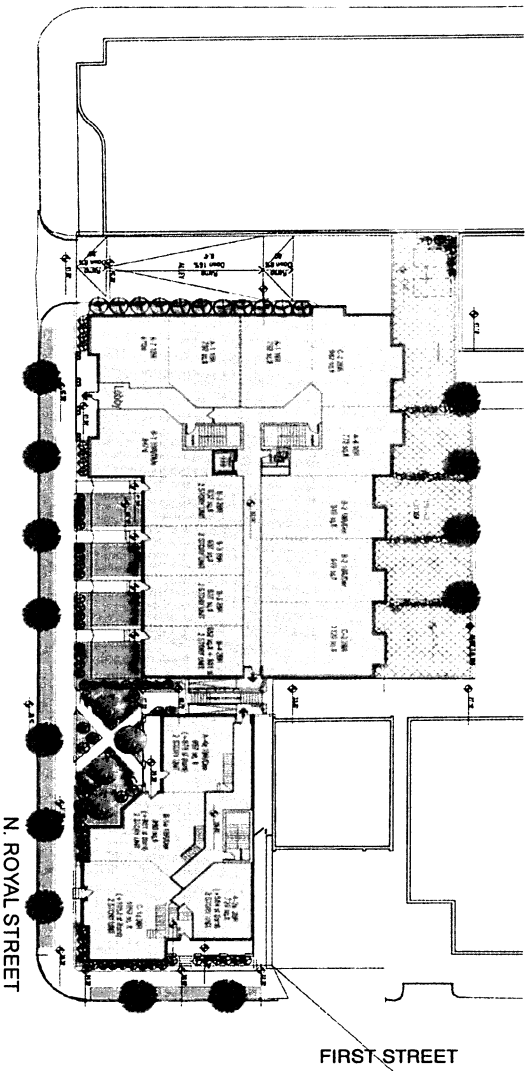
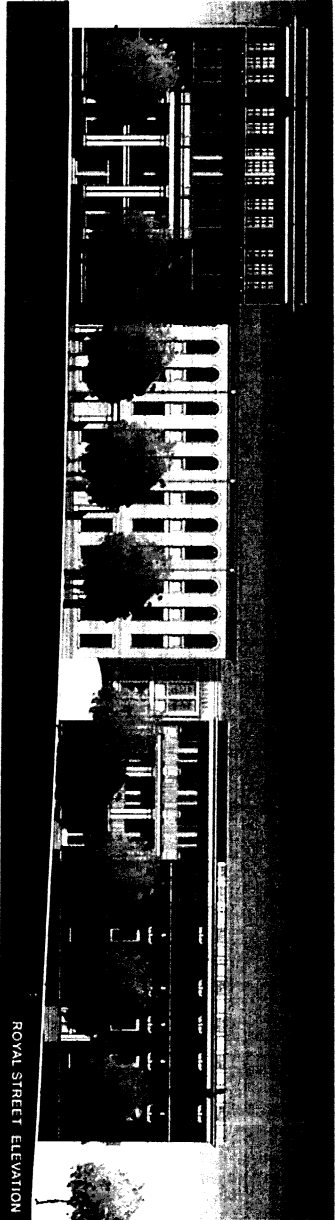
Development Special Use Permit 2002-00043



- **Compatible mass and scale**
- **Articulation**
- **Building materials**

Conclusions

Development Special Use Permit 2002-00043



City of Alexandria – Department of Planning & Zoning
November 4, 2004

Planning Commission Approved 6-1

Development Special Use Permit 2002-00043

Conditions were added to address :

- **construction and construction traffic**
- **Satellite dish accommodation on rooftop**

Supported by:

- **Old Town North Urban Design Advisory Committee**
- **Watergate**
- **NOTICE**

General support for the project by:

- **neighborhood residents**
- **other civic associations**

Reed Smith LLP
3110 Fairview Park Drive
Suite 1400
Falls Church, VA 22042-4503
703.641.4200
Fax 703.641.4340

From: J. Howard Middleton
Direct Phone: 703.641.4225
Email: jmiddleton@reedsmith.com

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

DATE: November 12, 2004

RE: City Council Public Hearing Meeting, November 13, 2004; Docket Item No. 15, Development Use Permit #2002-0043, Postmasters Property

On Thursday evening, November 11, Lee Weber (Holladay Corporation) and I met with parents and administrators of St. Anthony's School to discuss the construction process. On the basis of this meeting, I am proposing the following additional revisions to the conditions.

- 76. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site, and to the Directors of P&Z and T&ES. The liaison shall meet with community representatives on a monthly basis, if necessary. (P&Z)
- 87. The applicant shall attempt to minimize construction noise, especially pile driving, during the hours between 1:00 p.m. and 3:00 p.m. EST, on school days. In general, the applicant shall comply with applicable provisions of the Noise Control Ordinance, including § 11-5-4 and § 11-5-5 (related to noise levels for motorized construction devices).
- 90. Prior to issuance of a demolition permit for existing structures on the site, the applicant shall submit an asbestos removal and fugitive dust control plan to the Code Enforcement Division.

We appreciate your kind consideration.

JHM

11-13-04

submitted by
Ted Bolinger

City Council of Alexandria, Virginia
Public Hearing Meeting
November 13, 2004
Docket Number 15. Development Special Use Permit #2002-0043

86. **CITY COUNCIL AMENDMENT TO CONDITION ADDED BY THE PLANNING COMMISSION:** The site plan, prepared and submitted by the applicant in accordance with Condition 22, shall designate and limit the location and operation of ~~C~~construction equipment, lead or asbestos abatement activities, and hauling routes, shall be located such to minimize avoid intake of emissions by the neighboring properties.
(PC)

87. **CITY COUNCIL AMENDMENT TO CONDITION ADDED BY THE PLANNING COMMISSION:** The site plan, prepared and submitted by the applicant in accordance with Condition 22, shall include a noise-suppression plan attempt to monitor and minimize construction noise, especially noise associated with pile driving, between the hours of 7:00 am and 6:00 pm on weekdays. The noise-suppression plan shall use the most effective noise-suppression equipment, materials, and methods appropriate and reasonably available for the construction activity provided for in the site plan. The noise-suppression plan shall document ambient noise levels prior to and during construction, based on monitoring in accordance City Code Section 11-5-5(a)(2). The noise-suppression plan shall prohibit, and the applicant shall not cause or permit, noise levels from construction activities that exceed 85 dBA, measured in accordance City Code Section 11-5-5(a)(2), and noise levels in excess of 3 dBA above pre-construction ambient noise levels; during the hours between 1:00 pm and 3:00 pm EST, on school days. Code Enforcement shall have jurisdiction to enforce this Condition as a provision of Chapter 5 of City Code Title 11 relating to construction, construction devices and power equipment.
(PC)

90. **CONDITION ADDED BY THE CITY COUNCIL:** The person designated by the applicant to serve as a liaison to the community throughout the duration of construction, in accordance with Conditions 76 and 79, shall ensure that all affected members of the community are notified of, and are provided an opportunity to comment upon, the site plan prepared and submitted by the applicant in accordance with Condition 22, and any amendment to such site plan. ~~At least one week prior to construction and at least once a month during the construction,~~ the liaison shall provide all affected members of the community with an opportunity to meet with the liaison to discuss concerns regarding the construction and measures taken to address concerns. ~~The liaison shall ensure that all affected members of the community are promptly notified of any violation of such site plan, the receipt of a correction notice, or other notice of violation received by the applicant, developer, or subcontractor for actions or inactions at the site. For purposes of this Condition, the "affected members of the community" shall include all persons who must receive notice of the contact information for the community liaison in accordance with Conditions 76 and 79 and any other person who provides their name, address, and other appropriate contact information to the community liaison.~~

NOT
ADMITTED

SUCH
THINGS
ABSCUR
BY
DIR
P. 2

SUCH PERSONS ABSCUR BY
DIR w/ P. 2.

15
11-13-04



<nhammer@ncmec.org>

11/12/2004 04:14 PM

Please respond to
<nhammer@ncmec.org>

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

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

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

Time: [Fri Nov 12, 2004 16:14:38] IP Address: [67.62.16.5]

Response requested:

First Name: Nancy
Last Name: Hammer
Street Address: 1223 Tudor Place
City: Alexandria
State: Virginia
Zip: 22307
Phone: 7036606692
Email Address: nhammer@ncmec.org
Ted Boling
Nancy Hammer
1223 Tudor Place
Alexandria, VA 22307

November 12, 2004

VIA EMAIL

Honorable William D. Euille
Mayor, City of Alexandria

301 King Street
Alexandria, VA 22314

RE: Development SUP-2002-0043
1000-1027 NORTH ROYAL STREET & 329 AND
327 FIRST STREET
POSTMASTERS PROPERTY

Dear Mayor Eulle:

We are writing to express our concerns about the impact the redevelopment and construction slated for the Postmaster's building site, 1000-1027 N. Royal Street, will have on its adjacent neighbors, the children of St. Anthony's Day School.

Recently, a group of parents and St. Anthony's owners met with Mr. Howard Middleton in an effort to resolve our concerns. Unfortunately, the Holladay Corporation has declined to voluntarily adopt a noise suppression plan, which is a basic element of construction noise control in other jurisdictions (see, Montgomery County, Maryland noise control ordinance), or other requested safety measures.

Our son, Nathaniel, who is 15 months old, spends his weekdays at the school and naps in a room separated by a mere 8 feet from the construction site. We have researched the impact of noise on young children and are very concerned that without some effort put into a noise abatement plan, these impacts will be realized at the expense of the children (See e.g. http://www.ncbi.nlm.nih.gov/entrez/query.fcgi?cmd=Retrieve&db=PubMed&list_uids=11303916&doctype=Abstract).

St. Anthony's Day School serves about 100 children, all of whom like our son, spend the majority of every weekday next door to the construction area. The owners and families of St. Anthony's are committed to the Alexandria community. To show that commitment, the school sponsors a scholarship program and supports the community in many ways, from collecting donations of food and toys at the holidays to organizing children's visits to nearby retirement homes at Halloween. We love being in Alexandria and want to find a solution that works in everybody's interests.

Attached please find two suggested revisions to planning commission conditions and two conditions that we suggest the city council adopt. We believe the attached amendments are

reasonable provisions to allow the successful construction and redevelopment while also shielding our children from the most negative impacts of construction activity.

Thank you for your willingness to consider how we can best support Alexandria's revitalization while protecting the health and safety of children.

Sincerely,

Ted Boling & Nancy Hammer
Parents of Nathaniel, Room 1
St. Anthony's Day School

Cc: Vice Mayor Del Pepper
Councilmembers: Ludwig Gaines, Rob Krupicka,
Andrew Macdonald, Paul Smedberg, Joyce
Woodson

Comments:

City Council of Alexandria, Virginia
Public Hearing Meeting
November 13, 2004
Docket Number 15. Development Special Use
Permit #2002-0043

86. CITY COUNCIL AMENDMENT TO
CONDITION ADDED BY THE PLANNING
COMMISSION: The site plan, prepared and
submitted by the applicant in accordance with
Condition 22, shall designate and limit the
location and operation of construction equipment,
lead or asbestos abatement activities, and
hauling routes, to avoid intake of emissions by the
neighboring properties. (PC)

87. CITY COUNCIL AMENDMENT TO
CONDITION ADDED BY THE PLANNING
COMMISSION: The site plan, prepared and
submitted by the applicant in accordance with
Condition 22, shall include a noise-suppression
plan to monitor and minimize construction noise,
especially noise associated with pile driving,
between the hours of 7:00 am and 6:00 pm on
weekdays. The noise-suppression plan shall use
the most effective noise-suppression equipment,
materials, and methods appropriate and
reasonably available for the construction activity
provided for in the site plan. The
noise-suppression plan shall document ambient
noise levels prior to and during construction,

based on monitoring in accordance City Code Section 11-5-5(a)(2). The noise-suppression plan shall prohibit, and the applicant shall not cause or permit, noise levels from construction activities that exceed 85 dBA, measured in accordance City Code Section 11-5-5(a)(2), and noise levels in excess of 3 dBA above pre-construction ambient noise levels during the hours between 1:00 pm and 3:00 pm on school days. Code Enforcement shall have jurisdiction to enforce this Condition as a provision of Chapter 5 of City Code Title 11 relating to construction, construction devices and power equipment. (PC)

90. CONDITION ADDED BY THE CITY COUNCIL: The person designated by the applicant to serve as a liaison to the community throughout the duration of construction, in accordance with Conditions 76 and 79, shall ensure that all affected members of the community are notified of, and are provided an opportunity to comment upon, the site plan prepared and submitted by the applicant in accordance with Condition 22, and any amendment to such site plan. At least one week prior to construction and at least once a month during the construction, the liaison shall provide all affected members of the community with an opportunity to meet with the liaison to discuss concerns regarding the construction and measures taken to address concerns. The liaison shall ensure that all affected members of the community are promptly notified of any violation of such site plan, the receipt of a correction notice, or other notice of violation received by the applicant, developer, or subcontractor for actions or inactions at the site. For purposes of this Condition, the "affected members of the community" shall include all persons who must receive notice of the contact information for the community liaison in accordance with Conditions 76 and 79 and any other person who provides their name, address, and other appropriate contact information to the community liaison.

91. CONDITION ADDED BY THE CITY COUNCIL: To facilitate pedestrian access to Montgomery Park, the applicant shall fund speed bump(s) or speed table(s) construction, if found necessary by the Director of P&Z, on First Street between North Royal Street and North Fairfax Street.

15
11-13-04

New Hampshire Limited Partnership

**6409 Shadow Road
Chevy Chase, MD 20815**

Mr. Lee Weber
Vice President
The Holladay Corp.
3400 Idaho Ave., N.W.
Washington D.C. 20016

November 10, 2004

Re: Postmaster's Property Development

Dear Mr. Weber,

I am writing to express concerns about your proposed development of the Postmaster's Property.

Before delineating my concerns, let me again express my dismay that your company did not extend the courtesy of consulting with me early in the process, a courtesy extended to all other contiguous property owners. It is hard for me to accept the claim that it was an oversight on the part of your company, since my building at 1029 N. Royal abuts the Postmaster's Property. By the time I learned of the proposed development, it was too late for me to have my concerns addressed by the Planning Commission. I must now rely on your goodwill and seek assurance that I will be fully compensated for any adverse impact on my building and the tenants' ability to conduct their operations during the demolition and construction.

I support your project, which I think will enhance the neighborhood. However I find the argument for making the northern end of the development one story higher than the rest of the development to be spurious. Tenants in my building now have an open view to the south on the third and fourth floors. Under your proposed design they will be looking at the side of your building. At the hearing of the Planning Commission, one of the commissioners raised an objection to the mass of this segment of the development. I understand that you and the Planning Commission staff have worked hard to arrive at an acceptable design. However the northern segment was made four stories for supposedly aesthetic reasons, and did not take into the account the impact on my building. I ask that this aspect of the design be reconsidered.

My other concerns relate to the impact on my building and its tenants during the demolition and construction:

1. Since the Postmaster' Building abuts my building, it will be necessary for hand demolition adjacent to my building. You have given me verbal assurance, restated

- by Mr. Middleton at the Planning Commission hearing on November 4, 2004, that this would be the case.
2. Demolition of the Postmaster's Building will expose part of the south wall of my building. You assured me, and Mr. Middleton confirmed this at the hearing, that you would treat the exposed wall appropriately, so that it matches the rest of the building exterior.
 3. The 2nd floor of my building houses a very critical computer center that must run 24/7/365 without interruption. It is housed next to the south wall, the wall abutting the Postmaster's Building. Any interference or disruptions caused by demolition, and later by excavation and construction will be financially damaging to my tenant and we will expect full compensation for any such damage.
 4. We need full access to 1029 N. Royal from 6.30am to 6.30pm so it is imperative that haulage trucks and other equipment not be parked or standing in front of the building.
 5. The second and third floors of my building house call centers. Loud noises from the construction site could interfere with their ability to perform their work. It is imperative that everything be done during working hours to mitigate the damaging impact of demolition and construction noise.
 6. If the project entails anything that could be disruptive to my tenants I expect to receive timely advance notice. You and Mr. Middleton assured me that an active liaison would be established between your company, the construction company and my agent Trammell Crow (Phil Bates). It is imperative that the liaison agent be given authority to halt construction if an adverse condition develops.
 7. I request that trucks and other equipment approach the site from the south side and return south to minimize adverse impacts on the tenants in my building during working hours.
 8. There are three air conditioning units on the roof of my building. They are extremely sensitive to dust which can clog the filters. I would like to have assurances that everything possible will be done to prevent construction dust from getting to the filters.

Again, let me state that I support your project. I ask that you do everything possible to mitigate negative impacts on my building and its tenants.

Sincerely


Malcolm O'Hagan
President

C.C.: Lucia de Cordre,
Department of Planning and Zoning
City of Alexandria, P.O. Box 178
301 King Street, Room 2100
Alexandria, VA 22313

15
11-13-04



<dcrax@msn.com>

11/13/2004 07:13 PM

Please respond to
<dcrax@msn.com>

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

cc

bcc

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

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

Time: [Sat Nov 13, 2004 19:13:42] IP Address: [70.17.76.38]

Response requested:

First Name: melissa
Last Name: raack
Street Address: 39 e. linden st.
City: alexandria
State: va
Zip: 22301
Phone: 703-549-7375
Email Address: dcrax@msn.com

Today, November 13, 2004, I attended a City Council meeting at City Hall. I was there to speak on behalf of St. Anthony's Day School and the Holladay Construction Project that is being planned for right next door to the school. You may recall that I was called up to speak, but was told that our issue was not going to be discussed until some time later in the afternoon, around 2 or 3pm. I subsequently found out that our issue was discussed around 11:30am; however, I could not get back to City Hall in time to make my statement. Therefore, I hope that you will

consider my email.

Comments:

My daughter attends St. Anthony's Day School. My husband and I are city residents, who voted for all of you in the last election. We, along with the other parents and teachers at the school are very concerned about the noise, pollution, dust and additional traffic that will impact the school once construction begins. I had already petitioned the City's Dept. of Transportation, on behalf of the school's parent teacher association, for speed bumps in front of the school because of the speeding that takes place on the streets surrounding the school. I was told that, although there was concern because the children did cross the streets to play in the park, that our situation did not meet the "criteria" for speed bumps. Some pedestrian improvements have been done, but not all that we were promised. Now, more than ever we need the City to reconsider speed bumps for this area, in light of the additional construction traffic, and the residents that will be residing in the new building.

Also, we are very concerned about the dust and noise from the construction activity itself. How can the children learn, play and sleep during major construction? We are not anti-development, but this does not seem possible.

We urge you to provide the necessary controls to protect our children. At the very least, some kind of noise control, and well as a commitment from the City to provide regular inspections and, if necessary, enforcement of City codes or any special permit provisions to ensure that the construction is being done in accordance with whatever codes and commitments the construction company has made to us.

Thank you,

Melissa Raack

SPEAKER'S FORM

DOCKET ITEM NO. 15

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

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: HOWARD MIDDLETON

2. ADDRESS: 3110 FAIRVIEW PARK DR, FALLS CHURCH, VA.

TELEPHONE NO. (703) 441-4225 E-MAIL ADDRESS: hmiddleton@redsmith.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 three minutes will be allowed for your presentation. If you have a prepared statement, please leave a copy with the Clerk.

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

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

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

Guidelines for the Public Discussion Period

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

REVISED: AUGUST 25, 2004
REVISED: OCTOBER 21, 2004

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2002-0043

PROJECT NAME: Postmasters Property Residential Project

PROPERTY LOCATION: 1000-1027 North Royal Street; 327 & 329 First Street

TAX MAP REFERENCE: 55.01-03-07, 08, 09 & portion of adjacent alley ZONE: CD-X Zone

APPLICANT Name: The Holladay Corporation

Address: 3400 Idaho Ave., N.W., Ste. 500, Wash., D.C. 20016

PROPERTY OWNER Name: The National League of Postmasters of the United States

Address: 1013-27 North Royal Street

SUMMARY OF PROPOSAL: Development Special Use Permit with Site Plan to construct multi-family dwellings on property located along N. Royal Street at the corner of First Street

MODIFICATIONS REQUESTED: (1) reduction in minimum side yard; (2) reduction in minimum rear yard; (3) decrease in tree coverage; (4) reduction in vision clearance at corner of N. Royal Street and First Street; and (5) allow more than 50% of required north side yard to be paved.

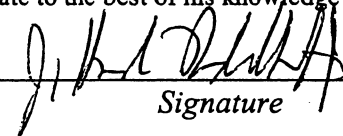
SUP's REQUESTED: (1) increase in number of dwelling units/acre; (2) reduction in minimum land area/dwelling unit; and (3) increase in FAR

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.

J. Howard Middleton, Jr., Reed Smith LLP
Print Name of Applicant or Agent


Signature

3110 Fairview Park Drive, Suite 1400
Mailing/Street Address

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

Falls Church, VA 22042
City and State *Zip Code*

August 25, 2004
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

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

Received Plans for Completeness: _____
Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: 11/04/2004

RECOMMEND APPROVAL 6-1

ACTION - CITY COUNCIL: 11/13/04 CC approved Planning Commission recommendation 6-1 (see attached)

46 45

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

Planning Commission (continued)

13. TEXT AMENDMENT #2004-0001
POTOMAC YARD DESIGN ADVISORY COMMITTEE
Public Hearing and Consideration of an amendment to Section 5-602 of the Zoning Ordinance to change the required composition of the Potomac Yard Design Advisory Committee. Applicant: Department of Planning and Zoning.

PLANNING COMMISSION ACTION: RECOMMEND REJECTION OF THE TEXT AMENDMENT 7-0

City Council held the public hearing and reversed the recommendation of the Planning Commission and recommended an amendment to Section 5-602 of the Zoning Ordinance to change the required composition of the Potomac Yard Design Advisory Committee to include a two representatives from Potomac East (Northeast and Inner City).

Council Action: _____

14. TEXT AMENDMENT #2004-0007
AMENDMENT TO FLOOR AREA RATIO IN THE CD-X ZONE
Public Hearing and Consideration of a text amendment to the Zoning Ordinance to amend the permitted floor area ratio for buildings and structures in the CD-X zone, excluding those within the Old and Historic District. Applicant: Department of Planning and Zoning.

PLANNING COMMISSION ACTION: RECOMMEND APPROVAL 7-0

City Council held the public hearing and approved the recommendation of the Planning Commission with the following changes: (1) Section 4-600 (B)(2)(b)(ii) include defining words "residential" and "office/commercial" for underground parking requirement; and (2) Section 4-606 (B)(2)(b)(vi) change last sentence to read "Mews units are discouraged."

Council Action: _____

15. DEVELOPMENT SPECIAL USE PERMIT #2002-0043
1000-1027 NORTH ROYAL STREET & 329 and 327 FIRST STREET
POSTMASTERS PROPERTY
Public Hearing and Consideration of a request for a development special use permit, with site plan and modifications to construct a multi family condominium building; zoned CD-X/Commercial Downtown. Applicant: The Holladay Corporation by J. Howard Middleton, Jr., attorney.

PLANNING COMMISSION ACTION: RECOMMEND APPROVAL 6-1

City Council held the public hearing and approved the recommendation of the Planning Commission with the following amendments: (1) include language in Condition #64 that gives staff the option of allowing the developer to make a monetary contribution of \$5 per gross square foot to the Housing Trust Fund; (2) include language in Condition #76 from the Howard Middleton memorandum dated November 12, 2004 stating, "the applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site, and to the Directors of P&Z and T&ES. *The liaison shall meet with community representatives on a monthly basis, if necessary.*" Condition #76 should also include an additional line stating, "The applicant shall develop a plan of communication with the community in consultation with the Departments of Planning and Zoning and Transportation and Environmental Services;" (3) include language in Condition #87 from the Howard Middleton memorandum dated November 12, 2004 stating, "The applicant shall attempt to minimize construction noise, especially pile driving, during the hours between 1:00 p.m.

and 3:00 p.m. EST, on school days. *In general, the applicant shall comply with applicable provisions of the Noise Control Ordinance, including Section 11-5-4 and Section 11-5-5 (related to noise levels for motorized construction devices);*" (4) modify Condition #90 to read as follows: "Prior to issuance of a demolition permit for existing structures on the site, the applicant shall submit an asbestos removal and fugitive dust control plan to the Code Enforcement Division;" (5) modify Condition #85(a) to read as follows: "Construction trucks removing debris shall arrive and depart from the site via North Royal Street unless directed otherwise by the Director of T&ES;" (6) include in condition #22 a noise suppression plan to be determined by the Director of Transportation and Environmental Services; and (7) encourage the applicant to work with Habitat for Humanity Restore program for reuse of leftover building materials.
Council Action: _____

16. DEVELOPMENT SPECIAL USE PERMIT #2003-0019
1180 & 1100 PENDLETON STREET, 1121 & 1101 ORONOCO STREET AND
511 N. FAYETTE STREET.
THE MONARCH (HENNAGE PROPERTY)
Public Hearing and Consideration of a request for a development special use permit, with site plan and modifications to construct a residential building with ground floor retail; zoned CRMU-H/Commercial Residential Mixed Use High.
Applicant: Diamond Alexandria, LLC by Harry P. Hart, attorney

PLANNING COMMISSION ACTION: RECOMMEND APPROVAL 6-1

City Council held the public hearing and approved the recommendation of the Planning Commission with the following modifications: (1) the addition of condition #101 stating, "the applicant shall relocate 2-3 units that are recommended to be eliminated to minimize the perceived mass and scale on North Henry Street to the satisfaction of the Director of Planning and Zoning;" (2) to include language in condition #16(2) concerning additional bike racks stating, " the applicant shall reserve additional spaces for expansion to the satisfaction to the Director of Transportation and Environmental Services;" (3) include language in condition #85 that gives staff the option of allowing the developer to make a monetary contribution of \$1 million to the Housing Trust Fund in lieu of the 5 affordable units; (4) remand the restaurant special use permit back to the Planning Commission for public hearing and public comment; (5) modify the language in condition 17(j) to state, "A public art feature that is an appropriate scale for the space shall be provided and permanently mounted within the public pocket park, located in consultation with the Director of Planning and Zoning and the Arts Commission;" (6) include language in condition #40 stating, "the applicant shall develop a plan of communication with the community in consultation with the Departments of Planning and Zoning and Transportation and Environmental Services;" and (7) encourage the applicant to work with Habitat for Humanity Restore program for reuse of leftover building materials.

Council Action: _____

17. TEXT AMENDMENT #2004-0008
AMENDMENT TO NONCOMPLYING USE REGULATION APPLICABLE TO
COAL FIRED POWER PLANTS
Public Hearing and Consideration of a request for a text amendment to the Zoning Ordinance to revoke the noncomplying use status of coal fired power plants, which was granted in 1992, and to categorize such plants as nonconforming uses, subject to abatement. Applicant: City of Alexandria, City Attorney's Office.

PLANNING COMMISSION ACTION: RECOMMEND APPROVAL 7-0

City Council held the public hearing and approved the Planning Commission recommendation.

Council Action: _____

18. VACATION #2004-0001
700 SOUTH LEE STREET