

The Delaney



MPA #2012-0002
REZ #2012-0001
DSUP #2011-0007



The Delaney

City of Alexandria City Council June 16, 2012



Requests

- Master Plan Amendment to change land use designation and height restriction
- Proffered Rezoning
- Development Special Use Permit with Site Plan



Site Context





Existing Conditions



Project Description

- Approximately 230,000 sq. ft. mixed use building
- Approximately 9,000 sq. ft. retail
- 189 residential units
- 23 on-site affordable units
- 43% open space
- Equivalent of LEED Certified and LEED Silver





Building Design



The Delaney

MPA #2012-0002
REZ #2012-0001
DSUP #2011-0007



Enhanced Streetscape

Internal Courtyard

Open Space

Pedestrian Plaza

Bus Shelter



Pedestrian Connection



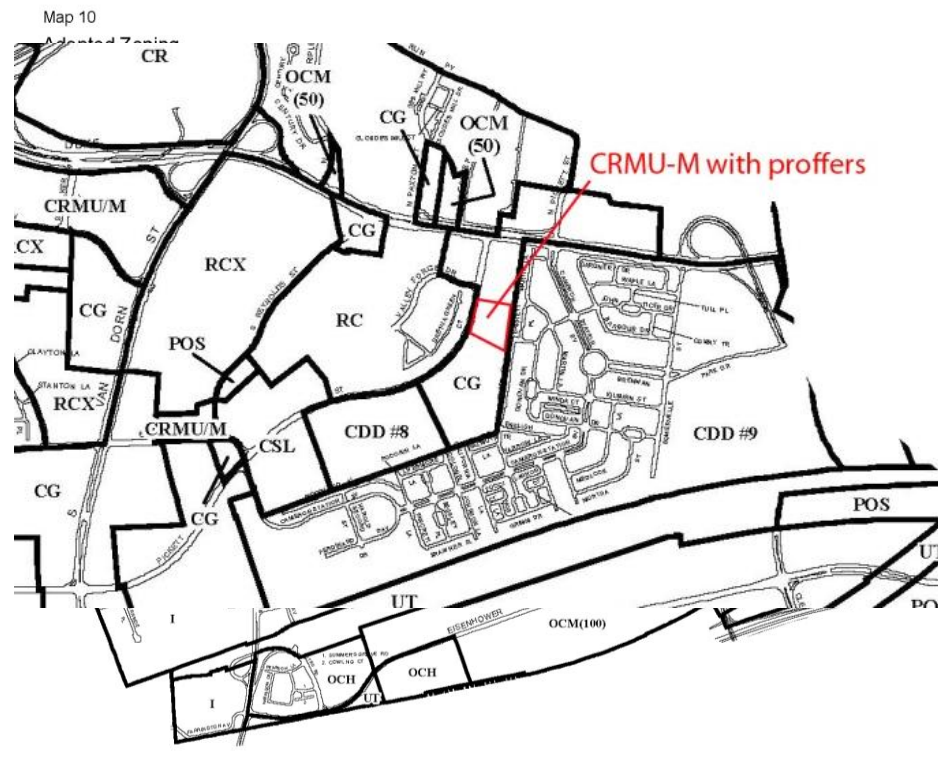
Master Plan Amendment

- Amendment to land use designation from CG/Commercial General to CRMU-M/Commercial Residential Mixed-Use – Medium
- Amendment to building height from 50 feet to 77 feet
- Amendment to maps to reflect these changes



Master Plan Amendment

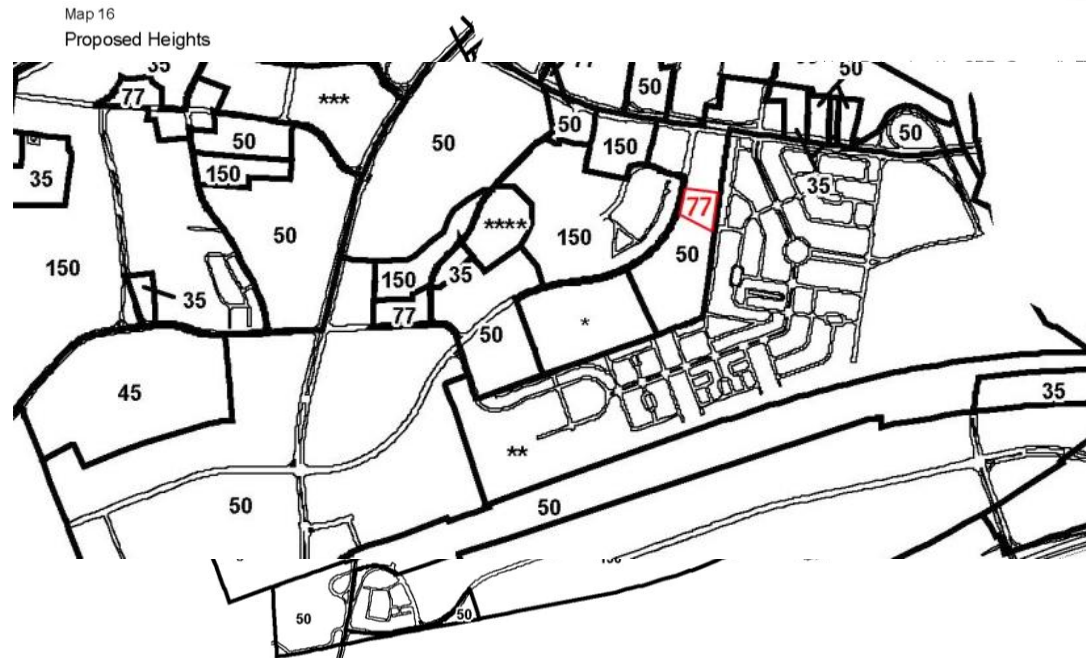
- Land Use Change from CG to CRMU-M
- Consistency with Master Plan Goals:
 - Protect existing residential uses
 - Ensure provision of substantial open space
 - Discourage office development
 - Consolidate commercial activity near major transportation
 - Initiate study of Van Dorn corridor to alleviate traffic





Master Plan Amendment

- Height Change from 50 feet to 77 feet
- Consistency with Master Plan Goals:
 - Protect existing residential uses
 - Ensure provision of substantial open space
- Master Plan provides flexibility for height guidelines



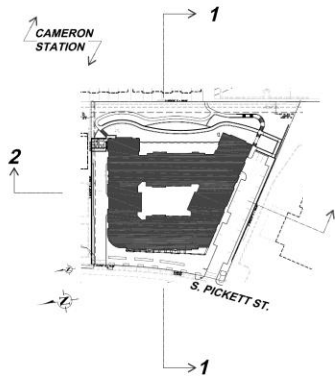


Master Plan Amendment



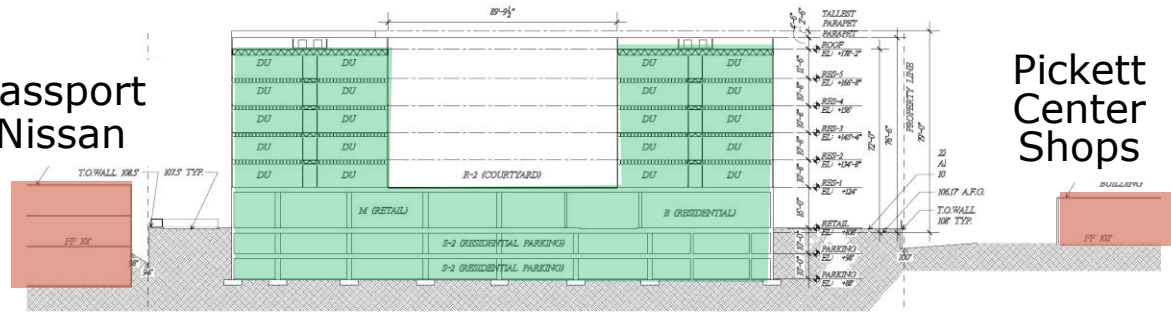


Master Plan Amendment



03 SITE PLAN KEY
 A3.0 NOT TO SCALE

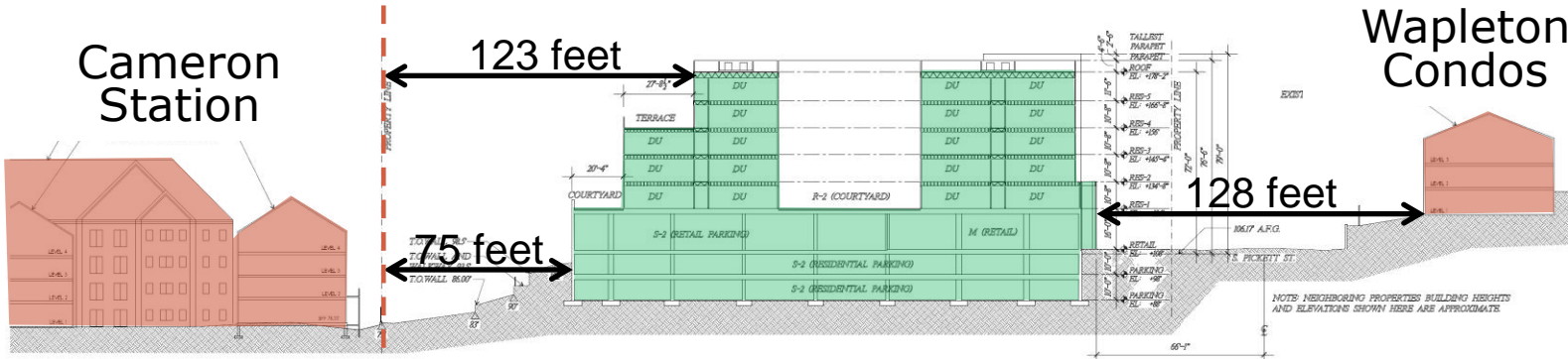
Passport
 Nissan



02 NORTH SOUTH BUILDING SECTION
 A3.0 SCALE: 1"=20'

Pickett
 Center
 Shops

Cameron
 Station



01 EAST WEST BUILDING SECTION
 A3.0 SCALE: 1"=20'

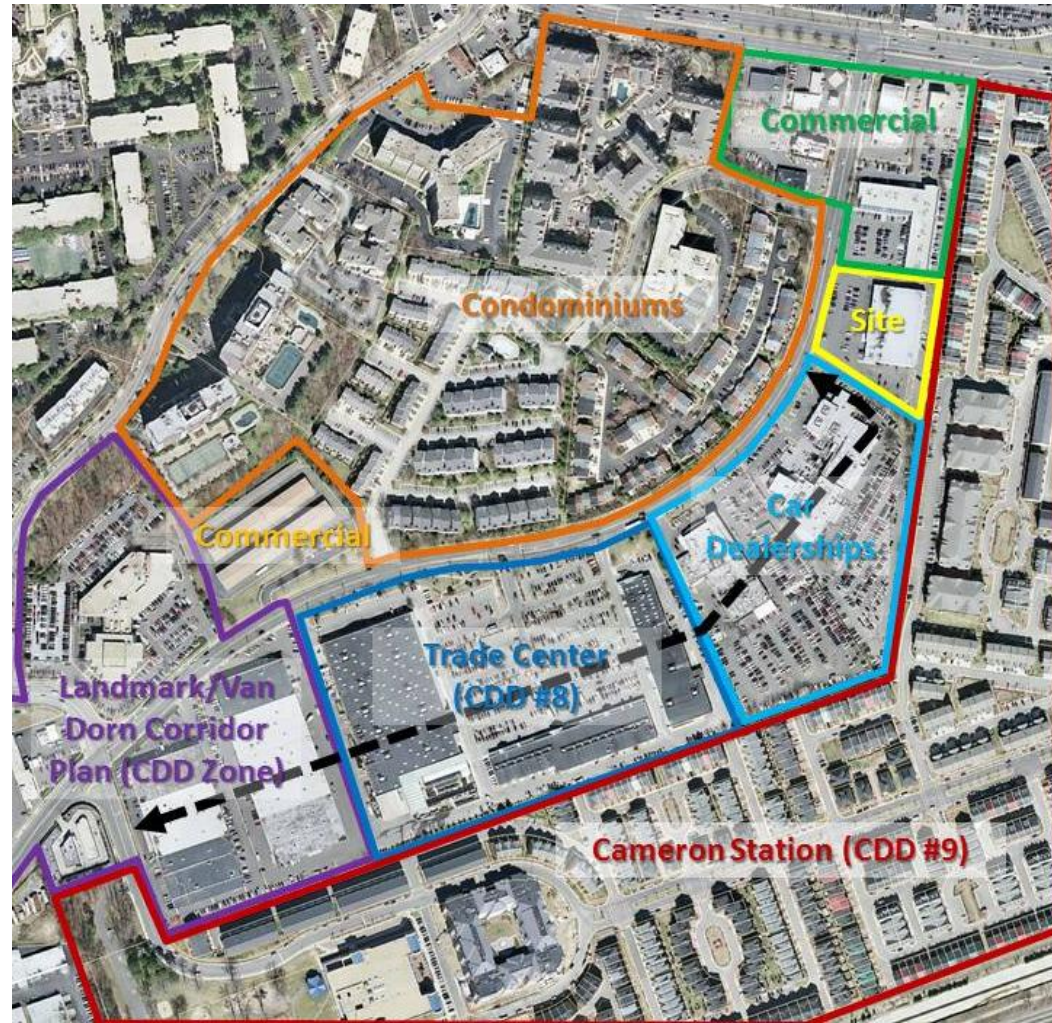
Wapleton
 Condos

NOTE: NEIGHBORING PROPERTIES BUILDING HEIGHTS AND ELEVATIONS SHOWN HERE ARE APPROXIMATE



Proffered Rezoning

- Consistency with Rezoning Criteria
 - Consistency with Small Area Plan
 - Consistency with Type of Area
 - Isolated Parcel
 - Status of Planning Area
 - Consistency with City Goals





Affordable Housing

- The Applicant has offered a proffer of 23 affordable units as part of the rezoning.
- Units will be affordable to households at or below 60% of area median income (AMI) for a period of 30 years (approximately 58,000/year for 3-person household).
- Affordable unit sizes will be consistent with the building mix.
- The 23 units represents significant additional value over normal voluntary contribution – approximately \$2.6 million.
- Applicant's AHP was approved by AHAC at the May meeting.



Traffic

- Trip Generation
 - 81 AM peak hour trips
 - 125 PM peak hour trips
 - 60% of traffic to/from north (Duke Street)
 - 40% of traffic to/from south (Edsall Road/Van Dorn Street)

Pickett Street Average Daily Traffic

	2014 without Development	2014 with Development	Change
North of site	15,000	15,700	+700
South of site	15,000	15,400	+400



Traffic

- Mitigation Measures
 - Participation in Transportation Demand Management Plan
 - New pedestrian connection to Cameron Station
 - New bus shelter on Pickett Street serving DASH AT7 bus riders
 - Long term mitigation through transit corridor planned for Duke Street



Transportation Demand Management Plan

- 40% trip reduction goal
- \$80/year per residential unit
 - Consistent with recently approved TMP rates
- Biannual review with neighboring TMPs and TDMPs to evaluate potential of combining efforts



Duke Street Transit Corridor

- Currently in planning stages, known as Corridor B
- Requesting adoption to allow for dedicated transit lanes
- Curbside transit lanes on first phase of Duke Street near project site
- One-way directional median lanes from Jordan Street to King Street metro station



Community Outreach

- Presented to the following organizations:
 - Federation of Civic Associations
 - Council of Co-Owners at Wapleton Condominiums
 - Pickett Street Owners
 - Brigadoon Townhomes
 - Cameron Station Civic Association
 - Cameron Station Homeowners Association
- Two Open Houses
- General support for the overall project
- Cameron Station concern with pedestrian access



Conclusion



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6-16-12

1. The applicant shall provide a pedestrian crossing of South Pickett Street on the south side of the intersection of South Pickett Street and Valley Forge Drive by providing the following improvements to the satisfaction of the Director of T&ES:
 - a. Install pedestrian signage with rapid flash beacons on each side of South Pickett Street at the crossing location.
 - b. Install ADA accessible curb ramps serving the crossing.
 - c. Install a thermoplastic laddered pedestrian crosswalk. (T&ES)

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6-16-12

Joseph Federation's Statement before the Alexandria City Council

June 16, 2012

My name is Joseph Federation and I have comments on the proposed development at 100 South Pickett Street. I live at 100 Gretna Green Court in Alexandria, which is directly across South Pickett Street from the proposed development.

My primary concerns with the proposed development are:

1. The manner in which the developers have communicated their intentions with the local homeowners
2. The relative height of the proposed development in relation to the surrounding community
3. The relative proximity of the proposed development to existing properties
4. The impact the new development will have on noise to the surrounding community and
5. The structural materials proposed for the new development.

I believe the approval of the Planning Commission is premature and the proposal should be sent back by the City Council for further review.

First, concerning the developer's communications with the community. I have been authorized by the President of the Brigadoon Homeowner's Association to make this statement. Contrary to the developer's assertion on page 22 of the

application, the proposal for the new development has not been presented to the Brigadoon Homeowner's Association. The Brigadoon Homeowner's Association has yet to meet with the developers, and it has not offered its support of the proposed development.

Second, concerning the proposed height of the development. The planning commission supports an increase of the proposed building height to 77 feet without regard to its impact on the neighboring Brigadoon community. Page 11 of the application states that the "proposal is similar in mass and scale to the existing multi-family residential units in Cameron Station and the Wapleton Condominiums." This statement indicates that the Brigadoon community – which is located *between* Wapleton Condominiums and the proposed development – was not considered as part of the review. As approved, the height of the proposed development will overwhelm the existing Brigadoon community. The developer's strategy does not respect the proximity of the Brigadoon community immediately to the west of the development. This factor was not considered by the Planning Commission.

Third, concerning proximity of the project to existing properties. The size and scale of the proposed development are inappropriate and would overwhelm the Brigadoon community. Page 12 of the application states "the existing townhomes across from the [proposed] building on Pickett Street are approximately 128 feet away from the building face and are ... as high as 48 feet higher than the average finished grade of the proposed building site." The 128-foot distance between the proposed development and the Brigadoon community consists completely of

South Pickett Street – a major 4-lane north-south traffic artery connecting Van Dorn and Duke Streets. As noted on page 15 of the application, the “larger components of the building are massed along South Pickett Street to create a streetwall . . . to the much steeper, climbing topography of the hillside to the west.” That topography to the west is occupied by the Brigadoon community, will will be dominated by the 77 foot high structure planned for construction only 128 feet away across South Pickett Street. The proposed building is inappropriately tall considering the proximity to the Brigadoon community across South Pickett Street. This factor was not considered by the Planning Commission.

Fourth, concerning noise. The planned 77 foot tall development, coupled with the existing traffic conditions – and possibly greater traffic – along South Pickett Street (only 128 feet between the development and Brigadoon community) would likely create a noise canyon trapping unacceptable levels of truck and car noise along South Pickett Street. This factor was not considered by the Planning Commission.

Fifth, concerning structural materials. The proposed mass of glass windows for the development (77 feet tall and only 128 feet from the existing Brigadoon community) presents a distinct possibility of excessive glare and reflected sunlight along South Pickett Street. This factor was not considered by the Planning Commission.

Based on the above observations, it is my belief that the Planning Commission did not have the necessary information that would allow it to consider the potential

impact of the planned development on all of the communities adjacent to the project – specifically the potential effects described above to homeowners in the Brigadoon community. Based on this oversight, I respectfully recommend the Council disapprove the proposal and return the application to the Planning Commission for further review in the above described areas.

Respectfully submitted,

Joseph J. Federation

100 Gretna Green Court

12
6-16-12

Jackie Henderson

From: Mike Schaub <jms46@georgetown.edu>
Sent: Thursday, June 14, 2012 2:08 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: 100 South Pickett Street - The Delaney
Attachments: ATT00001.txt

COA Contact Us: Mayor, Vice Mayor, and Council Members

Time: [Thu Jun 14, 2012 14:08:25] **Message ID:** [40091]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Mike
Last Name: Schaub
Street Address: 179 Martin Ln
City: Alexandria
State: VA
Zip: 22304
Phone: 703-212-6632
Email Address: jms46@georgetown.edu

Subject: 100 South Pickett Street - The Delaney

Dear Mr. Mayor and Council Members:

My name is Mike Schaub and I live at

179 Martin Lane at Cameron Station. Concerning the 100 South Pickett Street

Master Plan Amendment #2012-0002, I am opposed to building a pedestrian

walkway from Knapp Place in Cameron Station through the proposed

development and then on to South Pickett Street at this time. I ask that

the Council defer consideration of the walkway until (a) the commercial

Comments: properties are identified and established and (b) residents of Cameron

Station have time to review the completed property and commercial

establishments and vote on whether a pathway will be in their best

interest. I am also concerned that additional pedestrian traffic from

Pickett through a relatively isolated area of Cameron Station may lead to

increased crime in the Cameron Station community.

Thank you for your

time and consideration.

12
6-16-12

Jackie Henderson

From: Dennis Potter <dennis.potter@klgates.com>
Sent: Wednesday, June 13, 2012 8:29 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: US Bowling project
Attachments: ce60e2cdd0163a4fd656892796413590.pdf; ATT00001.txt

COA Contact Us: Mayor, Vice Mayor, and Council Members

Time: [Wed Jun 13, 2012 20:29:15] **Message ID:** [40073]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Dennis
Last Name: Potter
Street Address: 5250 Valley Forge Drive #303
City: Alexandria
State: Va
Zip: 22304
Phone: 571-235-3990
Email Address: dennis.potter@klgates.com
Subject: US Bowling project
Dear Mayor Euille and City Council Members:
Attached, please find a letter

from the Board of Directors of the Council of Co-owners of the Wapleton

Condominium (located at 5250 Valley Forge Drive) concerning the

development project at the South Pickett
Street site presently occupied

by US Bowling. Should you or your staff have any questions concerning
the

Comments: viewpoint of our residents and the Board of Directors on their behalf, I

would be pleased to further discuss
with any of you or the appropriate

member of your staff.

Thank you very much for your consideration in

this matter.

Sincerely,
Dennis Potter
571-235-3990
Attachment: ce60e2cdd0163a4fd656892796413590.pdf

The Council of Co-owners
of the

WAPLETON CONDOMINIUMS

June 13, 2012

Dear City Council Members:

On Tuesday, June 12, 2012, the Board of Directors of the Council of Co-Owners of the Wapleton Condominium (hereinafter "the Board"), received a presentation from Mr. Duncan Blair and Mr. Steve Bannister concerning development of property on South Pickett Street presently occupied by U.S. Bowling. Ms. Colleen Williger represented the City of Alexandria Department of Planning and Zoning. Members of the Board and building residents raised a range of significant concerns including traffic patterns, public safety and the lack of prior consultation with the community. Following the presentation and additional discussion with co-owners, the Board voted unanimously to communicate to the City Council our opposition to the project until such time as the concerns raised at the meeting can be suitably addressed.

The Board shares the City's desire to bring new development and improvements to our community. Such a plan is a long term concept which has aspects (such as improvements to public transportation) which, as described by Ms. Williger, are not scheduled to receive funding for more than a decade. In the interim, impacts to existing community residents should be taken into account and mitigated to the greatest extent possible. During the presentation, several potential solutions to address the traffic and safety concerns were discussed. These solutions remain conceptual, however, and we wish to see their further study, deliberation, and implementation prior to the City Council approving the redevelopment project. We remain willing to engage in dialogue with the appropriate City officials and representatives of the developers in the hopes of reaching solutions which will enable our community to support the project.

Thank you very much for your consideration in this matter.

12
6-16-12

Jackie Henderson

From: Colleen Willger
Sent: Friday, June 15, 2012 4:01 PM
To: dennis.potter@klgates.com
Cc: William Eulle; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones; Faroll Hamer; Rich Baier; Abi Lerner; Matt Melkerson; Gwen Wright; Patricia Escher; Cicely Woodrow; Graciela Moreno
Subject: Fwd: COA Contact Us: US Bowling project
Attachments: 2012-06-15 COA Response Potter Delaney-mem.pdf

Dear Mr. Potter:

Thank you for your letter regarding the position of the Council of Co-Owners of the Wapleton Condominiums. This letter will be made a part of the public record for the Council's hearing on the Delaney project that is scheduled for Saturday, June 16.

It was a pleasure meeting with all of you Tuesday and speaking with you again more recently to discuss the Delaney proposal at 100 South Pickett Street. As promised at the June 12 meeting and in response to your letter, Planning and Zoning as well as Transportation and Environmental Services staff have further discussed potential solutions to mitigate traffic and public safety concerns. Attached you will find a PDF of supplementary analysis of these potential solutions and recommendations.

Additionally, there was some question as to whether or not the Co-Owners were consulted about the Delaney proposal. We want to assure you that efforts were made to reach out to the surrounding neighborhood about this project. It was staff's understanding that the applicant had been in touch with the HOA's management company in early April about the proposal and packets of information were sent to the management company shortly thereafter. In addition, an open house was held by the applicant at the project site on May 3 and staff, who attended this open house, personally spoke with several Wapleton community members, who seemed to be fully aware of the project and expressed support for the project. Finally, once a formal application was received by the City, the applicant was required to placard the property with public notice. A placard has been posted on the property since May outlining the application, requests, and providing staff contact information should neighbors have concerns. Staff did not receive any phone calls or emails.

We understand that, even with these measures, there always could be more done to get the word out on development projects and we regret that not all of the residents at the Wapleton were fully informed about the project. Now that your concerns about traffic and public safety have been voiced, staff will continue to work with you and the other Co-Owners to ensure the aforementioned concerns can be mitigated.

Thank you again.

Colleen Willger, AICP, LEED AP BD+C
Urban Planner
City of Alexandria
Department of Planning and Zoning/Development Division
703.746.3817
www.alexandriava.gov

On Jun 13, 2012, at 8:30 PM, "Dennis Potter" <dennis.potter@klgates.com> wrote:

COA Contact Us: Mayor, Vice Mayor, and Council Members

Time: [Wed Jun 13, 2012 20:29:15] **Message ID:** [40073]

Issue Type: Mayor, Vice Mayor, and Council Members

First Name: Dennis

Last Name: Potter

Street Address: 5250 Valley Forge Drive #303

City: Alexandria

State: Va

Zip: 22304

Phone: 571-235-3990

Email Address: dennis.potter@klgates.com

Subject: US Bowling project

Dear Mayor Euille and City Council Members:
Attached, please find a letter

from the Board of Directors of the Council of Co-owners of the Wapleton

Condominium (located at 5250 Valley Forge Drive) concerning the

development project at the South Pickett
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Comments:

viewpoint of our residents and the Board of Directors on their behalf, I

would be pleased to further discuss
with any of you or the appropriate

member of your staff.

Thank you very much for your consideration in

this matter.

Sincerely,
Dennis Potter
571-235-3990

Attachment: ce60e2cdd0163a4fd656892796413590.pdf

<ce60e2cdd0163a4fd656892796413590.pdf>

Analysis of Potential Mitigation Measures for Traffic Concerns in the area of the Proposed Delaney Development – June 15, 2012

The following analysis looks at three specific traffic concerns that have been raised by the community in relation to the proposed Delaney development. The traffic concerns analyzed within this report include: potential signalization of S. Pickett Street and Valley Forge Drive; potential for a pedestrian crossing at S. Pickett Street and Valley Forge Drive; and potential traffic signal modifications at the intersection of Duke Street and S. Pickett Street. Specific recommendations are contained at the end of each report section, with an overall summary of recommendations contained at the end of the document.

Potential Signalization of S. Pickett Street and Valley Forge Drive

There are two justifications for installing traffic signals based on nationwide standards: traffic volume and accident history. These two justifications were analyzed at the intersection of S. Pickett Street and Valley Forge Drive:

Traffic Volume

In order to justify a traffic signal, there are minimum volume thresholds that must be met on both the main street (S. Pickett Street) and the side street (Valley Forge Drive / Pickett Center driveway). An analysis of the traffic data shows that there is not enough traffic on the side street to warrant a traffic signal. The threshold for side street traffic is 100 vehicles exiting in the peak hour from the highest volume side street approach. During the AM peak hour, the Valley Forge Drive approach had the highest approach volume, with 59 total vehicles observed from 7:15 to 8:15 AM. During the PM peak hour, the Pickett Center driveway approach had the highest approach volume, with 69 total vehicles observed from 5:00 PM to 6:00 PM. Both the AM peak hour and PM peak hour side street volumes fall well below the threshold of 100 vehicles. Because of the dead end nature of the side streets, it is unlikely that the side street volumes would increase significantly enough in the future to meet the minimum volume thresholds.

Accident History

The justification to install a traffic signal based on accident history requires five or more accidents that would have been preventable by a traffic signal within a one year period. The accident history at the intersection of S. Pickett Street and Valley Forge Drive was analyzed for the past five years. The maximum number of accidents that occurred in any one year period was two accidents. One of the two crashes that occurred during this one year period would have been preventable by the installation of a traffic signal. The accident threshold of five preventable crashes within a one year period was not met for this intersection.

Other Considerations

There are several other site specific factors that would complicate installation of a traffic signal at S. Pickett Street and Valley Forge Drive. Due to the proximity of the existing signalized intersection of Duke Street and S. Pickett Street (approximately 400' to the north), a potential traffic signal at S. Pickett Street and Valley Forge Drive would have to be coordinated with the traffic signal at Duke Street. This would result in the traffic signal at Valley Forge Drive turning

green once every two minutes for Valley Forge Drive traffic during the AM and PM peak hours as well as the midday hours. An analysis was conducted comparing the delay for vehicles exiting Valley Forge Drive based on an unsignalized intersection as well as a signalized intersection that would be coordinated with the Duke Street & S. Pickett Street intersection to the north. The table below compares the two scenarios:

Table 1: Delay for vehicles exiting Valley Forge Drive (Year 2014 with development)

	AM Peak Hour (seconds of delay per vehicle)	PM Peak Hour (seconds of delay per vehicle)
Valley Forge Dr. Stop Sign Controlled	20	29
Valley Forge Dr. Signalized	39	38

The table shows an increase in delay for vehicles exiting Valley Forge Drive if a signal were to be installed in both the AM peak hour and PM peak hour.

There are also curb cuts for commercial entrances approximately 60' north of Valley Forge Drive that serve a fast-food restaurant and a retail/office building. Installing a signal at the intersection of S. Pickett Street and Valley Forge Drive would effectively block these entrances when the traffic signal displays a red indication for southbound S. Pickett Street traffic, greatly complicating the exiting maneuvers for drivers exiting these two driveways immediately to the north of Valley Forge Drive.

Conclusion

The S. Pickett Street and Valley Forge Drive intersection does not meet the standards for installation of a traffic signal, as the collected side street traffic volumes on Valley Forge Drive are below the minimum threshold and the accident history does not indicate a significant number of accidents that would be preventable by a traffic signal. In addition, an analysis of delay indicates that the installation of a traffic signal would double the delay for vehicles exiting Valley Forge Drive during the AM peak when compared to the existing stop sign control. Installation of a traffic signal would increase delay by approximately 30% during the PM peak for vehicles exiting Valley Forge Drive. T&ES does not recommend the installation of a traffic signal at S. Pickett Street and Valley Forge Drive.

Analysis of Pedestrian Crossing – S. Pickett Street at Valley Forge Drive

The need for a pedestrian crossing of S. Pickett Street at Valley Forge Drive has been raised by the community at meetings and through correspondence with the city. The crossing of S. Pickett Street is complicated by a number of geometric and roadway factors.

S. Pickett Street is a four-lane undivided roadway, with no median separating the northbound and southbound lanes that could serve as a pedestrian refuge. Because S. Pickett Street lacks a median, pedestrians must completely cross four lanes of traffic without stopping. Assuming a pedestrian crossing speed of 3.5 feet per second, it would take approximately 14 seconds to cross S. Pickett Street. There are few gaps in vehicle traffic on S. Pickett Street that are 14 seconds or greater during the peak hours.

The speed limit on S. Pickett Street is 35 MPH. The relatively high speed nature of the S. Pickett Street traffic makes the pedestrian crossing more difficult.

There is a horizontal curve that begins approximately 100' south of the intersection of S. Pickett Street and Valley Forge Drive. While this curve is relatively gentle, it does have a small impact in reducing sight distance, especially for pedestrians crossing from the west side of South Pickett Street.

Because of the roadway and geometric factors described above, Transportation staff does not recommend a standard crosswalk with pedestrian crossing signage. A standard crosswalk with pedestrian signage would not be effective in achieving a safe pedestrian crossing of S. Pickett Street.

There are additional enhanced measures that could be considered if a crosswalk were to be installed at the intersection of S. Pickett Street and Valley Forge Drive. A rapid flash beacon, which consists of a pedestrian crossing sign with high-intensity flashing amber lights, is one option. Under this scenario, prior to a pedestrian crossing the street, the pedestrian pushes a button which activates the flashing amber lights, drawing attention to the pedestrian crossing sign and the fact that there is a pedestrian wishing to cross the roadway. Rapid flash beacons have been used at one and two lane crossings at various locations throughout the city, such as on Duke Street at the Telegraph Road ramps. Rapid flash beacons cost approximately \$15,000 per intersection to install.

Another measure that could be considered at S. Pickett Street and Valley Forge Drive is a pedestrian hybrid beacon. Also sometimes known as a "HAWK" signal, these beacons stop traffic with a red traffic signal indication and then display a Walk symbol to pedestrians wishing to cross the roadway. There is one hybrid beacon installed in the city, at Van Dorn Street and Maris Avenue. These traffic signals are very effective in allowing pedestrians to cross the street, since vehicle traffic must stop at a red signal indication and yield the right of way to pedestrians. Based on the experience of the hybrid beacon at Van Dorn Street and Maris Avenue, installation of a hybrid beacon would likely increase the rear end accident rate for the vehicle traffic on S. Pickett Street. The installation of a hybrid beacon also requires installation of traffic signal equipment, including pedestrian signals, vehicle traffic signals, mast arm poles, and a traffic signal controller cabinet. The expected cost of a hybrid beacon is \$60,000.

Conclusion

T&ES recommends the installation of a rapid flash beacon at the intersection of S. Pickett Street and Valley Forge Drive. The installation of a rapid flash beacon will alert motorists to the presence of pedestrians through high-intensity flashing amber lights installed on the pedestrian crossing sign. In the future, an upgrade to the intersection to a pedestrian hybrid beacon should be considered if funding is identified and minimum pedestrian volume guidelines for installation are met.

Potential Signal Changes at Duke Street & S. Pickett Street Intersection

Elimination of Right Turn Overlap on EB Duke Street

Currently there is a right turn overlap on eastbound Duke Street. This right turn overlap currently shows a green right turn arrow for the eastbound Duke Street right turn lane when the S. Pickett Street approach has a green signal indication.

Elimination of the right turn overlap would result in a relatively small change in delay to right turning vehicles on Duke Street. Delay for turning vehicles would increase by approximately 1 second per vehicle. Under this scenario, right turns would still be allowed to make a right turn on red.

An issue has been raised regarding the right turn overlap conflicting with pedestrians attempting to cross S. Pickett Street. When the right turn overlap is green, the pedestrian indication to cross S. Pickett Street shows a “Don’t Walk” indication. There is never a time when the right turn arrow is displayed at the same time as a “Walk” indication.

T&ES does not support the elimination of the right turn overlap on eastbound Duke Street.

Elimination of Right Turn Overlap on NB S. Pickett Street

Currently there is a right turn overlap on northbound S. Pickett Street for the right turn onto eastbound Duke Street. This right turn overlap shows a green right turn arrow for the northbound S. Pickett Street right turn lane when the westbound Duke Street left turn has a green left turn arrow. This overlap was installed approximately two years ago to help minimize the queues in the northbound South Pickett Street right turn lane. There are several driveways on S. Pickett Street in close proximity to the intersection at Duke Street. By adding a right turn lane overlap, access to these driveways is enhanced by moving right turning vehicles off of S. Pickett Street and onto Duke Street more quickly.

Elimination of the right turn overlap would result in a relatively small change in delay to right turning vehicles on S. Pickett Street. Delay for turning vehicles would increase by approximately 3 seconds per vehicle. Under this scenario, right turns would still be allowed to make a right turn on red.

An issue has been raised regarding the right turn overlap conflicting with pedestrians attempting to cross S. Pickett Street and Duke Street. When the right turn overlap is green, the pedestrian indications to cross both S. Pickett Street and Duke Street show a “Don’t Walk” indication. There is never a time when the right turn arrow for northbound South Pickett Street is displayed at the same time as a “Walk” indication.

T&ES does not support the elimination of the right turn overlap on northbound S. Pickett Street.

Adding “No Turn on Red when Pedestrians are Present” signage on EB Duke Street

Some members of the community have indicated that a “No Turn on Red” or “No Turn on Red when Pedestrians Are Present” sign was previously installed for eastbound Duke Street traffic, with the sign being damaged, removed, and not replaced. A review of available traffic sign records as well as historical photographs from 2008 and 2009 do not show a turn prohibition sign for eastbound Duke Street traffic. However, it is possible that at one point in the past a turn prohibition sign was installed.

Since there is not a pedestrian crossing of Duke Street on the west side of the intersection, the benefits of a turn prohibition sign for eastbound Duke Street are limited. The pedestrian crossing of S. Pickett Street displays a “Don’t Walk” indication while the eastbound Duke Street signals are displaying red signal indications, so there should not be a conflict with pedestrians entering the intersection to cross S. Pickett Street at the same time eastbound Duke Street vehicles are trying to make a right turn on red.

T&ES does not support the installation of “No Turn on Red when Pedestrians are Present” signage on eastbound Duke Street at S. Pickett Street

Adding “No Turn on Red when Pedestrians are Present” signage on NB S. Pickett Street

There are two pedestrian crossings on the southeast corner of the intersection. Pedestrians can cross S. Pickett Street or pedestrians can cross Duke Street. There is a potential conflict where northbound right turn on red vehicles on S. Pickett Street may encroach into the crosswalk to see oncoming Duke Street traffic and effectively block the crosswalk for pedestrians crossing S. Pickett Street with a walk indication. A “No Turn on Red when Pedestrians are Present” sign could potentially avoid this conflict.

T&ES supports the installation of “No Turn on Red when Pedestrians are Present” signage on northbound S. Pickett Street at Duke Street.

Summary of Recommendations

T&ES recommends the following based on the analysis contained within the report above:

1. A traffic signal not be installed at the intersection of S. Pickett Street and Valley Forge Drive.
2. A crosswalk with rapid flash beacon be installed at the intersection of S. Pickett Street and Valley Forge Drive.
3. A “No Turn on Red when Pedestrians are Present” sign be installed on northbound S. Pickett Street at Duke Street.

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6-16-12

Jackie Henderson

From: Mary L Turek <ml.turek@att.net>
Sent: Friday, June 15, 2012 7:38 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Pedestrian Pathway to Cameron Station
Attachments: ATT00001.txt

COA Contact Us: Mayor, Vice Mayor, and Council Members

Time: [Fri Jun 15, 2012 19:37:45] Message ID: [40133]

Issue Type: Mayor, Vice Mayor, and Council Members

First Name: Mary L

Last Name: Turek

Street Address: 5127 Donovan Drive

City: Alexandria

State: VA

Zip: 22304

Phone: 703-212-0689

Email Address: ml.turek@att.net

Subject: Pedestrian Pathway to Cameron Station

I am a home owner in Cameron Station, very close to the location of the proposed pathway to South Pickett Street.

I have real concerns regarding

this project. I cannot tell you how many development projects have been proposed for the West End over the years, none of which ever came to fruition. I'm afraid the odds are against this one as well.

My concern

Comments: is that the development site will be vacant, and will draw unsavory elements. A direct path into our community would provide easy access for them.

This is a safe and quiet place to live, with lots of families with small children. The extra foot traffic from non-residents could cause problems with noise, trash, crime and safety.

If the proposed project

were to be built, a pathway might be something the Cameron Station residents would support. You could consider stipulating that the pathway

would be the last piece to be completed. Define specific goals that would need to be met before construction could begin.

Property values are now

starting to come back up, and I would hate to see anything done to halt that progress, or to adversely affect the liveability of the community .

SPEAKER'S FORM

DOCKET ITEM NO. 12

**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:** Duncan W. Blair

2. **ADDRESS:** 524 King Street, Alexandria, VA 22314
TELEPHONE NO. 703 836-1000 **E-MAIL:** dblair@landcarroll.com

3. **WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF?**
CIA-Pickett Street, LLC

4. **WHAT IS YOUR POSITION ON THE ITEM?**
For

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

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, except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard on a docket item shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of 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.



APPLICATION

Master Plan Amendment MPA# _____
 Zoning Map Amendment REZ# _____

PROPERTY LOCATION: 100 S. Pickett Street, Alexandria, Virginia

APPLICANT

Name: CIA-Pickett Street, LLC

Address: 3147 Woodland Lane, Alexandria, Virginia 22309

PROPERTY OWNER:

Name: CIA-Pickett Street, LLC

Address: 3147 Woodland Lane, Alexandria, Virginia 22309

Interest in property:

- Owner Contract Purchaser
- Developer Lessee Other _____

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

- yes: If yes, provide proof of current City business license.
- no: If no, said agent shall obtain a business license prior to filing application.

THE UNDERSIGNED certifies that the information supplied for this application is complete and accurate, and, pursuant to Section 11-301B of the Zoning Ordinance, hereby grants permission to the City of Alexandria, Virginia, to post placard notice on the property which is the subject of this application.
Land, Carroll & Blair PC

Duncan W. Blair, Esquire
Print Name of Applicant or Agent

Signature

524 King Street

Mailing/Street Address

703 836-1000 703 549-3335

Telephone # Fax #

Alexandria Virginia 22314

City and State Zip Code

Email: d Blair@landclark.com

March 16, 2012

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____ Fee Paid: \$ _____

Legal advertisement: _____

ACTION - PLANNING COMMISSION Adopted 5-0 (MPA) ACTION - CITY COUNCIL: CC approved PC recommendation w/ amendments 7-0

application master plan amend.pdf
8/1/05 Planning Applications, Forms, Checklists & Planning Commissions

Recommended Approval w/ amendments 5-0 (REZ) 3/8/12

7/16/12

**APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP #2011-0007**

PROJECT NAME: 100 South Pickett Street

PROPERTY LOCATION: 100 South Pickett Street, Alexandria, Virginia

TAX MAP REFERENCE: 58.02 02 01

**ZONE: current CG Commercial General
proposed CRMU-M**

APPLICANT NAME: CIA-Pickett Street, LLC

ADDRESS: 3147 Woodland Lane, Alexandria, Virginia 22309

PROPERTY OWNER NAME: CIA-Pickett Street, LLC

ADDRESS: 3147 Woodland Lane, Alexandria, Virginia 22309

SUMMARY OF PROPOSAL: Development Special Use Permit with Site Plan to construct a mixed-use retail and multi-family building.

MODIFICATIONS REQUESTED: NONE.

SUP's REQUESTED: SEE ATTACHED.

[X] THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of Title 7, Chapter 5 of the Code of the City of Alexandria, Virginia.

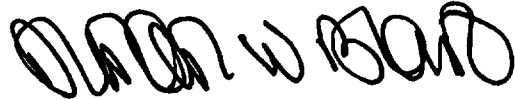
[X] THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

Land, Carroll & Mendelson PC

Duncan W. Blair, Esquire

Print Name of Applicant or Agent



Signature

524 King Street

Mailing/Street Address

(703) 836-1000

Telephone #

(703) 549-3335

Fax #

dblair@landclark.com

E-mail:

Alexandria, Virginia 22314

City and State

Zip Code

March 16, 2012

Date

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

Application Received: _____

Received Plans for Completeness: _____

Fee Paid & Date: \$ _____

Received Plans for Preliminary: _____

Legal Advertisement: _____

Property Placard: _____

ACTION - PLANNING COMMISSION: Recommended Approval 5-0 6/5/12

ACTION - CITY COUNCIL: CC approved PC recommendation w/ amendments

7A 95

7-6 6/16/12

zoned KR/King Street Urban Retail. Applicant: Hank's Oyster Bar Old Town, LLC by David Chamowitz, attorney

PLANNING COMMISSION ACTION: Recommend Approval 5-0

City Council approved the Planning Commission recommendation.

Council Action: _____

11. SPECIAL USE PERMIT #2012-0030
501 East Monroe Avenue - Wholesale Business
Public Hearing and Consideration of a request to operate a wholesale coffee roasting business and a request for a parking reduction; zoned CSL/Commercial Service Low. Applicant: M.E. Swing Company, Inc.

PLANNING COMMISSION ACTION: Recommend Approval 5-0 w/amendments

City Council approved the Planning Commission recommendation, with the following amendment: add a new condition #17 to read, "The applicant shall supply bike racks." Staff was asked to do an analysis of whether it can add on-street parking on Monroe Avenue.

Council Action: _____

12. MASTER PLAN AMENDMENT #2012-0002
REZONING #2012-0001
DEVELOPMENT SPECIAL USE PERMIT #2011-0007
100 South Pickett Street – The Delaney
Public Hearing and Consideration of requests for: A) an amendment to the Landmark – Van Dorn Small Area Plan to change the zoning from CG to CRMU-M and to change the height map to permit a building height of 77 feet; B) a rezoning from CG/Commercial General to CRMU-M/ Commercial Residential Mixed-Use (Medium) with proffers to the development plan and to provide 23 on-site affordable housing units; C) a development special use permit, with site plan, to construct a mixed-use building with residential and retail with surface and garage parking, including a special use permit approval to increase FAR to 2.0 for a mixed-use building in the CRMU-M zone; zoned CG/ Commercial General. Applicant: CIA- Pickett Street, LLC represented by Duncan Blair, attorney
PLANNING COMMISSION ACTION:
MPA #2012-0002 Adopted 5-0
REZ #2012-0001 Recommend Approval 5-0 w/amendments
DSUP #2011-0007 Recommend Approval 5-0

City Council approved the Planning Commission recommendation, as amended. Added an additional condition to read: The applicant shall provide a pedestrian crossing of South Pickett Street on the south side of the intersection of South Pickett Street and Valley Forge Drive by providing the following improvements to the

satisfaction of the Director of T&ES: 1. Install pedestrian signage with rapid flash beacons on each side of South Pickett Street at the crossing location; b. install ADA accessible curb ramps serving the crossing; and c. install a thermoplastic laddered pedestrian crosswalk (T&ES). An amendment to condition #19 to add the following sentence: retail construction shall facilitate the requirements of a restaurant.

Council Action: _____

13. Introduction and First Reading. Consideration. Passage on First Reading of an Ordinance to amend and reordain Sheet No. 58.02 of the "Official Zoning Map, Alexandria, Virginia," adopted by Section 1-300 (Official Zoning Map and District Boundaries), of the City of Alexandria Zoning Ordinance, by rezoning the property at 100 South Pickett Street from, CG/Commercial General to CRMU-M/Commercial Residential Mixed Use (Medium) with Proffers in accordance with the said zoning map amendment heretofore approved by City Council as Rezoning No. 2012-0001 (Project Name: The Delaney, 100 South Pickett Street.) (The Public Hearing on this item will be held on June 26, 2012.)

City Council passed the ordinance on first reading and set it for public hearing, second reading and final passage on Tuesday, June 26, 2012.

Council Action: _____

14. Introduction and First Reading. Consideration. Passage on First Reading of an Ordinance to amend and reordain the Master Plan of the City of Alexandria, Virginia, by adopting and incorporating therein the amendment heretofore approved by City Council to the Landmark/Van Dorn chapter of such master plan as Master Plan Amendment No. 2012-0002 and no other amendments, and to repeal all provisions of the said master plan as may be inconsistent with such amendment. (Project Name: The Delaney, 100 South Pickett Street.) (The Public Hearing on this item will be held on June 26, 2012.)

City Council passed the ordinance on first reading and set it for public hearing, second reading and final passage on Tuesday, June 26, 2012.

Council Action: _____

15. MASTER PLAN AMENDMENT #2012-0001
COORDINATED DEVELOPMENT DISTRICT #2012-0001
DEVELOPMENT SPECIAL USE PERMIT #2011-0031
ENCROACHMENT #2012-0001
VACATION #2012-0001
SPECIAL USE PERMIT TMP #2012-0010
1700 and 1800 Eisenhower Avenue, 760 John Carlyle Street, 340, 350, and
400 Hooffs Run Drive - Carlyle Plaza Two
Public Hearing and Consideration of a request for: A) an amendment to the Eisenhower East Small Area Plan to merge blocks 26A, 26B, and 28 into a single block with a maximum height of 375 feet, and allow a portion of the residential floor area for this block to be used for a hotel use; B) an amendment