



Docket Item #5A-D
Master Plan Amendment #2011-0007
Rezoning #2011-0002
Development Special Use Permit #2011-0015
Special Use Permit/Transportation Management Plan #2011-0060

<u>Application</u>	<u>General Data</u>	
<u>Project Name:</u> Safeway on King Street	PC Hearing:	November 1, 2011 December 6, 2011
	CC Hearing:	November 12, 2011 December 17, 2011
	If approved, DSUP Expiration:	December 17, 2014 (three years)
<u>Location:</u> 3526 King Street	Zone:	Existing: CG/Commercial General Proposed: OC/Office Commercial with proffer
	Proposed Use:	Retail
<u>Applicant:</u> Safeway, Inc., represented by Duncan Blair	Small Area Plan:	Fairlington/Bradlee
	Historic District:	Not Applicable
	Green Building:	LEED Silver Certification for New Construction

Purpose of Application

A consideration for requests to implement the following:

1. Master Plan Amendment to change the land use designation in the small area plan from CG to OC with proffer;
2. Rezoning from CG, Commercial General, to OC, Office Commercial with proffer, in order to increase the permitted Floor Area Ratio (FAR) from 0.5 to 1. The rezoning includes a proffer limiting the development to a grocery store and retail uses, and to this development plan;
3. Development Special Use Permit with Site Plan to construct an approximately 61,323 sq. ft. grocery store and an approximately 3,136 sq. ft. detached retail building;
4. Special Use Permit for retail use larger than 20,000 sq. ft.;
5. Special Use Permit for a Transportation Management Plan;
6. Special Use Permit for a parking reduction of 110 spaces; and
7. Modification to the Landscape Guidelines.

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewer(s):
 Patricia Escher, AICP; patricia.escher@alexandriava.gov, Colleen Willger, AICP, LEED AP BD+C; colleen.willger@alexandriava.gov Garry Meus; garry.meus@alexandriava.gov

PLANNING COMMISSION ACTION, DECEMBER 6, 2011:

Master Plan Amendment #2011-0007
 On a motion made by Commissioner Wagner, seconded by Commissioners Dunn and Fossum, the Planning Commission voted to **adopt** the Master Plan Amendment #2011-0007 resolution

to amend the Fairlington/Bradlee Small Area Plan to change the land use designation from CG to OC with Proffers. The motion carried on a vote of 6-0. Mr. Robinson was absent.

Reason: The Planning Commission agreed with the reasoning in the staff report and found that a grocery store use at the subject property was consistent with the goals for the area and the intent of the Fairlington/Bradlee Small Area Plan.

Rezoning #2011-0002

On a motion made by Commissioner Wagner, seconded by Commissioner Fossum, the Planning Commission voted to **recommend approval** of the Rezoning #2011-0002 request to change the zoning designation from CG/Commercial General to OC with Proffers/Office Commercial with Proffers at 3526 King Street. The motion carried on a vote of 6 to 0. Mr. Robinson was absent.

Reason: The Planning Commission found that the proposed amendment was consistent with the intent of the Fairlington/Bradlee Small Area Plan.

Development Special Use Permit with Site Plan #2011-0015:

On a motion made by Commissioner Wagner, seconded by Commissioners Fossum and Jennings, the Planning Commission voted to **recommend approval** of the DSUP #2011-0015, and associated special use permits and modifications, to construct an approximately 61,323 sq. ft. full-service grocery store and an approximately 3,136 sq. ft. detached retail building. The motion carried on a vote of 6 to 0. Mr. Robinson was absent.

Reason: The Planning Commission generally expressed support of the proposal and agreed with staff recommendations, including the changes outlined in the staff memos to the Planning Commission dated November 1 and November 18, which recommended revisions to conditions 2c, 3c, 26, 36, and 78e.

Special Use Permit for a Transportation Management Plan #2011-0060

On a motion made by Commissioner Wagner, seconded by Commissioner Fossum, the Planning Commission voted to **recommend approval** of the SUP/TMP #2011-0060 for a voluntary transportation management plan. The motion carried on a vote of 6 to 0. Mr. Robinson was absent.

Reason: The Planning Commission found that a TMP was consistent with the City's goals and generally agreed with staff recommendations.

Speakers:

Although the public hearing was closed at the November 1, 2011, Planning Commission meeting, the Commissioners requested at that meeting the opportunity to hear comments from Mr. Brown, President of North Ridge Citizens' Association and Ms. Jordan, President of Fairlington Civic Association.

Mr. Brown, President of North Ridge Citizen's Association, spoke in support of the project. Mr. Brown stated that given the development in the area, this proposal is the least objectionable. Mr. Brown did request that screening the project along King Street to minimize any impacts on the neighboring townhomes across the street would be appreciated; however he also stated that given the distance between the development and the townhomes any impacts would be minimal. Mr. Brown also requested special attention is paid to traffic and trucks loading on King Street.

Ms. Jordan, President of Fairlington Civic Association, spoke in support of the project. Mr. Jordan noted that the Fairlington residents had two opportunities to meet about the Safeway proposal: a regular public meeting on November 9th, and a Safeway specific discussion on November 16. Mr. Jordan also stated that the City of Alexandria staff walked the neighborhood on November 12 with residents to discuss development in the neighborhood. Ms. Jordan stated that the Fairlington Civic Association would like to offer support for the project but has four concerns:

1. Some residents are concerned about the contemporary style of the architecture;
2. Some residents are concerned about the amount of proposed parking potentially being limited given the expansion of the store;
3. Some residents are concerned about the separate, small, retail building with regards to adding to any parking concerns and the type of use being compatible with the neighborhood;
4. Some residents are concerned with traffic at the intersection of King Street, Braddock Road, and Quaker Lane.

PLANNING COMMISSION ACTION, NOVEMBER 1, 2011: On a motion made by Commissioner Wagner, seconded by Commissioner Robinson, the Planning Commission voted to defer all of the applications to the December 6, 2011 hearing date. The Planning Commission requested staff and the applicant to further investigate reducing the number of curb cuts and relocating the truck loading area, as well as to conduct additional community outreach. The Planning Commission noted that the public comment period was closed; however, they will reopen it in December for Mr. Brown, President of North Ridge Citizens' Association and Ms. Jordan, President of Fairlington Civic Association. The motion carried on a vote of 6-0; Chairman Komoroske was absent.

Speakers:

Duncan Blair, representing the applicant.

Rosiland Jordan, 4907 South 30th Street, #A2, Arlington, VA, President of Fairlington Civic Association (FCA), stated that FCA neither supports nor opposes the application. Ms. Jordan stated that there are concerns about the amount of community outreach conducted and the neighborhood has long running concerns about traffic at the King Street, Quaker Lane, and Braddock Road intersection.

Bill and Molly Pugh, 1200 Quaker Lane, spoke about their concerns regarding the pedestrian environment. They would like Braddock Road to have additional pedestrian improvements, incorporating wider sidewalks and plantings strips and believe the application is inconsistent with the Transportation Master Plan.

Nancy Jennings, 2115 Marlboro Drive, President of Seminary Hills Civic Association, stated concerns about the architecture fitting with the neighborhood and the location of the store on historic land. Ms. Jennings also stated concerns about the traffic at the King Street, Quaker Lane, and Braddock Road intersection. She also commented about not understanding why the truck traffic and loading need to be on Braddock Road.

Jack Sullivan, 4300 Ivanhoe Place, stated that underground parking is a City policy that is not being upheld with this application. Mr. Sullivan also believes that the proposal is inconsistent with the Small Area Plan. Mr. Sullivan requested that the proposal be denied.

Joanne Lepanto, 4009 North Garland Street, stated her main concerns included parking, traffic, the mass and scale of the building, and the financial feasibility of the proposal. Ms. Lepanto requested that the proposal be denied.

Cathy Puskar, 2200 Clarendon Boulevard, Suite 1300, Arlington, VA, representing WRIT, spoke in support of the revisions to condition #3c.

Virginia Chon, 200 Yoakum Parkway, Apt. 714, representing the King Drycleaners, stated her concerns that neighboring business owners were unaware of the proposal.

MPA#2011-0007, REZ#2011-0002
DSUP#2011-0015, TMP SUP#2011-0060
Safeway, Inc., 3526 King Street



MPA#2011-0007
REZ#2011-0002
DSUP#2011-0015
SUP TMP#2011-0060

11/1/2011



I. SUMMARY

A. *Recommendation*

Staff recommends **approval** of the applications that would amend the Fairlington/Bradlee Small Area Plan and rezone the property from Commercial General (CG) to Office/Commercial (OC) Zone District with a proffer to grocery store use and to the proposed development plan. Staff also recommends approval of the applications that allow the construction of a grocery store, ancillary retail building, and associated parking at 3526 King Street, subject to compliance with staff recommendations. The proposal provides a number of benefits to the community, including the following:

- Modernizing an existing grocery store that serves the surrounding neighborhood;
- Enhancing the streetscape and pedestrian environment along King Street and Braddock Road;
- Providing an attractive architectural design; and
- Constructing an environmentally sustainable building design and site planning.

B. *Summary of Issues*

The applicant and developer, Safeway, Inc., has submitted a request to redevelop two parcels adjacent to the Bradlee Shopping Center near the intersection of Quaker Lane, Braddock Road and King Street. The applicant seeks to improve an existing, older grocery store and provide shopping amenities that are commensurate with what today's consumers look for in a grocery store. To do these improvements, the applicant wishes to expand the footprint of the existing grocery store and to place the majority of the parking for the customers in an at-grade structure with the retail grocery store above, on the upper floor. This model has been successfully implemented in new Safeway stores located in Georgetown and Bethesda. The site currently houses an existing Safeway store with a square footage of 41,693± sq. ft. The proposed redevelopment of the site would add 19,630± sq. ft. to the store's floor plate. The additional square footage requested is to allow for Safeway's new "lifestyle" model with a total gross square footage of approximately 61,000 sq. ft. for the grocery and approximately 3,100 sq. ft. for a detached, ancillary, retail building.

The proposed new store building is larger than the existing store. It includes parking within the structure in order to minimize surface parking. The building as proposed exceeds the FAR limits in the CG zone (0.5 FAR). Thus, the applicant is requesting a rezoning to Office Commercial (OC) that allows up to 1 FAR. This rezoning is proffered to the existing grocery store use and the specific development plan included in the DSUP.

The proposal provides 228 parking spaces which are 29 more spaces than currently existing, but will require a parking reduction from the number required by the City's Zoning Ordinance.

To construct the project, the applicant has requested the following:

- Master Plan Amendment;
- Proffered rezoning of the property;
- Development Special User Permit with Site Plan

- Special Use Permit for a retail use larger than 20,000 sq. ft.;
- Special Use Permit for a Transportation Management Plan;
- Special Use Permit for a parking reduction; and
- Modification to the Landscape Guidelines.

Key issues that were considered with this proposal, which are discussed in more detail later in the report include the following:

- Proffered rezoning;
- Parking, including the proposed at-grade, semi-wrapped parking and the requested parking reduction;
- The request for a big box retail store;
- Architecture and building design;
- Analysis of potential traffic impacts;
- Environmental benefits; and
- Design and function of open space.

II. BACKGROUND

Site Context

The site is located in the Fairlington/Bradlee area of the city and comprised of two lots of record that will be consolidated with this proposal. The project area is approximately three (3) acres or 130,533 sq. ft. and is bounded by King Street to the north, a Sunoco gas station to the east, Braddock Road to the south, and the Bradlee Medical Office Building to the west. Residential, office, and retail uses surround the site.

III. PROJECT DESCRIPTION

Safeway, Inc. has been at this location for many decades serving the surrounding community. Over the life of the building, which was constructed in 1982, there have been several remodels to the store. Currently, the store faces onto a large, surface parking lot. The façade of the store does not face any street – rather, the King Street frontage of the site is dominated by the loading docks for deliveries to the store. The overall effect is not in keeping with good urban design principles, but is not atypical of the more suburban-style character of surrounding area.

The current proposal re-orientes the front of the store to King Street and creates a more cohesive streetwall along King Street with active ground floor uses and a pedestrian-oriented plaza/open space. The Braddock Road frontage is still used primarily for access, but includes enhanced landscaping and a green buffer that relates to the open space of Episcopal High School across the street. Bioretention areas, or rain gardens, are proposed along the perimeter of the site, predominantly along the Braddock Road frontage, screening the surface parking and sustainably treating the stormwater runoff. The grocery store building itself is completely revamped to provide high quality architecture and a new type of shopping experience.

The grocery business has been evolving over the recent past with a number of new companies in the region competing for customers. Safeway has responded to this competition by updating a number of their current stores into “lifestyle” center models, and this model is what is currently proposed for this particular store. These “lifestyle” stores are still basic grocery stores; however, they include an enhanced deli with prepared food, a bakery which bakes specialty breads on-site, a drycleaners, a pharmacy, and a café with seating. In this particular application, outdoor café seating is proposed on a balcony that overlooks a pedestrian plaza and a bosque of trees. Additionally, multiple internal designs will be incorporated to update the store into the “lifestyle” center model. Store aisles will be wider and shelves will be lower for improved ease of shopping. Parking spaces and drive aisles are designed with more room to allow for shopping carts to easily pass between cars. The grocery store – which is above a level of at-grade parking structure - is accessed via escalators and elevators from ground floor lobbies into a second story lobby area. There is also a potential “cartalator” for patrons to use to transport the shopping carts to and from the second store grocery to the at-grade parking area.

As part of the goal of creating an active streetscape along King Street, the proposal includes the construction of a new, small, ancillary, retail building located between the proposed Safeway store and the Sunoco gas station. Parking for both buildings is provided at-grade with the majority of the parking spaces located directly underneath the grocery store. Anticipated retail uses for the small, retail building are intended to be complimentary to the grocery store. A pedestrian plaza is proposed between the main entrance to the grocery store and the small retail building. Additionally, the store itself has two lobby areas that front onto King Street and provide access from the parking areas and from the sidewalk to the store space above. Between these two lobby areas is a glassy amenity space that fronts on King Street and will provide not only space for special Safeway promotions and seasonal sale items, but also a community meeting room that will be available at no charge to community groups.

The new store and parking format will result in a building that is larger than permitted in the CG zone, which was designed for lower FARs and suburban-style land parcels. The overall height of the project meets the height limits of the CG zone, but the bulk and mass will be larger. The proposed high quality architecture helps to mitigate the bulk, but the property still does not meet CG FAR limits. Thus, the applicant has proposed a proffered rezoning to the OC zone – which allows for a 1.0 FAR. The proffers would tie the project to this specific development proposal and the grocery store use.

IV. MASTER PLAN AND ZONING

The project site has been zoned for commercial development since its annexation into the City from Arlington County in 1952. Prior to the 1992 updates to the City’s Master Plan and Zoning Ordinance, the site was classified as C-2, a commercial zone. The C-2 Zone District allowed for a 3.0 Floor Area Ratio (FAR) for commercial development. The 1992 updates to the City’s governing planning documents reduced the amount of density permitted throughout the city. The project site remained a commercially zoned property, but its overall allowable FAR was reduced to 0.5.

The resulting land use designation and proposed zoning in the Fairlington/Bradlee Small Area Plan for the site, which still exists today, is CG/Commercial General. The zoning map reflects this 1992 change. The CG zone was created with the intention “to provide for retail and service uses, including automobile-oriented businesses, in community serving shopping centers along major roads. Although office uses are permitted, the zone is not intended as an area for office centers” (Section 4-400). The CG zoning classification is used throughout the city, mostly along major road corridors. For more detailed zoning information see Table #1 below.

Table 1. Zoning Tabulations

Property Address: 3526 King Street			
Total Site Area: 130,533 sq. ft.			
Zone: CG (Current) / OC (Proposed)			
Current Use: Retail (Grocery Store)			
Proposed Use: Retail (Grocery Store)			
	Permitted/Required – CG Zone	Proposed Zone Requirements – OC Zone	Provided with Site Plan Proposal
FAR:	0.5	1.0	0.97
Height:	50 feet	50 feet	46 feet
Yard Setbacks:	Nonresidential: none	Nonresidential: none	None
Open Space:	Nonresidential: none	Nonresidential: none	17,405 sq. ft. (0.4 acres)
Parking:	1.2 spaces per 230 sq. ft. for grocery store and 1.2 spaces per 210 sq. ft. for retail bldg. (338 parking spaces)	1.2 spaces per 230 sq. ft. for grocery store and 1.2 spaces per 210 sq. ft. for retail bldg. (338 parking spaces)	228 parking spaces (110 parking space reduction)*
Loading spaces:	1 space per 20,000 sq. ft. (3 loading spaces)	1 space per 20,000 sq. ft. (3 loading spaces)	3 loading spaces

*A special use permit is requested for a parking reduction.

V. STAFF ANALYSIS

A. Master Plan Amendment and Proffered Rezoning Request

The Fairlington/Bradlee area is at the crossroads of several arterial roads (King Street, Braddock Road and Quaker Lane) that create a historically awkward intersection and lead to major highways such as I-395. The area is characterized by a number of major institutional uses such as T. C Williams High School, Minnie Howard School, Episcopal High School, the Virginia Theological Seminary, and a number of nearby large churches. The commercial and institutional uses along the arterial corridors are surrounded by several traditional residential neighborhoods. The result is a series of large, awkwardly shaped commercial land parcels with community retail uses including Safeway, Bradlee Center, gas stations, and car dealerships.

The 1992 small area plan emphasized community retail uses along the commercial corridors, as long as these uses remain compatible with the surrounding residential neighborhoods.

Specifically, the land use designation and zoning in the 1992 plan called for the highest level of retail zone in the Zoning Ordinance. The retail parcels in this small area serve a significant portion of the population of the city. The goal of retaining and supporting community retail that is compatible with the residential neighborhoods and the residential character of nearby institutions is as valid today as it was in 1992.

The current proposal for a proffered rezoning is consistent with the goals outlined in the Fairlington/Bradlee Small Area Plan, even though the FAR would increase from 0.5 to 1.0. The rezoning request would change the zoning of the site from Commercial General (CG) zone to Office Commercial (OC) zone; however, the zoning would be proffered to the grocery store use as well as to this specific development proposal. Office uses would not be allowed and the primary use of the site would remain as a retail grocery store. Additionally, staff believes the proffer gives the City and community assurances that the only development allowed up to a 1.0 FAR on this site is the currently proposed project, without setting precedents for future density increases.

The applicant is requesting an amendment to the Fairlington/Bradlee Small Area Plan chapter of the City's Master Plan in order to change the land use classification from the Commercial General (CG) zone to the Office Commercial (OC) zone, and to amend the maps in the small area plan to show this change.

Consistency with Master Plan

The Fairlington/Bradlee Small Area Plan was adopted in 1992 and has five goals for the area, all of which are achieved in conjunction with this development proposal:

- Protecting the established single-family homes in the area
- Preserving neighborhood-serving retail
- Assuring that new commercial development is compatible
- Improving traffic circulation; and
- Improving the visual appearance of the area.

Goal 1: To preserve and maintain neighborhoods adjacent to the plan area and protect those areas from density increase and congestion from development and redevelopment of land within the plan area.

The application preserves and maintains the adjacent neighborhoods by proposing a building that is massed and scaled appropriately for the area. The site planning provides a strong building streetwall along the King Street frontage and a green buffer along the pastoral, more landscaped setting of Braddock Road. By siting the building on King Street, a streetwall with active ground floor uses is created and the sidewalk abuts the building. Alternatively on the Braddock Road frontage, the building is set back from the road and natural, green, open spaces are placed along the sidewalk to share a dialog with the vegetated areas across the street at Episcopal High School. The new store will maintain the existing customer base and will attract some new customers, resulting in some increase to traffic. The applicant therefore has agreed to participate in a transportation management plan and provide a monetary contribution to the City for

street/intersection improvements that will help mitigate traffic concerns potentially created by the development.

Goal 2: To preserve and maintain the continued presence of neighborhood-serving retail currently existing in the area.

The site has been designated as a retail site throughout its incorporation with the City. The proposal would maintain and continue the community-serving grocery store use that currently provides services to the surrounding neighborhoods – in fact, through the proffer, no other use is permitted. In addition to the existing grocery store use, there will be other neighborhood-serving retail in the grocery store such as a café/coffee shop, drycleaners, and pharmacy. There will also be additional neighborhood-serving retail uses in the detached, ancillary retail building that is proposed. Although proposed for a new zone, the proffer keeps the land uses as retail and grocery store in order to ensure continued community serving uses.

Goal 3: To ensure that commercial redevelopment is compatible with surrounding neighborhoods and in scale with existing commercial areas.

The Safeway store is positioned on the site to be near the existing Bradlee Shopping Center and taller medical office buildings to the north. The small, ancillary retail building is sited next to the existing Sunoco gas station. While the design of the grocery store is taller than many of the existing one story commercial uses in the area, staff believes that both proposed buildings were sited and designed to be compatible with the scale of the existing buildings on the adjacent properties. The 46 foot height meets the CG zoning standard of 50 feet maximum and the mass of the building is addressed through the use of architectural features and setbacks. While the proposal is expanding the grocery store's floor plate, the use is essentially the same: community-serving retail.

Goal 4: To improve traffic circulation within the area, consistent with the attainment of other goals and objectives.

The existing grocery store is a destination and it generates traffic. It is true that a new, larger grocery store will generate incrementally more traffic; however, not necessarily in a direct relationship with the amount of new square footage. The store's goal is certainly to attract new customers, but even more so to avoid loss of existing customers to competitors and encourage existing customers to buy more. The overall traffic circulation in the area is already quite difficult. This proposed development will add trips to the network, but will also offer improvements including: a more orderly loading dock situation, improvements to nearby intersections with pedestrian countdown apparatus, a monetary contribution towards intersection improvements at the King Street, Braddock Road, and Quaker Lane intersection, and a TMP. The bus stop on the King Street service drive will be improved and bicycle storage will be provided on site. Pedestrian circulation will be enhanced with the installation of new sidewalks and streetscape, as well as a designated path from Braddock Road to the entrances of both proposed buildings.

Goal 5: To improve the visual appearance of the area, consistent with sound principles of urban design.

The existing site layout is a dated design, with a large, non-screened, surface parking lot directly adjacent to both King Street and Braddock Road. The loading space is located in a highly prominent location along the King Street frontage. The building design is nondescript and set back from the street with no direction relationship to either street. The proposal will improve the visual appearance of the area by providing a contemporary, sustainable building design, an urban plaza, and open space on the site. Urban design principles such as siting the buildings to front on the street, locating parking behind the buildings, screening parking with active uses, and providing multi-modal transit opportunities, are all employed with this application.

Additionally, the proposal is consistent with other City adopted goals and policies such as:

- Locating development along well-served mass transit routes;
- Providing a transportation management plan (TMP);
- Contributing to the Affordable Housing Trust Fund; and
- Constructing buildings that comply with the City's Green Building Policy by striving to achieve USGBC's LEED Silver Certification.

Rezoning Criteria

The City Council adopted a policy to help guide staff and applicants when considering a rezoning request. These criteria are used when considering if an application can proceed without a master plan study for the area.

The five criteria include the following:

1. Consistency with Small Area Plan

The application is consistent with the intent and goals of the Fairlington/Bradlee Small Area Plan as it is maintaining and improving an existing community-serving retail use which is characteristic of the area. Additional analysis is included in the small area plan discussion above.

2. Consistency with Type of Area

The Fairlington/Bradlee area is typified by large, commercial buildings on major corridors and surrounded by stable residential neighborhoods. This project is a rebuilding of an existing large commercial building. The proposed project strengthens the streetwall along and orientation to King Street, which is the primary commercial corridor. It also enhances the softer green edge along Braddock Road by including plantings and green buffer along this frontage.

3. *Isolated Parcel*

The parcels are an isolated redevelopment opportunity with sole ownership of Safeway, Inc. and there are no known development proposals submitted to the City for redevelopment of other properties in the general vicinity. The applicant has approached adjacent properties to discuss consolidation, but they have not been interested.

4. *Status of Planning for Area*

The Fairlington/Bradlee Small Area Plan remains the governing document for the area with no future planning studies in this area slated to begin within the next fiscal year.

5. *Application's Consistency with City Goals*

In addition to being consistent with the vision in the small area plan, this proposal meets other City goals such as the Affordable Housing Policy, the Green Building Policy, and Economic Sustainability.

FAR Increase for Structured Parking

The increase in zoning FAR is the result of a building design which includes the parking within the structure. Specifically, the floor area for the new store would meet the CG FAR of 0.5 if the parking were replaced outside the building. However, consistent with improved urban design, the land outside the building is better used for landscaping, environmental biofiltration areas, a public plaza/open space, a detached retail building that strengthens the streetwall, and a small area of surface parking. The zoning solution here is to change the zone to one that allows larger buildings so the parking mass can be accommodated within the structure, and to accept the proffer that limits the uses to retail, similar to the existing zoning, as well as the superior site and building design included in the proposed plan.

An obvious theoretical alternative would be to construct underground parking, in which case the proposal would comply with the existing zoning. There are several reasons that staff has not insisted on underground parking. First, staff did, in strong discussions, ask the applicant to seriously consider it. In response, the applicant has been convincing in explaining that it would not proceed with rebuilding the grocery store and expanding its offerings because it was not economically feasible to do it with underground parking. Second, staff is convinced that the more suburban character of this portion of King Street merits a treatment that is somewhat different from more urban parts of the City. Land values and development pro formas in these areas make it more difficult to support underground parking. This is not to say that urban design along this portion of the King Street corridor is not important – staff has worked closely with the applicant to create a project that will enhance the streetwall with active uses, improve the pedestrian environments and create public open space. Finally, the other “lifestyle” Safeway models in both Georgetown and Bethesda are very urban concepts, yet both include surface and partially structured parking. Neither store includes underground parking, again, supporting Safeway’s economic argument.

While underground parking is theoretically desirable throughout Alexandria, the reality is that the City needs to prioritize its insistence on this expensive commodity. In this case, given the limitations of the proffer, the good site and building design and the benefit of a modern, community-serving new grocery store, staff believes requiring underground parking is not necessary. On balance, staff supports the parking arrangement in this case even though it requires an increase in FAR, because of the benefits gained from a modern store in a well-designed building with strong urban design improvements for this location. The increase in FAR is ameliorated by the design elements of the plan; the proffer protects the future use and design of the site. For these reasons, staff supports both the master plan amendment and the proffered rezoning.

B. Request for a Retail Use Larger than 20,000 sq. ft.

The proposal includes a special use permit request for a retail use larger than 20,000 sq. ft. In 2002, the City adopted a text amendment to the Zoning Ordinance that requires big box retail uses to acquire special use permit approval. In this case, the Safeway store is approximately 61,000 sq. ft. and would be considered a big box retailer. The text amendment (TA#2002-0006) offers guidelines for staff to consider when reviewing SUP requests for large retail establishments. These guidelines are designed to ensure that large footprint stores are designed to be compatible with their urban surroundings in Alexandria, and include the following:

Guideline 1: Efficient and best use of land

The land is being used efficiently by redeveloping an existing, outdated, large-format retailer with a more current model to meet the neighborhood's present-day demands. The proposed project will bring the big box use into closer conformance with good urban design principles, such as creating a streetwall that is fronted with active uses, eliminating surface parking, and providing high quality architecture.

Guideline 2: Traffic and access

The proposal will increase traffic to a degree, but the applicant will provide monetary contributions to the City for some street improvements and participate in a TMP to help mitigate any potential impacts.

Guideline 3: Parking

This project proposes a parking configuration that is somewhat unique for a big box retailer. The majority of the parking spaces are contained under the building footprint and there is significantly less surface parking. The at-grade parking is partially lined with active uses and very attractive lobbies along King Street and the ceiling height for the at-grade parking is high – with the intention of creating a pleasant, airy, open space. The applicant is requesting a parking reduction, which is atypical of a big box retailer. Although the parking requirements in the zoning ordinance are not being met, there are 29 more spaces than currently provided for the existing grocery store. Staff has reviewed parking data submitted to the City and is comfortable that adequate parking is being provided with this proposal.

Guideline 4: Pedestrian access and circulation

The pedestrian access and circulation of the site will improve with the proposal of new streetscape enhancements along King Street and Braddock Road, as well as designated pedestrian paths to the store entrance from the street, which pass through a landscaped pedestrian plaza/open space.

Guideline 5: Neighborhood compatibility

The site planning and building design are compatible with the existing neighborhood and commercial development in the area. The siting of the building along King Street creates a retail storefront presence along a major roadway corridor. The retail use is also similar to the uses adjacent to this major intersection and at the nearby Bradlee Shopping Center. While the grocery is taller than some of the one-story retail uses in the area, staff believes that the massing, height, and scale of the buildings are compatible with the area and notes that the proposed height is allowed under the current zoning. The use of open space along Braddock Road complements the green space across the street at Episcopal High School.

Guideline 6: Consistency with adopted plans

Finally, the proposal is consistent with adopted plans as the subject site has been designated as a commercial development since the City annexed the land in 1952, and for all the reasons noted in the discussion of the small area plan above.

C. *Transportation Management Plan*

The applicant will participate in a Transportation Management Plan (TMP) to encourage modes of transportation other than the typical single occupancy vehicle (SOV). In order to support such a plan, the applicant has agreed to contribute \$0.25 per square foot of retail space towards the TMP fund, with annual increases based on the U.S. Consumer Price Index. The SOV trip reduction goal for the site is 35 percent of employee trips. The TMP will require a coordinator to implement and oversee the program. Program highlights include transit information dissemination, an on-site rideshare program, and media fare distribution. Specifics of the TMP for this project are outlined in Attachment #1.

The applicant has also agreed to participate in the updated Transportation Management Plan program when implemented. The revised program will include the elements outlined in the December 8, 2010 memo approved by City Council. Participation in the updated TMP program will require this development to cooperate with other nearby TMPs, creating economies of scale and more effective use of TMP monetary resources.

D. *Parking*

At-Grade Structured Parking

This project proposes a parking configuration that is somewhat unique for a grocery store but which have been effectively implemented in two other area Safeways – the one on Wisconsin Avenue in Georgetown and the one on Bradley Boulevard in Bethesda. In these cases and in the current proposal, the majority of the parking spaces are contained under the building footprint

and there is significantly less surface parking. In this proposed project, the at-grade parking is partially lined with active uses and very attractive lobbies along King Street and the ceiling height for the at-grade parking is high – with the intention of creating a pleasant, airy, open space. Staff supports this parking configuration for several reasons.

First, the proposed parking will improve the streetwall along King Street and will conform to good urban design planning principles. The immediate area is typified by surface parking lots, which are frequently located in front of the retail buildings. Unlike other parts of the City, this area has a limited sense of streetwalls and good relationships between buildings and sidewalks. Collectively, this makes for an environment that does not encourage pedestrian activity. The current proposal greatly improves upon this situation. All parking is located behind both proposed buildings fronting on King Street and is screened from Braddock Road. Approximately 60% of the spaces are contained under the Safeway building. The frontage along King Street will accommodate active uses such as a community amenity room for neighborhood residents and store promotions/events, as well as the entrance lobbies with escalators and “cartalators”. Additionally, there will be retail space in the detached, ancillary retail building that reinforces the King Street streetwall. The limited amount of proposed surface parking will be setback from the street on the Braddock Road side, and entirely screened by either low, decorative walls, or natural vegetation installed in the rain gardens.

Secondly, the overall renovation of the existing Safeway store is a positive improvement for the community. The existing store is dated and the new store will provide many amenities for the community. In order to build the new store with the proposed enhancements, the footprint of the store must be expanded. If the footprint is expanded, providing all parking in a surface lot is impossible – the parking needs to either be underground, under a raised retail building (the current proposal), or on the roof. All of these options were explored at length with the applicant and the only one that was viable from an economic and logistical perspective in this less urban part of the City was placing the parking under the raised retail building.

Finally, staff has visited the two Safeway stores where this proposed parking configuration has been used. These stores have done an excellent job of creating streetwalls and better urban design in areas where there has been a more suburban grocery store site. The parking areas under the raised retail are well-designed, light and airy. Parking is functional and the entry into the grocery stores through well-designed lobbies is attractive and easy. Based on these site visits, staff is convinced that this proposed parking configuration is appropriate to the neighborhood character and will improve upon the current situation.

Parking Reduction

The applicant is requesting approval of a special use permit for a parking reduction. The Zoning Ordinance requires approximately 338 parking spaces and the applicant is proposing 228 parking stalls. The application request is for a reduction of 110 parking spaces. There are a total of 153 standard parking spaces, 67 compact spaces, and 8 accessible parking spaces. Approximately 43% of the parking is comprised of compact parking stalls, which complies with the City’s Zoning Ordinance. The spaces and drive aisles are designed to be slightly larger than the typical

dimension in order to accommodate comfortable access between the parked cars with shopping carts.

Staff acknowledges that the technical reduction is large. Nevertheless, staff supports the parking reduction for several reasons. Firstly and most importantly, the submitted data for the existing Safeway store indicate that the lower number of spaces will sufficiently serve the demand. In the review of other grocery stores proposals, staff has determined that the Whole Foods store on Duke Street has a peak parking demand of 3.9 spaces per 1,000 sq. ft. and the recently approved Harris Teeter proposal in Old Town North has a ratio of 3.5 parking spaces per 1,000 sq ft. The Safeway proposal has a parking ratio of 3.6 parking spaces per 1,000 sq ft. well within this parking range. Secondly, the required amount of parking spaces would increase the amount of impervious area on the site, as well as reduce the amount of open space, which would be inconsistent with the City's goal of environmentally responsible development. Even while the request is for a parking reduction pursuant to the City's requirements, there will be a net gain of 29 new spaces over what currently exists today.

Finally, the overall proposal is intended to make the site more pedestrian-friendly and to encourage people to come to the store in ways other than by car. The applicant has agreed to participate in a TMP, to enhance an existing bus stop and provide on-site bicycle parking as a strategy to encourage alternative modes of transit.

E. Traffic Study

A traffic study was completed by the applicant to measure the impacts of the proposed development on the surrounding roadway network. Based on the applicant's traffic study, the development will generate 54 new AM peak hour trips, 161 new PM peak hour trips, and 166 weekend peak hour trips. The increase in trips is driven primarily by the increase in the size of the proposed grocery store when compared to the existing store, and to a lesser extent by the new 3,000 square foot specialty retail store that is proposed for the site. The site will be served by entrances on both Braddock Road and the King Street Service Road, and circulation patterns to and from the store will be similar to the existing circulation patterns.

Transportation staff has some concerns on the effect of the additional traffic generated by the site on the operation of the signalized intersection of King Street, Quaker Lane, and Braddock Road. Several approaches to this intersection operate at failing levels of service during both the morning and evening peak hours in existing conditions as well as in future conditions with development. Transportation staff has a mid-term goal to add a second left turn lane at several of the approaches to the intersection to add capacity and improve the overall level of service at this intersection. This project is in the preliminary stages and will require right-of-way acquisition before construction of the additional turn lanes is possible. In order to help mitigate the effects of the additional traffic generated by the proposed development, staff has included a condition requiring the applicant to contribute \$200,000 for the design of the additional turn lanes.

Finally, the applicant has agreed to provide \$181,500 to facilitate additional transit and safety improvements adjacent to the site. Through previous studies of the King Street corridor, staff has determined that converting the King Street Service Road from two-way operation at its

terminus with Quaker Lane to one-way eastbound only operation will improve safety of the service road and improve the efficiency of traffic operations on southbound Quaker Lane. It is anticipated a portion of this funding will be used to modify the King Street Service Road to one-way operation at Quaker Lane. This funding will also to be used to relocate the existing WMATA bus stop on Braddock Road further to the west to make the stop more convenient for bus riders. A new bus shelter will also be installed at the relocated stop to provide bus riders a safe and comfortable waiting area.

Staff believes the monetary contribution for the design of additional roadway capacity at the intersection of King Street, Quaker Lane, and Braddock Road and the monetary contribution for transit and safety improvements adjacent to the site are appropriate mitigation measures to address the increase in traffic generated by the proposed development.

Truck Traffic

Some concerns have been expressed by citizens regarding truck traffic, with most concerns voiced about the impacts of truck traffic on Braddock Road. Currently, the Safeway loading dock is located on the King Street side of the grocery store. Since the new store's footprint moves the store closer to King Street to create a streetwall along the King Street Service Road, the old loading dock location is no longer appropriate or feasible. The loading dock has been moved to the Braddock Road side of the grocery store and placed at the rear of the store. This location has several benefits, including minimizing conflicts between delivery traffic and store patron traffic, as well as being located as far as possible from the intersection of King Street, Quaker Lane, and Braddock Lane.

However, because the loading dock exit onto Braddock Road is within 100 feet of the signalized intersection of Braddock Road and Marlee Way, for safety reasons it is not possible to create a new median break that would allow trucks to turn east on Braddock Road toward the intersection of King Street, Quaker Lane, and Braddock Road. All departing delivery vehicles will therefore have to turn right onto westbound Braddock Road.

Staff has included a condition requiring a delivery management plan, which will instruct drivers of smaller delivery vehicles to exit the loading area onto westbound Braddock Road and then turn right on Marlee Way to the King Street Service Road and then onto King Street. Larger tractor trailer will be unable to utilize this route and will be directed westbound on Braddock Road to Van Dorn Street, which will allow tractor trailers access to I-395 to the north and I-495 to the south.

Citizen concern has been focused primarily on the use of Braddock Road from the Safeway site west to Van Dorn Street. Braddock Road is classified by the city as a Primary Collector, which is the roadway classification below Arterial and above Residential Collector. The portion of Braddock Road between the site and Braddock Road contains eight houses fronting the road, Fort Ward Park, and several school sites.

The applicant collected traffic data to document the existing number of heavy vehicles using Braddock Road between the store site and Van Dorn Street. This data was collected on Tuesday,

October 4, 2011, and recorded 44 tractor-trailers utilizing Braddock Road during the 24-hour period. This amounted to 0.3% of all traffic on the roadway during the 24-hour period. The proposed Safeway store will add three to four additional tractor-trailers per day to Braddock Road. Overall, while recognizing that additional tractor-trailer trips may not be desirable from a homeowner's perspective along this stretch of Braddock Road, the roadway classification as a primary collector and the presence of existing tractor trailer trips along this stretch of roadway lend credence to utilizing this stretch of Braddock Road for the additional three to four tractor trailer trips per day generated by the Safeway site. Staff supports using Braddock Road as the tractor trailer delivery route for the Safeway site.

F. Building Design/Architecture

The overall design approach for both buildings is contemporary, which is appropriate for this retail-focused redevelopment in this key location. The contemporary style serves to update the character and visibility of this active commercial center, while utilizing materials and design details which reflect elements of Alexandria's historic character – such brick and slate. Although the applicant is proffering a rezoning in order to gain additional FAR, the building remains under the height limits for the existing zone, at 46 feet tall. The additional floor area is a result of the substantial ceiling heights in the covered parking.

In order to mitigate the visual impacts of garage area contained under the retail level, most of the parking is wrapped with active, usable space, or screened. The wrapped area is along King Street and returns partially along the southern facade in the plaza area. The remainder of the parking along the southern facade will have screening that is architecturally integrated with the building facades. The west elevation, along Braddock Road, is open on the ground floor; however the parking will not be visible from the street as it is set back and screened by the landscaping and bio-retention area.

The length of the longest building facades is approximately 297 feet. The long facades are broken up by recesses and projections of various internal components of the building. For instance, stairwells, entrances, and an upper terrace project from the building, give life and punctuation to the highly visible facades on which they occur. Additionally, the reinterpretation of the traditional brick running bond pattern is utilized to create an alternating motif in conjunction with banding to interrupt the facade and emphasize the horizontality of the building. The roof form, although predominantly flat, at the corner entrance of King Street and the plaza, is lifted upwards, creating a dramatic prow and a larger expanse of glass, to address the major intersection, as well as to draw attention to the primary entrance. The main, upper level of the building is clad in a strongly horizontal façade, which combines glass areas with multiple colors of a thin cement panel system, in a pattern that becomes progressively glassier as it approaches the primary corner. This dematerialization of the building skin creates a dramatic effect when viewed from the nearby intersection, and creates a vibrant counterpoint to the simple massing and brick elevations of the remainder of the building. Project signage is restrained, and is being designed to be fully integrated into the horizontal vocabulary of the primary facades.

The two elevations that are less prominent, those on the north and west, are predominantly brick, but have recessed panels of slate that create a strong rhythm along the building face and add

warmth and texture to the material palette. All of these design elements, along with changes in materials and colors, are employed to visually reduce the perceived length of the building facades.

G. Green Building

The proposal will be consistent with the City's Green Building Policy. The applicant intends to utilize the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) green building rating system for new construction. The Green Building Policy for nonresidential development requires attaining LEED Silver Certification or an equivalent certification from another green building rating system. The applicant proposes to achieve LEED Silver Certification.

The proposal will incorporate multiple sustainable design techniques during the design, construction, and maintenance of the project to ensure environmental responsibility. The site selected will be redeveloped and utilize an existing public transportation network. The heat island index will be reduced by covering the majority of the parking with a high solar reflective roof and providing a tree canopy over the remaining surface parking spaces. The landscape materials chosen will be water efficient and assist in the stormwater management for the site in a series of rain gardens. The operations and maintenance of the building will be enhanced with the installation of high efficiency heating and cooling systems. The indoor environmental quality of the building will also be comfortable and green with the utilization of recycled and salvaged materials, low emitting materials, and controlled lighting and thermal systems. Many of these items will be further developed during the final site plan and building permit review process.

H. Pedestrian and Streetscape Improvements

The pedestrian environment and streetscape will be enhanced with the implementation of the proposed improvements. Sidewalks will be widened to a minimum, unobstructed dimension of six feet to allow two people to walk next to each other. Sidewalks will be constructed of concrete, which will provide a smooth travel path for pedestrians. Tree wells will be interconnected and contain the maximum amount of soil volume to allow for healthy root growth and overall vitality for the trees. Street trees will be planted and spaced in a manner compliant with the City's Landscape Guidelines to ensure a consistent canopy along both street frontages. A designated pedestrian path links Braddock Road to King Street and provides a safe route from the street through the parking lot to the two buildings. Overall, staff believes the improvements will make a positive impact on the pedestrian environment, public realm, and circulation of the site.

I. Open Space

The proposal includes approximately 17,405 sq. ft., or 0.4 acres, of ground level open space. The majority of the open space is located within the proposed plaza and rain gardens. The plaza, approximately 2,204 sq. ft., is situated between the Safeway store and the ancillary retail building along King Street. This plaza will have a bosque of trees that will provide a shade canopy for users as well as screen the roof of the ancillary retail building from outdoor diners on

the balcony of the Safeway store. The shapes of the planting beds are designed to simulate the building's offset, reinterpretation of a running bond pattern on the Safeway store façades; resulting in a coordinated landscape and building design. The plaza is envisioned to function as a gathering space as well as serve as part of the front door to both proposed buildings.

A series of rain gardens will serve as open space, bioretention areas, and screening of the surface parking from Braddock Road. There are three separate rain gardens: one south of the ancillary retail building and two along Braddock Road near the vehicular entrances to the site. All three entrances are programmed to collect the stormwater runoff from the parking areas. Trees, ornamental grasses, perennials, and shrubs will be planted in the gardens to achieve a natural and water efficient landscape. Low, screen walls are proposed between the parking areas and rain gardens to screen the parked vehicles from the street and shield light spillover from the vehicles' head lights.

J. Landscape Modification

Pursuant to the City's Zoning Ordinance, there should be a planting island per every 10 parking spaces. During the review of the site design, staff noticed the proposed dumpster for the small retail store was located adjacent to the internal pedestrian path. Even if the dumpster were to be screened, staff believed that this condition was not an advantageous location and requested that the dumpster be moved. It became apparent, that when relocating the dumpster, there would be 11 continuous parking spaces and a planting island would be required, eliminating a parking space. The applicant is requesting relief from this requirement. Staff supports the requested modification to not provide the additional planting island given that the applicant is greatly improving the site design and is adding almost 9,000 sq. ft. pervious material to the site.

K. Community Outreach

There has been coordination and outreach with multiple community organizations throughout the various stages of review of the proposal. There was a group of interested community representatives that met earlier in March 2011, prior to any development proposal submission. The first group meeting introduced the potential project and explained the "lifestyle" store concept. The applicant discussed with the group that they looked at many alternative building designs and site layouts to create a more urban design with a strong street presence. After this analysis, the applicant concluded that due to the unique lot configuration and expanded "lifestyle" grocery store footprint, they wanted to proceed with an at-grade parking structure and a second story grocery. This programming is an urban model that they used in Georgetown and has proven to be successful. One of the design elements of the Georgetown store was a high ceiling for the parking structure, providing a more open and less daunting environment. Staff explained that due to the increase in floor height of the parking structure and the way in which floor area is calculated, more FAR would be needed to implement this option and a potential rezoning of the property may be required. The community members who attended this first meeting felt that an improved grocery store would be an asset to the area and agreed that all options for implementing this should be explored.

Staff investigated various alternatives for the site including reconfiguring the parking to be either underground or on the roof. When it became clear that the most viable option was to utilize the parking configuration that is being proposed – at-grade parking with the retail level above – staff began to explore different ways to address the additional FAR needed to accomplish this. Some of the options explored included: a simple rezoning of the property, a text amendment to the CG Zone District, and a rezoning of the property with “proffers.” These alternatives – including pros and cons - were discussed at a June 2011 meeting that was held with community representatives and, in the end, there was a general consensus that a proffered rezoning would provide the community with the best assurance that only this specific development proposal could move forward on the site.

Subsequently, a development application was submitted and community meetings were held to discuss the development proposal and collect additional community input. Staff and the applicant met with the Northridge Civic Association and the Seminary Hill Civic Association. Additionally, the project was discussed at the September 2011 Federation of Civic Associations meeting. There were also two community meetings that were open to the public and held at City Hall, the second of which in October 2011 was particularly well-attended. The applicant also held informational events at the Safeway store to generate awareness of the application and gain feedback from the community.

It should also be noted, that a web page specifically designed for the Safeway project was accessible on the City's Planning and Zoning website. The web page provided a project narrative, plans, graphics, contact information, and community meeting dates, agenda, and notes. An email list serve was developed from meeting sign-in sheets and was added as another form of outreach.

During these discussions with the community, there has been support for the project, as well as some concerns. The concerns were primarily focused on the increased FAR and mass of the project, any precedent that a rezoning of this site would set, the contemporary architectural design, truck traffic on Braddock Road, and overall traffic concerns in the neighborhood. Staff believes that each of these concerns has been addressed in the staff report and in the conditions that are being recommended.

VI. CONCLUSION

Staff recommends approval subject to compliance with all applicable codes, ordinances, and the following staff recommendations.

Staff: Faroll Hamer, Director of Planning and Zoning
Gwen Wright, Chief, Development Division
Patricia Escher, AICP, Principal Planner
Colleen Willger, AICP, LEED AP BD+C, Urban Planner
Garry Meus, Urban Planner
Matt Melkerson, Transportation and Environmental Services
Megan Cummings, Transportation and Environmental Services

MPA#2011-0007, REZ#2011-0002
DSUP#2011-0015, TMP SUP#2011-0060
Safeway, Inc., 3526 King Street



Proposed Site Plan

VIII. STAFF RECOMMENDATIONS

This application is subject to a proffered rezoning of the OC Zone District. See Attachment 2.

DSUP RECOMMENDATIONS

1. The Final Site shall be in substantial conformance with the preliminary plan dated September 14, 2011 and amended September 29, 2011 and comply with the following conditions of approval.

PEDESTRIAN/STREETSCAPE

2. **CONDITION AMENDED BY PLANNING COMMISSION:** Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
 - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. Construct all concrete sidewalks in the City right-of-way to City standards. The minimum unobstructed width of newly constructed sidewalks shall be as depicted on the preliminary plan with a minimum of a 10' wide sidewalk and 6' wide planter beds along King Street and 6'-8' wide sidewalk and 4' wide planting strip along Braddock within the City's ROW. Any additional ROW needed for this improvement shall be dedicated to the City prior to the release of the final site plan and will not affect the property's existing FAR calculations. (PC)
 - d. Sidewalks shall be flush across all driveway crossings.
 - e. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - f. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
 - g. Provide thermoplastic pedestrian crosswalks at all crossings within the proposed development, which must be designed to the satisfaction of the Director of T&ES.
 - h. All crosswalks shall be standard, 6" wide, white thermoplastic parallel lines with reflective material, with 10' in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.***(P&Z)(T&ES)

CONTRIBUTIONS

3. **CONDITION AMENDED BY PLANNING COMMISSION:** Provide a contribution of \$181,500.00 prior to release of the Final Site Plan for installation of pedestrian and vehicular improvements in the vicinity of the project. Improvements will be constructed by the City and may include but are not limited to:
 - a. Installation of eight (8) Prisma DAPS pedestrian activated push-buttons in accordance with City Standards at the existing pedestrian crosswalks at the intersection of King Street, Quaker Lane, and Braddock Road. All pedestrian-activated push buttons shall be accessible per ADA Accessibility Guidelines (ADAAG)
 - b. Safety improvements to the bus stop and access point from the Service Road to King Street to minimize potential conflicts between buses and passenger vehicles. Potential improvements include bumping out the curb line at the bus stop and modifying the western median curb line. Design of the improvements shall be included in the Final Site Plan. (T&ES)
 - c. Conversion of the intersection of the King Street Service Road and the Bradlee Shopping Center Driveway from flashing operation to full-color (red/yellow/green) signalized operation. The City will coordinate with the adjacent property owners, no later than 120 days prior to implementation of the improvement, to review the analysis supporting the improvement as well as potential alternatives or adjustments to the improvement that will address both pedestrian safety and vehicular movement at the intersection. (PC)
 - d. Relocation and upgrade of the existing WMATA 28A bus stop located on Braddock Road, west of Marlee Way. (T&ES)
 - e. Conversion of the King Street Service Road from two-way operation to one way eastbound operation at its intersection with Quaker Lane. This conversion shall include construction of a median extension to narrow the existing King Street Service Road cross-section at its intersection with Quaker Lane, and all associated signs and pavement markings required for conversion to one-way operation. * (T&ES)
4. Provide a contribution of \$200,000.00 towards intersection improvements at the adjacent signalized intersection of King Street, Braddock Road, & Quaker Lane. This contribution shall be used for design of additional left turn capacity at the intersection. Payment shall be due within sixty (60) days of design authorization by City Council. (T&ES)

OPEN SPACE/LANDSCAPING

5. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z. At a minimum the Landscape Plan shall:
 - a. Provide an enhanced level of detail plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable,

- evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
- b. Ensure positive drainage in all planted areas.
 - c. Provide details, sections and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
 - d. Provide detail sections showing above and below grade conditions for plantings above a structure.
 - e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
 - f. In the planting schedule:
 - i. Provide the cultivars for all proposed planting. Where the *Landscape Guidelines* CCA calculation is dependent on cultivar size, e.g. for tree canopies, ensure that the chosen cultivars are comparable to the CCA rate being taken.
 - ii. Include information on the height of clear stem for each tree species and ensure the trees have sufficient clearance for pedestrian and vehicle conditions as applicable.
 - g. Provide a diversity of species for the trees in the parking lot area, preferably with a larger tree canopy, to aid in the probability of long term survival of the trees in this location.
 - h. All sidewalks and driveways constructed above tree wells shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details that verify this requirement.
 - i. Provide an exhibit that verifies the planting in tree wells/trenches, and all planting meets the requirements of the City's *Landscape Guidelines* for growing medium soil volume and depth. (P&Z)
6. Provide an on-site irrigation and/or an overall water management plan developed installed and maintained to the satisfaction of the Directors of P&Z and Code Administration.
- a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one, accessible, external, water hose bib on all building sides at a maximum spacing of 90 feet apart.
 - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - d. Install all lines beneath paved surfaces as sleeved connections.
 - e. Locate water sources and hose bibs in coordination with City Staff.
 - f. Ensure that the irrigation system is compatible with City's remote control Maxicom System. (Code Administration) (P&Z)

7. Develop a palette of site furnishings in consultation with staff.
 - a. Provide location and specification for site furnishings that depicts the scale, massing and character of site furnishings to the satisfaction of the Directors of P&Z and T&ES.
 - b. Site furnishings shall include benches, bicycle racks, trash receptacles, and other associated features. (P&Z)(T&ES)
8. Provide materials, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z, and T&ES. (P&Z)(T&ES)
9. Hire a professional consultant to work with staff and the landscape designers to incorporate and interpret elements of the historical character and archaeological findings into the design of the open space and to prepare interpretive elements, which shall be erected as part of the development project. The site plan shall indicate themes and locations of interpretive elements. Prior to release of the final site plan, the consultant shall provide text and graphics for the signage subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z.* (Arch)(P&Z)
10. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the City's Landscape Architects to review the scope of installation procedures and processes. (P&Z)
11. As built documents for all landscape and irrigation installations are required. Refer to the City of Alexandria Landscape Guidelines, Section III A & B. ****(P&Z)
12. The landscape elements of the project shall be subject to the Landscape and Performance Maintenance Bonds, based on the criteria established by the City and available through T&ES. Release of Landscape and Performance Maintenance Bonds are subject to the inspection by City Staff at completion of construction, and at periods of one year and three years after completion. ****(P&Z)

BUILDING

13. The Building elevations shall be in general compliance with the revised elevations that are dated August 26, 2011.
14. Provide the following building refinements to the satisfaction of the Director of P&Z:
 - a. Continue to work with staff to refine the proposed building design and detailing with respect to:
 - i. Enhance the façade treatment along the King Street frontage, particularly the brick module near the western entrance, with the goal of creating

- pedestrian-friendly façade elements, including, but not limited to, public art, patterns in the brickwork, and variety in the wall materials.
- ii. Continue to explore the composition of the signage placement as it relates to the building façade detailing. Relocate the signs to the blank brick wall along King Street.
 - iii. Screen the ten compact parking spaces abutting the main pedestrian walkway from Braddock Road leading to the main store entrance to Safeway This screening may include landscape and hardscape elements and must fully buffer the cars from the walkway.
 - iv. The ground floor space between the two vestibules of the proposed grocery store building shall be revised to incorporate a retail/community space that creates an active building envelope on King Street and screens the at-grade parking. Additionally, extend the building face to be in front of the columns that are currently exposed along King Street. (P&Z)
15. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning to the satisfaction of the Director prior to selection of final building materials:
- a. Provide a materials board that includes all proposed materials and finishes at first final site plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. *
 - d. Construct a color, on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to release of building permits. **
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)
16. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver or Equivalent for the grocery store and the small retail store to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. Provide evidence of the project's registration with LEED with the submission of the first final site plan.*
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC within six months of obtaining a final certificate of occupancy.

- d. Provide documentation of LEED Silver Certification from USGBC within two years of obtaining a final certificate of occupancy.
 - e. Failure to achieve LEED Silver Certification, the most current version at the time of the application, for the commercial project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staff's release of Final Site Plan will apply. (P&Z)(T&ES)
17. The applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures in all non-food preparation areas to minimize the generation of municipal wastewater from the site and explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could possibly reduce the wastewater generation from this site. A list of applicable mechanisms can be found at [Http://www.epa.gov/WaterSense/pp/index.htm](http://www.epa.gov/WaterSense/pp/index.htm). (T&ES)
18. The applicant shall work with the City for reuse or recycle of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES)(P&Z)
19. The stairwells within the structured parking garage shall be visible as permitted by the Building Code, without solid walls. The balusters shall be open to allow for a clear line of vision. Provide guards that are 42" in height along open sides of the stairways and landings which are located 30" above the floor or grade below. The width between the balusters shall be no wider than 4" and the handrails are to be a minimum of 34" and a maximum of 38". (Police)
20. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as building code permits. (Police)(P&Z)

RETAIL USES

21. Ground floor uses of areas designated on the plan as "retail" shall be limited to retail, restaurant, personal service uses, as defined in the Zoning Ordinance, with the exceptions identified below:
- a. Retail shopping establishments shall not include appliance stores, auto parts stores, and lawn and garden supply stores;
 - b. Personal service uses shall not include appliance repair and rental, contractors' offices, laundromats, and pawnshops; and
 - c. Other similar pedestrian-oriented uses as approved by the Director of P&Z to meet the intent of providing active pedestrian-oriented neighborhood-serving retail uses are allowed. (P&Z)

22. Ensure the following for the retail areas within the development, to the satisfaction of the Director of P&Z:
- a. Provide a minimum 14 feet floor to floor height.
 - b. All retail entrances both with the Safeway store and the proposed Retail Building along King Street shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.
 - c. The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the lease for each tenant. (P&Z)

PUBLIC ART

23. Public art shall be incorporated with the project. Potential opportunities for the installation of public art are along the King Street frontage on the building, the screening along the compact spaces on the south of the building, and/or within the open space. The public art shall be reviewed by the Public Art Committee prior to the release of the final site plan and the applicant shall consider the Committee's comments before making the final selection of the public art components. The art shall be fabricated and installed prior to the first certificate of occupancy. (P&Z)

SIGNAGE

24. Design and develop a coordinated sign plan, which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics, business signs, and interpretive signage that highlights the history and archaeology of the site. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of Archaeology, P&Z, and T&ES.*
- a. Business signs shall employ variety and creativity of design. Tenant designers shall bring a sculptural and dimensional quality to their signs.
 - b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc.
 - c. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged. Tenants with main storefront entrances on Street(s) shall incorporate a projecting or under-canopy sign. (Arch)(P&Z)(T&ES)
25. Design business and identification signs to relate in material, color and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Director of P&Z.
- a. The business and identification signs shall be designed of high quality materials and sign messages shall be limited to logos and names.

- b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
26. **CONDITION AMENDED BY PLANNING COMMISSION:** Internally illuminated signs are prohibited, except for the five Safeway logo signs on the building facades which may be internally illuminated, with the final design to be reviewed and approved by the Director of P&Z. Explore the use of exterior illumination for all other signs. (P&Z) (PC)
27. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate 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)(T&ES)

HOUSING

28. A voluntary contribution of \$1.50 on the commercial square footage \$1.50 X 64,459 gsf for a total estimated contribution of \$96,689. would be consistent with the "Developer Housing Contribution Work Group Report" dated May 2005 and accepted by the Alexandria City Council on June 14, 2005.*** (Housing)

PARKING

29. Provide 14 bicycle parking spaces per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. (T&ES)
30. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan. The Parking Management Plan shall at a minimum include appropriate signage provided for the retail parking indicating hours which are reserved for retail patrons.* (P&Z)(T&ES)
31. All on-street parking controls and shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the final site plan. (P&Z)(T&ES)

TRANSPORTATION MANAGEMENT PLAN

32. According to Article XI of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to persuade employees to take public transportation or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in Attachment #1 to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)

33. Any special use permit granted by City Council under this section 11-700, unless revoked or expired, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all of their heirs, successors and assigns. Any use authorized by a special use permit granted under this section 11-700 shall be operated in conformity with such permit, and failure to so operate shall be deemed grounds for revocation of such permit, after notice and hearing, by the City Council. (T&ES)
34. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)
35. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met and will provide an opportunity to adjust the rates up or down up to a percentage cap. The revised TMP program will go before the City Council for approval. Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language to be approved by City Council at a future date. (T&ES)
36. **CONDITION AMENDED BY PLANNING COMMISSION:** The grocery store at 3526 King Street shall integrate into the District Transit Management Program when it is organized. All TMP holders in the established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employed through economies of scale. No increase in the TMP contribution will be required as a result of participation in the District TMP. (T&ES) (PC)
37. A TMP Coordinator shall be designated for the entire project upon application for the initial building permit. The name, location, email and telephone number of the coordinator will be provided to the City at that time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. ** (T&ES)
38. The applicant shall create a TMP fund to achieve the reduction goal of 35% of single occupant vehicles for employees, based on the project's size and the benefits to be offered to participating employees. The rate to be charged for this development shall be \$0.25 per square foot of retail space. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The TMP fund shall be used exclusively for the approved transportation activities detailed in the attachment. (T&ES)

39. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator or Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site. (T&ES)
40. The TMP Coordinator or Association will submit annual reports, fund reports and modes of transportation surveys to the Transportation Planning Division as detailed in the Attachment. (T&ES)
41. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 50%, and submission of raw data). The fee shall be in the amount of five hundred (\$500.00) for the first 30 (thirty) days late and two hundred and fifty dollars (\$250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward. (T&ES)

BUS STOPS AND BUS SHELTERS

42. Show all existing and proposed bus stops adjacent to the site (the Service Road, east of Marlee Way) with associated features, to include shelters, canopies, and benches in the vicinity of the site on the final site plan. Any proposed features shall be ADA compliant; all bus shelters shall include a bench, illumination and real-time information display board to the satisfaction of the Director of T&ES. The final bus shelter, bus canopy, and bus stop bench design shall meet City standards and the approval of the Director of T&ES. (T&ES)
43. Show detail for bench, trash receptacle and store vestibule area which will be used as the 'bus shelter' area adjacent to the Service Road DASH bus stop on the Final Site Plan. (T&ES)
44. Provide an easement to allow relocation of the existing WMATA 28A bus stop located on Braddock Road, west of Marlee Way to an area approximately 275' to the east on Braddock Road between the entrance/exit of the proposed Safeway, adjacent to the bio-retention area. Easement shall be recorded prior to release of the Final Site Plan. (T&ES)
45. Maintenance of bus shelter incorporated into the building façade serving the Service Road DASH stop will be the responsibility of the applicant. (T&ES)
46. Make the relocated bus stop at the Service Road, east of Marlee Way ADA compliant. ADA compliance includes:

- a. Install an unobstructed seven (7) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, bus stop passenger loading pad. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. Show on the Final Site Plan. (T&ES)
47. Ensure that the fifty foot approach to all bus stops adjacent to the site have a minimum 12' clearance free from tree limbs, signs and any other obstructions. (T&ES)

SITE PLAN

48. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status. (P&Z)
49. Submit the plat of consolidation and all applicable easements prior to the final site plan submission. The plat(s) shall be approved and recorded prior to the release of the final site plan.* (P&Z)
50. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, and T&ES. These items include:
- a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. All transformers shall be screened from public right-of-ways and open spaces.
 - d. Do not locate above grade utilities in dedicated open space areas. P&Z)(T&ES)
51. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RP&CA in consultation with the Chief of Police and shall include the following:
- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite

- side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
- e. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
 - f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - h. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - i. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
 - j. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
 - k. The lighting for the covered parking shall be a minimum of 5.0 foot candle maintained. The fixtures should not be flush against the ceiling, unless there are no cross beams, but should hang down at least to the crossbeam to provide as much light spread as possible.
 - l. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(Police)
52. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)

CONSTRUCTION

53. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. * (T&ES)
54. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
- a. Include a plan for temporary pedestrian and vehicular circulation;
 - b. Include the overall schedule for construction and the hauling route;
 - c. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;

- d. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)(Code)
55. Provide off-street parking for all construction workers without charge to the construction workers. 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 a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
 - a. Establish 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.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. 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 five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)
 56. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
 57. No major construction staging shall be allowed within the public right-of-way on King Street and W. Braddock Road and within the King Street Service Road. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
 58. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
 59. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Construction & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
 60. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the 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. (P&Z)(T&ES)

61. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and T&ES. (P&Z)(T&ES)
62. Implement a waste and refuse control program during the construction phase of this development. 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 all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
63. Temporary construction and/or on-site 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 final certificate of occupancy permit. *** (P&Z)
64. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the buildings. The wall checks shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall checks shall be prepared and sealed by a registered professional engineer or surveyor, and shall be approved by P&Z prior to commencement of framing. (P&Z)
65. Submit a height certification and a location survey for all site improvements to the Department of P&Z as part of the request for a certificate of occupancy permit. The height certification and the location survey shall be prepared and sealed by a registered architect, engineer, or surveyor. The height certification shall state that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z)
66. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

STORMWATER

67. All storm structures proposed within the public right of way shall be City Standard structures. (T&ES)

WASTEWATER / SANITARY SEWERS

68. The applicant shall submit a letter to the Director of Transportation & Environmental Services prior to release of the final site plan acknowledging that this property will participate, if the City adopts a plan prior to release of the building permit, to require equal and proportionate participation in an improvements plan to mitigate wet weather surcharging in the Holmes Run Trunk Sewer sanitary sewer shed. (T&ES)

SOLID WASTE

69. Provide \$1,150 per receptacle to the Director of T&ES for purchase and installation of four (4) Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans with domed lid by Victor Stanley. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.* (T&ES)
70. The location of the proposed dumpsters for the project shall be in proximity to employee access of the respective buildings, accessible for trash truck maneuverability, screened appropriately, and not be located as to impact the pedestrian environment. (T&ES) (P&Z)

STREETS / TRAFFIC

71. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
72. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction and Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
73. Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The Final Site Plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets. (T&ES)
74. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)

75. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
76. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
77. All 90 degree vehicle parking spaces adjacent to a sidewalk less than seven feet shall have wheel stops. (T&ES)
78. **CONDITION AMENDED BY PLANNING COMMISSION:** Provide a Delivery Management Plan with the final site plan submission. The Delivery Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan and shall at a minimum include the following:
 - a. Large tractor trailer trucks (WB-62 or larger) shall enter and exit the site from west-bound Braddock Road only.
 - b. All other delivery vehicles shall be directed to exit the site from west-bound Braddock Road to Marlee Way and King Street.
 - c. The plan shall be provided to all delivery vehicles which access the site.*
 - d. Mitigate noise impacts to the adjacent neighborhood from deliveries, loading and unloading activities in concurrence with the noise code. (P&Z)(T&ES)
 - e. The third curb cut located by the service area will be a right out only and limited to the use of service and delivery vehicles and have appropriate signage restricting its use. (PC)

UTILITIES

79. Locate all private utilities outside of the public right-of-way and public utility easements. (T&ES)

WATERSHED, WETLANDS, & RPAs

80. The storm water collection system is located within the Taylor Run watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

BMP FACILITIES

81. The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)

82. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)
83. 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. **** (T&ES)
84. Surface-installed storm water Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
85. Submit two originals of the storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)
86. The Applicant/Owner shall be responsible for installing and maintaining storm water Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three years and develop an Owner's 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. 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 maintenance contract shall be submitted to the City. ****(T&ES)
87. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond. ****(T&ES)

88. 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 any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. ****(T&ES)

CONTAMINATED LAND

89. Indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. (T&ES)
90. Design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. (T&ES)
91. 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:
- a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with "clean" soil.
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
 - e. Applicant shall submit 3 hard copies and 2 electronic copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)

NOISE

92. All exterior loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
93. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. (T&ES)

AIR POLLUTION

94. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
95. No material may be disposed of by venting into the atmosphere. (T&ES)
96. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

ARCHAEOLOGY

97. To insure that important information about Alexandria's past is not lost as a result of this development project, the developer shall hire an archaeological consultant to complete a Documentary Study, followed by an Archaeological Evaluation if historical research determines there is potential for significant resources to be present. If such resources are discovered during the Archaeological Evaluation, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. The Documentary Study shall be completed prior to submission of the first Final Site Plan for review.
98. Call Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
99. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
100. The final site plan shall not be released until the City Archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place.
101. Certificates of Occupancy shall not be issued for this property until interpretive elements have been constructed, interpretive markers have been erected, and the final archaeological report has been received and approved by the City Archaeologist.

CITY DEPARTMENT CODE COMMENTS

Legend: C - Code Requirement R - Recommendation S - Suggestion F – Finding

Planning and Zoning

- R-1. For all first floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-838-4884) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- F - 1. Sheets C-4B and C-8; provide a scale no less than 1”=40’.
- F - 2. Sheet PH1 and PH2; provide the date the plan was prepared/last revised.
- F - 3. Sheet C-3; provide the following:
 - a. Roadway widths and uses, including right turn and left turn lanes.
 - b. Indicate height of existing buildings.
 - c. Show current zoning for adjoining properties.
- F - 4. Sheets C-4 and C-4A; provide traffic volumes at all site entrances and exits.
- F - 5. Sheet LP100; provide the following:
 - a. Depict all utilities; proposed and those to remain.
 - b. Denote any existing vegetation to be removed. Include location, size, and species.
- F - 6. Correct the project address in the DSUP application. The DSUP application mistakenly references 3626 King Street.
- F - 7. The small retail building will be assigned a new address by the City’s Addressing Coordinator.
- F - 8. Sheet C-1; clarify the increase in gross square footage, net square footage, and building height for the Lifestyle Safeway Store and the Retail Building with this submission from the previous Concept Phase submission noted within the Narrative and Zoning Tabulation.
- F - 9. Sheet C-4; provide the following:
 - a. Tops and bottoms of all retaining and landscape walls;
 - b. Relocate proposed transformer pad out of the open space near the loading dock. If this transformer cannot be relocated, then do not count this area towards open space. Additionally, provide height of transformer and ensure proper screening.

- c. The call out for the retail dumpster directs reviewers to architectural plans for details of the screen wall and decorative gate; however no such details are provided. Coordinate sheets and provide the respective details.
 - d. The landscape walls are shown intersecting with the drainage path the stormwater runoff uses to enter the rain gardens. Provide a detail that depicts stormwater runoff will not be impeded by the landscape walls. If a break in the wall is deemed necessary, update all plan sheets accordingly, as this condition is depicted on multiple sheets.
 - e. Clarify the proposed three (3) different entrances to the proposed retail building.
 - f. Clarify the increase in gross square footage, net square footage, and building height for the Lifestyle Safeway Store and the Retail Building with this submission from the previous Concept Phase submission.
 - g. Clarify the change in traffic directions within the proposed Retail Building from the previous Concept Phase submittal from one-way traffic to two-way traffic.
- F - 10. Sheet C-5; clarify the 2%Max slope from the proposed plaza area draining toward the parking instead of being directed toward the proposed Bioretention Area 5. This could in turn be clarified through demonstrating the Drainage Divides within the following Preliminary Site Plan submittal.
- F - 11. Sheet LP100; provide the following:
- a. Coordinate the planting materials, sizes, and amounts depicted in the landscape sections on sheet LP500 with the planting plan. The planting plan looks significantly deficient in plantings as compared to the sections.
 - b. Restudy the use of the hedge in the bioretention area and explore employing more organic forms.
 - c. Assure that the base information for the design remains consistent with other plan drawings; i.e.: the proposed sidewalk materials along King Street are to be consistent with the rest of the submitted drawings within the plan set.
 - d. Exchange the *Betula Nigra* proposed in the parking islands for a species with a larger, more extensive canopy. This increase in canopy should help with LEED points for covered parking and reducing the heat island index.
 - e. Remove the triangular shaped planting area/parking island/median shown between the parking spaces and the drive aisle near the south corner of the building.
 - f. Coordinate Plant Key label for *Betula Nigra* and the labels shown on the plan. The Plant Key shows RB but the plan shows BN.
 - g. Remove note in Crown Coverage Calculation table that says the *Carpinus Betulus* account for 50% of the CCA. That calculation is inaccurate.
 - h. Include all proposed materials (trees, shrubs, etc.) within the plant schedule for the project.
- F - 12. Sheet LP500; provide information on the materials and details for the proposed low decorative walls proposed for the bioretention areas.

- F - 13. Sheet PH1; provide the following:
- a. Footcandle readings for the plaza area between the Safeway and retail buildings.
 - b. Footcandle readings for the right-of-ways, specifically the sidewalks, along King Street and Braddock Road.
- F - 14. Sheet PH2; please note that at final site plan additional information regarding the finishes and mounting heights of the fixtures will be requested.
- F - 15. Sheet A1.0; coordinate doorway to south stairwell with elevations. The elevations show a door to the outside of the building, not to the parking garage. Additionally, consider revising the door to swing outwards into the garage.
- F - 16. Sheet A2.1; provide the following:
- a. The detailing and materials of the prominent glass corner are critical to the success of the building. Provide details of the glass curtain wall and banding.
 - b. The horizontal banding on the glass corner over the main Safeway building entrance appears to project beyond the glass. Incorporate this projection into the remainder of the building where the banding occurs. For instance, the northwest and southeast corners, as well as the secondary entrance on the north elevation.
 - c. Explore extending the horizontal banding several inches into the brick walls.
 - d. Explore enhancing the architectural character of the oversized brick area between Vestibule 2 and the Opaque Fiber Cement Panel System. Explore using the Fiber Cement Bands as features for this area.
 - e. Provide a slate panel above the garage entrance on the south elevation.
- C -1. As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z)(T&ES)
- C-2. The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three years after completion. **** (P&Z)(T&ES)

Transportation and Environmental Services

- F - 1. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)

- F - 2. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:

<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>

- F - 3. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F - 4. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 5. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 6. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 7. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the

laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured “Y” or “T”, or else install a manhole. (T&ES)

- F - 8. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10’ (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18” above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)
- F - 9. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18” for sanitary sewer and 12” for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6” clearance shall be encased in concrete. (T&ES)
- F - 10. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F - 11. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12” of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F - 12. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 13. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)

- F - 14. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 15. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 16. The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)
- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)

- C - 5 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C - 6 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 7 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. The memorandum is available at the following web address of the City of Alexandria (T&ES)
- [http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20\(02-07\).pdf](http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20(02-07).pdf)
- C - 8 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 9 The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required

Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov, for information about completing this form. (T&ES)

- C - 10 The applicant shall be responsible to deliver the solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. 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)
- C - 11 The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle.
- C - 12 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 13 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)
- C - 14 The sewer tap fee must be paid prior to release of the site plan.* (T&ES)
- C - 15 All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)
- C - 16 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.* (T&ES)
- C - 17 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 18 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)

- C - 19 The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 20 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 21 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 22 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 23 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 24 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. (T&ES)
- C - 25 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the water quality volume default and stormwater quantity management. (T&ES)
- C - 26 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 27 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. * (T&ES)

Virginia American Water Comments:

1. Comply with Virginia American Water's *General Design Requirements* for all new water facilities. The standards can be obtained from VAWC by contacting Hao Chen at Hao.Chen@amwater.com.
2. Developer shall submit a Code Administration approved ISO calculation, in order to verify whether the existing and proposed water mains layout can achieve the Needed Fire Flow.
3. Survey and draw the existing 6" fire service line for 3526 King Street, and indicate whether this fire service line will be re-used or abandoned.
4. Sheet C-6: revise the "Existing Fire Hydrant To Be Relocated" to "Existing Fire Hydrant To Be Removed".
5. Sheet C-6: revise the "Relocated Fire Hydrant" to "Proposed Fire Hydrant".
6. Sheet C-6: annotate the size of the new water main and service lines (domestic & fire).
7. Sheet C-6: indicate whether the existing domestic service lines will be removed or re-used.
8. Sheet C-6: the proposed water line on south of the building shall be installed on paved area, rather than through the Bio-Retention area. Also, this water line, including the fire hydrant, wet tap and valve, will be recorded as a private fire service line, and shall be installed under a VAW "Application for Special Connection" fire service agreement.
9. Survey and draw the existing water mains on Marlee Way, in accordance with the enclosed water service schematic map.
10. Survey and draw the existing hydrant #5091, in accordance with the enclosed water service schematic map.
11. Revise the existing 16" water main annotation to "Existing 16" Lock Joint Water Main".
12. Survey and draw the existing 16" water main from Marlee Way to the east of the property line, in accordance with the enclosed water service schematic map.

ASA Comments

- F - 1. Drawings provide sanitary flow computations and complete layout of proposed sanitary mains.
- C - 1. Ensure all discharges are in accordance with City of Alexandria Code 4035.
- R - 1. The Applicant shall coordinate with City of Alexandria T&ES to ensure that planned flow capacity does not exceed City of Alexandria allotted ASA plant capacity of 20.5 MGD.

- R - 2. The Applicant shall coordinate with City of Alexandria T&ES to ensure in writing to ASA that additional flow planned does not exceed flow capacity in ASA Interceptors & Trunk Sewers during wet & average flow conditions.
- R - 3. Proposed construction and sewer discharge limits from the new facility could be regulated by ASA Pretreatment. Contact ASA Quality Manager at 703-549-3382 ext. 2275.

Code Administration (Building Code)

- F-1 The following comments are for preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact Thomas Sciulli, Plan Review Supervisor, at 703.746.4190 or Thomas.sciulli@alexandriava.gov.*
- C-1 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-2 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.

Police

Landscape Recommendations

- R - 1. The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.

Parks

- R - 2. It is recommended that the applicant choose a style bench that has an armrest in the middle of the bench to deter unwanted sleeping and skateboarding on the benches.

Miscellaneous

- R - 3. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.

Health Department

- C-1 An Alexandria Health Department Permit is required for all regulated facilities.
- C-2 Permits are non-transferable.
- C-3 Permits must be obtained prior to operation.
- C-4 Five sets of plans are to be submitted to and approved by this department prior to construction of any facility regulated by the health department.
- C-5 Plans for food facilities must comply with the Alexandria City Code, Title 11, Chapter 2, Food and Food Establishments. There is a \$200.00 fee for review of plans for food facilities.
- C-6 Pool plans must comply with Title 11, Chapter 11, Swimming Pools. Tourist establishment pools must have six (6) sets of plans submitted.
- C-7 Personal grooming facilities must comply with Title 11, Chapter 7, Personal Grooming Establishments.
- C-8 Tanning Salons must meet State Code Title 59.1, Chapter 24.1, Tanning Facilities.
- C-9 Massage facility plans must comply with Title 11, Chapter 4.2, Massage Regulations. All massage therapists must possess a current massage therapist certification, issued by the Commonwealth of Virginia in accordance with the Code of Virginia Chapter 599, § 54.1-3029 and must possess an Alexandria Massage permit in accordance with Alexandria City Code Title 11, Chapter 4.2 prior to engaging in any massage activity.
- C-10 Coin-operated dry cleaning facility plans must comply with Title 9, Chapter 4, Coin operated Dry Cleaning Establishments.
- C-11 Coin-operated laundry plans must comply with Title 9, Chapter 5, Coin Operated Laundries.
- C-12 Hotels/Motels must comply with State Code 35.1, Hotels, Restaurants, Summer Camps, and Campgrounds.
- C-13 Food must be protected to the point of service at any outdoor dining facility.
- R-1 Provide a menu or list of foods to be handled at this facility to the Health Department prior to opening.

Archaeology

- F - 1. This property may have been part of the 60-acre country estate of George Slacum, who died in 1810. In *Lost Heritage: Early Homes that Have Disappeared from Northern Virginia*, Ruth Lincoln Kaye reported that the estate house was located in the current Bradley Shopping Center area just west of this development lot. In addition, the property is at the intersection of two important historical roads. A Documentary Study is recommended to find out more information about this major crossroads area and to assess archaeological potential, perhaps relating to the early estate or to later activities.
- F - 2. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.
- C - 1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Asterisks denote the following:

- * Condition must be fulfilled prior to release of the final site plan
- ** Condition must be fulfilled prior to release of the building permit
- *** Condition must be fulfilled prior to release of the certificate of occupancy
- **** Condition must be fulfilled prior to release of the bond

ATTACHMENT #1

**Transportation Management Plan
3526 King Street Grocery SUP #2011-00060**

The Transportation Management Plan (TMP) program was enacted by the Alexandria City Council on May 16, 1987 and is now part of the Alexandria Zoning Code (Article XI, Division B, Section 11-700). The ordinance requires that office, retail, residential and industrial projects which achieve certain square footage thresholds submit a special use permit application which must include a traffic impact analysis and a transportation management plan (TMP). The Planning Commission and the City Council consider all special use permit applications, and the City Council makes the final decision on the approval of the applications. Any project requiring a TMP must receive the TMP special use permit before the project can proceed. The TMP Program is a comprehensive effort to increase the use of transit and reduce the number of single occupant vehicles (SOVs) in the City.

The Transportation Management Program for the grocery store at 3526 King Street consists of six parts:

- 1) Goal and Evaluation of the TMP
- 2) Organization, Funding and Reporting
- 3) Transportation Management Plan Directives
- 4) Evaluation of the Effectiveness of the TMP
- 5) District Transit Management Program
- 6) Permanence of the TMP Ordinance

1. Goal and Evaluation of the TMP

- a. The 3526 King Street grocery store site is located at the intersection of King Street, Braddock Road and Quaker Lane. Several DASH and Metro bus lines servicing the site provide connection to the King Street Metro Station. The TMP goals are established as 35% non-SOV for employees during peak hours.
- b. The achievement of this goal will be demonstrated by the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are being conducted to persuade employees to switch to transit or carpool as opposed to driving alone. The survey should progressively show that the strategies financed through the TMP fund are decreasing the number of peak hour single occupant vehicles to the site to achieve or exceed the goal. The annual report, fund report and survey are covered under Section 2.

2. TMP Organization, Funding and Reporting

- a. The developer shall designate a Transportation Management Plan Coordinator (the TMP Coordinator) to manage and implement the TMP on behalf of the owners of the project. The Transportation Planning Division may assist the TMP Coordinator.

- b. An Annual Report shall be submitted by the TMP Coordinator and approved by the Transportation Planning Division. This report will be due on July 15 of every year. The Annual Report shall include an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, and a work program for the following year. The initial report shall be submitted one year from the issuance of the Certificate of Occupancy.
- c. The TMP Coordinator shall provide Semi-annual TMP Fund Reports to the Transportation Planning Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. The first report will be due six months following the issuance of the first certificate of occupancy, with the following due on January 15 and July 15 of every year.
- d. The TMP Coordinator shall distribute an annual survey to all employees. The survey will be supplied by the Transportation Planning Division. Survey results will be due on July 15 of every year. A 50% response rate is required as approved by the Transportation Planning Division.

3. Transportation Management Plan Directives

- a. The Special Use Permit application has been made for the following uses:

Land Use	Square Footage
Grocery	61,000
Other Retail	3,100

- b. According to the guidelines of Zoning Ordinance Chapter 11-700, the above level of development requires a Transportation Management Program (TMP). Such plan shall include the following elements:
 - i. A TMP Coordinator shall be designated for the project upon application for the initial building permit. The name, address, email and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.
 - ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements shall be promoted to employees.

- iii. Information about transit, ridesharing, and other TMP elements shall be distributed and displayed— including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a website with this information and appropriate links to transit providers will be provided and maintained.
 - iv. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.
 - v. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.
 - vi. Discounted bus and rail fare media shall be sold on-site to employees of the project. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employee and/or the Transportation Planning Division. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
- c. **TMP Fund** — The applicant shall create a TMP fund to achieve the reduction goal of 35% of single occupant vehicles for employees, based on the project's size and the benefits to be offered to participating employees. The annual contribution rate for this fund shall be \$.25 per occupied square foot of retail space. This reduction goal may be revised in the future based on City-wide TMP policies or legislation. The annual TMP rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The increase shall begin one year after the initial CO is issued. Payments shall be the responsibility of the developer until this responsibility is transferred by lease or other legal arrangement. The TMP fund shall be used exclusively for these approved activities:
- i. Discounting the cost of bus and transit fare media for on-site employees.
 - ii. Ridesharing incentive programs which may include activities to encourage and assist the formation of car, van and bus pools, such as subsidies or preferential parking charges and parking space location, and other analogous incentive programs.
 - iii. Marketing activities, including advertising, promotional events, etc.
 - iv. Bicycle and pedestrian incentive measures which may include the provision of bicycle parking, bike sharing station and/or storage facilities, the construction and extension of bicycle paths and pedestrian walkways, the provision of shower and locker facilities and similar incentive features
 - v. Operating costs for adjacent bikeshare station.
 - vi. Membership and application fees for carshare vehicles.
 - vii. Any other TMP activities as may be proposed by the TMP Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.

Unencumbered Funds: As determined by the Director of T&ES, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in walk, bike, transit and/or ridesharing programs and activities.

4. Evaluation of the Effectiveness of the TMP

- a. The goals for transit mode share and auto occupancy established in paragraph 1.a of this document, will be used in evaluating the performance and effectiveness of the TMP. The annual survey will be used to continually determine whether the development is meeting these targets.
- b. The City of Alexandria, in conjunction with the TMP Coordinator, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TMP. The performance of the development in meeting these objectives will be evaluated in the annual report prepared by the TMP Coordinator, and will be used in developing the work plan for the association.
- c. This TMP has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) and Transportation Supply Management (TSM) strategies and tactics to be implemented in the Annual Work Program. By linking evaluation to work planning, the TMP standards of performance could change throughout the development cycle as the “right” solutions are adjusted in response and anticipation of changes in transportation conditions.

5. District Transit Management Program

The grocery store should integrate with a larger district level TMP program when or if one is organized. All TMP holders in the established area will be part of this District. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. The District will be established in coordination with the revised TMP program.

6. Permanence of the TMP Ordinance

- a. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assigns with whom sale or lease agreements are executed subsequent to the date of this approval.
- b. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney’s office.

- c. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met and will provide an opportunity to adjust the rates up or down up to a percentage cap. The revised TMP program will go before the City Council for approval. Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language to be approved by City Council at a future date.
- d. The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.
- e. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 50%, and submission of raw data). The fee shall be in the amount of five hundred (\$500.00) for the first 30 (thirty) days late and two hundred and fifty dollars (\$250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward.

**PROPOSED DEVELOPMENT CONDITION
RZ 2011-0002**

Pursuant to the provision of §11-804 of the Alexandria Zoning Ordinance, 1992, as amended (the "Ordinance"), Safeway Inc., a Delaware corporation ("Safeway"), the owner of the property known as 3526 King Street, Alexandria, Virginia 22304, also known as City of Alexandria Tax Parcel Map 32.01 Block 01 Lot 04 (the "Property") and the applicant requesting the rezoning of the Property from the CG/Commercial General zone classification to the OC/Office Commercial zone classification does hereby proffer in writing the provision of reasonable conditions to be applied to and be part of the rezoning.

Safeway voluntarily and in writing prior the scheduled public hearing proffers:

1. The use of the free standing building shown on the development site plan filed as a part of DSUP 2011-0015 (the "Plan") containing approximately 123,000 gross square feet of space (the "Grocery Store") shall be a retail shopping establishment pursuant to §4-803(AA.1) of the Ordinance limited to a grocery store consisting of approximately 61,000 gross square of retail shopping area located on the second floor of the Grocery Store, and approximately 61,000 gross square feet of accessory space to the Grocery Store and above grade structured parking on the ground level.

2. The uses permitted for the free standing building shown on the Plan containing approximately 3,100 gross square feet of space shall be limited to the uses set forth in §4-802 and §4-803 of the Ordinance, except as such uses are limited by the conditions of DSUP 2011-0015.

3. The redevelopment of the Property shall be in substantial conformance with the improvements depicted in DSUP 2011-0015 as approved by the Alexandria City Council, and as shown on the final site plan approved by the City of Alexandria.

4. These proffers are submitted in accord with §11-804 of the Ordinance and shall be governed and construed in accordance with §11-804 of the Ordinance.

5. Timothy W. Baker, Vice President of Real Estate Eastern Division represents that he is authorized to execute and deliver this Proffer and this Proffer is voluntarily entered into by Safeway.

These proffers are the only proffers on this zoning map amendment. In the event the rezoning is not approved and associated approvals MPA 2011-0007, DSUP 2011-0015 and TMP SUP 2011-0060, these proffers shall be of no binding effect.

SAFEWAY INC.,
a Delaware corporation

By: *Timothy W. Baker*
Timothy W. Baker
Vice President of Real Estate Eastern Division
October 20, 2011

5A60

ATTACHMENT #3 – Map Adjustments to Small Area Plan

MAP 3

