

19  
12-15-01

Docket Item #12-C  
DEVELOPMENT SPECIAL USE PERMIT #2001-0007  
LINDSAY MOTOR CAR SERVICE

Planning Commission Meeting  
December 4, 2001

**ISSUE:** Consideration of a request for a development special use permit, with site plan, to construct and operate an automobile sales and service facility, to include a parking deck and request for modifications.

**APPLICANT:** Lindsay Motor Car Inc.  
by J. Howard Middleton, Jr., attorney

**LOCATION:** 1407-1499 West Braddock Road; 1525-1725 Kenwood Avenue;  
1605 Fern Street; 1602-1608 Osage Street; 1601-1609 Peach Street.  
[area bounded by Kenwood Avenue, Peach Street, Osage Street  
and Fern Street (vacated)]

**ZONE:** R-8/Residential (CSL/Commercial Service Low pending)

---

**PLANNING COMMISSION ACTION, DECEMBER 4, 2001:** On a motion by Mr. Komoroske, seconded by Mr. Gaines, the Planning Commission voted to recommend approval of the request, subject to all applicable codes and ordinances and staff recommendations, with amendments to conditions #1, #3, #7 and #52 and the addition of condition #68, reflecting representations made by the applicant at the hearing. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission generally agreed with the staff analysis. There were two major remaining issues at the hearing: the setback of the building along Kenwood and the hours of operation for the service facility.

As to the setback, the Planning Commission concurred with staff that the residential uses needed to be visually screened from the proposed commercial building. Staff had recommended a minimum setback of 27 feet adjacent to Kenwood Street in order to retain the existing mature trees which would buffer the service facility from the majority of Kingsgate residences. The applicant argued that the trees could probably be saved with only a 23' setback and agreed to provide additional plantings to provide buffering. The Planning Commission agreed with staff that the existing trees were essential but also wanted to incorporate the applicant's proposed landscaping plan for additional plantings. To do both, the Commission approved the 23' setback but added a condition requiring, if the three existing trees die within five years of construction, replacement trees which are large (5" caliper or greater) and in an equal amount of caliper lost.

As to the issue of the hours of operation, staff, out of concern for impacts on adjacent residential uses, recommended a closing time of 9:00 p.m.; the applicant requested the ability to work on cars until 12:00 midnight. At the hearing, the applicant agreed to limit the 9:00 pm to midnight operation to a maximum of four employees and to activity occurring inside the building only. With those limitations, the Commission approved the extension of hours.

The other changes made by the Commission to the staff recommendations were clarifications requested by the applicant and the community.

Speakers:

Howard Middleton, representing the applicant.

Jay Parker, landscape architect for the applicant.

David Brown, North Ridge Citizens Association, spoke generally in support of the application but noted that there has not been an official meeting of the association since the staff report was produced and therefore there is no formal final position on some of the staff recommendations. Mr. Brown requested a number of clarifications to the conditions and asked that the body shop be required to relocate earlier than prior to issuance of Certificates of Occupancy.

Fran Vogel, Kingsgate Condominium Association, spoke generally in support of the application, but only with the conditions recommended by staff. She noted their concerns about traffic, particularly with respect to the opening of Peach Street.

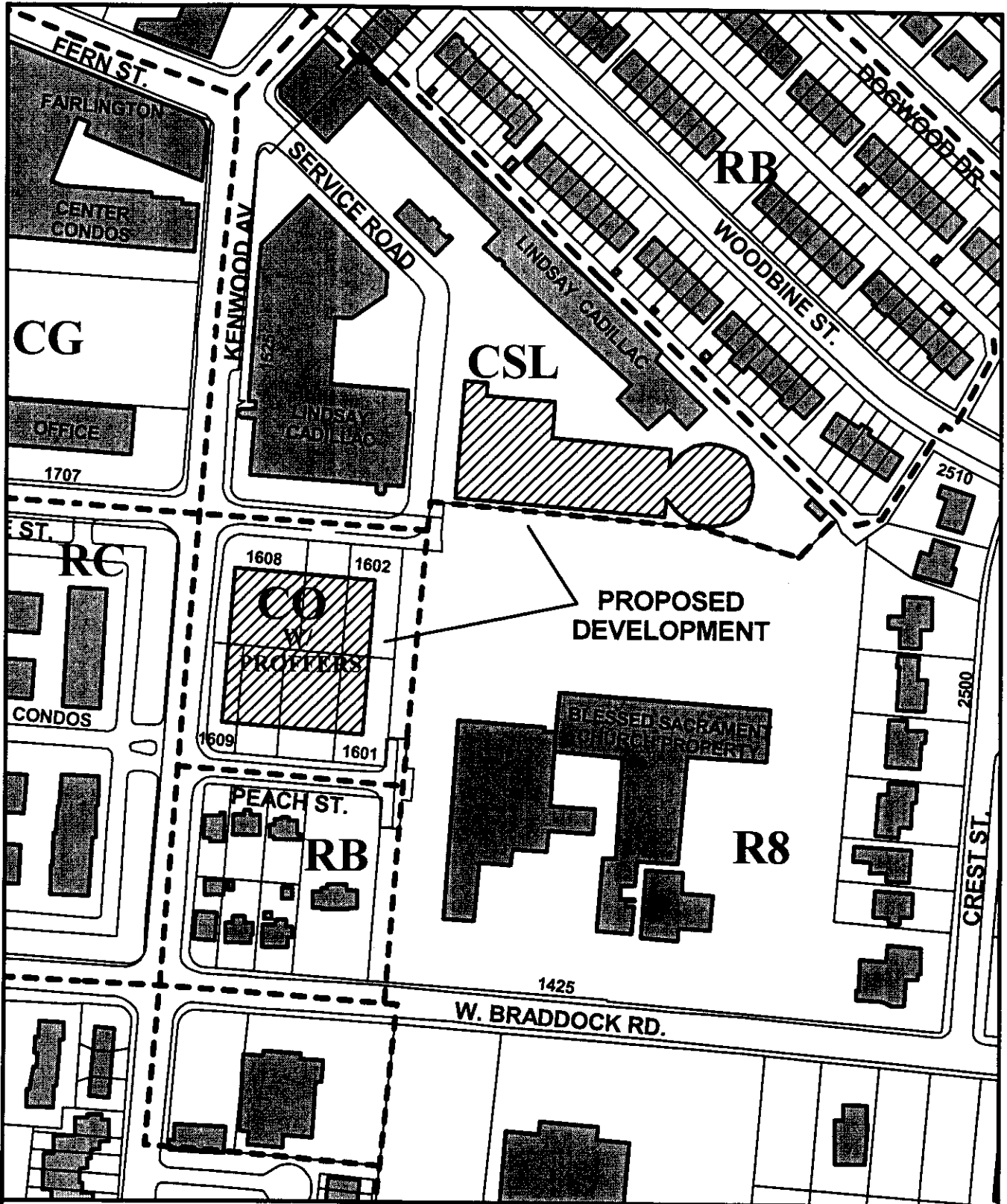
Jack Sullivan, Seminary Hill Association, indicated the association has taken no position on the application but noted a deep concern about the expansion of commercial into the residentially zoned area and the integrity of the small area plan.

Margaret Haynes, in a letter read by Kathy Holmes, expressed support for the proposal.

Steve Colantuoni, North Ridge resident and Lindsay employee, spoke in support of the proposal.

Carlyle Ring, North Ridge resident, spoke in support.

Donald Simpson, North Ridge resident, spoke in support.



**DSUP #2001-0007**

**12/04/01**



**SUMMARY:**

The applicant, Lindsay Motor Car Auto Sales and Service, is requesting a development special use permit, with site plan, to construct a Lexus car repair service center with roof top parking on the block bounded by Kenwood Avenue, Osage Street, Peach Street and the Blessed Sacrament site. They also seek approval to construct a single level structured parking deck over surface parking on a portion of the lot for the Saturn car dealership, located on the east side of Fern Street, rear of the Blessed Sacrament site. In conjunction with the application, a subdivision for a small portion of the Blessed Sacrament site is requested in order to consolidate the land with the Lindsay site and regularize the property boundaries. The application requires a master plan amendment and rezoning to CSL/Commercial Service Low for the southern half of the block to be occupied by the Lexus service center and for the portion of land being acquired from Blessed Sacrament.

Staff and the community have been working together with the applicant to resolve the many issues raised by this application. The fundamental issue is whether or not a rezoning from residential to commercial is appropriate. The expansion requires the rezoning and allowing it places automotive uses closer to existing residential uses, creating potential land use conflicts and eliminating the potential for new residential development on the half of the block now zoned for residential use, which would extend and potentially strengthen the residential component of this mixed use neighborhood. But balancing these negatives, after significant modifications to the plan and proffers by the applicant, are the positives that the proposal brings to the community: 1) two new parking facilities which should help to eliminate the significant on-street parking problem in the neighborhood, and 2) replacing a relatively unattractive surface parking lot with a potentially attractive building, 3) provision of a public open space. The rezoning also provides an opportunity for an existing business within the community to grow and stay.

Initially, staff felt they could not support the rezoning and worked with the applicant to explore other alternatives for allowing an expansion on their existing commercially zoned property. Some consideration was given to building a larger facility on the Fern Street lot (behind Blessed Sacrament) in lieu of the two new buildings; however, this approach would have required a commercial upzoning and or vacation of the public street and in the end the Lindsay representatives indicated it was a plan that could not work for them. Also explored was the alternative of shifting the service center to the rear lot and placing the garage on the Peach/Kenwood lot. But this alternative also did not work for Lindsay, nor was it desirable to the residents of Kingsgate.

Ultimately, staff concluded that the rezoning could only be supported if the project created fewer impacts on the surrounding residential blocks relative to the proffered plan, lessened some of the existing impacts of the commercial uses, provided public benefit, and if the project could be designed with appropriate transitions and buffers so that adjoining residential blocks were not destabilized.

With the significant changes made by the applicant to the plan and the staff conditions, staff believes the proposal can meet these criteria. Specifically:

- 1) The proposal should have fewer impacts (visually and traffic-wise) than the office plan approved by zoning proffer.
- 2) The project reduces the impacts of the existing use by providing more parking.
- 3) The project provides a public benefit, a publically accessible open space adjacent to Peach Street.
- 4) Staff believes the project, as now designed, will help retain and strengthen the adjoining residential blocks.

While, initially, many in the community did not support the proposed rezoning, ultimately the two groups most affected by the proposal—the Kingsgate Condominium Association and the North Ridge Citizen’s Association—voted to support this proposal with an extensive number of conditions aimed at creating this compatibility. The letters from the two associations are attached to this staff report, and their conditions have been incorporated as staff recommendations in the staff report.

The master plan and rezoning issues are discussed in more detail in the staff report on the master plan amendment and rezoning. This report addresses the more specific site design and use issues of the proposed new facilities. Aside from the major land use policy question, the key issues raised by the staff and the community relative to this proposal were:

- 1) a service building design appropriate adjacent to residences,
- 2) preservation of existing mature trees and provision of additional landscaping,
- 3) screening of rooftop parking where visible to residences,
- 4) screening the parking garage on the Fern Street lot from residences and the public rights-of-way, and
- 5) controlling impacts such as light, noise, traffic, parking, loading, fumes from the existing and expanded Lindsay operations.

A series of meetings were held between the applicant, staff and the community as we worked collaboratively to address these issues. The applicant responded to the staff and neighborhood concerns by making a number of changes to the plan to address most of the issues.

#### Changes to the Plan Made by the Applicant

Most significantly, the applicant reduced the size and refined the design of the proposed service facility in order to provide significant setbacks of the facility from both adjoining residential blocks,

saving additional mature trees and providing additional opportunities for landscaping around the perimeter of the building. The service facility is now set back 42' from the curb of Peach Street, creating a small and publically accessible open space adjacent to Peach Street and Kingsgate residences and helping to stabilize the Peach Street residential block. Along Kenwood Avenue, an appropriate residential transition has been created by moving the building further from the street (23') to create a significant landscape buffer that will contain mature trees preserved on the site as well as significant new landscaping.

The applicant has also refined the design of the building facade and provided a roof for the building, creating a more pedestrian scaled design that is more compatible with the adjoining residential, and which better screen the cars on the second story parking deck from the views of the residences.

In addition, the applicant has agreed to a series of conditions which should control the operational impacts of the facilities on the neighborhood; these conditions deal with lighting, parking, noise, loading, etc.

While many issues have been resolved and staff is recommending approval of the application, we do so based on the inclusion of all of the staff conditions, including the several described below to which the applicant has not fully agreed but which staff believes are important to protect the neighborhood. These remaining major issues are:

1. Additional Service Building Setback

Although the applicant has provided additional and significant setbacks across from residential streets, staff does not believe the setback from Kenwood is sufficient to save three mature trees along this perimeter. These three trees provide important screening for the Kingsgate residents, who expect these mature trees to be saved as a condition of their support for the project. The City Arborist and P&Z's Landscape Architect both agree that an additional setback of 10'-12' is desirable for a portion of the building in order to save the trees. This space can be created by notching the building to provide additional setback adjacent to the trees, resulting in the loss of two of the building's twenty-six service bays, to which the applicant objects.

Alternatively, an additional 8' setback can be created along the entire length of Kenwood by shifting the entire building toward the Blessed Sacrament site, reducing the size of the drive aisle and internal walkways adjacent to Blessed Sacrament; while this approach provides a 2' narrower buffer along Kenwood relative to the notching approach, it is an approach which the applicant believes may be workable and therefore acceptable to them. Under this second alternative, the applicant would agree to plant significant new landscaping, including sizable trees on both sides of Kenwood. Staff supports either alternative for achieving the buffer necessary to visually shield the Kingsgate residents.

2. Hours of Operation.

Currently, all of the Lindsay facilities in the area are required by special use permit to close at 9:00 p.m. The applicant is requesting that the hours be extended till midnight, with no customers coming after 9:00 p.m. Staff cannot support this request; even if customers do not come after 9:00 p.m., continued work in the facility will generate noise, light and other activity that would be intrusive directly adjacent to residences.

3. Traffic Calming

T&ES has asked the applicant to provide \$30,000 to fund installation of traffic calming devices, on Osage Street and Kenwood Avenue in response to neighborhood concerns about the speed of traffic on those streets. T&ES has looked at some concept plans which provide speed tables and or pedestrian accommodations on both Osage and Kenwood. The applicant believes that \$15,000 is a sufficient amount for traffic calming measures to mitigate any impacts associated with the proposed project and is willing to fund up to the \$15,000 amount for traffic calming.

Opening of Peach Street.

This project required a series of agreements between Lindsay and Blessed Sacrament. Construction of a connection from Peach Street into the Blessed Sacrament parking lot is not part of this application, nor is it shown on the site plan; however, according to the applicant's representative, construction of the connection is part of the private agreement between Blessed Sacrament and Lindsay. Therefore, the issue of the curb-cut has been raised in the context of this application, and some information has been provided by the applicant to the city on projected traffic into Peach Street from Blessed Sacrament. T&ES is not convinced that the connection is necessary, or that it is desirable, given the narrowness of Peach Street as well as other traffic conditions reported by adjacent residents.

The opening of Peach Street into Blessed Sacrament is not related functionally to the proposed development, and staff does not believe that the decision regarding the opening should be tied to this special use permit approval for Lindsay. The request for a curb-cut will be processed through T&ES's normal administrative procedures for curb-cuts, where T&ES can do further analysis of potential traffic impacts after further consultation with the neighborhood. The applicant and a representative from T&ES will be meeting with Kingsgate residents during the next week for additional discussions on the curb cut issue.

**STAFF RECOMMENDATION:**

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

1. **CONDITION AMENDED BY PLANNING COMMISSION:** The applicant shall revise the proposed design for the Lexus Service building and site plan to implement the following changes to the satisfaction of the Director of P&Z:
  - A) In order to preserve existing trees along Kenwood Avenue, either:
    - set back the southwest portion of the building a minimum of 30' from the property line, or
    - shift the entire building eastward to provide a minimum **23' 28'** setback from the property line, reducing the width of the drive aisle on the eastern side of the building to no less than 22' in conjunction with providing additional trees and landscaping on both sides of Kenwood Avenue in accordance with the applicant's proposal submitted to the City.
    - **If any of the existing trees within the Kenwood Avenue buffer which are required to be saved die within five years of issuing the CO for the service facility, Lindsay shall replant the same total caliper of trees as that lost, and the trees replanted shall each be at least 5" in caliper.**
  - B) Provide a 4 ½ ' landscape strip with planting materials along the frontage of Osage Street.
  - C) Provide the following changes to the building design, as shown on Attachment B:
    - 1) Utilize mechanical ventilation systems to remove louvers on the Kenwood elevation.
    - 2) Along the Kenwood Avenue facade elevation, lower the windows to the extent possible and provide clusters of ornamental plantings to screen views of the portions of blank walls from along the street.
    - 3) The building materials shall be predominately brick and precast and synthetic stucco, and the architectural style and components shall be unified on all four elevations.
    - 4) Along the Peach Street elevation the gable roof ends shall have the end treatment finished so that the end condition is not visible from along Kenwood Avenue and the Blessed Sacrament site.
  - D) Relocate the wall on the west side of the drive aisle near the dumpster, eliminating the outdoor storage area and providing additional open space consolidated with the large space on Peach Street. (P&Z)



2. The applicant shall revise the design of the Fern Street garage and site to:
  - A) Build a wall (minimum 42" in height) or plant a "green screen" hedge enclosing the surface level along the south side of the garage with additional landscape plantings on the Blessed Sacrament property to screen this edge of the garage,
  - B) Redesign the parking layout along Fern Street to provide regularly spaced street trees along the entire length of the street;
  - C) The garage structure shall be faced with materials giving the appearance of Brick or similar treatment;
  - D) The garage ramp shall be screened from view of the adjacent residential properties along Woodbine Street through additional landscaping; the ramp shall be treated to blend architecturally with the remainder of the garage; the material may be concrete but with a textured finished appearance. (P&Z)
  
3. **CONDITION AMENDED BY PLANNING COMMISSION:** The 35' open space located between the service building and Peach Street shall be **funded and constructed by Lindsay and** dedicated to the city for open space or otherwise covenanted to provide perpetual open space for use by the public, to the satisfaction of the Directors of P&Z and RP&CA, in consultation with the City Attorney. The applicant shall submit a design for the passive open space, which preserves the existing trees, and provides additional shade and ornamental trees and other plantings for review and approval by the Directors of P&Z, RP&CA in consultation with the residents of Kingsgate Condominiums and the North Ridge Civic Association. The open space shall be completed prior to the issuance of the CO for the service facility. The Lindsay Company shall be responsible for the maintenance and upkeep of the park, to include replacement of dead, dying or missing plant materials, grass mowing, mulching and weeding. (P&Z)
  
4. The applicant shall provide a landscape plan that incorporates the following:
  - A) Retention of the existing trees along Kenwood Avenue,
  - B) Additional shade and ornamental trees along Kenwood Avenue, along the eastern side of Fern Street and adjacent to the Fern Street garage ramp.
  - C) Obtain permission from Blessed Sacrament to plant landscape materials along the eastern side of the six foot brick screen wall along the service facility drive aisle.

- D) Evergreen trees planted adjacent to the public alley at the rear of Woodbine Street residences along the northern side of the Fern Street garage.
  - E) Evergreen shrubs to provide a screen hedge for the parking adjacent to Osage. (P&Z)
5. The applicant shall implement construction protection methods for protecting existing trees to minimize construction impacts. The applicant shall follow recommended Horticultural practices to insure the health and vitality of the trees designated for protection prior to, during and after construction of the service facility building. In the event trees which are to be preserved are damaged to die, replacement trees measuring a minimum caliper size of 4½ to 5 inches and ornamental trees measuring a minimum of 2½ to 3 inches in caliper shall be provided, with two new trees planted for each tree lost. (P&Z)
6. Provide a site lighting plan with the final site plan. Show existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in Lumens or Watts. Provide manufacturer's specifications for the fixtures. Provide lighting calculations on a point lighting plan to verify that lighting meets City Standards:
- A) On the roof-top parking decks lighting levels and fixtures shall be designed and located so as to restrict illumination levels to the minimum necessary. On the Kenwood Avenue site, light poles shall not project above mansard roof line. On the Fern Street parking deck, provide bollard type lighting or low lighting not to exceed a height of 10' to 12' and not visible from adjacent residential properties located along Woodbine Street. No lighting shall cast upward or spill over beyond the perimeter of the parking decks, and all lights not necessary for security shall be turned off within ½ hour of closing.
  - B) The Osage open space shall not be lighted except from shielded wall lights on the building or ground mounted accent lighting.
  - C) Lighting throughout the site shall be shielded so that illumination does not project beyond property line. (P&Z)
7. **CONDITION AMENDED BY PLANNING COMMISSION:** The applicant is to coordinate with the Department of Transportation and Environmental Services on implementing a traffic and parking management and improvements plan that is to calm traffic, improve visibility and safety, to the satisfaction of the Directors of P&Z and T&ES. The applicant shall **pay for traffic calming devices along Kenwood Avenue, Osage Street and Peach Street, as may be determined to be warranted by the Director of T&ES, in the vicinity of the service facility. In addition, the applicant shall pay for a traffic signal head to accommodate the left turn movement eastbound from Kenwood Avenue onto Braddock Road if warranted as determined by the Director of T&ES. The applicant shall pay for the cost of all such improvements, with the total amount not to**

~~exceed \$30,000. contribute \$30,000.00 toward the traffic calming account to be spent mitigating traffic speed/volume on public streets around the proposed development. The fund amount shall be paid prior to commencement of construction of the proposed service facility. (T&ES) (P&Z)~~

8. The applicant shall institute an employee parking management program to the satisfaction of the Director of P&Z that insures employees do not park off-site on public streets and/or private property unless leased by the applicant for employee parking purposes. The program shall in part consist of the following requirements:
  - A) As a condition of employment each employee shall be required to register their vehicle and display a sticker that identifies the vehicle as Lindsay employee.
  - B) Employees shall be instructed by Lindsay management not to park on-street and/or other non designated private properties. A parking violation shall constitute an infraction of this special use permit condition and result in the issuance of a fine which is be to paid by the employee.
  - C) Lindsay shall make every reasonable effort to maintain rights to at least 150 parking spaces at Blessed Sacrament and the Scottish Rights Temple. (P&Z)**
9. No commercial trucks or tractor trailers shall park or idle (with engine running) on public streets while waiting to deliver goods to the site for Lindsay Cadillac, Saturn or Lexus. (P&Z)
10. The body repair and paint shops shall be relocated prior to release of any certificate of occupancy permits for the Lexus Service facility. Until such time as the body repair and repair shop operations has been relocated, the hours of operation shall be between the hours of 6:00 a.m. to 9:00 p.m., any operations outside of these hours whether for Lindsay operations or for personal use by its employees shall be strictly forbidden. (P&Z)
11. The Peach Street entrance shall be exit-only, shall be gated, and shall be limited to use by refuse trucks. (P&Z)
12. Developer to comply with the peak flow requirements of Article XIII of AZO. (T&ES)
13. Provide all pedestrian and traffic signage to the satisfaction of the Director of T&ES. (T&ES)
14. All driveway entrances and sidewalks in public ROW or abutting public ROW shall meet City standards. (T&ES)
15. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)

16. All parking ramps shall be designed to accommodate adequate turning radii to prevent 2-way traffic conflicts, to the satisfaction of the Director of T&ES. Show 2-way traffic turning radii for each parking ramp. (T&ES)
17. Parking along Fern Street should be re-configured to permit appropriate turns and traffic flow to the satisfaction of the Director of T&ES. (T&ES)
18. Parking signage shall be added on Fern Street restricting parallel parking at all times to preserve the existing EVE easement, to the satisfaction of the Director of T&ES and Code Enforcement. (T&ES)
19. All storm water designs, including storm water quality, that require hydraulic analysis including computation of hydraulic gradients, storm water routing, and design of special flow control structures, and non-standard or special structures, must be sealed by a professional engineer registered in the State of Virginia. (T&ES)
20. Storm water detention pipe shall have watertight joints per ASTM standards A specification for the water tight joints shall be provided on the plans. (T&ES)
21. Plan must demonstrate to the satisfaction of Director of T&ES that adequate storm water outfall is available to the site or else developer is to design and build any on or off site improvements to discharge to an adequate outfall. HGL may be required for outfall adequacy. (T&ES)
22. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be sealed by a professional engineer registered in the State of Virginia. (T&ES)
23. Prior to the release of the final site plan, provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging. (T&ES)
24. All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, which permits construction activities to occur between the following hours:
  - Monday through Friday from 7 am to 6 pm and
  - Saturdays from 9 am to 6 pm.
  - No construction activities are permitted on Sundays.
  - Pile Driving is further restricted to the following hours:
  - Monday through Friday from 9 am to 6 pm and
  - Saturdays from 10 am to 4 pm. (T&ES)

25. The City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality must be notified if unusual or unanticipated contamination or underground storage tanks, drums and containers are encountered at the site. If there is any doubt about public safety or a release to the environment, the Alexandria Fire Department must be contacted immediately by calling 911. The tank or container's removal, its contents, any soil contamination and releases to the environment will be handled in accordance with Federal, State and City regulations. (T&ES)
26. All waste products including but not limited to organic compounds (solvents), motor oil, compressor lubricant and antifreeze shall be disposed of in accordance with all local, state and federal ordinances or regulations and not be discharged to the sanitary or storm sewers or be discharged onto the ground. (T&ES)
27. Car wash installation must be equipped with a water recycling system. Such a system shall be approved by the building official. (T&ES)
28. A "Certified Land Disturber" must be named on the Erosion and Sediment Control sheets prior to release of the final Site Plan in accordance with Virginia Department of Conservation and Recreation guidelines. (T&ES)
29. The Engineer shall provide a drainage map for the area flowing to the chosen BMP, including topographic information and storm drains. (T&ES)
30. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design engineer or his designated representative. The design engineer shall make a written certification to the City that the BMP(s) are constructed and installed as designed and in accordance with the approved Final Site Plan. (T&ES)
31. The Developer shall furnish the owners with an Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include an explanation of the functions and operations of each BMP and any supporting utilities, catalog cuts on any mechanical or electrical equipment, a schedule of routine maintenance for the BMP(s) and supporting equipment, and a copy of the maintenance agreement with the City.
32. The applicant shall comply with the City of Alexandria Best Management practices manual for automotive related industries. A copy can be obtained by contacting the Division of Environmental Quality at 703-519-3400 ext. 166. (T&ES)
33. The applicant shall control odors and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Department of Transportation and Environmental Services. (T&ES)

34. No material be disposed of by venting into the atmosphere. (T&ES)
35. No paint or coatings shall be applied outside the paint spray booth. (T&ES)
36. All loud speakers are prohibited from the exterior of the building. (T&ES)
37. The Division of Environmental Quality reminds that applicant that the following provisions of the Alexandria City Code are applicable to this project:
  - The applicant comply with the City of Alexandria's Noise Control Code, Chapter 11, Section 5, which sets the maximum permissible noise level as measured at the property line.
  - Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality. including treatment of the Water Quality Volume. A master plan approach should be used for storm water management for this project.
  - The applicant comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
38. The Division of Environmental Quality finds the following in this project: In worksheet C the fraction of CBPA should be calculated for impervious area only. (T&ES)
39. Tie roof drains into storm sewer system. (T&ES)
40. Detention system (pipe) must hold water and be leak proof at joints (show gage/aluminized). (T&ES)
41. The applicant shall consult with the Crime Prevention Unit of the Alexandria Police Department regarding locking hardware and alarms for the business. This is to be completed prior to commencement of construction. (Police)
42. There is to be controlled access to the parking deck to eliminate after hours accessibility. (Police)
43. All archaeological work will be carried out in accordance with the *City of Alexandria Archeological Standards* and is subject to the approval of the City Archaeologist. (Archaeology)
44. Applicant shall make a contribution to the City's Housing Trust Fund of \$.50 per gross square foot, payable before receipt of the Certificate of Occupancy. (Housing)

45. The connection of Peach Street into the Blessed Sacrament is not part of this application and any proposal to open this street shall be evaluated and considered by the City through appropriate administrative procedures as a separate matter. (P&Z)
46. The service facility and garage shall be built as a project; neither building shall be built without the other. (P&Z)

**The Following Conditions Are Carried Forward from the existing SUP.**

47. No junked, abandoned or stripped vehicles shall be displayed, parked, or stored outside. (SUP#2783)
48. No vehicles shall be displayed, parked or stored on a public right-of-way. (SUP#2783)
49. No automobile repair work shall be done outside.(SUP#2783)
50. The premises shall be policed daily for trash and litter.(SUP#2783)
51. This SUP shall be granted to the applicant only or to any business or entity in which the applicant has a controlling interest.(SUP#2783)
52. **CONDITION AMENDED BY PLANNING COMMISSION:** The hours of operation shall be restricted as follows:  
  
Auto Sales: Monday through Friday, 8:00 AM to 9:00 PM  
Saturday, 9:00 AM to 6:00 PM  
Sunday, Noon to 5:00 PM  
  
Auto Service: Monday through Friday, 6:00 AM to **12:00 AM provided that no transactions with customers shall take place after** 9:00 PM  
Saturday, 7:00 AM to 6:00 PM  
Sunday, closed (SUP#2783)
53. No vehicle parts, tires, or other materials shall be stored or permitted to accumulate outside, except in a dumpster or other suitable trash receptacle or enclosure. All dumpsters and other similar disposal containers shall be located so as not to be visible from a public right-of-way, public property, or residential properties. Where compliance is not feasible, such structures shall be screened to the satisfaction of the Director of Planning and Community Development.(SUP#2783)
54. No amplified sound shall be audible at the property line. (SUP#2783)

55. All loading and unloading of vehicles shall take place only within the applicant's properties from Monday through Friday, 8:00 AM to 5:00 PM. (SUP#2783)
56. The applicant shall inform its automobile carriers in advance of new car deliveries, and the trailer truck drivers upon arrival, that unloading/loading of cars shall not occur on the public right-of-way. (SUP#2783)
57. All vehicles displayed, stored, or parked on the site shall be parked in a neat and orderly fashion consistent with the site plan for this special use permit. (SUP#2783)
58. Customer parking shall be provided on-site as shown on the site plan for this special use permit, adequate signs shall be provided directing customers to such parking spaces; employees that drive shall be encouraged to park at the Osage Street parking lot and instructed to refrain from parking on street. (SUP#2783)
59. All lights not required for illumination by City ordinance or not required for security purposes shall be turned off from ½ hour after closing until dawn.(SUP#2783)
60. No banners, streamers, flags, balloons or strings of lights, or similar advertising devises shall be displayed outside of the showroom, but signs advertising the general business conducted on the premises may be displayed in accordance with the provisions of the City Code.(SUP#2783)
61. No paint or coatings shall be applied outside the paint spray booth(s), and no odors shall be permitted to emanate off the property. (Health) (SUP#2783)
62. The 27 parking spaces located north of the car storage lot at 1511 North Quaker Lane shall continue to be used as shared parking for Lindsay Cadillac customers and Fairlington shopping center. (SUP#2783)
63. Ingress and egress for the storage lot at 1511 North Quaker Lane shall remain on Kenwood Avenue, with pedestrian access provided to the shared parking area at Fairlington shopping center. (SUP#2783)
64. The display of automobiles on the Quaker Lane side of the storage lot at 1511 North Quaker Lane shall be done tastefully, and without balloons, flags, or other paraphernalia. (SUP#2783)
65. All required site improvements, including landscaping, shall be maintained in good condition. (SUP#2783)
66. Outdoor display of merchandise shall be limited to automobiles as indicated on the site plan. (SUP#2783)



66. No car auctions shall be conducted on the premises. (SUP#2783)
67. No noise from the auto service facilities shall be audible off-site, and all service bay overhead doors shall be closed when impact wrenches and other high-noise level power tools are in use. (SUP#2783)
68. **CONDITION ADDED BY STAFF TO REFLECT REPRESENTATIONS MADE BY THE APPLICANT AT THE PLANNING COMMISSION: Howard Middleton, representing, the applicant, made the following representations at the Planning Commission meeting on December 4, 2001:**
  - a) **There will be no movement in and out of the garage by vehicles during the 9 p.m. to 12 midnight hours.**
  - b) **No more than four employees will be working between the hours of 9 p.m. to 12 midnight.**
  - c) **The service building will be soundproofed.**
  - d) **The Service Facility building will be air conditioned and service bay doors will not be left open.**

**The Following Conditions Are Being Deleted By Staff.**

13. **STAFF IS DELETING THIS CONDITION:** ~~During construction to implement Special Use Permit 2783, best efforts shall be undertaken for all employee, company owned, company rental and serviced vehicles and construction worker vehicles to be required to park on the Lindsay Cadillac Company owned or leased premises. Following the completion of such construction, all employee, company owned, company rental and serviced vehicles shall be required to park on the Lindsay Cadillac Company owned or leased premises. (SUP#2783)~~
14. **STAFF IS DELETING THIS CONDITION:** ~~All lights on the properties shall be directed away from residential uses. (SUP#2783)~~
18. **STAFF IS DELETING THIS CONDITION:** ~~The applicant shall provide additional landscaping along the rear of the auto body shop spray booth addition to the satisfaction of the Director of P&Z Planning and Community Development and the City Arborist. (SUP#2783)~~
19. **STAFF IS DELETING THIS CONDITION:** ~~The applicant shall install an appropriate barrier such as gates or chains at the entrance to the parking lot at 1602-1608 Osage Street so that the parking area is secured when not in use by the applicant. Applicant shall accept responsibility to see that parking lot is secured so that it does not become a nuisance to the adjacent residents. (SUP#2783)~~

20. **STAFF IS DELETING THIS CONDITION:** ~~The parking lot at 1602-1608 Osage Street shall be used for parking of employee and customer cars and not for display of new or used cars. The applicant may allow the Blessed Sacrament Church to use the parking lot for overflow parking. (SUP#2783)~~
21. **STAFF IS DELETING THIS CONDITION:** ~~The western boundary of new car display area along the frontage of 1511 North Quaker Lane shall be delineated by using bollards or others means acceptable to the Director of Transportation of Environmental Services. (SUP#2783)~~
25. **STAFF IS DELETING THIS CONDITION:** ~~This special use permit shall supersede all prior SUP approvals involving the subject properties, including SUP227, SUP610, SUP690, SUP1108, SUP1136, SUP1929, SUP1929-A, and SUP2224. (SUP#2783)~~
26. **STAFF IS DELETING THIS CONDITION:** ~~This special use permit shall be conditioned upon the approval of the proposed vacation of Fern Street (VAC #94-001). (SUP#2783)~~
27. **STAFF IS DELETING THIS CONDITION:** ~~The final site plan associated with this special use permit shall not be approved until the vacation of Fern Street is complete. (P&CD) (T&ES) (SUP#2783)~~
28. **STAFF IS DELETING THIS CONDITION:** ~~The applicant shall contribute \$.50 per gross square foot of the proposed building floor area to the City's Housing Trust Fund prior to the release of the certificate of occupancy for the proposed building additions to the Lindsay Cadillac building at 1525 Kenwood Avenue. (SUP#2783)~~
29. **STAFF IS DELETING THIS CONDITION:** ~~The storage tanks on the Lindsay Cadillac property at the corner of Osage and Fern Streets shall be screened to the satisfaction of the Director of P&Z Planning and Community Development. (SUP#2783)~~
30. **STAFF IS DELETING THIS CONDITION:** ~~All required site improvements, including landscaping, shall be installed consistent with the released final site and landscape plans, prior to the issuance of the certificate of occupancy for the proposed building addition at 1525 Kenwood Avenue. (SUP#2783)~~
32. **STAFF IS DELETING THIS CONDITION:** ~~The proposed temporary office trailer, measuring approximately 70 feet in length, 28 feet in width, and 14 feet in height, shall be removed by June 30, 1995, or upon issuance of the certificate of occupancy for the new Saturn dealership, whichever occurs first. (SUP#2783)~~
36. **STAFF IS DELETING THIS CONDITION:** ~~The entrances at both ends of the proposed vacated Fern Street shall be modified to the satisfaction of the Director of Transportation and Environmental Services. (T&ES) (SUP#2783)~~

37. **STAFF IS DELETING THIS CONDITION:** ~~Existing and proposed site lighting shall be shown on site plan. (T&ES) (SUP#2783)~~
38. **STAFF IS DELETING THIS CONDITION:** ~~Calculations shall be submitted to demonstrate "no net increase" of storm runoff in support of the waiver of Best Management Practices and peak flow detention requirements. (T&ES) (SUP#2783)~~
39. **STAFF IS DELETING THIS CONDITION:** ~~The storm water Best Management Practices (BMPs) required by this project shall be installed under the direct supervision of the design engineer or his/her designated representative. The design engineer shall provide written certification to the City that the BMPs are installed as designed and in accordance with the approved final site plan. (T&ES) (SUP#2783)~~

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

1. Special use permit amendment to construct and operate auto service facility and parking deck.
2. Modification to reduce zone transition setback.
3. Modification to reduce six foot landscape buffer strip.
4. Modification to vision clearance setback
5. Modification to locate dumpster in required yard.
6. Modification to permit six foot closed wall in required yard.

## **BACKGROUND**

The applicant, Lindsay Motor Car Company, operates three automobile dealerships in the Fairlington/Bradlee area; Lindsay Cadillac, Alexandria; Lindsay Lexus; and Saturn of Alexandria. The applicant is requesting a development special use permit, with site plan, to construct:

- 1) a one-story, 25,798 square foot car Lexus repair service center with roof top parking on the block bounded by Kenwood Avenue, Osage Street, Peach Street and the Blessed Sacrament property, and
- 2) a level of structured parking over surface parking on a portion of the parking lot for the Saturn dealership located on the northeast side of Fern Street.

In conjunction with this application, the applicant is seeking a master plan amendment and rezoning to CSL/Commercial service low for both sites along with a subdivision for the Fern Street site.

The area surrounding the Lindsay properties is home to a variety of uses. To the north are townhouses and commercial properties. To the south and east are the Blessed Sacrament Church and single-family homes. To the west and southwest are the Kingsgate Condominiums and the Fairlington Community across Quaker Lane in Arlington County.

### **Lexus Service Facility**

The Lexus service facility is proposed to be constructed on the block bounded by Osage Street, Kenwood Avenue, Peach Street and Blessed Sacrament, which contains 55,030 sq.ft. The northern portion of the block is currently designated OC/Office commercial and the southern portion of the block is designated RB/Residential. The site is currently zoned CO/Commercial, with proffers. The commercial portion of the block contains an existing surface parking lot used for Lindsay employees and sales vehicles. The southern portion of the block had been developed in four single family homes, but those homes were demolished earlier this year by the Lindsay company in anticipation of this development proposal.

The proposed Lexus service facility will be a one-story, 25,798 sq.ft. building with roof-top parking. As proposed, the facility contains 26 service bays, offices and storage space on the first level with an auto parts mezzanine within the 21' high single-story building. Parking is provided on the roof of the structure for 82 spaces with 9 additional surface parking spaces located in front of the building along Osage Street. The roof-top parking is intended to be used primarily for vehicles being serviced and by employees. The primary entrance to the facility will be on Osage Street, with an additional gated service exit onto Peach Street to be used only for trash trucks existing the site.

The building is set back 19' from the property line along Kenwood Avenue (23' from the curb). The setback allows for the preservation of some of the existing mature trees along Kenwood and the plans call for the 19' buffer strip to be augmented by new trees and landscaping. The building is set back 35' from Peach Street (42' from the curb) and the applicant proposes to grant a perpetual easement to the City for this open space so that it can be enjoyed by the public.

The one-story brick building has undergone significant design refinement and has added details which now make it more compatible with the surrounding community; the building is better articulated and includes features suggestive of windows on formerly blank walls. Originally roofless, building now is designed with a mansard and gable roof on all four facades that will screen views of the roof top parking from residential areas and adjacent properties. Additionally, the building is designed to be self-contained and self-sufficient, with all machines built inside the building to minimize noise impacts. A six foot tall brick wall is proposed along the eastern edge of the site adjacent to the Blessed Sacrament parking lot area.

#### Fern Street Parking Deck

In addition to the service facility, the applicant also proposes to construct a parking deck for 92 parking spaces located over surface parking, providing a total of 247 new parking spaces. A portion of the surface parking under the new decks is planned to be converted to a car wash facility. This parking deck will be located on a portion of the 209,679 sq.ft. triangularly-shaped parcel of land rear of Blessed Sacrament and east of Fern Street, which is utilized by both the Lindsay Saturn and Cadillac showrooms, the Lindsay Cadillac parts and service, surface parking, and various work and paint shops. A 7,954 square foot portion of this development site--currently vacant land--is being acquired by Lindsay from the Blessed Sacrament Church (Bishop of Arlington).

The car wash facility will be located on the grade level of the parking garage beneath the upper deck, and will not be visible from off-site. The entrances to the parking deck and car wash facility will be from Fern and Osage Streets, and accessible only by service personnel except on Sundays and some holidays, when the Blessed Sacrament congregation has negotiated to use the parking deck, accessing the structure from an entrance connecting to the Blessed Sacrament parking lot.

#### Zoning

The proposal is consistent with the proposed CSL zoning with a special use permit to expand the dealership and auto-service, including the ancillary car-wash and with three modifications. A modification is requested to reduce the six foot landscape buffer strip along Osage from six feet to four and one-half feet. A reduction in the vision clearance setback from 100 feet to 93 feet is also requested at the corner of Kenwood Avenue and Peach Street. Finally, a reduction of the 25' zone transition setback requirement is requested to allow the parking deck rear of Blessed Sacrament to be within 0' of the residentially zoned Blessed Sacrament site.

<b>PROJECT: LINDSAY LEXUS SERVICE CENTER SUMMARY OF PROPOSED DEVELOPMENT</b>		
Property Address:	1602-1608 Osage Street (Lexus Service Facility site) 1601 Fern Street (Parking Deck site)	
Site Areas	55,030 sq.ft. or 1.26 acres (Osage St. site) 209,679 sq.ft. or 4.81 acres (Fern St. site)	
Total Site Area:	261,391 sq.ft. or 6.001 acres	
Zone:	Proposed rezoning to CSL from CO w/proffers (Osage St. site) Proposed rezoning to CSL from R-8 (Fern St. site)	
Current Use:	Surface parking lot and vacant site (Osage St. site) Car repair facility (Fern St. site)	
Proposed Use:	Car repair facility (Osage St. site) Structured parking deck (Fern St. site)	
	<u>Permitted/Required</u>	<u>Proposed</u>
Floor Area	28,856 sq.ft./Osage St. site 104,839 sq.ft./Fern St. site (90,033 sq.ft. existing)	25,798 sq.ft. none proposed
FAR	0.50	0.49 (Osage St. site)
Yards	none (for Osage St. site) Fern St. Parking Deck side 1:1, min of 25'	n/a  22' and 60' (modification requested)
Zone Transition	Fern St. Parking Deck only 1:1, min of 25'	0' (modification requested)
Height	50'	26'-6" (measured to top of roof structure)
Open Space	none	none
Parking	Fern St site/321 spaces	247 spaces <u>321 existing spaces</u> 568 total spaces
	Osage St site/65 spaces	129 spaces

## **STAFF ANALYSIS**

The master plan and rezoning issues are discussed in more detail in the staff reports on the master plan amendment and rezoning. This report addresses the more specific site design and use issues of the proposed new facilities. Aside from the major land use policy question, the key issues raised by the staff and the community relative to this proposal were:

- 1) a building design appropriate adjacent to residences,
- 2) preservation of existing mature trees and provision of additional landscaping,
- 3) screening of rooftop parking where visible to residences, and
- 4) controlling impacts such as light, noise, traffic, parking, loading, fumes from the existing and expanded Lindsay operations.

The applicant made a concerted effort to meet with neighborhood groups and city staff to discuss and explore solutions to the various issues raised by staff and the community. To that end, the process resulted in a significantly improved project which is now supported by the neighborhood groups. The applicant has agreed to conditions that were recommended by the North Ridge Civic Association and the Kingsgate Condominium Board and although the larger issues have been resolved, there are several remaining issues which are discussed in greater detail below.

### **Lexus Service Center**

#### **Landscape Buffers**

The original development plans for the Lexus Service facility did not provide any buffer areas between the facility, Kingsgate Condominiums across Kenwood Avenue and existing single-family homes along Peach Street. Early during the review process, staff indicated to the applicant that a service facility could not be supported by staff on the site unless buffer areas were provided adjacent to residential areas. Staff recommended that the applicant provide a building setback along Kenwood Avenue sufficient to save existing trees and to provide additional landscape screening; and that a 40' open space strip along Peach Street be provided to act as a buffer between the service center and existing single-family housing and to provide a public amenity in exchange for the rezoning. The applicant submitted revised plans showing the building set back 19' from the property line along Kenwood Avenue and 35' along Peach Street. The buffer zone along Peach Street was offered as a publically accessible open space for use by the community.

While the applicant did shift the building back from Kenwood, staff does not believe the building has been shifted enough to actually save the mature trees in this area. Three of the mature trees to be saved are within six feet of the proposed building wall. The City Arborist and P&Z's Landscape Architect both believe it would be desirable for at least a portion of the building to be set back an additional 10'-12' in order to provide sufficient room for saving the three trees.

The applicant vehemently disagrees with staff and indicates that this will result in the loss of at least two service bays, and possibly as many as four service bays. The applicant has indicated that the project's entire viability and success depend on having the full complement of 26 service bays. Also, setting back or "notching" the facility will significantly increase the grade of the garage ramp and result in the loss of some parking spaces on the roof top parking deck.

As an alternative, the entire building could be shifted eastward toward Blessed Sacrament by reducing the width of the interior eastern drive aisle and sidewalk aprons. This approach would provide slightly less space along Kenwood, approximately 8'-9'. However, the applicant believes that this approach may be workable for them, as it will not result in the loss of service bays or affect the amount of parking on the deck.

The applicant is exploring whether or not they can shift the building eastward. They propose either keeping the building at its current location, or if they determine it to be feasible, shifting the building eastward 8'. In either case they will employ all necessary horticultural protection measures for protecting the existing trees, and provide for supplemental planting of larger 4½" to 5" caliper trees so that there is a continuous visual buffer screen between the building and Kingsgate should the existing trees not survive for very long. They believe that funding this additional landscaping will provide more benefit to Kingsgate residents than would the provision of a notch in the building.

Staff supports either alternative: the notch or the additional setback with additional landscaping, and has recommended a condition which allows the applicant to take either approach.

### Building Design

The applicant's initial design for the service center building was very industrial in appearance, which staff believed was not appropriate for a residential neighborhood. The building's mass along Kenwood Avenue is over 179' long and faces the Kingsgate condominiums. While the original design did include high quality materials such as brick, the building had expansive areas of blank walls with unconventional window treatment—located high above pedestrian level. The method for screening the roof top parking spaces consisted of a "Y" shaped metal trellis located along the street frontages of Osage, Kenwood and Peach streets. Staff also noted that the a tower feature with the Lexus logo located on the corner of Peach and Kenwood presented a significant commercial appearance at a residential corner and away from the Lexus entrance, where such signage would be more appropriate.

Staff directed the applicant to revise the building design to be more reflective of residential character by employing the following features:

- Provide gable roof treatment to all four building sides to screen views of parked vehicles on the roof top of the service center.



- Relocate tower feature with Lexus logo from the corner of Kenwood Ave. and Peach St. to Osage St. and Kenwood Ave. where entrance to facility is located.
- Provide conventional window treatment (translucent or opaque) along the Kenwood Avenue side of the building.
- Use of consistent architectural style and components utilizing brick and other materials, providing breaks or articulation of the facade where it is visible from residents or the public streets to present an attractive facade.

Staff recommended that the applicant revise the facade treatment to reflect a more residential character that would be friendlier to pedestrians. Attached "Elevation Study" (illustration "B") illustrates the applicant's latest proposed facade treatment which does exhibit a more residential appearance than was originally proposed. The applicant's revised plan shows window treatments along the Kenwood Avenue elevation of the building; however, the windows are located high above pedestrian level due to the service bays being located along this portion of the building. Other portions of the building's facade have storage areas located along the wall which precludes any window treatment. The applicant has proposed using clusters of decorative plantings to screen views of the lower portions of the wall along Kenwood Avenue. Staff is recommending that the windows be lowered slightly from their current proposed location.

### **Fern Street Parking Deck Garage**

Staff identified a concern for the appearance of the Fern Street parking deck and ramp because it will be visible from adjacent residential properties located Woodbine Street and from the Blessed Sacrament site. In particular, the parking deck ramp is extremely large and will be visible from the upper story windows of at least three residences. Staff had recommended to the applicant that the structure parked deck and ramp be faced with high quality materials and that the asphalt area behind to the south east of the ramp be removed to provide additional landscape screening. The applicant disagreed with the recommendations because of the added cost to the parking deck and that the asphalt area to the southeast of the ramp contains storage facilities that will remain and are needed as part of the operations. An inspection of the area by staff indicates that the parking deck and ramp will be highly visible from adjacent properties. However, it appears that there is sufficient room along the north property line to provide some partial screening of the proposed parking deck with landscape plantings.

Along the property line with Blessed Sacrament, the applicant has agreed to provide additional landscape screening on their property—a portion of which is being subdivided from the Blessed Sacrament site—and has indicated that it can obtain permission from Blessed Sacrament to provide plantings on their site as well. Staff has also recommended that the applicant provide a 42" wall or hedge screen along the Blessed Sacrament site to provide a visual screen for the parked beneath parking deck.

### **Employee Parking**

Staff conducted an analysis of the parking demand created by Lindsay Cadillac and Saturn of Alexandria to determine whether the proposed parking structure would alleviate the parking situation at these dealerships. After obtaining the number of employees, car inventories, and average number of customers and cars serviced per day from the applicant, staff estimated that the highest parking demand at any given time would be approximately 439 cars. The new parking spaces in the parking structure, combined with existing spaces on site, would yield a total of 697 spaces. This number of parking spaces appears more than adequate for future parking demand generated by the two dealerships, even if staff estimates turn out to be conservative. The proposed parking structure on Fern Street and the service center's roof top parking should provide enough parking to vastly reduce parking along neighboring streets by Lindsay employees and customers. Staff has recommended a condition for managing Lindsay employee parking to insure that they do not park on-street in the neighborhoods.

### **Lighting**

Residents adjacent to the project site expressed concerns for lighting on the roof top parking decks projecting upward and outward from the site onto adjacent residential properties. Staff has recommended that lighting fixtures and levels be the minimum necessary to provide adequate lighting on the parking decks.

### **Hours of Operation**

Currently, all of the Lindsay facilities in the area are required by special use permit to close at 9 p.m. The applicant is requesting that the hours be extended till midnight, with no customers coming after 9 p.m. Staff cannot support this request; even if customers do not come after 9 p.m., continued work in the facility will generate noise, light and other activity that would be intrusive directly adjacent to residences.

### **Traffic**

Residents of the Kingsgate Condominium expressed concerns for existing and future traffic congestion and conflicts resulting from intensification and expansion of the Lindsay operations and to recently imposed traffic alterations by the city to remove lefthand turning movements from southbound Quaker Lane at the intersection of King Street and Braddock Road. City staff met on-site with residents of Kingsgate to identify problems and discuss possible solutions for their community. The principal issues involves the speed and volume of vehicles that use Osage Street and Kenwood Avenue adjacent to Kingsgate. The proximity location of their driveway entrances has sight lines that are in conflict with the speed and flow of traffic which has produced hazardous conditions for residents trying to leave the site. The residents requested that the applicant be

required to provide some traffic calming devices because their proposed service facility will increase the traffic volume and conflicts particularly at the intersection of Osage St. and Kenwood Ave. Staff has recommended that the applicant contribute \$30,000 toward providing traffic calming improvements that will alleviate some of the conflicts that residents experience when leaving their homes. The applicant objects to the \$30,000 recommendation, but is willing to provide \$15,000 for traffic calming.

### **Opening of Peach Street.**

This project required a series of agreements between Lindsay and Blessed Sacrament. One such agreement is that Lindsay will construct an entrance onto Peach Street from the Blessed Sacrament parking lot. T&ES staff does not support approval of the connection at this time, given the narrowness of Peach Street and given traffic concerns raised by adjoining residents. They believe additional analysis of the traffic should occur before any final decision is made on the opening. The Kingsgate residents object to this new connection because of concerns about increased traffic conflicts at Peach and Kenwood.

Staff is recommending that the decision about opening Peach Street not be made in conjunction with this application, as it has no relationship to the proposed Lindsay facilities. Permission to allow the opening of Peach Street requires an administrative approval from the Director of Transportation and Environmental Services and should be evaluated separately through the established process.

### **Fairlington Shopping Center**

The applicant owns a row of parking spaces and a portion of the drive aisle in the Fairlington Shopping Center parking lot which are adjacent to a parking lot used by Lindsay Cadillac and Saturn of Alexandria for vehicle display and storage. This row of parking is used by both patrons of the shopping center and by the Lindsay operations. Because the addition of a parking structure should ease Lindsay's parking demand, these parking spaces at the Fairlington Shopping Center should remain available for patrons of the shopping center in perpetuity.

**Conclusion**

The proposed application involved contiguous issues, but with the extended review period and hard work by the neighborhood groups and the applicant has led to an amicable conclusion. Although the fundamental issue of allowing further intensification and expansion of a non-compatible land may not have been answered, but the efforts to mitigate the impacts has proven that in some cases it may be possible to integrate incompatible uses.

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

**ADDITIONAL INFORMATION**

**CITY DEPARTMENT COMMENTS**

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

**Planning and Zoning**

- F-1 Applicant to confirm that consolidation of the portion of the Blessed Sacrament Church property will not put the church building and accessory structures into noncompliance with the R-8 zone regulations. Engineer to confirm floor area compliance for church site.
- F-2 Proposed dumpster must be located 20 feet from the front property line facing Peach Street or request site plan modification to locate 6.00 feet from the front property line. Section 7-902(B) of the zoning ordinance states where a property in a commercial zone is directly across from a street from property in a residential zone, the front yard setback shall be the front setback required of the residential zone. In this case the RB zone requires a 20 feet front setback.
- F-3 Standard parking spaces are incorrectly dimensioned on sheet 4 (Lindsay Lexus Parking deck), sheet 7 (facing Osage Street),
- F-4 Provide details of HVAC unit screening to confirm compliance with section 6-403(B)(1) of the zoning ordinance.
- F-5 Correctly label the CSL zone line to correspond to the Blessed Sacrament parcel now zoned R-8 on sheet 3 of the development plan and sheet 3 of the rezoning plan application.
- F-6 Label drive aisle dimensions on all parking layout plans.
- C-1 Section 9-105(C) of the zoning ordinance states lighted signs in close proximity to land zoned for residential use shall not be illuminated between 10:30 pm and 6:30 am, daily.

**Transportation and Environmental Services**

- C-1 Bond for the public improvements must be posted prior to release of the plan.
- C-2 All downspouts must be connected to a storm sewer by continuous underground pipe.

- C-3 The sewer tap fee must be paid prior to release of the plan.
- C-4 All easements and/or dedications must be recorded prior to release of the plan.
- C-5 Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan.
- C-6 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-7 All utilities serving this site to be underground.
- C-8 Provide site lighting plan.
- C-9 Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control.
- C-10 Provide a phased erosion and sediment control plan consistent with grading and construction.

Code Enforcement

- C-1 All construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-2 A fire prevention code permit is required for the proposed operation. An egress plan showing fixture location, aisles and exit doors shall be submitted for review with the permit application. An inventory of all materials used and stored shall be provided with this application.
- C-3 The project requires a building permit. Four sets of plans, bearing the signature and seal of a design professional registered in the Commonwealth of Virginia, must accompany the written application. The plans must include all dimensions, construction details, electrical, plumbing, and mechanical layouts and schematics.
- C-4 Two exists all required from the parking structure.
- C-5 A soils report shall be submitted with the building permit.
- C-6 Required exists, parking, and accessibility for persons with disabilities must be provided to the building.

- C-7 Clarify the parking structure is a public parking garage or an open parking structure.
- C-8 Provide a fire service plan showing all emergency vehicle easements, fire hydrants, and fire department connections.
- C-9 Prior to the release of the site plan, a fire flow analysis shall be submitted to this office for review and approval.

Police

**Planning staff is not recommending the following Police conditions because of concerns about excess lighting adjacent to residences and the need for extensive landscaping to soften and buffer the proposed uses.**

- R-1 Lighting in the parking lots and all common areas is to be a minimum of 2.0 foot candles minimum maintained.
- R-2 The proposed Austrian Pine, Foster's American Holly and American Holly trees shall not be planted. These trees are too full and will eliminate natural surveillance for people walking on the sidewalk. If these trees are planted they should be limbed up a minimum of 6 feet.

Archaeology

- F-1 Historical documents indicate that a nineteenth-century cemetery associated with the Goings family is immediately adjacent to the southern edge of the proposed parking deck in the eastern triangular extension of this property. It is therefore possible that burials associated with this cemetery could be present on the development site. In addition, nineteenth-century maps depict a residence in the middle of the development block bounded by Osage, Kenwood and Peach Streets, and archaeological resources relating to domestic activities in what were the more rural areas of the city could remain buried in that area.
- C-1 The boundaries of the cemetery, as depicted in the 1977 Sanborn Atlas on page 56, must be placed on the site plan and labeled "cemetery."
- C-2 The applicant must hire an archaeological consultant to test for the possible presence of burials in the area of the site adjacent to the Goings family cemetery prior to any ground disturbing activities. Contact Alexandria Archaeology (703-838-4399) to obtain a Scope of Work for the archaeological testing. If burials are found and need to be moved, applicant is responsible for exhumation and reinterment and for preparing and filing appropriate legal documents, including notification of next of kin.
- C-3 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.
- C-4 All archaeological preservation measures must be completed prior to ground-disturbing activities (such as coring, grading, filling, vegetation removal, under grounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance). To confirm, call Alexandria Archaeology at (703) 838-4399.
- C-5 The General Notes of the Preliminary and Final Site Plans must include the statement in C-3 and C-4 above. Additional statements to be included on the Final Site Plan will be determined in consultation with Alexandria Archaeology.

Virginia American Water Company

- 1. Water service is available for domestic use and fire protection.



2. Show proposed domestic water service to the car wash.

The existing 6" water main in Peach Street ends approximately 14' east of the sewer manhole "A" and does not connect to the existing fire hydrant as shown on the site plan.

3. Provide the gallon per minute demand for the proposed 6" fire service. The water main in the Peach Street dead-ends and may not provide the required flow. The fire service may have to come off of the main in Kenwood Avenue.
4. There is an existing 6" fire service to 1601 Fern Street not shown on the plans.

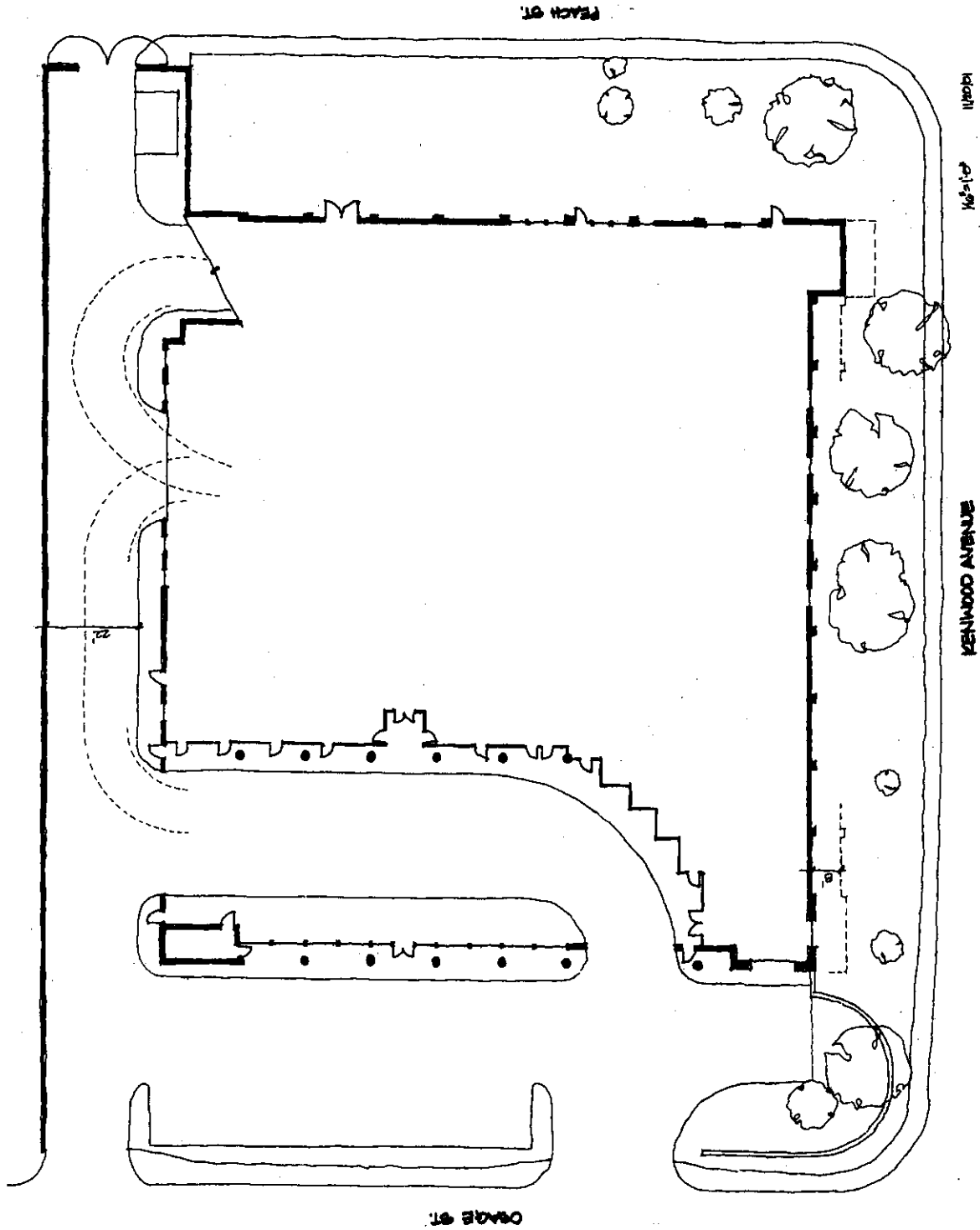
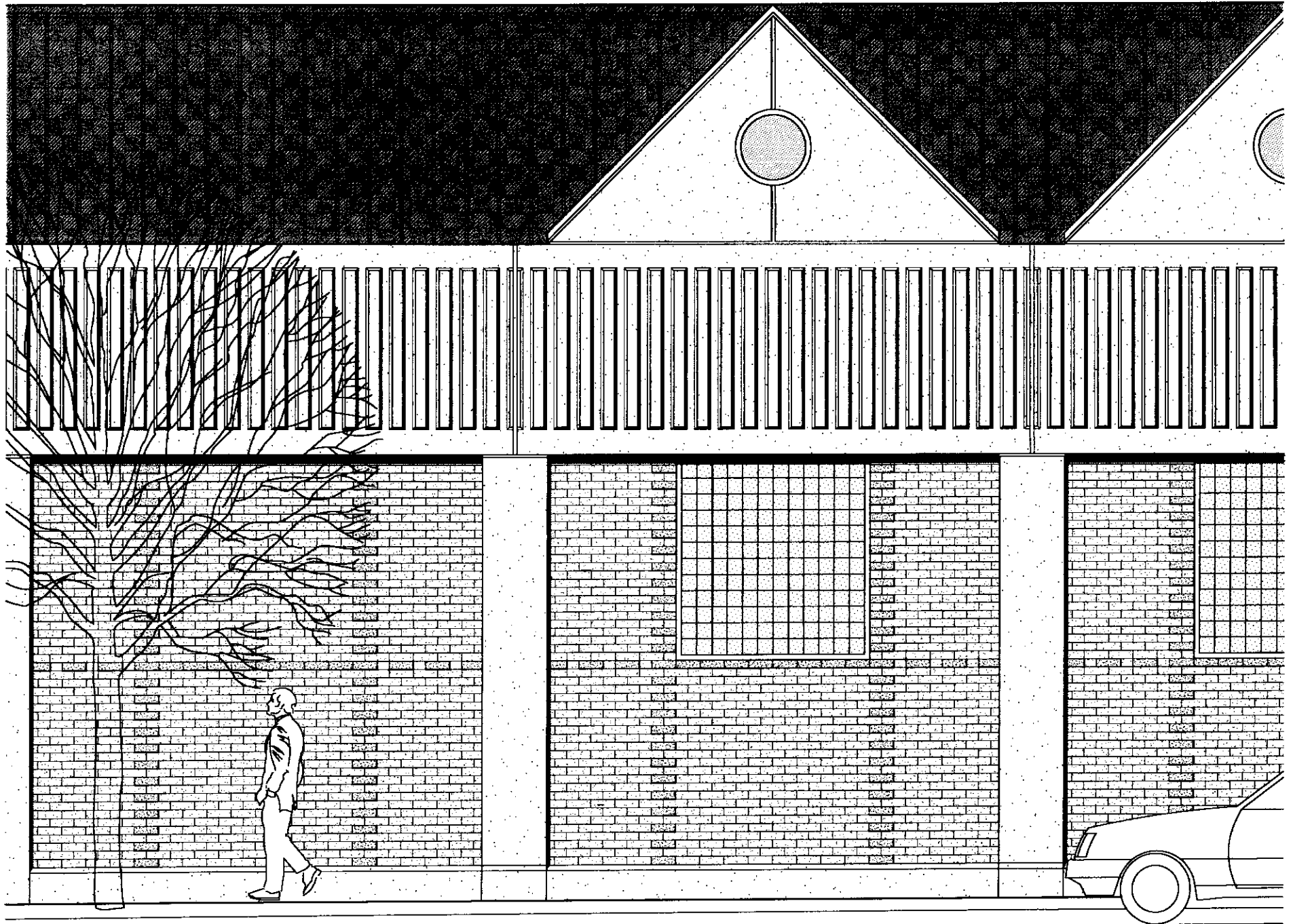


ILLUSTRATION "A"



34

DSUP 2001-0007

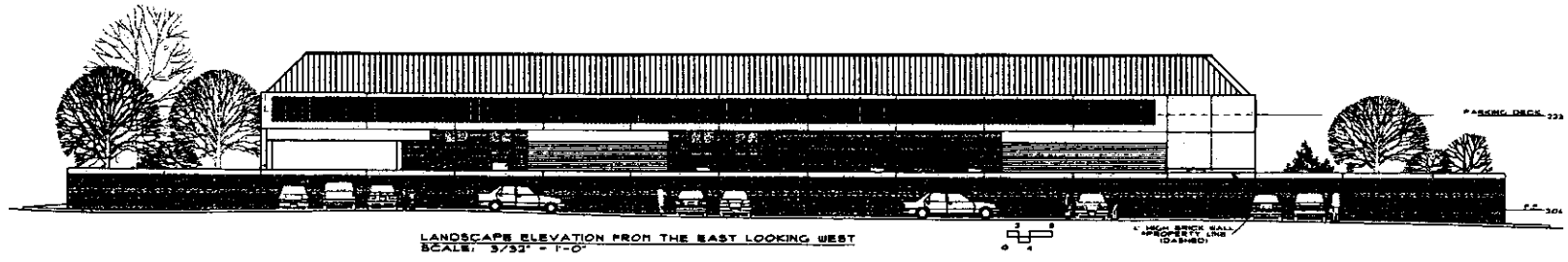
ILLUSTRATION "B"

LSF: ELEVATION STUDY (WINDOWS W/ 6x6 GLASS BLOCK) - APPROVED

SCALE: 1/4" = 1'-0"

11-13-01

ar  
gp



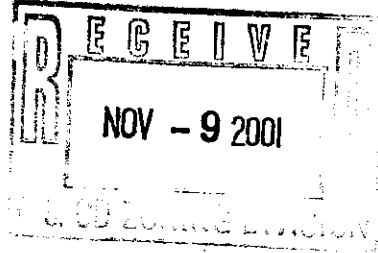
PROJECT  
LEONARD LEWIS SERVICE FACILITY  
SHEET TITLE  
LANDSCAPE ELEVATIONS

REVISIONS
APRIL 2001
OCTOBER 2001
OCTOBER 2001
NOVEMBER 2001
NOVEMBER 2001
DATE
REVISED
SHEET NUMBER

1-2001-001

35

DSUP 2001-0007



PARKER RODRIGUEZ

Planning  
Urban Design  
Landscape Architecture

November 8, 2001

Ms. Eileen Fogarty  
City of Alexandria Dept. of Planning and Zoning  
301 King Street  
Room 2100  
Alexandria, Virginia 22314

RE: Landscape Treatments for Lindsay Lexus, Alexandria, Virginia

Dear Ms. Fogarty:

We have been commissioned by Lindsay Lexus to review their proposed landscaping treatment around their new service facility. We have reviewed the previous proposals by Lindsay's consultants and the requests made by both the City of Alexandria and citizens of Kingsgate.

We want to treat the entire site in a sensitive and comprehensive way, but at this time we would like to just address the issue of preserving trees on the east side of Kenwood.

We have inspected the existing trees along Kenwood that have been identified by the Lindsay consultants and the City to be preserved. We have also enlisted The Care of Trees, Inc., the region's premier tree preservation specialists. Our landscape architects and the arborist for Care of Trees Tree Preservation Division inspected the trees, as well as the plans for the proposed Lindsay Lexus Service Facility.

We will attempt to save all of the trees identified for preservation on the plan. Most of those trees are attractive, healthy trees. There are three trees that are not healthy and in decline. One of these is a hazard even in its current situation. Nevertheless, we will endeavor to save all of these trees. We have recommended to Lindsay Lexus further landscape treatments that should also be undertaken as assurance in the event any of these existing trees should not survive. In our opinion, the following recommendations will significantly enhance Kenwood as a beautifully tree lined street and soften the impact of the building from the surrounding community. This solution insures a more intensive baffling and softening of the Lindsay Service Facility than was originally proposed by Lindsay's consultants.

Our recommendation would be to require the developer to plant five (5) inch caliper (18-25 feet height) pin oak trees every thirty (30) feet along the east side of Kenwood. The owner originally proposed smaller trees, further apart, and specified honey locust which at maturity are small trees with a lacey transparent canopy. In contrast, pin oaks are fast growing, found throughout the surrounding neighborhoods, and have a dense branching and leaf canopy that can grow to canopy completely over Kenwood Street. Pin oaks also retain many of their brown leaves in the winter providing winter baffling of the proposed facility.

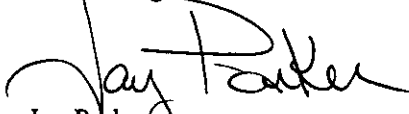
Ms. Eileen Fogarty  
City of Alexandria Dept. of Planning and Zoning  
Landscape Treatments for Lindsay Lexus, Alexandria, Virginia  
November 8, 2001  
Page 2

But our recommendation goes well beyond this treatment. We would also request that the owner plant the same trees on the Kingsgate side of the street as well. These additional street trees would be planted at the same size and interval as the east side rendering this block of Kenwood a beautiful symmetrical tree lined street. By offsetting the interval on the west side, a nearly constant canopy would be created between the 1800 Kingsgate Building and the Lindsay facility. Of course, the owner would still add supplemental viburnum and other understory trees and shrubs to soften the building elevation from pedestrian sidewalks. The nineteen (19) feet of landscape beds between the sidewalk and the building façade should be ample for creating a "layered" landscape treatment dominated by the pin oaks. The costs of this treatment, is well beyond \$50,000.

Of course, this proposal must be approved and accepted by the Kingsgate Homeowners Association, but the fifteen (15) significantly larger and dense pin oaks, many of which are planted on Kingsgate property, will better serve the residents concerns even if some of the existing trees do not survive. In our professional opinion, we strongly believe this recommendation better serves the City by providing a uniform street tree planting on both sides of the 1800 block of Kenwood Street and a beautiful urban streetscape.

We look forward to incorporating this suggestion into a comprehensive landscape package as we evaluate the entire site. We look forward to hearing your response.

Kindest regards,

  
Jay Parker  
Principal *JP*

cc: Mr. Mike Lindsay  
Mr. Howard Middleton

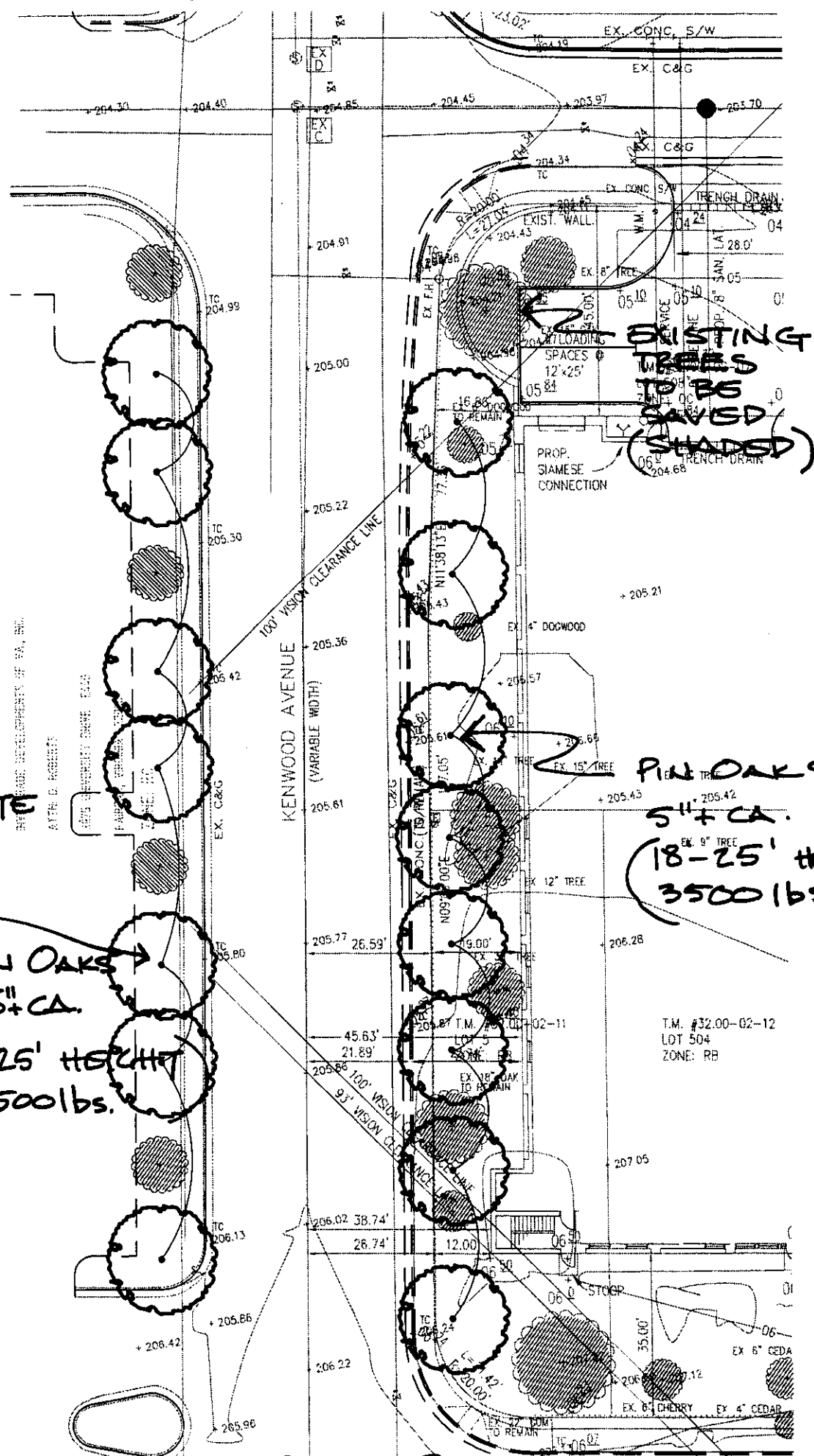
Attachment

DSUP 2001-0007

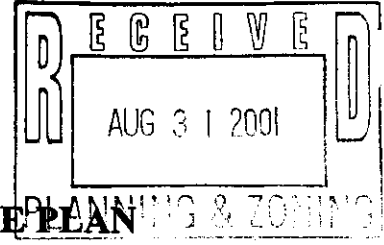
KINGSGATE

PIN OAKS  
5" CA.  
(18'-25' HEIGHT)  
3500 lbs.

PIN OAKS  
5" CA.  
(18'-25' HEIGHT)  
3500 lbs.



GT



AMENDED APPLICATION for DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN DSUP # 2001-0007

PROJECT NAME: Lindsay Motor Car Service Facility and Parking Deck
PROPERTY LOCATION: Block bounded by Kenwood Avenue, Peach Street, Osage Street, Fern Street (vacated)

Parcel of land, approximately 0.18260 acres, at rear of Blessed Sacrament Church property

TAX MAP REFERENCE: 22.00-02-19; 22.04-05-37, 32.00-02-7, 8, 9, 10, 11, 12, 13, 14 ZONE: CSL

APPLICANT Name: Lindsay Motor Car Co. Address: 1525 Kenwood Avenue Alexandria, Va. 22302

1605 FERN ST.
1525-1725 KENWOOD AV.
1602-1608 OSAGE ST
- 1467-1499 W. BRADDOCK RD
1601-1609 PEACH ST

PROPERTY OWNER Name: Lindsay Motor Car Co. Address: 1525 Kenwood Ave. Alexandria, Va. 22302
Name: Bishop, Diocese of Arlington Address: Blessed Sacrament Church Braddock Rd., Alexandria, Va.

SUMMARY OF PROPOSAL: Lindsay Motor Car Co. proposes (1) to construct and operate an auto service facility for use by Lindsay Lexus of Alexandria in the block bounded by Kenwood Avenue, Peach Street, Osage Street and Fern Street (vacated) and (2) to construct a parking deck on property bordering Lindsay Saturn of Alexandria for all auto operations.

MODIFICATIONS REQUESTED: (1) setback requirement, Sec. 7-902, to permit a reduced setback at line of zone change at Blessed Sacrament property line for parking deck; (2) vision clearance setback requirement, Sec 7-801, at corner of Kenwood Avenue and Peach Street for the service facility as shown on the site plan.

SUP's REQUESTED: auto sales area, automobile repair and motor vehicle parking pursuant to Sec. 4-303(A), (P) and (Q) for the Lexus service facility and parking deck.

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of the Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article X1, Section 11 -301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

J. Howard Middleton, Reed Smith Hazel & Thomas LLP
Print Name of Applicant or Agent
3110 Fairview Park Drive - 13th Fl.
Mailing/Street Address
Falls Church, Virginia 22042
City and State Zip Code

Signature: J. Howard Middleton
703-641-4225 Telephone # 703-641-4340 Fax #
Date: August 31, 2001

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: Received Plans for Completeness:
Fee Paid & Date: Received Plans for Preliminary:
ACTION - PLANNING COMMISSION:
ACTION - CITY COUNCIL:

LINDSAY MOTOR CAR



Development Special Use Permit with Site Plan (DSUP) # 2001-0007

All applicants must complete this form.

Supplemental forms are required for child care facilities, restaurants, automobile oriented uses and freestanding signs requiring special use permit approval.

1. The applicant is the (check one):

Owner (Service Facility)       Contract Purchaser (Parking Deck Area)

Lessee       Other:

State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership in which case identify each owner of more than ten percent.

1. Owner: Lindsay Motor Car Co.  
1725 Kenwood Avenue  
Alexandria, Virginia 22302
  - (a) Charles T. Lindsay, Jr.      more than 10%  
1725 Kenwood Avenue  
Alexandria, Virginia 22302
  - (b) Michael C. Lindsay      more than 10%  
1725 Kenwood Avenue  
Alexandria, Virginia 22302
2. Owner: Bishop, Catholic Diocese of Arlington  
Blessed Sacrament Church      100%

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

Yes. Provide proof of current City business license.

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

2

40

Development Special Use Permit with Site Plan (DSUP) # 2001-0007

**NARRATIVE DESCRIPTION**

2. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 4-7.

*(Attach additional sheets if necessary)*

Lindsay Motor Car Co. (Lindsay) operates three dealerships in the Fairlington/Bradlee area; Lindsay Lexus of Alexandria; Lindsay Cadillac and Saturn of Alexandria. There are two sites within the Lindsay complex addressed by this Special Use Permit application: a block bounded by Kenwood Avenue, Peach Street, Fern Street (vacated) and the Blessed Sacrament Church site; and a second location consisting of approximately 7,954 sq. ft. of land, triangular in shape, which is being acquired by Lindsay from Blessed Sacrament Church, located adjacent to the Saturn site. The applicant proposes a Lexus service facility on the first site, and a parking deck including car wash below the deck to be utilized by all Lindsay auto operations on the second site.

A. Lexus Service Facility.

The proposed Lexus Service Facility will be located on the first site described above consisting of approximately 55,030 sq. ft. of land area. This site is presently owned by Lindsay with half of it utilized for surface parking. We are requesting a special use permit in accordance with the CSL zone for automobile repair as part of the auto sales and service operation.

The building as shown on the enclosed plans is designed especially to be compatible with the surrounding mix of uses including residential and institutional. The facades bordering along the residential areas and Church will be designed and constructed with high quality materials and landscaped to ensure an ambience in keeping with the low density mixed use character of the neighborhood. The new facility will benefit the area by improving traffic circulation, providing off-street parking away from the residential area and enhancing the visual appearance of the area. Also, the collision repair operations will be moved out of the neighborhood.

Lindsay is also proposing to create a public park area along Peach Street, extending east from Kenwood Avenue. This park area will be established by a grant of a perpetual easement by Lindsay to the City for an area 35 ft. wide and will provide the only public park/open space area in the Fairlington area. In addition, Lindsay will provide a landscaped buffer along Kenwood Avenue from Peach Street to Osage Street. This area extending approximately 19 ft from the property line will include preservation of existing trees on the site.

The entrance into the facility will be from Osage Street, directly across from the Lindsay Cadillac building and will include ample space for cars waiting to be admitted into the service area. There will be a gated entrance from Peach Street solely for use by the trash collection service employed by Lindsay. Patrons will drive their cars to the site on Osage Street, be checked in by service personnel and either wait for service or return at the end of the day to pick up his or her car. Only service personnel will drive cars within the site into the service area and on to the parking facility. The total parking provided for this facility is 129 spaces, 64 spaces over and above the required spaces. This will allow more than sufficient parking not only for the cars to be serviced but for other cars utilized by the Lindsay operations.

The Lindsay operations have been compatible with the mixed use character of the neighborhood for three generations, and will continue operations in this manner into the future with this new facility.

**B. Parking Deck.**

The application also proposes to construct a parking deck on the second site adjacent to Fern Street and the Blessed Sacrament Church property. The two-level deck, together with surface parking, will increase the total number of parking spaces to be utilized by the Lindsay auto operations. As part of this facility, as shown on the enclosed site plan, a car wash facility below the deck will be utilized solely by the Lindsay service personnel. This will be underneath the parking deck and will not be visible from the exterior of the site. Access to the parking deck will be from Fern Street (vacated) and will be utilized solely by the Lindsay service personnel.

This site is presently owned by the Bishop of Arlington (Blessed Sacrament Church) and is vacant land area on the Blessed Sacrament Church site. Lindsay has a contract to acquire this site from the Church. In addition, in discussions with representatives of the Church, Lindsay has committed to permit members and visitors to the Church to utilize the parking deck on Sundays and other specified holidays.

Lindsay has been a good neighbor in this vicinity for many years. In fact, this is the third generation of the Lindsay family to operate auto sales and service at this location in Alexandria. The business is an integral part of the community and serves a valid purpose for the area as well as the city in general. The Lexus franchise is coveted by most jurisdictions and having one in Alexandria enhances the City's image. In addition, the Lindsay operations contribute substantial tax revenue every year to the City for public

8

DSUP 2001-0007

services. It is our view that these improvements will enhance the neighborhood, provide service to Lindsay patrons, many of whom are residents of the City of Alexandria, and be compatible with the neighborhood.

**Development Special Use Permit with Site Plan (DSUP) # 2001-0007**

3. How many patrons, clients, pupils and other such users do you expect?

Specify time period (i.e., day, hour, or shift).

Approximately 70 patrons on average each day, Monday through Saturday.

4. How many employees, staff and other personnel do you expect?

Specify time period (i.e. day, hour, or shift).

Approximately 40-50 staff at any one time will be working on the service facility premises.

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

Day	Hours
Monday - Saturday	6:30 a.m. - 12:00 am.

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

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

Unlike most service facilities, mechanical equipment, including compressors, will be enclosed entirely within the building, thereby controlling noise. The applicant will comply with the City's Noise Ordinance.

- B. How will the noise from patrons be controlled?

Patrons will not create noise other than speaking to service attendants; therefore this question is not applicable.

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

No odors will emanate from the building.

Development Special Use Permit with Site Plan (DSUP) # 2001-0007

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

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

Ordinary trash from service operations, such as boxes, papers, etc.

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

Approximately one trash bin per day will be generated.

C. How often will trash be collected?

Trash will be collected daily by a private collection service, and will be collected from a gated entrance from Peach Street.

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

Employees will be instructed not to litter. Service facility staff will monitor and police the area for litter.

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

Yes.       No.

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

Material such as batteries, oil, anti-freeze, will be utilized by the service facility, only within the building. Hazardous waste disposal companies will be contracted to provide weekly collection. In addition, recyclable materials will also be collected by a recycling company on a weekly basis.

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

Yes.       No.

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

Small amounts of degreasing solvents will be utilized. A specialized company will also be contracted to dispose of this waste on a weekly basis.

**Development Special Use Permit with Site Plan (DSUP) # 2001-0007**

11. What methods are proposed to ensure the safety of residents, employees and patrons?  
Employees are highly trained and skilled in auto mechanics and repair activities. The patrons will not be permitted into the service bays but will be met in the office or in the drive for delivery of automobiles. The service activities are all enclosed within the building, therefore there will be no issue with respect to the safety of neighbors in the community.

**ALCOHOL SALES**

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

Yes.       No.

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

**PARKING AND ACCESS REQUIREMENTS**

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

I. Proposed Parking Deck

Total:            203 spaces

II. Lindsay Lexus Service Facility only. See Site Plan Sheet No. 4 for overall parking information.

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

65 spaces

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

Standard spaces: 61 spaces

Compact spaces: 64 spaces

Handicapped accessible spaces: 4 spaces

Total:            129 spaces



Development Special Use Permit with Site Plan (DSUP) # 2001-0007

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

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

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

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

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

Lindsay Lexus Service Facility only. See Site Plan Sheet No.4 for overall parking information.

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

2 spaces

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

2 spaces

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

The service facility delivery of parts will occur off Osage Street.

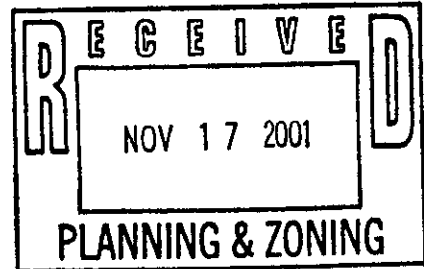
- D. During what hours of the day do you expect loading/unloading operations to occur?  
Each morning a delivery of parts will be made to the Osage Street entrance of the service facility.

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

Each day in the morning, Monday through Saturday.

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

Street access to the service facility is from Osage Street and Fern Street (vacated). Osage Street and Fern Street are fed by Quaker Lane, Kenwood Avenue and Braddock Road. Street access is adequate for all operations.



**MEMORANDUM**

**TO:** Michael Lindsay  
Lindsay Lexus

**CC:** Howard Middleton  
Reed, Smith, Hazel & Thomas, LLP

**FROM:** Martin J. Wells, P.E.  
Kevin D. Sitzman

**DATE:** November 16, 2001

**SUBJECT:** Traffic Analysis for Lindsay Lexus Service Center;  
Alexandria, Virginia

**Introduction**

This memorandum presents a traffic impact analysis for the opening of Peach Street between Kenwood Avenue and Blessed Sacrament, and development of a 28,200 S.F. Lexus service center on the block bounded by Osage Street, Kenwood Avenue, and Peach Street in Alexandria, Virginia, as shown on Figure 1.

Peach Street is presently closed just west of Blessed Sacrament. A parking lot for the Lindsay automobile dealerships currently occupies the site of the proposed Lexus service center.

The analysis presented in this document is based on discussions with the City of Alexandria staff. Sources of data for this study include: Lindsay Lexus, Bowman Consulting Group, the Institute of Transportation Engineers (ITE), and the files of Wells & Associates.



C:\Projects\1704\_Lindsay Lexus\Drawings\Site Loc-1112.dwg

Figure 1  
Site Location



## Existing Road Network

The roadways in the vicinity of the subject site are two-lane local and regional facilities. Braddock Road provides a major east-west connection in the area. A basic 38-foot wide, two-lane section is provided on Braddock Road in the vicinity, with additional lanes to the west at its intersections with King Street and Quaker Lane. A traffic signal controls the intersection of Braddock Road and Kenwood Avenue.

Kenwood Avenue, Osage Street, and Peach Street are local two-lane roadways. The intersection of Kenwood Avenue and Osage Street operates under all-way stop control. The remaining intersections in the study area operate under two-way stop control.

Peach Street provides a 24-foot curb-to-curb section, with on-street parking along both sides. Currently, Peach Street terminates immediately to the west of Blessed Sacrament. Pedestrian and vehicular access to the church and school from Peach Street are prohibited by curb, fence, and landscaping.

No known roadway improvements are anticipated in the site vicinity prior to construction of the Lindsay Lexus service facility.

The following intersections were included in this analysis:

1. Osage Street/Kenwood Avenue
2. Peach Street/Kenwood Avenue
3. Braddock Road/Kenwood Avenue
4. Osage Street/Blessed Sacrament Driveway
5. Peach Street/Blessed Sacrament Driveway
6. Braddock Road/Blessed Sacrament Driveway

The proposed intersection of Peach Street with the Blessed Sacrament driveway was only included in the future analysis scenario.

Lane use and traffic controls at the intersections in the study area are shown on Figure 2.

G:\Projects\1704 Lindsay Lexus\Graphics\Site Logo-HW-2.d

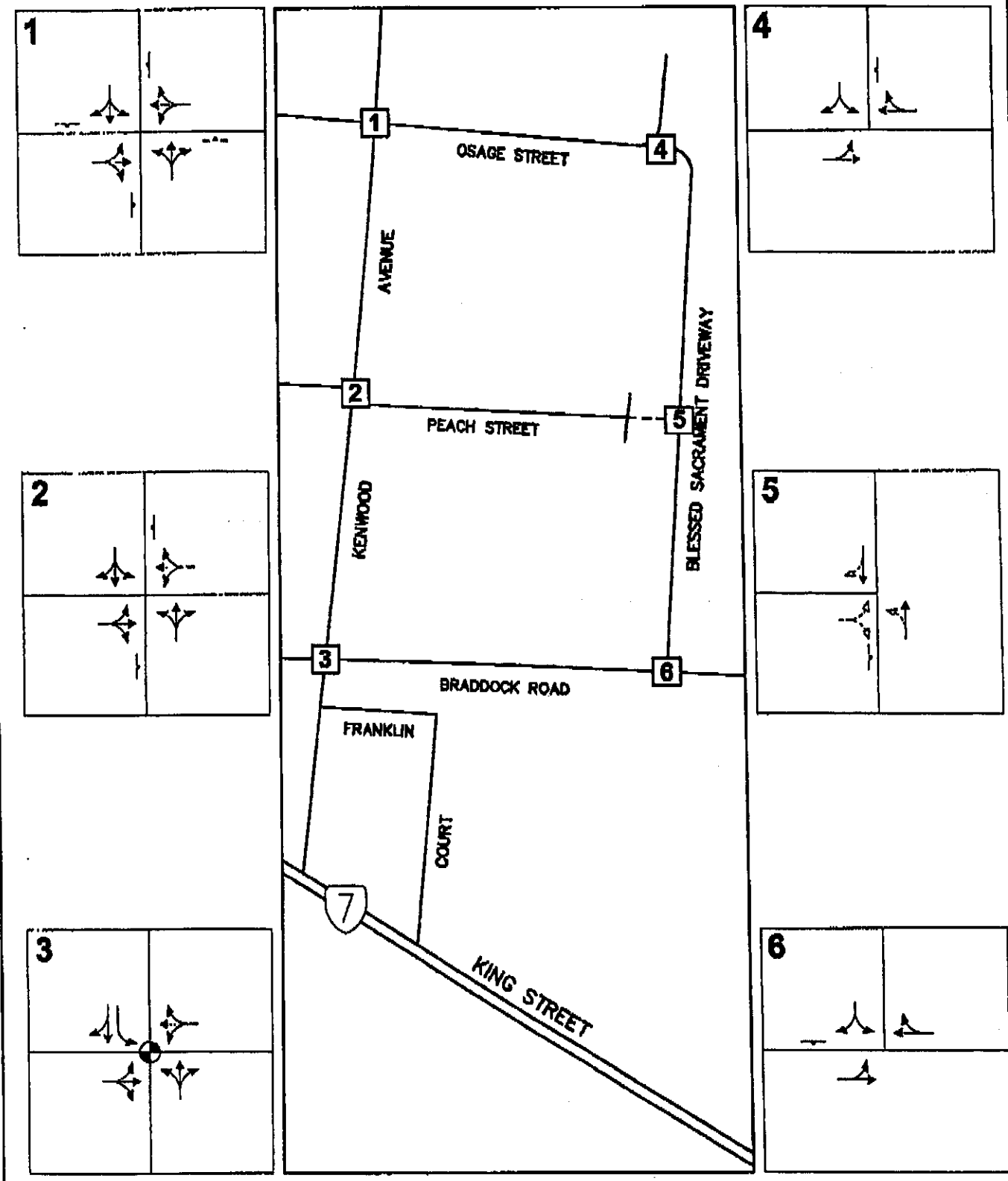


Figure 2  
Intersection Lane Use  
And Traffic Control

- ← Existing Travel Lane
- ←--- Future Travel Lane
- ⊗ Signalized Intersection
- Stop Sign
- ↑ North Schematic

## Analysis

Existing Traffic Volumes. Wells & Associates conducted peak period vehicular turning movement counts on Wednesday, November 7, 2001, during the AM and PM peak periods. Counts were conducted from 6:00 AM to 9:00 AM and from 2:30 PM to 6:30 PM.

The existing traffic volumes are illustrated on Figure 3 and summarized in Appendix A. Traffic volumes are shown for the morning commuter peak hour, the afternoon school peak hour, and the evening commuter peak hour.

Existing Capacity Analysis. Existing intersection levels of service (LOS) were calculated based on the existing lane use shown on Figure 2, the existing traffic volumes shown on Figure 3, and the methodology presented in the 2000 Highway Capacity Manual (HCS Version 4.1) published by the Transportation Research Board. The results are presented in Table 1. Capacity analysis worksheets are contained in Appendix B.

Table 1 indicates that all of the study intersections currently operate at acceptable LOS "D" or better during all time periods. Additionally, all turning movements at these intersections operate at acceptable levels under existing conditions.

Queues of vehicles form and dissipate with each signal cycle at the Braddock Road/Kenwood Avenue intersection. During the peak hours these queues extend 175 to 270 feet along Braddock Road.

Peach Street Traffic Diversion. A small proportion of the traffic traveling on the surrounding roadways will utilize Peach Street after it is extended to Blessed Sacrament. A portion of traffic entering King's Gate and exiting Blessed Sacrament was assumed to utilize Peach Street in the future. In addition, a portion of vehicles turning from westbound Braddock Road to northbound Kenwood Avenue was re-assigned to Peach Street.

The redistribution of traffic due to the extension of Peach Street is illustrated on Figure 4.

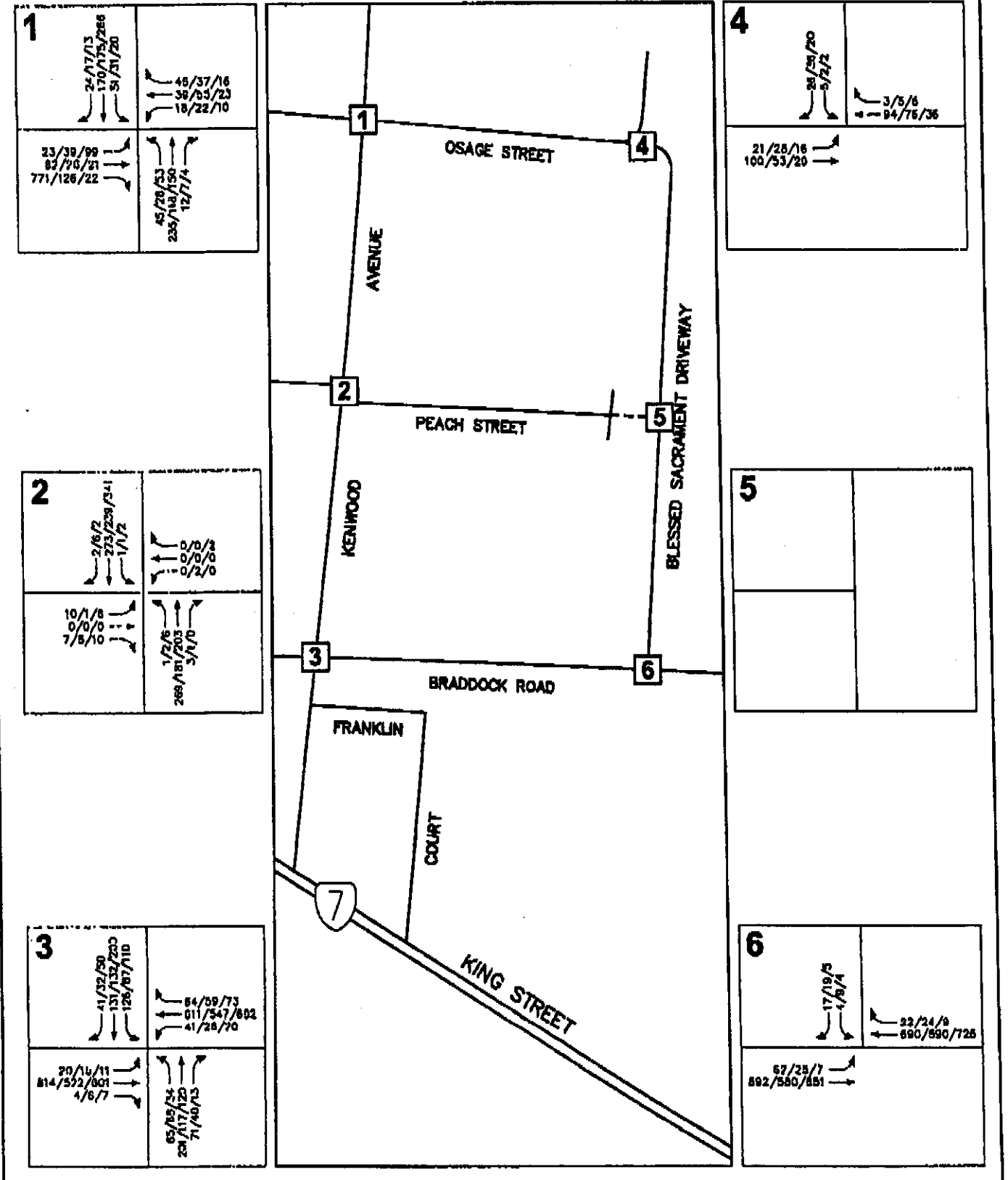


Figure 3  
Existing Traffic Volumes

AM PEAK HOUR  
MD PEAK HOUR  
PM PEAK HOUR  
000/000/000

North  
Schematic

Table 1  
Intersection Level of Service Summary

Intersection	Traffic Control	Critical Movement	Existing			Total Future		
			AM	Midday	PM	AM	Midday	PM
1. Osage Street/Kenwood Avenue	All-Way Stop	EB	B [10.5]	A [9.8]	B [10.2]	B [11.7]	B [11.1]	B [11.1]
		WB	A [9.8]	A [9.3]	A [9.0]	B [10.7]	B [10.5]	A [9.73]
		NB	B [12.7]	A [9.9]	B [10.3]	B [13.9]	B [10.6]	B [11.1]
		SB	B [11.6]	B [10.7]	B [11.7]	B [12.8]	B [11.8]	B [12.9]
2. Peach Street/Kenwood Avenue	Two-Way Stop	NBL	A [7.9]	A [7.8]	A [8.1]	A [7.9]	A [7.8]	A [8.1]
		SBL	A [7.9]	A [7.6]	A [7.7]	A [7.9]	A [7.6]	A [7.7]
		WB	B [12.6]	B [11.6]	B [11.9]	B [10.5]	B [10.4]	B [10.8]
		EB	B [12.7]	B [10.5]	B [12.1]	B [12.9]	B [10.5]	B [12.2]
3. Braddock Road/Kenwood Avenue	Signal	EB	C (21.5)	B (10.2)	B (11.5)	C (24.0)	B (10.6)	B (11.8)
		WB	B (17.2)	B (12.3)	B (18.0)	B (16.5)	B (12.1)	B (17.3)
		NB	D (52.4)	C (25.9)	C (21.2)	D (54.1)	C (26.4)	C (21.3)
		SB	C (23.7)	C (20.3)	C (21.6)	C (23.7)	C (20.3)	C (21.7)
4. Osage Street/Blessed Sacrament Drive	Two-Way Stop	EBL	A [7.5]	A [7.4]	A [7.3]	A [7.5]	A [7.4]	A [7.3]
		SB	A [9.1]	A [8.9]	A [8.7]	A [9.1]	A [8.9]	A [8.7]
5. Peach Street/Blessed Sacrament Drive	Two-Way Stop	NBL	N/A	N/A	N/A	A [7.3]	A [7.3]	A [7.3]
		EB	N/A	N/A	N/A	A [8.9]	A [8.7]	A [8.5]
6. Braddock Road/Blessed Sacrament Drive	Two-Way Stop	EBL	A [9.7]	A [9.1]	A [9.5]	A [9.7]	A [9.1]	A [9.5]
		SB	C [23.8]	C [19.3]	C [23.9]	D [25.4]	C [20.4]	D [26.2]

Notes: Numbers in (parenthesis) represent average delay in seconds per vehicle at signalized intersections.  
Numbers in [brackets] represent average delay in seconds per vehicle at stop sign-controlled intersections.



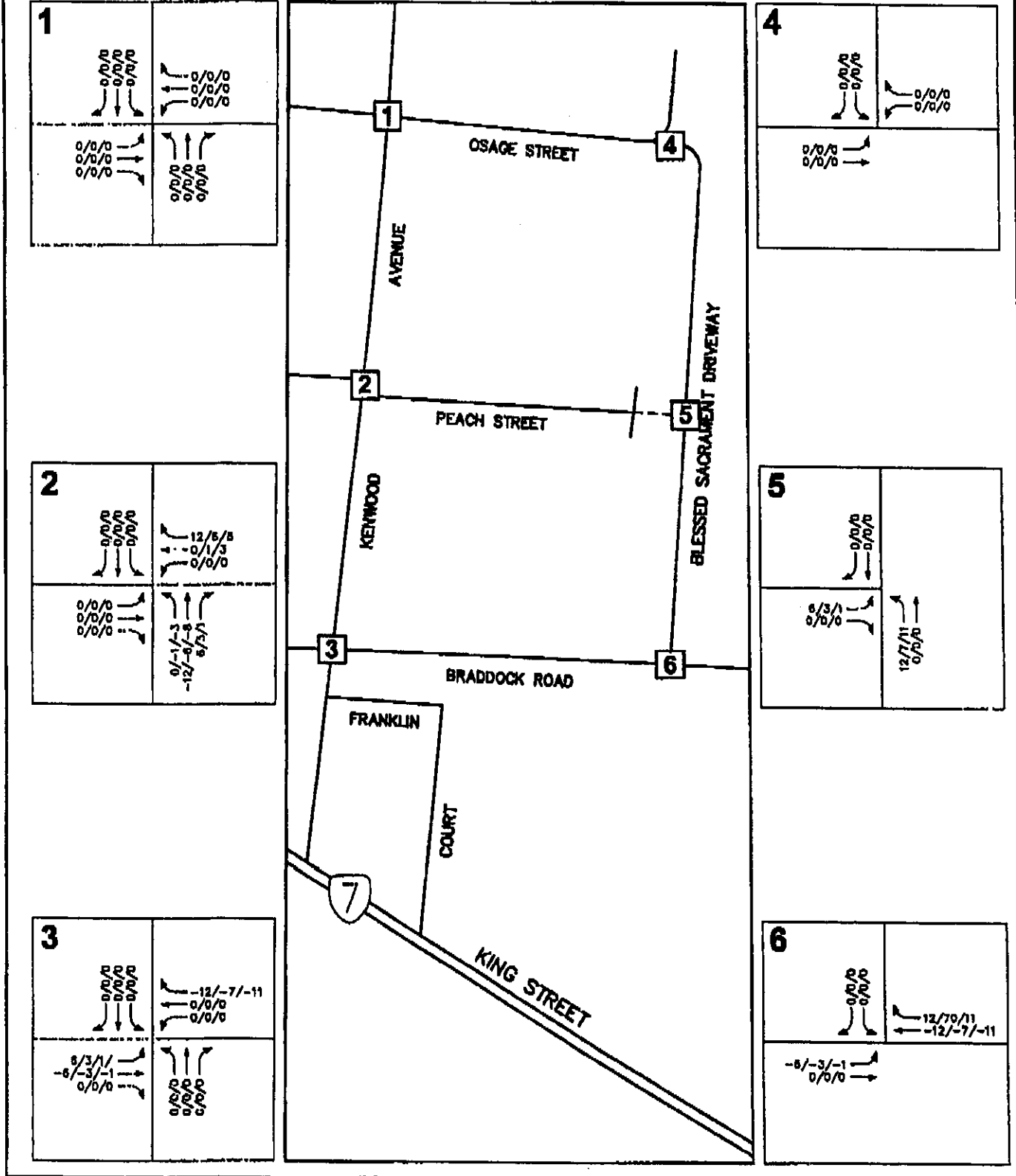


Figure 4  
 Traffic Redistribution  
 With Peach Street Extended

AM PEAK HOUR  
 MID PEAK HOUR  
 PM PEAK HOUR  
 000/000/000



**Site Trip Generation Analysis.** The number of trips anticipated to be generated by the Lindsay Lexus service center was based on trip rates published by the Institute of Transportation Engineers for a "Car Care Center" in Trip Generation, Sixth Edition. A detailed description of this land use is contained in Appendix C.

The proposed 28,200 S.F. service center is anticipated to generate 83 AM peak hour trips, 113 midday peak hour trips, and 87 PM peak hour trips, upon completion, as shown in Table 2.

**Site Traffic Assignments.** The trips generated by the Lindsay Lexus service center were assigned to the road network based on existing travel patterns. The resulting site-generated traffic assignments are shown on Figure 5.

**Total Future Traffic Forecasts.** The site traffic assignments shown on Figure 5 were added to the existing traffic volumes shown on Figure 3 and the Peach Street redistributions shown on Figure 4 to derive the total future traffic forecasts shown on Figure 6. These forecasts include AM, midday, and PM peak hour traffic volumes.

**Future Capacity Analysis.** Future intersection levels of service were calculated based on the existing and planned lane use shown on Figure 2, the total future traffic volumes shown on Figure 6, and the methodology presented in the 2000 Highway Capacity Manual (HCS Version 4.1) published by the Transportation Research Board. The results are presented in Table 1. Capacity analysis worksheets are contained in Appendix D.

Table 1 indicates that all of the study intersections would continue to operate at acceptable LOS "D" or better during all time periods with the opening of Peach Street and construction of the Lindsay Lexus service facility. Additionally, all turning movements at these intersections would continue operate at acceptable levels under total future conditions.

Queues of vehicles would continue to form and dissipate with each signal cycle at the Braddock Road/Kenwood Avenue intersection. These queues would extend 180 to 270 feet along Braddock Road during peak hours. Vehicle queues on Kenwood Avenue would not block the King's Gate residential community or Peach Street.

Table 2  
 Lindsay Lexus  
 Site Trip Generation Summary

Development	ITE Land Use Code	Amount	Units	AM Peak Hour			Afternoon Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
Lindsay Lexus Service Center	840	28,200	S.F.	54	29	83	58	55	113	44	43	87

85 or

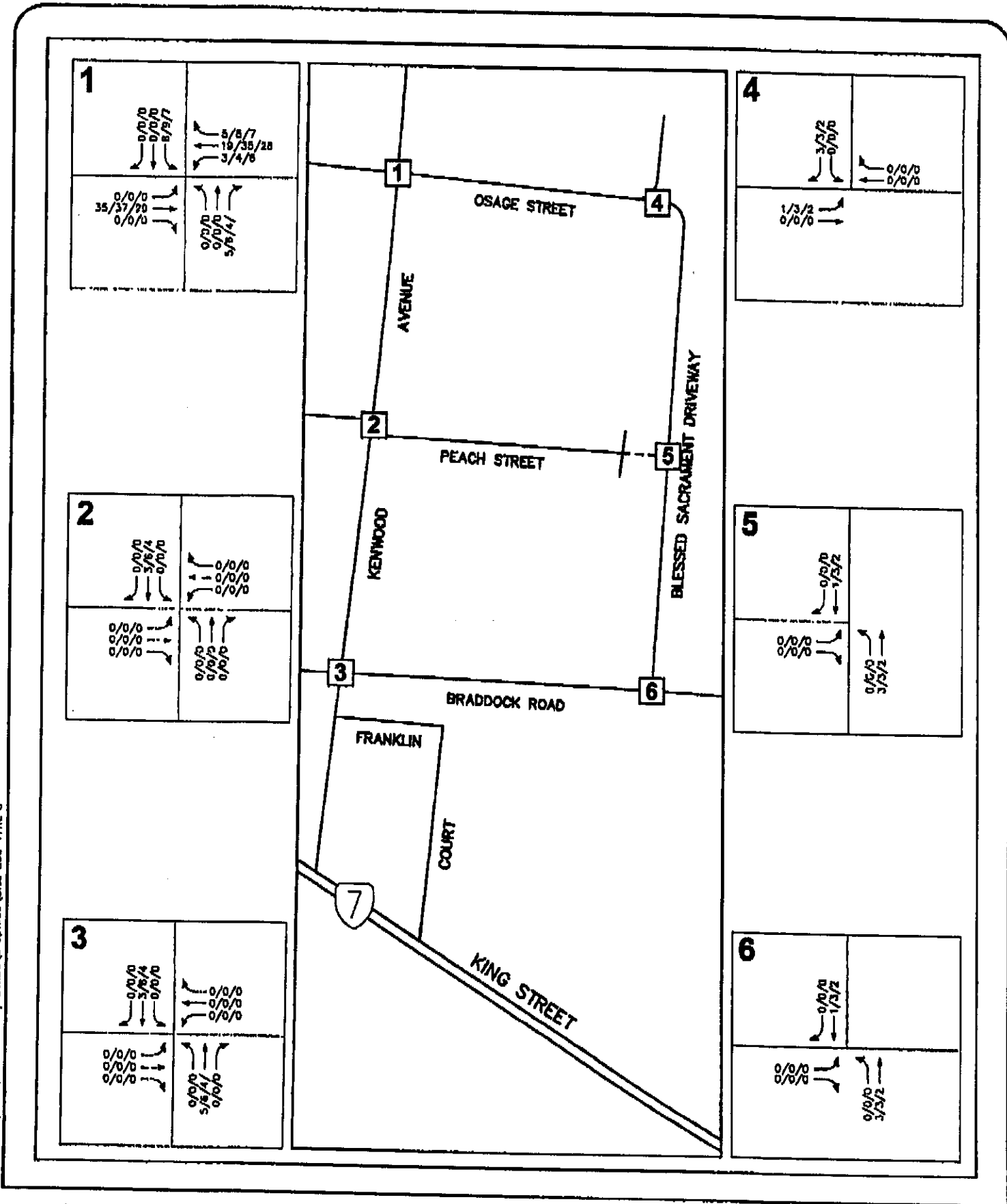


Figure 5  
Site Generated Traffic Assignments

AM PEAK HOUR  
MD PEAK HOUR  
PM PEAK HOUR  
000/000/000



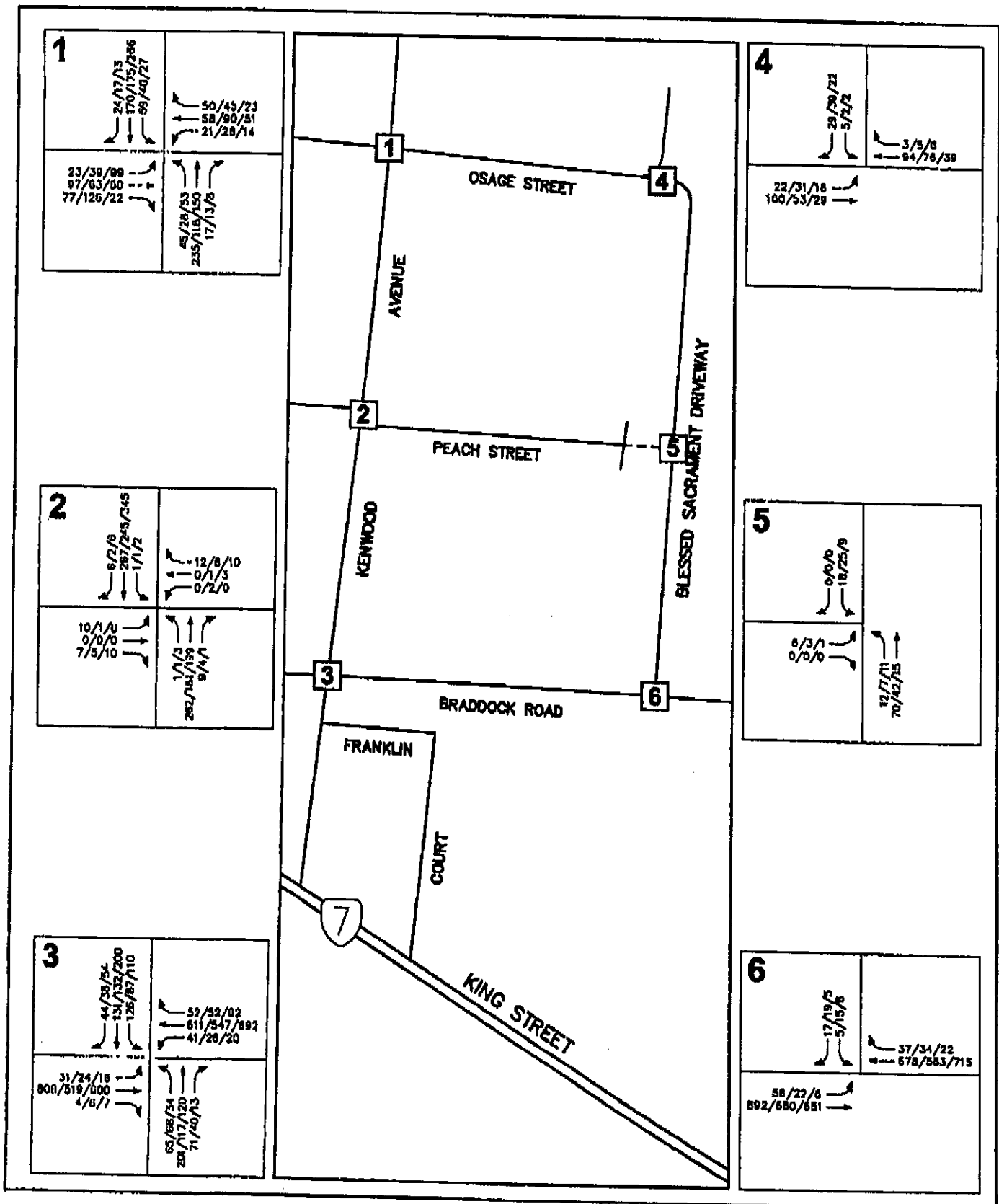


Figure 6  
Total Future Traffic Forecasts

AM PEAK HOUR  
MD PEAK HOUR  
PM PEAK HOUR  
000/000/000

North  
Schematic

## Conclusions

The conclusions of this traffic analysis are as follows:

1. The intersections in the vicinity of the proposed Lindsay Lexus service center currently operate at acceptable levels of service.
2. The extension of Peach Street to the Blessed Sacrament property will provide additional street capacity and a wider network over which to distribute local traffic.
3. The proposed service facility will generate 83 to 113 new peak hour trips, upon completion.
4. All of the intersections in the vicinity would continue to operate at acceptable levels of service with the opening of Peach Street and development of the Lindsay Lexus service center.
5. Vehicle queues on Kenwood Avenue would not block the King's Gate residential community or Peach Street.

D:\Project\1704\LindsayLexus\LindsayTIA

ReedSmith

MEMORANDUM

DSUP 2001-0007  
MAY 9 2001  
PLANNING & ZONING

TO: Gregory Tate  
Office of Planning and Zoning  
City of Alexandria  
301 King Street  
Alexandria, Virginia 22314

DATE: May 8, 2001

FROM: J. Howard Middleton, Esq. *JHM*

RE: Lindsay Motor Car Sales and Service; Master Plan Amendment and Rezoning Amendment; Block bounded by Kenwood Avenue, Peach Street, Osage Street, Fern Street (vacated) and Blessed Sacrament Church Property

The existing zoning for this site as specified in the application is RB and OC. However, prior to the City-wide rezoning classifying this site as OC and RB, the applicable zone designation was CO subject to proffers, adopted in 1989. A copy of Ordinance No. 3384 specifying these proffers is enclosed and should be made a part of our Application filed on April 5, 2001.

The purpose of our Master Plan Amendment and Zoning Map Amendment Applications is to request that this entire site be rezoned to the CSL zone and that the property be released from the applicability of the proffers attached to the CO zone.

We appreciate your kind attention to this supplemental information.

cc: Michael Lindsay

JHM:mlh  
Enclosure

Reed Smith Hazel & Thomas LLP  
3110 Fairview Park Drive  
Suite 1400  
Falls Church, VA 22042-0681  
703.641.4200  
Fax 703.641.4340  
Delaware  
New Jersey  
New York  
Pennsylvania  
United Kingdom  
Virginia  
Washington, DC

\*Reed Smith\* and \*Reed Smith Hazel & Thomas\* refer to Reed Smith LLP and related entities.

ORDINANCE NO. 3384

AN ORDINANCE to amend Section 7-6-3 (ZONE BOUNDARIES; ADOPTION OF ZONING MAPS) of Article A (GENERAL PROVISIONS), Chapter 6 (ZONING), Title 7 (PLANNING AND DEVELOPMENT) of The Code of the City of Alexandria, Virginia, 1981, as amended.

WHEREAS, Lindsay Cadillac Company ("Applicant") has filed for the rezoning of the property described below;

WHEREAS, pursuant to due and timely notice provided by publication in a newspaper of general circulation in the City of Alexandria, by mailing and by posting, public hearings have been held before the Planning Commission and the Council of the City of Alexandria on the rezoning of the property described below, at which hearings parties in interest and citizens have had an opportunity to be heard; and

WHEREAS, the Council of the City of Alexandria has determined that the rezoning of the property described below is in the public interest; therefore,

## THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That the "FIFTH REVISED ZONING MAP" described and referred to in Section 7-6-3 of The Code of the City of Alexandria, Virginia, 1981, as amended, be and the same hereby is amended by changing, in the manner set forth below, the zoning of the property hereafter described:

All of Lots 7 through 9 and Lots 11 through 14, Block 2, on City of Alexandria Real Estate Assessment Map 32.00, having frontage on Peach Street of 208.71 feet, on Kenwood Avenue of 253.64 feet and on Osage Street of 203.57 feet, known as 1601, 1603, 1607 and 1609 Peach Street and 1602, 1604, 1606 and 1608 Osage Street and containing approximately 55,029 square feet (1.26 acres), subject to certain conditions proffered by the Applicant and accepted by the city, to-wit:

1. The townhouse residential portion of the site shall consist of approximately 20,000 square feet of land along Peach Street and extending north from Peach Street approximately 100 feet toward the center of the site. The floor area ratio on this townhouse residential portion of the site shall not exceed .75.



- 2. The office/commercial portion of the site shall consist of approximately 35,000 square feet of land area along Osage Street and extending south from Osage Street approximately 160 feet toward the center of the site. The total floor area for the office/commercial portion of the site shall not exceed 45,000 square feet. The floor area ratio for this office/commercial portion of the site shall not exceed 1.50.
- 3. The height of the residential units on the townhouse residential portion of the site shall not exceed 45 feet.
- 4. The height of the buildings on the office/commercial portion of the site shall not exceed 50 feet.

FROM: R-8 residential  
 TO: C-O commercial office

Section 2. That the rezoning of the property described in Section 1 is forever subject to and conditioned upon the proffers voluntarily offered by the Applicant and accepted by city council.

Section 3. That this ordinance shall be effective upon the date and at the time of its final passage.

JAMES P. MORAN, JR.  
 Mayor

Introduction: 6/13/89  
 First Reading: 6/13/89  
 Publication: 6/16/89  
 Public Hearing: 6/17/89  
 Second Reading: 6/17/89  
 Final Passage: 6/17/89

DSUP 2001-0007

**TO THE MEMBERS OF THE PLANNING COMMISSION**

May 8, 2001

Re: Lindsay Cadillac's Proposal to seek rezoning of 4 lots on Peach Street from R - 4 to Commercial zoning.

Please take into consideration several hundred residents in the neighborhood who already are inundated with traffic from Lindsay's existing facilities on Kenwood, Fern, Quaker and Osage streets. In addition to this traffic...the City of Alexandria has diverted traffic from Quaker Lane onto Fern..then Kenwood in order to head East on Braddock Rd or King Street. The traffic is quite heavy in the morning and evening rush hours. At times it can be difficult making a left turn onto Kenwood from the Kingsgate Condos.

Please advise the Zoning Board that we do not need more commercial traffic in our residential neighborhood. Preserve Peach Street lots as R-4 zoning.

Sincerely,

Frank and Carolyn Winters  
1721 West Braddock Place  
Alexandria Virginia 22302

703.931.0752

DSUP 2001-0007

# The North Ridge Citizens' Association

A Non-Profit Organization  
PO BOX 3242 ALEXANDRIA, VA 22302-0242

June 21, 2001

By Regular Mail and Facsimile to 703-838-6393

Mr. Gregory Tate, Urban Planner  
Alexandria Planning and Zoning Department  
301 King Street, Room 2100  
Alexandria, Virginia 22314

Re: Lindsay-Lexus/Cadillac Development

Dear Mr. Tate:

On June 11, 2001, the Executive Board of the North Ridge Citizens' Association considered the referenced matter. After debate, the NRCA left its current position in place, which is as follows:

The NRCA is against the current proposal for the following reasons:

- The North Ridge Small Area Plan of the city's Master Plan has as its major goals to preserve existing residential areas and to protect the residential neighborhoods from non-local traffic. The Lindsay proposal involves a zoning change that infringes on residences in order to create a service building;
- The NRCA felt that Lindsay had not adequately explored - or had unnecessarily rejected - the option of using its existing space behind the Cadillac building for the project combining a service building with a parking deck;
- Even a carefully designed auto service building could not be better, visually, than the settled neighborhood look of Peach Street;
- Many mature trees would be chopped down;
- There would be increases in traffic to and from the facility and in emissions from the cars

x.

being serviced there;

- The Peach-Kenwood-Osage block was far from Lindsay's first choice. The company tried unsuccessfully to buy a church adjacent to its Lexus sales operation, an adjacent apartment building and the Apple House nursery, before turning to the block involved in its current proposal.

The NRCA Board urges the Planning Commission to turn down the Lindsay proposal in its current form, but remains willing to work with the Commission and Lindsay on an alternative plan that is acceptable to everyone.

My office phone number is (703)836-0884. My home is (703)548-6803.

With kind regards, I am

Sincerely,

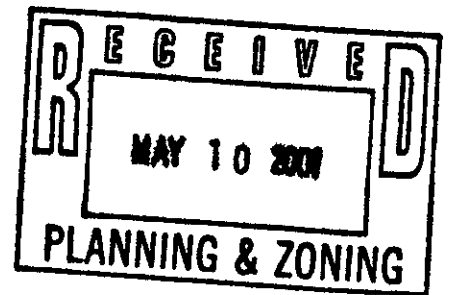


Joseph N. Bowman, President  
NRCA

cc: William Clayton  
Dave Brown

DSUP 2001-0007  
LINDSAY MOTOR CAR

**Deborah L. Shannon**



City of Alexandria  
Planning Commission  
301 King Street  
Alexandria, VA 22314

RE: July 3, 2001 Docket

Gentlemen:

I am writing in reference to the docket items for the July 3<sup>rd</sup> Planning Commission meeting regarding the development of a service facility for Lindsay Lexus along Kenwood Avenue and Osage Street. I have been a resident for the past six years of Kingsgate, a townhouse/condominium development on Kenwood Avenue directly across from the proposed site and am familiar with Lindsay's proposal. Let me state that I am opposed to this facility being built on this particular site.

When I bought my townhouse in 1995, I checked the zoning requirements and the land directly across the street from me were zoned residential. Several homes owned by Lindsay were situated on the property and used as rentals. Now I find that my home, my investment, may be in some jeopardy because I will be looking out onto an automobile service facility. This concerns me from both a financial aspect as well as an aesthetic aspect. I take great pride in my property and spend endless hours with the garden surrounding my townhouse. Now I will be able to look across the street and see a service garage with a multitude of trucks and cars. This will, no doubt, impact the resale value of my property to the negative.

The Lindsay Cadillac facility is one block from my front door and while they try to be good neighbors, we constantly have delivery trucks and car carriers parked on Kenwood in front of Kingsgate for hours at a time with their diesel engines running waiting to load cars for transport. I often feel I'm in the middle of an industrial park and adding Lindsay Lexus directly across the street will only add to this.

I understand that the North Ridge Citizen's Association is concerned about this location as well and has suggested developing the parking lot currently situated just to the east (directly behind) the current Lindsay Cadillac facility. This would remove much of the controversy surrounding this development.

**1821 Kenwood Avenue, Alexandria, VA 22302**

Page 2

I understand the need for the proper balance between residential and commercial development in the City of Alexandria, but would ask the Planning Commission to not alter the current residential zoning restriction and allow this development. Simply ask yourselves, would you want to find an automobile service facility being built across the street from your home?

I served on the Board of Directors for Kingsgate two years ago when Terry Lindsay first approached us concerning this development. When concerns were raised then, Lindsay threatened that if they could not proceed with this "tasteful" building, then the land could be sold and some other low-rise commercial structure would go up in its place. Lindsay has already torn down the residential structures that were on the north side of Peach Street instead of renovating their run-down rental properties. Next, I'm sure the trees will be torn down and the neighborhood that I chose to live in six years ago will be forever changed unless the Planning Commission redirects the development of this parcel of land.

I will be planning to attend the July 3<sup>rd</sup> meeting and hope that my views are taken into consideration. Thank you.

Sincerely,

A handwritten signature in cursive script, appearing to read "Deborah L. Shannon".

Deborah L. Shannon

**1821 Kenwood Avenue Alexandria, VA 22302**

# The North Ridge Citizens' Association

*A Non-Profit Organization*

PO BOX 3242

ALEXANDRIA, VA 22302-0242

May 25, 2001

By Regular Mail and Facsimile to 703-838-6393

Mr. Gregory Tate, Urban Planner  
Alexandria Planning and Zoning Department  
301 King Street, Room 2100  
Alexandria, Virginia 22314

Re: Lindsay-Lexus/Cadillac Development

Dear Mr. Tate:

Thank you for your phone call of May 23, 2001, asking for a copy of a letter that the North Ridge Citizens' Association sent to the Planning and Zoning Department about two years ago and pertaining to the referenced matter.

I have completed a quick, preliminary search of our records, and I was unable to locate that letter. I will continue to search and attempt to find the original letter. When I find it, I will give a copy to you. In the meantime, by this letter, I can apprise you of NRCA's past activity and interest in this matter.

In 1998, Lindsay Cadillac Company (via Michael Lindsay) asked the NRCA to consider its proposal to build a two story service garage in the Fairlington neighborhood. The matter was placed on the NRCA's agenda for consideration on November 9, 1998. After much discussion, the NRCA voted against the proposal. The NRCA felt the proposal was unwarranted for the following reasons:

- The North Ridge Small Area Plan of the city's Master Plan had as its major goals to preserve existing residential areas and to protect the residential neighborhoods from non-local traffic. The Lindsay proposal would involve a zoning change that would raze a half-block of residences to create the service building;
- The NRCA felt that Lindsay had not adequately explored - or had unnecessarily rejected -

the option of using its existing space behind the Cadillac building for the project combining a service building with a parking deck;

- Even a carefully designed auto service building could not be better, visually, than the settled neighborhood look of Peach Street;
- Many mature trees would be chopped down;
- There would be increases in traffic to and from the facility and in emissions from the cars being serviced there;
- The Peach-Kenwood-Osage block was far from Lindsay's first choice. The company tried unsuccessfully to buy a church adjacent to its Lexus sales operation, an adjacent apartment building and the Apple House nursery, before turning to the block involved in its current proposal.

In 1998, the NRCA Board urged the Planning Commission to turn down the Lindsay proposal, but stated its willingness to work with the Commission and Lindsay on an alternative plan that is acceptable to everyone. As of this date, that remains the position of the NRCA.

However, we have placed this matter on our agenda for June 11, for further discussion based on revised plans. I will notify you of the results of the June 11 meeting.

My office phone number is (703)836-0884. My home is (703)548-6803.

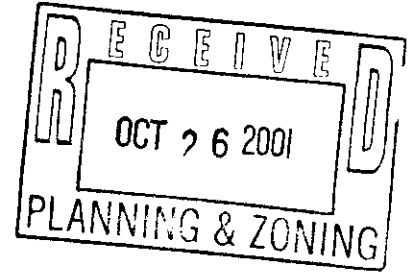
With kind regards, I am

Sincerely,

Joseph N. Bowman, President  
NRCA



DSUP 2001-0007



October 23, 2001

Alexandria Planning Commission  
Alexandria City Council  
301 King Street  
Alexandria, Virginia 22314

Re: Application for Development Special Use Permit  
Applicant: Lindsay Motor Car, Inc.

Property Location: Area bounded by Kenwood Avenue,  
Peach Street, Osage Street and Fern Street (vacated)

Tax Map Reference: 22.00-02-19; 22.04-05-37, 32.00-02-7,  
8, 9, 10, 11, 12, 13, 14

---

Dear Mr. Chairman and Commissioners:

The Unit Owners Association of Kingsgate Condominiums ("Kingsgate") Board of Directors has reviewed the rezoning and special use permit applications filed by Lindsay Motor Car, Inc. ("Lindsay"), in order to construct and operate (1) an auto service facility for use by Lindsay Lexus of Alexandria in the block bounded by Kenwood Avenue, Peach Street, Osage Street and Fern Street (vacated), and (2) a parking deck on property bordering Lindsay Saturn of Alexandria, for all auto operations. The Kingsgate Board supports the decision of the North Ridge Citizens' Association ("NRCA") to endorse the applications with conditions. Kingsgate is in favor of the proposal with the conditions as outlined by NRCA and has further conditions that we would append for final approval by the Planning Commission.

At the October 8, 2001 NRCA meeting which Kingsgate representatives attended, the Lindsays made the following commitments should the NRCA decide to endorse the applications:

1. Lindsay would transfer its Saturn body shop operations from the existing site to a planned site in Fairfax County.
2. Lindsay would fund the development and maintenance of a park on the southern 35' portion of the proposed Lexus development block, and would

enlist the views of the City, NRCA and Kingsgate Development as to the design of such park. This land will be owned by Lindsay, but the City will be provided a perpetual easement for use of the property as a public park.

3. Lindsay would confer with the Alexandria Department of Planning and Zoning to devise construction techniques that would minimize damage to specified trees (and their supporting root systems) on the western portion (i.e. along Kenwood Avenue) of the proposed Lexus site. The trees at issue are those identified by the City Arborist in that area as worth preserving and whose preservation is feasible.
4. Lindsay would construct its Lexus facility with a mansard roof similar to that on the Lindsay Lexus retail sales building, principally to block views of the proposed top parking deck from local residences, including Kingsgate.

The conditional endorsement by the NRCA, based on the above, as Kingsgate understands them are as follows:

- Condition 1: Lindsay will transfer its Saturn body shop operations from its existing site before the City releases plans for the Lexus service center.
- Condition 2: Lindsay will implement a plan to end (and enforce a ban on) on-street parking for all of its vehicles. Streets included are Kenwood Avenue, Peach Street, Osage Street, Woodbine and Dogwood, plus the southern portion of the Farlington Center (Center Mall) parking area (to be preserved in perpetuity for angle parking for users of that retail area). This condition applies to all Lindsay operations, including, but not limited to, sales and service of new and used Cadillac, Lexus and Saturn motor vehicles.
- Condition 3: Lindsay will fund the development and maintenance of a park on the southern 35' portion of the proposed Lexus development block, as shown on its site plan. The City will have a perpetual easement in the land for a public park, which will be recorded. A committee comprised of representatives from the City, the NRCA, Kingsgate Development and Lindsay will make decisions regarding design, development and maintenance of the park.
- Condition 4: Lindsay will strictly comply with previously approved hours for its body shop operations, ensuring that no such operation, whether conducted as part of Lindsay operations or by its employees during "personal hours," will occur outside of the periods of 6:00 a.m. to 9:00 p.m. (Monday through Friday), and 7:00 a.m. to 6:00 p.m. (Saturday). In addition, customer dealings at the Lexus service center will terminate at 9:00 p.m.

Condition 5: Lindsay will maintain all of its existing parking agreements with the Scottish Rite Temple and Blessed Sacrament Church, whereby applicant has secured a minimum of 150 parking spaces for its employees and operations.

The Kingsgate Board concurs with the above stated conditions and further proposes the following conditions:

Condition 1: Lindsay will ensure that no car carriers are allowed to park around the Kingsgate complex, including Radford Street. When any car carriers are parked in the Lindsay complex, the vehicle motors will be shut off and no engine idling will be allowed.

Condition 2: The roof wrap around will be extended to the Peach Street side of the building which is in the line of sight of the upper units in the 1900 block of Kenwood Avenue. Lighting used at night will be maintained so as not to cause a disturbance to the residents of these upper units.

Condition 3: Lighting direction on the building and roof will be acceptable to those living on Kenwood Avenue so as not to cause a disturbance to the those units directly across the street, both upper and lower units.

Condition 4: The installation of calming tables along Kenwood Avenue and Osage Street will be considered to assist with traffic control and vehicle speed with the influx of additional traffic to the area surrounding the Kingsgate complex.

Condition 5: All Lindsay service operations in the vicinity of the Kingsgate complex will respect that Kingsgate is private property. All Lindsay staff will refrain from using the complex as a thoroughfare to test vehicles, use as short cut to travel between service centers, or as a turnaround when traveling on Kenwood Avenue. Moreover, Lindsay staff will refrain from parking in the Kingsgate complex parking lot.

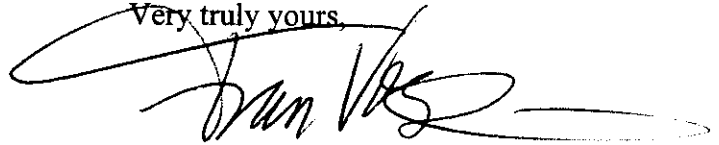
The Lindsay proposal created much controversy and consternation among the Kingsgate community. As it became apparent that certain commitments were to be forthcoming with the endorsement of the proposal, building the service facility would alleviate some of the concerns that have plagued the neighborhood, namely the long-standing on-street parking problems associated with Lindsay's Cadillac and Saturn operations. We are hopeful that with all Lindsay employees parking off the streets, this will no longer be an issue. Kingsgate expresses its concern that the City's Traffic Enforcement Division will continue to patrol our area so that the parking spaces vacated by Lindsay employees will not become filled by students attending TC Williams High School and continue to perpetuate the parking problem in a different way. Additionally, Kingsgate is as

concerned as NRCA about the conversion of land zoned residential to commercial. This was especially significant to those owners who purchased units in the 1900 and 1800 blocks of Kenwood Avenue who bought their homes based on the residential feel of the neighborhood. It is our hope that the implementation of a park designed to maintain perpetual green space would be an enhancement and bridge the space between commercial and residential.

That said, based upon Lindsay's representations and commitments, and subject to all the conditions noted above by both NRCA and Kingsgate, the Lexus service center and ancillary parking structure represent an adequate balance of the competing interests, needs and objectives of all the concerned parties. The Kingsgate Board will make every effort to attend the Planning Commission hearing to provide any comments to assist in the final decision regarding this matter.

I appreciate the opportunity to make the views of Kingsgate known to the Planning Commission. Should you have any questions regarding our community's position prior to the hearing date, you can contact me at my office number, 703-218-3965.

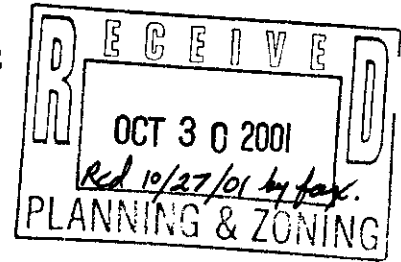
Very truly yours,

A handwritten signature in black ink, appearing to read "Fran Vogel", with a long horizontal flourish extending to the right.

Fran Vogel  
President

# The North Ridge Citizens' Association

A Non-Profit Organization  
PO BOX 3242 ALEXANDRIA, VA 22302-0242



October 27, 2001

Alexandria Planning Commission  
Alexandria City Council  
301 King Street  
Alexandria, Virginia 22314

Re: Application for Development Special Use Permit  
Applicant: Lindsay Motor Car, Inc.

Property Location: Area bounded by Kenwood Avenue,  
Peach Street, Osage Street and Fern Street (vacated)

Tax Map Reference: 22.00-02-19; 22.04-05-37, 32.00-02-7,  
8, 9, 10, 11, 12, 13, 14

---

Dear Mr. Chairman and Commissioners:

The North Ridge Citizens' Association ("NRCA") has reviewed the rezoning and special use permit applications filed by Lindsay Motor Car, Inc. ("Lindsay"), in order to construct and operate (1) an auto service facility for use by Lindsay Lexus of Alexandria in the block bounded by Kenwood Avenue, Peach Street, Osage Street and Fern Street (vacated), and (2) a parking deck on property bordering Lindsay Saturn of Alexandria, for all auto operations. I write to express the NRCA's conditional endorsement of these applications.

## Background

In April 2001, Lindsay informed the NRCA of its revised applications. In that same month, Lindsay appeared before the NRCA Executive Board to outline the project in detail and to seek the NRCA's endorsement. Thereafter, the NRCA formed a committee from among its Executive Board members to study the proposal and report periodically to the Board.

Between April and October 2001, the NRCA committee conducted numerous meetings with Lindsay, the Alexandria Department of Planning and Zoning, representatives of the Kingsgate Development (located directly to the west of the proposed Lindsay Lexus site), and other North Ridge citizens to consider the matter in detail. Various concerns were

expressed regarding the potential impact of the proposed Lexus facility upon traffic, parking and congestion. Concerns were also raised regarding the loss of trees and residences in the proposed development site block, impact on adjacent residences, and the rezoning of some land from residential to commercial. In addition, citizens residing directly to the north of the existing Lindsay Saturn facility expressed objections to body shop and painting activities occurring in that facility after approved hours, as well as associated odors and noise.

In view of the concerns raised, the NRCA met with Lindsay and separately with the Department of Planning and Zoning to explore alternative designs and locations for the proposed Lexus facility. Lindsay made various design modifications but remained committed to constructing its Lexus facility on the block originally planned for it. The NRCA also discussed a number of other issues with Lindsay, including steps to reduce traffic congestion and on-street parking, as well as the impact of Lexus repair operations upon the immediate residential community.

On October 8, 2001, Lindsay appeared before the NRCA Executive Board and made a final presentation. At that time, Lindsay made the following commitments should the NRCA decide to endorse the applications:

1. Lindsay would transfer its Saturn body shop operations from the existing site to a planned site in Fairfax County.
2. Lindsay would fund the development and maintenance of a park on the southern 35' portion of the proposed Lexus development block, and would enlist the views of the City, NRCA and Kingsgate Development as to the design of such park. This land will be owned by Lindsay, but the City will be provided a perpetual easement for use of the property as a public park.
3. Lindsay would confer with the Alexandria Department of Planning and Zoning to devise construction techniques that would minimize damage to specified trees (and their supporting root systems) on the western portion (i.e. along Kenwood Avenue) of the proposed Lexus site. The trees at issue are those identified by the City Arborist in that area as worth preserving and whose preservation is feasible.
4. Lindsay would construct its Lexus facility with a mansard roof similar to that on the Lindsay Lexus retail sales building, principally to block views of the proposed top parking deck from local residences, including Kingsgate.

#### NRCA Decision

Following Lindsay's final presentation and commitments, the NRCA Executive Board conducted further discussion and debate. Based upon extensive review of the proposal, the concerns expressed by Board members and other citizens, and the commitments made by Lindsay as noted above, the NRCA Board voted (14 to 3) to endorse the applications.

However, the Board's endorsement is conditioned upon *each and every* one of the following conditions:

- Condition 1: Lindsay will transfer its Saturn body shop operations from its existing site before the City releases plans for the Lexus service center.
- Condition 2: Lindsay will implement a plan to end (and enforce a ban on) on-street parking for all of its vehicles. Streets included are Kenwood Avenue, Peach Street, Osage Street, Woodbine and Dogwood, plus the southern portion of the Fairlington Center (Center Mall) parking area (to be preserved in perpetuity for angle parking for users of that retail area). This condition applies to all Lindsay operations, including, but not limited to, sales and service of new and used Cadillac, Lexus and Saturn motor vehicles.
- Condition 3: Lindsay will fund the development and maintenance of a park on the southern 35' portion of the proposed Lexus development block, as shown on its site plan. The City will have a perpetual easement in the land for a public park, which will be recorded. A committee comprised of representatives from the City, the NRCA, Kingsgate Development and Lindsay will make decisions regarding design, development and maintenance of the park.
- Condition 4: Lindsay will strictly comply with previously approved hours for its body shop operations, ensuring that no such operation, whether conducted as part of Lindsay operations or by its employees during "personal hours," will occur outside of the periods of 6:00 a.m. to 9:00 p.m. (Monday through Friday), and 7:00 a.m. to 6:00 p.m. (Saturday). In addition, customer dealings at the Lexus service center will terminate at 9:00 p.m.
- Condition 5: Lindsay will maintain all of its existing parking agreements with the Scottish Rite Temple and Blessed Sacrament Church, whereby applicant has secured a minimum of 150 parking spaces for its employees and operations.

Unless each and every one of these conditions are included in the special use permit, then the NRCA Board does *not* endorse the application. Of course, if the Planning Commission proposes additional conditions intended protect neighboring residences and small businesses at the Fairlington Center, then the NRCA Board would not have objection to those additional conditions.

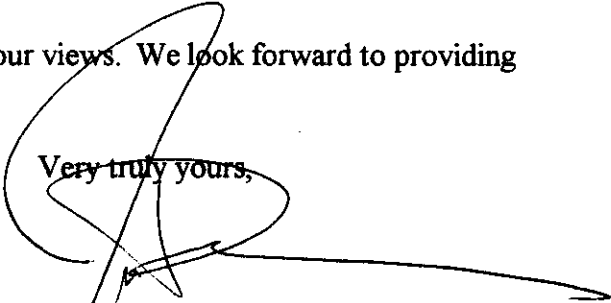
As we are sure you can appreciate, the Lindsay proposal engendered considerable controversy, debate and discussion among numerous interested and affected parties. A pivotal concern was the thought of converting any land in our community from residential to commercial. Also key are the long-standing, on-street parking problems associated with Lindsay's Cadillac and Saturn operations. We do not want to see the new parking garage become only a temporary alleviation of that problem. Nevertheless, based upon Lindsay's representations and commitments, and subject to the conditions noted above, the NRCA has

concluded that the Lexus service center and ancillary parking structure represent an adequate balance of the competing interests, needs and objectives of all parties concerned.

The NRCA's decision at this time is based on the expectation that the Planning Commission will hear this matter in early November. If for any reason this matter is not heard until after our next Board meeting, November 12, 2001, the NRCA would welcome the opportunity to consider and provide further written views, particularly with respect to any unresolved issues or concerns that the Department of Planning and Zoning may express about the applications in the interim. Indeed, our failure to address any staff concerns that may emerge should not be viewed as indifference to such concerns. If the matter is not postponed, an NRCA representative will be at the Planning Commission hearing to provide appropriate supplementary comments on any differences between staff recommendations and the foregoing.

Thank you for the opportunity to provide our views. We look forward to providing any additional assistance that we can.

Very truly yours,



Joseph N. Bowman  
President





FVOGEL@mobius.com  
11/20/2001 12:56 PM

To: Eileen Fogarty@Alex  
cc: Gregory Tate@Alex, Rich Baier@Alex, dgreen@nasao.org @  
INTERNET  
Subject: Letter regarding the opening of Peach Street

Dear Eileen:

Attached is a copy of a letter addressed to the Planning Commission for inclusion in the packet for the December 4, 2001 meeting and ultimately for the City Council. It is Kingsgate's response to the opening of Peach Street to traffic from Kenwood Avenue as an ingress/egress for access to the Blessed Sacrament Church site. We understand this to be part of the land swap between the Lindsay Family and the Church pending the construction of the Lindsay Lexus service facility.

I plan to attend the December 4th hearing and will have a petition signed by the owners and residents of my community stating our position. I also plan to contact the North Ridge Community Association about the opening of Peach Street and our community's position to garner their support in this matter.

As always, I appreciate your attention and your staff's attention to the needs and concerns of Kingsgate. If you have any questions, please contact me directly at my office, 703-218-3965.

Sincerely, Fran Vogel  
Board President, Kingsgate Condominium      <<Chairman and Members of the Planning  
Commission.doc>>

November 20, 2001

Alexandria Planning Commission  
Alexandria City Council  
301 King Street  
Alexandria, Virginia 22314

Re: Opening of Peach Street to traffic with ingress/egress onto Kenwood Avenue from Blessed Sacrament parking lot bounded by Osage Street and W. Braddock Road in conjunction with Application for Development Special Use Permit  
Applicant: Lindsay Motor Car, Inc.

Property Location: Area bounded by Kenwood Avenue, Peach Street, Osage Street and Fern Street (vacated)

Tax Map Reference: 22.00-02-19; 22.04-05-37, 32.00-02-7, 8, 9, 10, 11, 12, 13, 14

---

---

Dear Mr. Chairman and Commissioners:

The Kingsgate Condominium Board of Directors understands that the City of Alexandria plans to allow the opening of Peach Street to through traffic with the pending construction of the Lindsey Lexus Service facility. The opening of Peach Street to traffic is tied to the proposed subdivision, acquisition, and rezoning of property between the Lindsay Family and Blessed Sacrament Church. This proposal is not included in the application for the site plan; however, it is part of the deal related to their land swap which will most likely be submitted as a plan at a later date.

As President of the Kingsgate Condominium Board of Directors, I must state that the position of my community is that we would NOT like to see ingress or egress via Peach Street onto Kenwood from Blessed Sacrament Church. The main entrance to Kingsgate is on Kenwood Avenue directly across from Peach Street. Based on the current traffic patterns and traffic congestion along Kenwood Avenue between Osage Street and West Braddock Road, particularly during morning and evening rush hours, the opening of Peach Street would cause particular hardship to our residents. This intense congestion is due in part to parents dropping off and picking up their children in day care at the church during those times in the morning and afternoon as well as the rerouting of traffic from King Street and Quaker Lane which was enacted about two years ago. The situation would be exacerbated by the fact that visibility is difficult at anytime due to on street parking. Adding more cars to Peach Street by allowing the Church to use that street as an ingress/egress to Kenwood Avenue would create an even greater problem for our residents trying to enter and exit the property throughout the week, as well as the

week-end when there are Church services.

As it stands now, Blessed Sacrament Church has three (3) roads available to them for access. Osage Street provides a straight run from Quaker Lane directly into the Blessed Sacrament site. The elbow where South Fern Street meets Osage Street is another access way into the church site. Another is access to and from West Braddock Road. Even if the plan is to close one of those streets, the capacity of traffic flow would not diminish. Traffic along Osage Street in the morning and afternoon during rush hour is extremely dense preventing residents of Kingsgate from easily exiting the community on that side of the property as well. Opening Peach Street would only compound this problem for Kingsgate and increase the congestion in the area. West Braddock Road constantly comes to a standstill during the afternoon/evening rush hour, which creates a backup of cars on Kenwood in front of Kingsgate at that time.

If it were proposed that Peach Street be opened whereby traffic could ONLY enter the Blessed Sacrament site and NOT exit from the site, that would still fail to mitigate the impending traffic problems that will ensue by opening Peach Street. If it were proposed that a four-way stop were placed at the intersection of Peach Street and Kingsgate Court, that would still fail to mitigate the impending traffic problems and instead create confusion and continued congestion. A four-way stop during the afternoon/evening timeframe would contribute even further to the backup of traffic along West Braddock Road and subsequently Kenwood Avenue.

The Kingsgate Board agreed [with conditions] that the Lindsay Lexus service center would alleviate many of the existing parking problems, as well as some other problems, within our neighborhood. We did not agree to the opening of Peach Street at any time during our discussions with the North Ridge Community Association or the City Planning staff. Opening Peach Street to traffic as an ingress/egress to/from the Blessed Sacrament site onto Kenwood Avenue would truly create an untenable situation for the Kingsgate community.

I respectfully appreciate your consideration in this matter on behalf of my community. Should you have any questions regarding our position prior to the hearing date, you can contact me at my office number, 703-218-3965.

Very truly yours,

Fran Vogel  
President

Ober, Kaler, Grimes & Shriver  
Attorneys at Law

1401 H Street, NW  
Washington, D.C. 20005-3324  
202-408-8400 / Fax 202-408-0640  
www.ober.com

Carlyle C. Ring, Jr.  
202-326-5049  
ccring@ober.com

Offices in  
Maryland  
Washington, D.C.  
Virginia

October 5, 2001

Dear North Ridge Board Member:

I will be out of town this Monday attending a Conference on housing as an ARHA Commissioner. Thus I will not be able to participate in the discussion of the Lindsay Lexus project.

Inasmuch as I knew I would be out of town I attended the meeting on Monday, October 1, at which the Subcommittee of North Ridge participated. I therefore believe that, with the benefit of past presentations and the October review of further changes made, I have a good understanding of the project.

If present on October 8 I would vote for North Ridge to support the application for rezoning and SUP with appropriate conditions.

No neighbor is perfect – whether residential or business. Unless we want much higher real estate taxes, Alexandria must have a strong business tax base. Generally the cost of services to residents is greater than the taxes collected. Generally, but not always, businesses pay more taxes than the cost of services provided. Further, unless we want to encourage more driving with accompanying congestion and pollution, businesses need to be near residences; so both must live together.

In the case of automobiles, the sales taxes, gross receipts taxes, along with real estate and personal property taxes nets a large amount of revenue for the City.

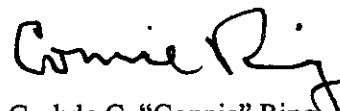
In my 44 years of living in North Ridge I have viewed Lindsay (formerly Akers) as a good neighbor. My wife and I know Terry Lindsay as a friend. (However we have never owned either a Cadillac or a Lexus.)

From my service of nine years on City Council, I know you must also weigh the alternatives. I believe (and it makes good business sense) that absent an opportunity to build a repair facility here, ultimately Lexus will have to relocate elsewhere. That may entail a move by Cadillac as well. The Center Theater and the block in question provide opportunities for office and commercial development that may be much more unattractive and disruptive to our neighborhood. I watched good businesses in the Route 1 corridor turn over to garage operations that were eyesores and nuisances. Frankly I prefer a quality operation like Lindsay.

I believe that the concessions made by Lindsay to our concerns and those of others have gone a considerable distance. Therefore I support their application to the City with appropriate conditions that assure the project and future operations comport with the project as proposed.

I would appreciate your consideration of my views while I am away on City business.

Sincerely,

  
Carlyle C. "Connie" Ring

RECEIVED  
NOV 28 2001

November 20, 2001

Alexandria Planning Commission  
Alexandria City Council  
301 King Street  
Alexandria, Virginia 22314

Re: Opening of Peach Street to traffic with ingress/egress onto Kenwood Avenue from Blessed Sacrament parking lot bounded by Osage Street and W. Braddock Road in conjunction with Application for Development Special Use Permit  
Applicant: Lindsay Motor Car, Inc.

Property Location: Area bounded by Kenwood Avenue, Peach Street, Osage Street and Fern Street (vacated)

Tax Map Reference: 22.00-02-19; 22.04-05-37, 32.00-02-7, 8, 9, 10, 11, 12, 13, 14

=====

Dear Mr. Chairman and Commissioners:

The Kingsgate Condominium Board of Directors understands that the City of Alexandria plans to allow the opening of Peach Street to through traffic with the pending construction of the Lindsey Lexus Service facility. The opening of Peach Street to traffic is tied to the proposed subdivision, acquisition, and rezoning of property between the Lindsay Family and Blessed Sacrament Church. This proposal is not included in the application for the site plan; however, it is part of the deal related to their land swap which will most likely be submitted as a plan at a later date.

As President of the Kingsgate Condominium Board of Directors, I must state that the position of my community is that we would NOT like to see ingress or egress via Peach Street onto Kenwood from Blessed Sacrament Church. The main entrance to Kingsgate is on Kenwood Avenue directly across from Peach Street. Based on the current traffic patterns and traffic congestion along Kenwood Avenue between Osage Street and West Braddock Road, particularly during morning and evening rush hours, the opening of Peach Street would cause particular hardship to our residents. This intense congestion is due in part to parents dropping off and picking up their children in day care at the church during those times in the morning and afternoon as well as the rerouting of traffic from King Street and Quaker Lane which was enacted about two years ago. The situation would be acerbated by the fact that visibility is difficult at anytime due to on street parking. Adding more cars to Peach Street by allowing the Church to use that street as an ingress/egress to Kenwood Avenue would create an even greater problem for our residents trying to enter and exit the property throughout the week, as well as the week-end when there are Church services.

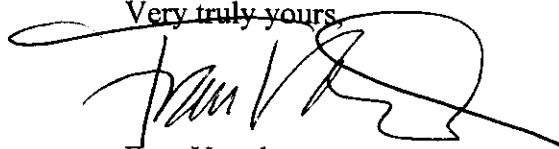
As it stands now, Blessed Sacrament Church has three (3) roads available to them for access. Osage Street provides a straight run from Quaker Lane directly into the Blessed Sacrament site. The elbow where South Fern Street meets Osage Street is another access way into the church site. Another is access to and from West Braddock Road. Even if the plan is to close one of those streets, the capacity of traffic flow would not diminish. Traffic along Osage Street in the morning and afternoon during rush hour is extremely dense preventing residents of Kingsgate from easily exiting the community on that side of the property as well. Opening Peach Street would only compound this problem for Kingsgate and increase the congestion in the area. West Braddock Road constantly comes to a standstill during the afternoon/evening rush hour, which creates a backup of cars on Kenwood in front of Kingsgate at that time.

If it were proposed that Peach Street be opened whereby traffic could ONLY enter the Blessed Sacrament site and NOT exit from the site, that would still fail to mitigate the impending traffic problems that will ensue by opening Peach Street. If it were proposed that a four-way stop were placed at the intersection of Peach Street and Kingsgate Court, that would still fail to mitigate the impending traffic problems and instead create confusion and continued congestion. A four-way stop during the afternoon/evening timeframe would contribute even further to the backup of traffic along West Braddock Road and subsequently Kenwood Avenue.

The Kingsgate Board agreed [with conditions] that the Lindsay Lexus service center would alleviate many of the existing parking problems, as well as some other problems, within our neighborhood. We did not agree to the opening of Peach Street at any time during our discussions with the North Ridge Community Association or the City Planning staff. Opening Peach Street to traffic as an ingress/egress to/from the Blessed Sacrament site onto Kenwood Avenue would truly create an untenable situation for the Kingsgate community.

I respectfully appreciate your consideration in this matter on behalf of my community. Should you have any questions regarding our position prior to the hearing date, you can contact me at my office number, 703-218-3965.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Fran Vogel', with a large, sweeping flourish extending to the right.

Fran Vogel  
President

RECEIVED  
NOV 28 2001

November 21, 2001

Alexandria Planning Commission  
Alexandria City Council  
301 King Street  
Alexandria, Virginia 22314

Re: Traffic congestion and travel speed along Kenwood Avenue Special Use Permit  
Applicant: Lindsay Motor Car, Inc.

Property Location: Area bounded by Kenwood Avenue,  
Peach Street, Osage Street and Fern Street (vacated)

Tax Map Reference: 22.00-02-19; 22.04-05-37, 32.00-02-7,  
8, 9, 10, 11, 12, 13, 14

---

---

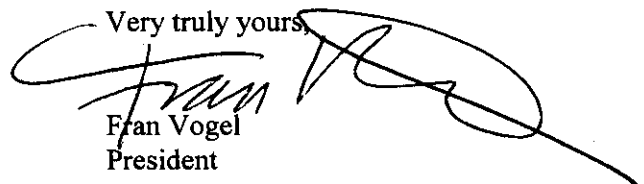
Dear Mr. Chairman and Commissioners:

The Kingsgate Condominium Board of Directors has been discussing our community's traffic issues with the Alexandria City Transportation and Environmental Services Department. In addition to a number of issues, expressed in our previous letters to the Planning Commission, we had neglected to mention this particular traffic concern, namely the increased rate of traffic along Kenwood Avenue. This situation prevents residents of our development from easily and safely exiting onto Kenwood Avenue from our main entrance on Kingsgate Court. Moreover, this increased rate of traffic is aggravated by cars traveling at an increased rate of speed.

T & ES has recommended to our community that with the construction of the Lindsay Lexus service facility, calming tables should be required to slow what will surely be a further increase of traffic in our area. According to T & ES, the estimated cost for the installation of calming table is \$30,000.00 that would be the responsibility of the Lindsay Lexus service facility.

The Kingsgate community wanted to ensure this matter was before you and the Commissioners. Should you have any questions regarding our position prior to the hearing date, you can contact me at my office number, 703-218-3965.

Very truly yours,

  
Fran Vogel  
President

DSUP 2001-0007  
LINDSAY MOTOR CAR

## AGREEMENT

THIS AGREEMENT is hereby entered into as of this 18 day of October, 2000, by and between LINDSAY CADILLAC COMPANY, a Virginia corporation ("Lindsay") and the Most Reverend PAUL LOVERDE, Bishop of the CATHOLIC DIOCESE OF ARLINGTON ("the Diocese"). Lindsay and the Diocese may be referred to herein as the "Party" or "Parties", as applicable.

### RECITALS:

- A. Lindsay and the Diocese entered into a Real Estate Agreement dated on or about May 4, 1994 (the "Prior Agreement") which provided, *inter alia*, for the transfer of certain interests in real property located in Alexandria, Virginia.
- B. The Parties no longer desire to complete the transactions contemplated in the Prior Agreement, and Lindsay has agreed to provide the Diocese with certain consideration in exchange for the mutual termination of any and all obligations which remain under the Prior Agreement.
- C. The Parties, along with Jo-Mar Corporation, have entered into that certain Agreement to Exchange Property (the "Exchange Agreement"), which provides, *inter alia*, for the transfer of certain real property from the Church to Lindsay.
- D. The Parties now desire to set forth certain terms and conditions regarding the development by Lindsay of certain real property adjacent to the Diocese's property, Blessed Sacrament Catholic Community Church ("BSCC" or the "Church").

### AGREEMENT:

NOW, THEREFORE, in consideration of the mutual rights and obligations hereunder, and other good and valuable consideration the receipt and sufficiency of which is hereby acknowledged, the Parties hereby agree as follows:

1. Effective Upon Closing of the Exchange Agreement. The closing of the transaction contemplated by the Exchange Agreement is a condition precedent to all of the terms of this Agreement. Upon the occurrence of the closing under the Exchange Agreement, (a) the Prior Agreement shall be terminated effective immediately and without any requirement of further notice, and the Parties shall have no further obligations or liabilities thereunder, and (b) the provisions of this Agreement shall become effective. The provisions of this Paragraph 1 shall survive any breach or termination hereof.
2. Landscaping. Lindsay shall install landscaping and screening ("Landscaping") in the area between the Church's existing parking lot and a parking deck (the "Parking Deck") contemplated to be constructed by Lindsay on the north side thereof. Lindsay shall present its plans for the Landscaping to representatives of the Diocese and BSCC, in advance, for review and approval (such approval not to be unreasonably withheld, conditioned or delayed). Final plans for the Landscaping shall be mutually and reasonably agreed upon by the Parties. The Landscaping is to be installed in the course of construction of the Parking Deck, and Lindsay is under no obligation whatsoever to install the Landscaping if the Parking Deck is not built for any reason.
3. Parking. Upon completion of the service facility contemplated to be constructed by Lindsay to the west of the Church between Osage and Peach Streets (the "Service Facility"), the members of and visitors to the Church may use approximately fifty (50) parking spaces located thereon on Sundays, Christmas Day and New Year's Day. In the event that the Parking Deck is built, Lindsay agrees to offer additional parking spaces for use by members and visitors of the Church on Sundays, Christmas Day and New Year's Day. The Parties acknowledge and agree that the privilege to use such spaces shall continue so long as (a) the Service Facility (and, if applicable the Parking Deck) remain(s) in existence and owned by Lindsay, and (b) the uses remain which permit parking thereon.
4. Noise. In its use of the Parking Deck and Service Facility, Lindsay shall comply with the Noise Control Ordinance of the City of Alexandria ("City") and all other applicable laws and regulations pertaining to noise.



5. Painting Automobiles. The Service Facility shall not be used for the painting of automobiles.
6. Buffer Wall. In conjunction with its construction of the Service Facility, Lindsay shall build a buffer wall with landscaping between the Service Facility and the Church. Lindsay shall present its plans for such buffer wall to representatives of the Diocese and BSCC, in advance, for review and approval (such approval not to be unreasonably withheld, conditioned or delayed). Final plans for the buffer wall shall be mutually and reasonably agreed upon by the Parties, and subject to any applicable governmental approvals. The buffer wall is to be installed in the course of construction of the Service Facility, and Lindsay is under no obligation whatsoever to install the buffer wall if the Service Facility is not built for any reason.
7. Tenants. Lindsay agrees to provide the tenants of any houses which are to be demolished prior to the start of any of the contemplated construction with advance notice of the termination of their leasehold, such notice to be given by Lindsay as far in advance of the effective termination date as is reasonably practicable. Lindsay will also connect with a real estate broker any of the tenants wishing assistance in finding replacement housing.
8. Zoning. The Diocese agrees to submit a letter to the City Planning Commission and City Council in the form of Exhibit A attached hereto and incorporated herein.
9. Peach Street. Lindsay will pay for all construction work for paving and landscaping to provide access to parish facilities via Peach Street per Alexandria Street Design Guideline standards. The Diocese shall be responsible for the costs of the engineering and design work for these items, and for securing any and all necessary special use permits, site plans and building permits from the City for this work. Lindsay will support the Diocese's application before the City for any such approvals.
10. Braddock Road Lot. Lindsay will provide funds necessary to demolish the house, grade, drain and pave and stripe the entire lot for parking. Lindsay's obligation to pay for such work shall be fully and completely satisfied upon the payment to the Diocese of Sixty Thousand Dollars (\$60,000.00), regardless of whether such work is ever performed.
11. Building Setback. Lindsay's new building will set back thirty feet (30') from Church property.
12. Fern Street. Fern Street shall be continuously available for Church ingress and egress until the Peach Street connection to Church property is completed, at which time the Diocese shall release all easements and any other such access rights which it may have to Fern Street; provided, however, that Fern Street will continue thereafter to be available for Church use pursuant to a license until Lindsay uses thereof require physical closure.
13. Total Agreement. This Agreement contains the full and final agreement between the Parties hereto with respect to matters hereof. The Parties will not be bound by any terms, conditions, statements, warranties, or representations, oral or written, not contained herein. No change or modification of this Agreement will be valid unless the same is in writing and is signed by the parties hereto. No waiver of any of the provisions of this Agreement will be valid unless the same is in writing and is signed by the Party against which it is sought to be enforced.
14. Notices. All notices, demands, or other communications that may be necessary or proper hereunder will be deemed duly given (i) upon delivery (or at such time as delivery is not accepted by the intended recipient) if personally delivered, (ii) when deposited with Federal Express or other reputable overnight delivery service, or (iii) when deposited in the United States mail, postage prepaid, first class, registered or certified, return receipt requested, addressed respectively as follows:

If to Lindsay:

Lindsay Cadillac Company  
1025 Kenwood Avenue  
Alexandria, Virginia 22302  
Attention: Charles T. Lindsay, Jr.

With a copy to:

Reed Smith Hazel & Thomas LLP  
3110 Fairview Park Drive  
Suite 1400  
Falls Church, Virginia 22042  
Attention: Bruce L. Christman, Esq.

If to the Diocese:

The Most Reverend Paul Loverde  
Bishop of the Catholic Diocese of Arlington  
Diocese of Arlington  
200 N. Glebe Road, Suite 914  
Arlington, Virginia 22203

With a copy to:

Hart & Calley, P.C.  
307 N. Washington St.  
Alexandria, Virginia 22314  
Attention: Harry P. Hart, Esq.

And a copy to:

Fadoul & Associates, P.C.  
8201 Greensboro Drive, Suite 1000  
P.O. Box 10364  
McLean, Virginia 22102  
Attn: Thomas J. Fadoul, Esq.

Any party hereto may change its address for notice purposes hereunder by delivering written notice thereof to the other parties in accordance with the foregoing provisions.

- 15. **Assignment.** No Party may assign this Agreement in whole or in part without the prior written consent of the other Party.
- 16. **Headings.** The paragraph headings contained in this Agreement are for reference purposes only and will not affect in any way the meaning or interpretation of this Agreement.
- 17. **Counterpart Originals.** This Agreement may be executed in multiple original counterparts, each of which will be an original, but all of which will constitute one and the same Agreement.

*[Remainder of this page intentionally blank.]*

IN WITNESS WHEREOF, the parties hereto have executed this Agreement or caused this Agreement to be executed effective as of the later of the dates of execution set forth below, which later date will be the effective date hereof and will be inserted on page 1 of this Agreement.

LINDSAY:  
LINDSAY CADILLAC COMPANY, a Virginia corporation

By: signed by Michael Lindsay (SEAL)  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: 10/18/00

THE DIOCESE:

signed by the Bishop (SEAL)  
Paul Loverde, Bishop of the Catholic Diocese of Arlington  
Date: 10/13/00

**Exhibit A**

**Form of Letter**

**Planning Commission of the City of Alexandria  
City Hall  
Alexandria, Virginia**

**City Council of the City of Alexandria  
City Hall  
Alexandria, Virginia**

***Re: Lindsay Service Facility; Land Use and Zoning Application***

**Ladies and Gentlemen:**

**This letter is to indicate to the City of Alexandria that we do not have any issue or objection concerning that proposed use by Lindsay Cadillac Company.**

**We therefore submit this letter in support of its application.**

**Sincerely,**

**Blessed Sacrament Catholic Community**

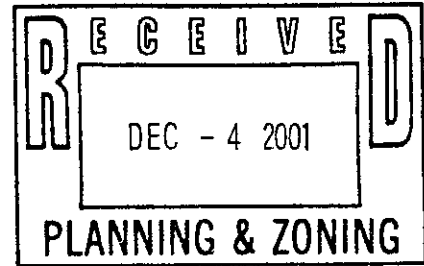
**By: \_\_\_\_\_**

**Cc: Lindsay Cadillac Company**

12-C DSUP 2001-0007

To: Planning Commissioners

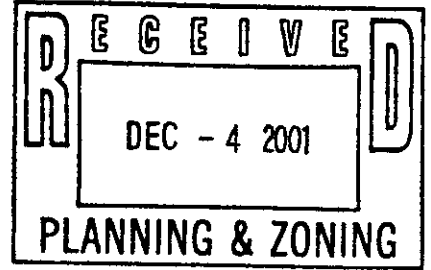
From: Mr. and Mrs. Verl H. Gibson  
1605 W. Braddock Road  
Alexandria, VA 22302-2710  
(703) 998-6740



Date: December 4, 2001

RE: Lindsay Lexus, Docket Item 12-A, 12-B, and 12-C

As neighbors of the above proposal we are concerned with the creeping commercial aspect and the loss of reasonably priced housing in Alexandria. We are concerned that the commercial will creep down to Braddock and destroy the "buffer" that now exists between the King Street/Quaker intersection and the existing residential property. We hope too that existing trees can be saved as much as possible. (There is a beautiful early flowering magnolia in the SE corner of the affected area on Peach where the houses were taken down. If healthy enough it would be a beautiful addition to the new landscaping).



From: Mr. Mrs. Verl H. Gibson  
 1605 W. Braddock Road  
 ALEXANDRIA, VA. 22302-2710.

Re. Lindsay / Lexus - Docket Items 12-C - 12-B.

As neighbors of the above proposal we are concerned with the creeping commercial aspect and the loss of reasonably priced housing in Alexandria. We are concerned that the commercial will creep down to Braddock and destroy the "buffer" that now exists between the King St / Duaker intersection and the existing residential property. We hope too that existing trees can be saved as much as possible. (There is a beautiful early flowering magnolia in the SE corner of the affected area on Peach where the houses were taken down. If healthy enough it would be a beautiful addition to the new landscaping -)

Mr. Mrs. V.H. Gibson

12-04-2001

703-998-6740

## MEMORANDUM

**TO:** Honorable Chairman &  
Members of the Planning Commission  
City of Alexandria  
301 King Street  
Alexandria, VA 22314

**DATE:** December 3, 2001

**FROM:** J. Howard Middleton

**RE:** Planning Commission Meeting, December 4, 2001;  
Item No. 12-C, Development Special Use Permit 2001-0007;  
Lindsay Motor Car Service

The purpose of this memorandum is to request two changes to the conditions attached to the above cited special use permit. The proposed changes are as follows:

- (a) substitute the following language for Condition 1(A)

In order to preserve existing trees and provide a landscape buffer along Kenwood Avenue:

- (1) shift the entire building eastward to provide a minimum 23' setback from property line; and
- (2) provide additional trees and landscaping on both sides of Kenwood Avenue, subject to Kingsgate approval with respect to the westside, as described and shown in the attached memorandum and plan.

- (b) amend Condition 52 with respect to auto service hours, Monday through Friday as follows:

Monday through Friday, 6:00 a.m. to 12:00 a.m. provided that no transactions with customers shall take place after 9:00 p.m.

Reed Smith Hazel & Thomas LLP  
3110 Fairview Park Drive  
Suite 1400  
Falls Church, VA 22042-0681  
703.641.4200  
Fax 703.641.4340

Delaware  
New Jersey  
New York  
Pennsylvania  
United Kingdom  
Virginia  
Washington, DC

(c) amend Condition 7 as follows:

The applicant is to coordinate with the Department of Transportation and Environmental Services (T&ES) on implementing traffic and parking management and improvements Plan that is to calm traffic, improve visibility and safety, to the satisfaction of the Directors of P&Z and T&ES. The applicant shall pay for traffic calming devices along Kenwood Avenue, Osage Street and Peach Street, as may be determined to be warranted by the Director of T&ES, in the vicinity of the service facility. In addition, the applicant shall pay for a traffic signal head to accommodate the left turn movement eastbound from Kenwood Avenue onto Braddock Road if warranted as determined by the Director of T&ES. The applicant shall pay for the cost of all such improvements, with the total amount not to exceed \$30,000.

cc: Michael Lindsay



Items 12-A-B-C  
distributed @ P.C.  
12/4/01

November 27, 2001

My name is Margaret Haynes. For 40 years, I have lived on Peach Street across from Lindsay Cadillac. Two years ago I sold my home to the Lindsay's but they are allowing me to live here for as long as I would like. I am 89 years old and bashful about speaking in a public forum so I am having this letter read for me.

I do, however, want to voice my support for their proposed Lexus service facility.

I am most excited about the park they are providing. When I met with Michael Lindsay, I told him I thought a park would be a very welcome addition to the neighborhood and a nice place for the community to gather.

Over the years the Lindsay's have done many great things for Alexandria. They put in a police substation at their Lexus dealership and I know they let the police use their Cadillac dealership for training exercises. These actions make me feel safer.

In conclusion, I want to say that the Lindsay's have always been responsive to my concerns and we have had a great relationship spanning four decades. I wish I had more neighbors like them.

Please support their proposal.

Sincerely,



Margaret Haynes

Items 12 A-B-C  
distributed to PC 12/4/01

TESTIMONY

OF

DAVID W. BROWN,

ZONING COMMITTEE CHAIRMAN  
NORTH RIDGE CITIZENS ASSOCIATION

ON

MASTER PLAN AMENDMENT 2001-0002  
MASTER PLAN AMENDMENT 2001-0003  
DEVELOPMENT SPECIAL USE PERMIT 2001-0007

BEFORE THE

ALEXANDRIA PLANNING COMMISSION

December 4, 2001

I am David W. Brown, Zoning Committee Chairman, North Ridge Citizens Association (NRCA). I am pleased to be here to supplement the views of the Association on the three Lindsay Lexus docket items. The Association's conditional support of the Lindsay development was set out in an October 2001 letter to the Commission from Association President Joe Bowman. Our recommendations preceded those prepared by the Staff. To the extent that the Staff recommendations differ from or enlarge upon our own, the Commission should not infer that our silence implies any lack of support for any of the Staff proposals. The NRCA Board will not have an opportunity to consider the differences until its next meeting, Monday, December 10, 2001. Our supplementary views on the Staff recommendations, in light of whatever action is taken here tonight, will be communicated to the City Council before its hearing on this matter later this month. Overall, I am confident the Board will report to the City Council that it is very pleased with the hard work reflected in the Staff's comprehensive assessment.

In the limited time I have available tonight, rather than repeat any of the views expressed in our letter to the Commission, I want to identify the areas we expect to be considering at our December meeting. The NRCA Zoning Committee worked with Staff and with Lindsay on this project over the past year or so. Based on that experience, I am happy to offer my personal views on where I think the NRCA Board is likely to come out on these issues, so long as you understand I am not able to express any new views of the Board or change any of its current recommendations on my own.

1. **Preservation of Existing Trees Along Kenwood Avenue**

NRCA did not have a recommendation on tree preservation because it was our understanding that the Lexus building would be voluntarily set back enough to preserve all significant trees along Kenwood, particularly in light of special construction techniques that would be employed. If it turns out that more setback is necessary, it is likely that NRCA would favor trees over service bays. Otherwise, NRCA would be deferential to Lindsay with respect to election between the two alternative means to save the trees, as outlined in the Staff Report (p.5) and Staff Recommendation 1(A). If some compromise acceptable to both the Staff and Lindsay is worked out tonight, we will consider it next Monday.

2. **Hours of Operation**

NRCA did not disapprove of the requested midnight closure, so long as customer dealings end at 9:00 pm. Nevertheless, NRCA is not likely to vote to openly disagree with

Staff concerns about late evening noise (Staff Report p.6). Staff proposes closure at 9:00 pm, not just stopping customer visits at that time. NRCA will most likely take a position consistent with any that Kingsgate takes on this issue. Not on the table tonight, but in a very important related vein, NRCA strongly supports strict enforcement of the current requirement that Saturn paint and body shop operations (directly adjacent to Woodbine Street residences) not be allowed to continue past 9:00 pm.

**3. Traffic Calming**

Traffic calming devices such as speed tables are a new issue in North Ridge, and opinions on their efficacy are still in the formative stages. Some have concerns about their utility; others are strongly supportive. Decisive in this case may be Kingsgate's expressed desire for them and the funding proposed in Staff Recommendation 7.

**4. Opening of Peach Street**

The issue of opening Peach Street was never brought to the attention of NRCA until after the Board considered and voted upon the Lindsay application in October. NRCA understands that Kingsgate has significant reservations about the opening of the street, given what that community considers to be an already congested traffic situation. While NRCA has not evaluated this issue as yet, NRCA is not likely to take a strong position on this issue at odds with our Kingsgate neighbors. If Kingsgate is willing to have this issue decided separately from the matters up for recommended decision tonight--see Staff Recommendation 45--I believe NRCA would likely endorse that approach as well.

5. **Building Design Changes**

This is an area where NRCA was pleased to rely on the expertise of consultants hired by the Staff to assist in evaluating the project. As a result, NRCA is likely to endorse any and all building design changes recommended by the Staff. See Staff Recommendations 1 & 2.

6. **Open Space Buffer**

To conform to the NRCA recommendation, Staff Recommendation 3 should be clarified to establish that Lindsay will fund the development of the open space, to include amenities such as paths and benches (in addition to plantings). In addition, the City-Lindsay-Citizen Liaison Committee contemplated for design and creation of the open space should be as permanent as the open space, so that minor adjustments, repairs or improvements can be discussed and agreed upon as necessary over time.

7. **Landscaping and Lighting**

NRCA will likely defer to the expertise of the Staff on ensuring the best, neighborhood compatible solution as to these elements of the Lindsay plan. See Staff Recommendations 4 & 6. This assumes that Kingsgate is satisfied that its lighting and landscaping concerns have been adequately addressed.

8. **Construction, Stormwater and Environment**

NRCA is strongly supportive of construction, stormwater and environmental safeguards and standards, as recommended by the Staff. This includes Staff Recommendations 5, 14, 15, 16, 19-21, 24-30, 37-41, 43, 46. I expect the Board to defer to Staff expertise in this area.

**9. Timing of Saturn Body Shop Removal**

The NRCA believes that the Saturn body and paint shop is an intrusive use that should be removed from the neighborhood at the earliest practicable time. Indeed, prompt removal was an important factor in NRCA endorsement of the Lexus Service Center at all. Our recommendation as to time of removal is when the Service Center Plans are released. Staff Recommendation 10 would add to this time frame the entire construction period (apparently about 9 months) as extra time for Lindsay to effectuate the relocation. Our Board's position was influenced by NRCA residents complaining of noise and paint fumes from this facility, very often later in the evening than the approved closing time. The Board has not been presented with good reason to believe that Lindsay will need more time to move this facility to Fairfax County than we proposed. NRCA is unlikely to support the extension Staff suggests, and certainly not in the absence of a clear demonstration that the extra time is likely to be needed to avoid a lengthy shutdown of the Saturn facility, due to constraints beyond Lindsay's control out in the County. Lindsay has been invited to our December 10<sup>th</sup> Board meeting to make a presentation on this.

**10. Parking and Vehicle Movement**

The promise of a final solution to long-standing neighborhood parking problems associated with Lindsay cars for sale (on the street or on truck trailers on the street), for service, and for employees is a major factor in the NRCA endorsement of the Service Center and adjacent parking facility. This history leaves NRCA less than completely confident that the new parking structure adjacent on the Cadillac/Saturn property, coupled with the rooftop Lexus Center parking, will solve all parking and vehicle movement problems. NRCA thus recommended, as a condition of approval, that Lindsay maintain the 150 existing employee parking

spaces obtained in arrangements with the Scottish Rite Temple and Blessed Sacrament. Similarly, NRCA recommended that angle parking on the southern portion of the Fairlington Shopping Center parking area (owned by Lindsay) be preserved in perpetuity for users of that retail area. Our preference is that these added guarantees of a genuine, permanent solution be enforceable as a condition of approval of the Service Center rather than be unenforceable oral promises to the community. In all other respects, NRCA is likely to fully support Staff Recommendations 7, 8, 9, 11-18, 22, 23 & 42.

**11. Operations**

Conditions of operation (other than hours, see par. 2, above) are reflected in Staff Recommendations 9, 26, 31-37 & 42. The Board is likely to find them adequate.

**12. Existing Conditions**

NRCA is likely to be supportive of the Staff Recommendations to carry forward many existing conditions (Staff Recommendations 47-67), and to delete many that are no longer pertinent (Existing Conditions 13-39).

ReedSmith

RECEIVED  
DEC - 6 2001

**MEMORANDUM**

**TO:** The Honorable Mayor &  
Members of City Council  
City of Alexandria  
301 King Street  
Alexandria, VA 22314

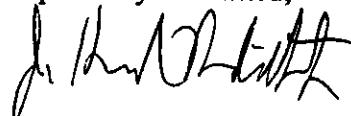
**DATE:** December 5, 2001

**FROM:** J. Howard Middleton

**RE:** Rezoning No. 2001-0003; Lindsay Motor Car Service;  
Consideration of a Request to Change the Zoning from  
RB/Residential and OC/Office Commercial (planned under CO  
with proffers) to CSL/Commercial Service Low; located at 1601  
to 1608 Osage Street and 1601 to 1619 Peach Street (Block  
bounded by Kenwood Avenue, Peach Street, Osage Street, Fern  
Street (vacated) and Blessed Sacrament Church Property)

With respect to the above-cited Application for Rezoning, the applicant hereby proffers to develop the site to be rezoned in accordance with the development plan for the site approved with Development Special Use Permit No. 2001-0007.

Respectfully submitted,



J. Howard Middleton  
Attorney for Applicant

cc: Michael Lindsay

Reed Smith Hazel & Thomas LLP  
3110 Fairview Park Drive  
Suite 1400  
Falls Church, VA 22042-0681  
703.641.4200  
Fax 703.641.4340

Delaware  
New Jersey  
New York  
Pennsylvania  
United Kingdom  
Virginia  
Washington, DC



ReedSmith

## MEMORANDUM

TO: The Honorable Mayor and Members of City Council      DATE: December 14, 2001  
 FROM: J. Howard Middleton  
 RE: Docket Item No. 19, DSUP #2001-0007

Condition 1A should be amended as follows:

1. **CONDITION AMENDED BY PLANNING COMMISSION:** The applicant shall revise the proposed design for the Lexus Service building and site plan to implement the following changes to the satisfaction of the Director of P&Z:

A. In order to preserve existing trees along Kenwood Avenue: ~~either:~~

~~— set back the southwest portion of the building a minimum of 30' from the property line, or~~

- (1) shift the entire building eastward to provide a minimum of 23' setback from the property line, reducing the width of the drive aisle on the eastern side of the building to no less than 22' in conjunction with providing additional trees and landscaping on the east side of Kenwood Avenue in accordance with the applicant's proposal submitted to the City and landscaping agreeable to the Kingsgate Board of Directors on the west (Kingsgate) side of Kenwood Avenue between Osage Street and the entrance into Kingsgate. *and the City Dir of P&Z.*
- (2) **If any of the existing trees within the Kenwood Avenue buffer which are required to be saved die within five years of issuing the CO for the service facility, Lindsay shall replant the same total caliper of trees as that lost, and the trees replanted shall each be at least 5" in caliper.**

Reed Smith Hazel & Thomas LLP  
 3110 Fairview Park Drive  
 Suite 1400  
 Falls Church, VA 22042-0681  
 703.641.4200  
 Fax 703.641.4340

Delaware  
 New Jersey  
 New York  
 Pennsylvania  
 United Kingdom  
 Virginia  
 Washington, DC

# Lindsay Lexus Service Facility/Parking Deck

*City of Alexandria Department of Planning and Zoning*

**DSUP 2001-0007**

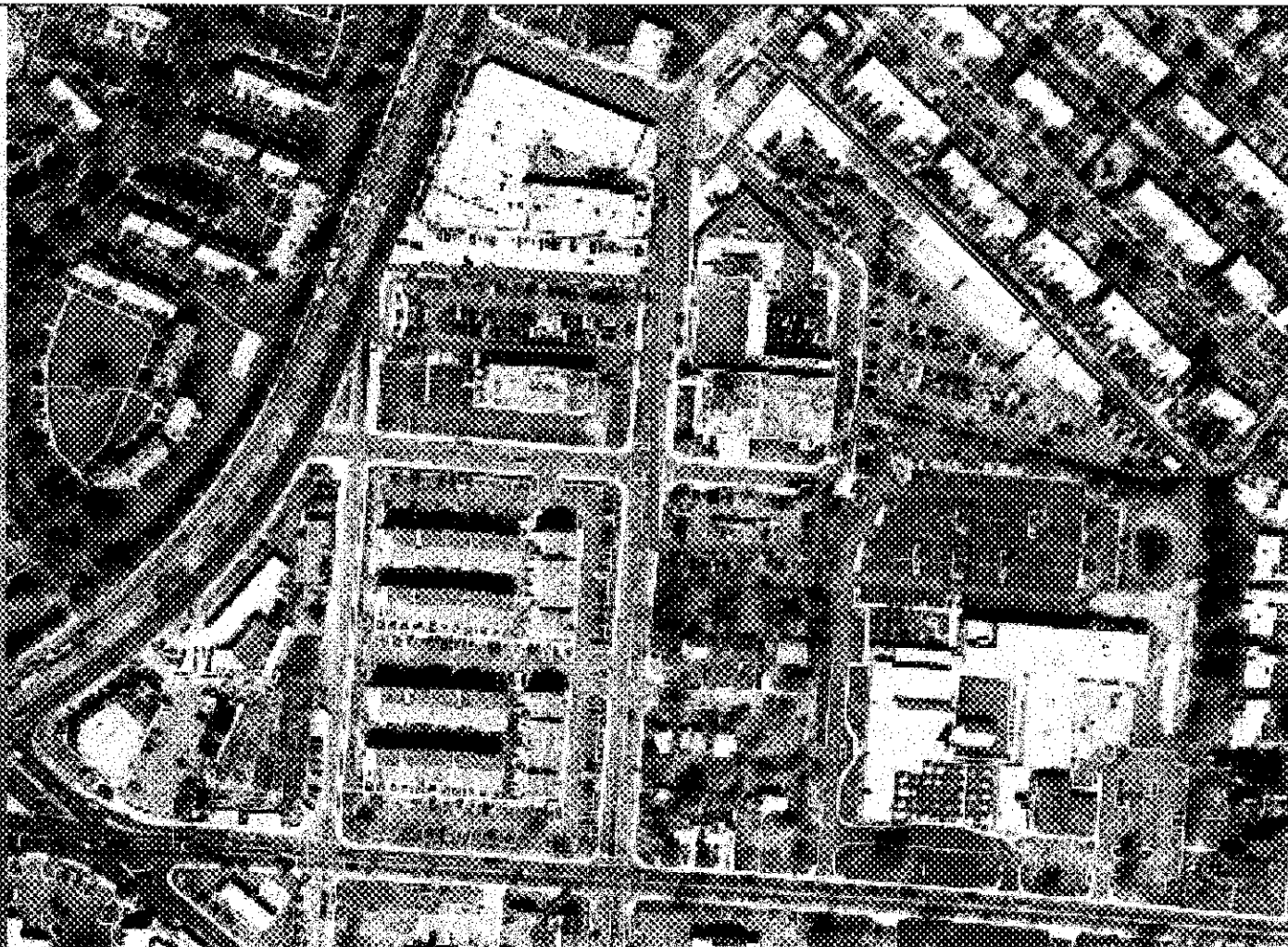


EXHIBIT NO. 3

19

12-15-01

# Lindsay Lexus Service Facility/Parking Deck

City of Alexandria Department of Planning and Zoning

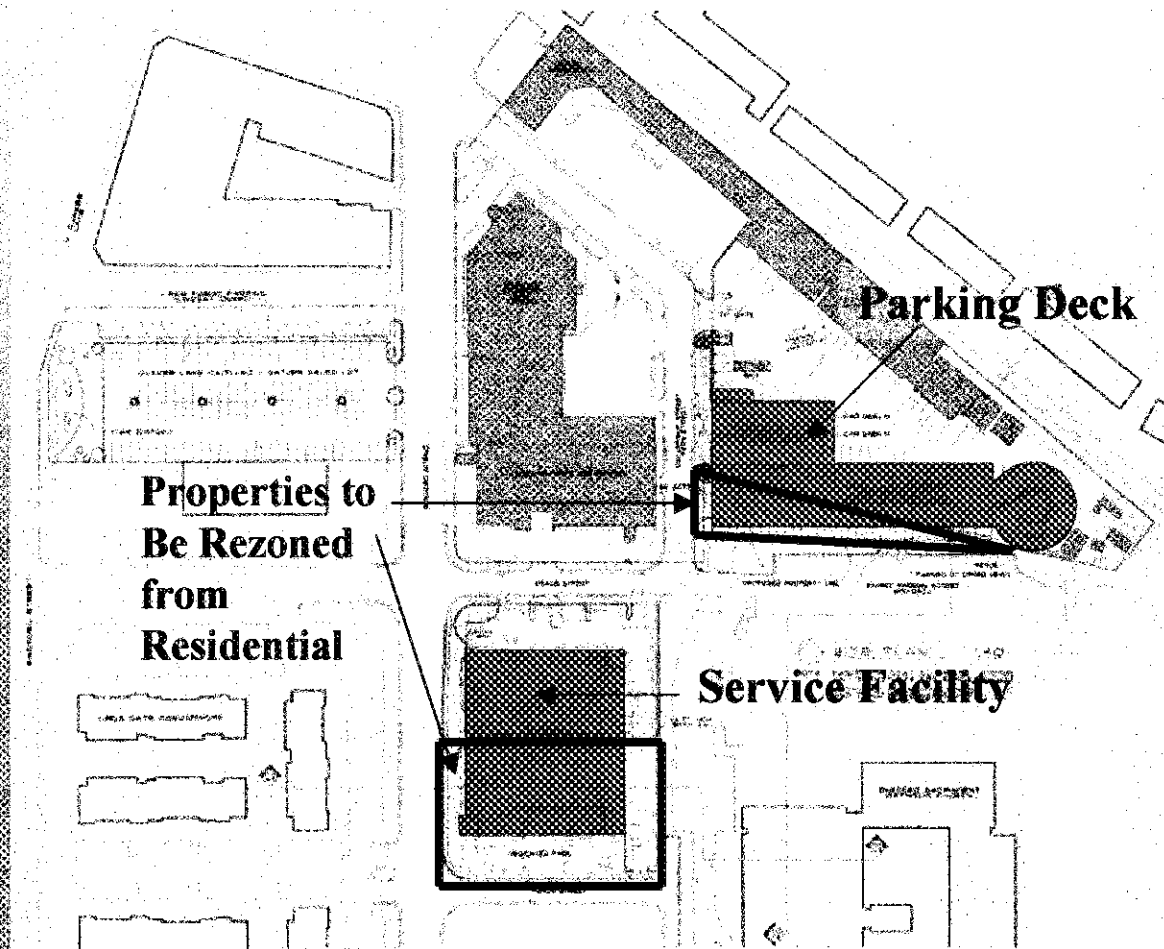
DSUP 2001-0007

## PROPOSAL:

Rezone two parcels

Build service center

Build parking deck



# Lindsay Lexus Service Facility/Parking Deck

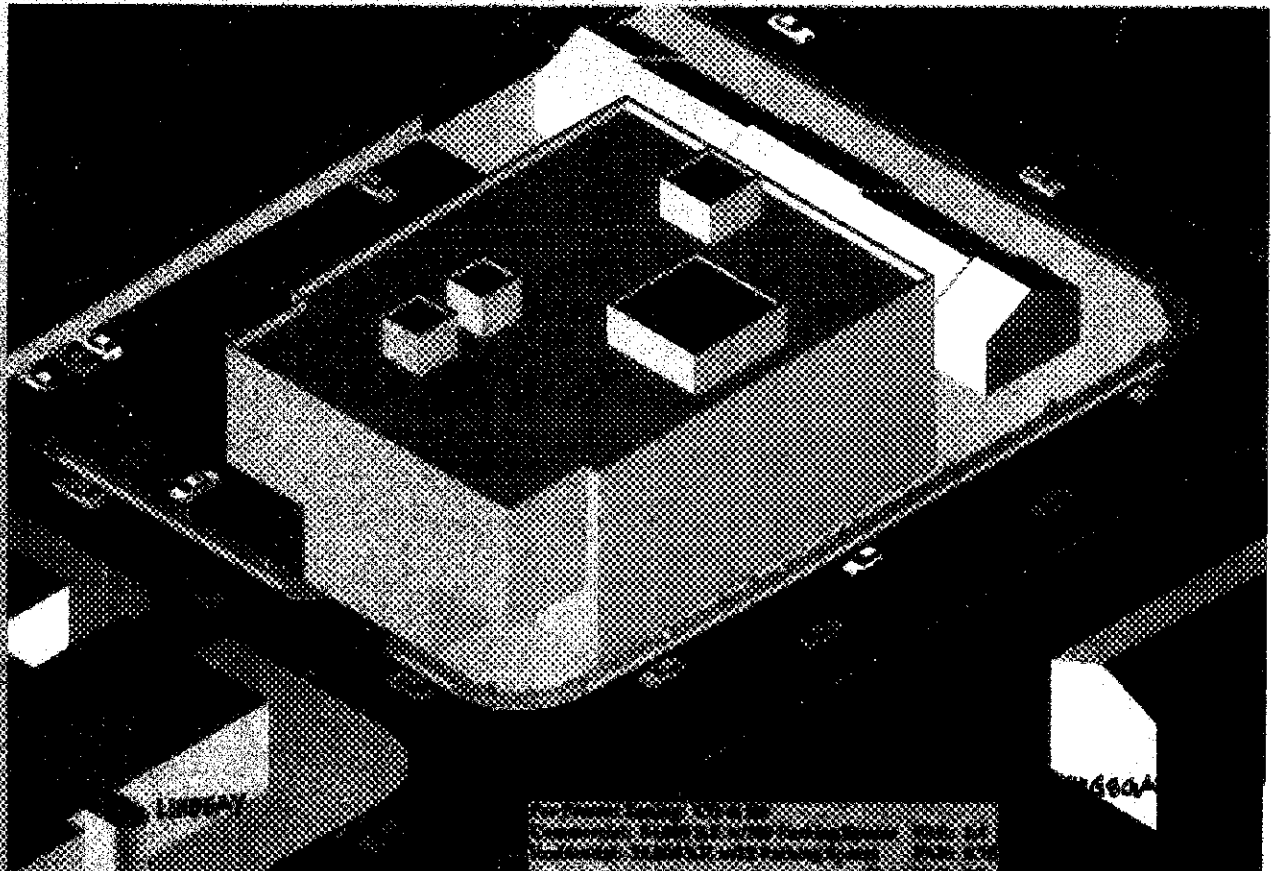
*City of Alexandria Department of Planning and Zoning*

DSUP 2001-0007

## APPROVED CO PROFFER ON BLOCK

**54,000 square foot  
Office building with  
surface parking**

**8 Townhomes along  
Peach Street**



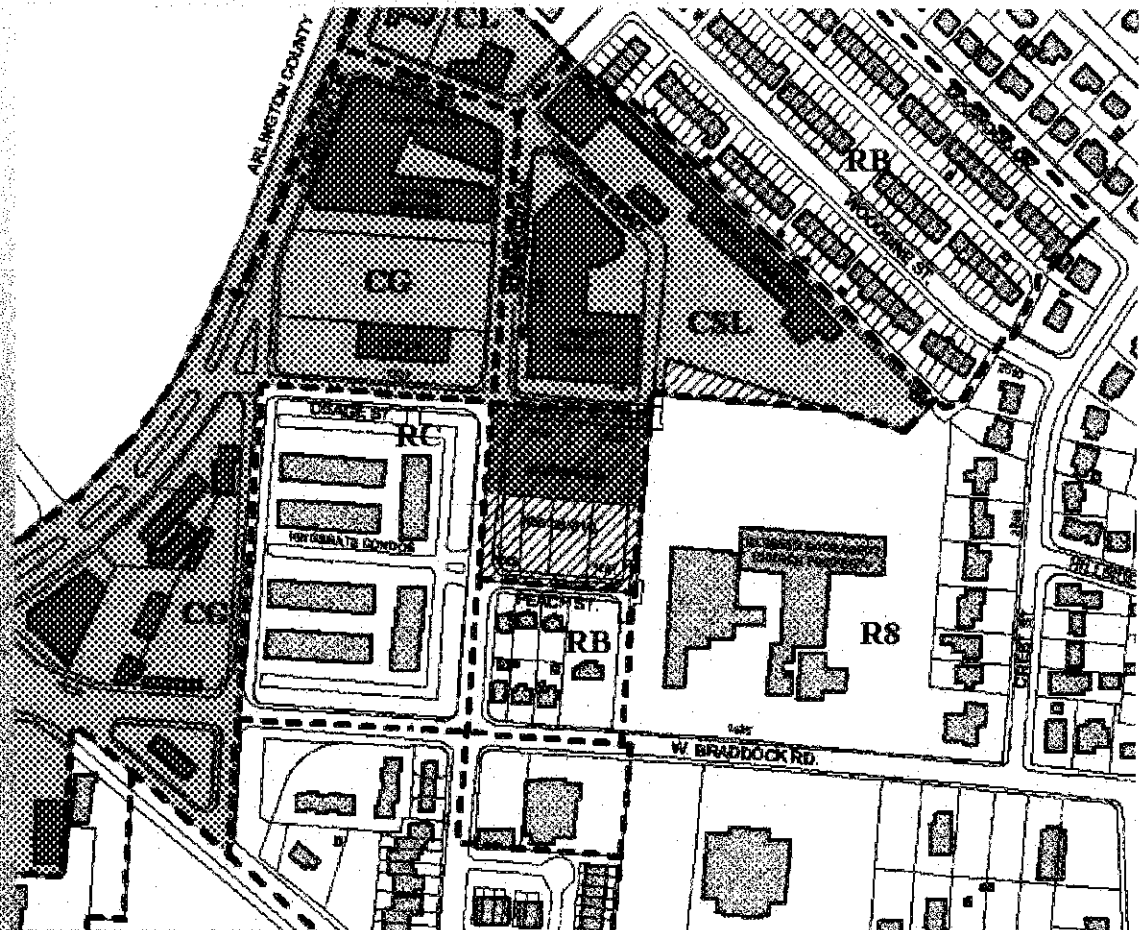
# Lindsay Lexus Service Facility/Parking Deck

*City of Alexandria Department of Planning and Zoning*

DSUP 2001-0007

## ISSUES:

- No buffers between residential and commercial
- Building design inappropriate across from residences
- Concern that rezoning north of Peach would destabilize residential south of Peach, leading to future rezonings
- Impacts on residential, such as lighting, views, traffic



# Lindsay Lexus Service Facility/Parking Deck

*City of Alexandria Department of Planning and Zoning*

DSUP 2001-0007

## RESPONSE TO STAFF ISSUES:

### Issue

### Applicant's Response

**Public benefit**

**35' deep public open space easement provided**

**Transition to residential**

**provided greater buffer along Kenwood with additional trees, including trees on west side of street**

**Save mature trees**

**provided insufficient setback to save all the mature trees; proposed additional large trees instead**

**Compatible building design**

**created more residentially compatible features**

**Control potential impacts of commercial use**

**screened parking with roof; contributions for traffic calming; control lighting**

# Lindsay Lexus Service Facility/Parking Deck

*City of Alexandria Department of Planning and Zoning*

DSUP 2001-0007



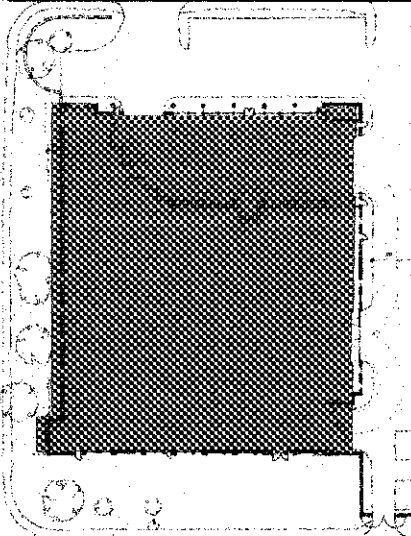
## **VISUAL BUFFER:**

**Need for visual buffer for residents, keeping existing tree canopy.**

**Minimum 27' setback from Kenwood Avenue to assure that trees are saved. Can be achieved by shifting entire building eastward.**

## **Applicant Proposes:**

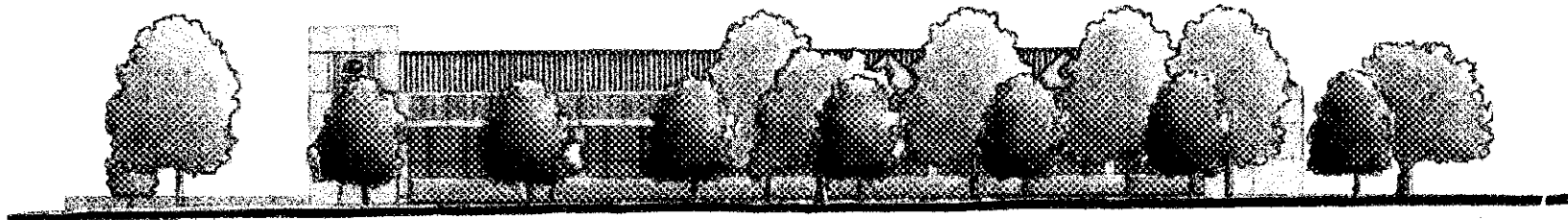
**23' setback from Kenwood and additional replacement trees**



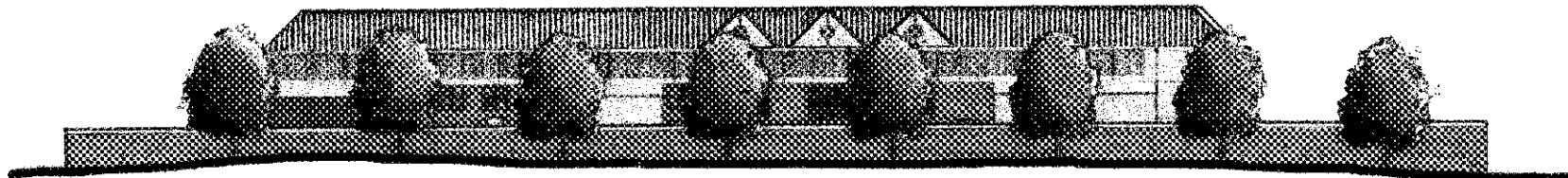
# Lindsay Lexus Service Facility/Parking Deck

*City of Alexandria Department of Planning and Zoning*

**DSUP 2001-0007**



View East from Kenwood Avenue.  
Tree sizes shown are approximate at time of planting.



View from blessed Sacrament Church Parking Lot to Service Facility.  
Tree sizes shown are approximate at the time of planting.

**Parker Rodriguez Proposed Landscaping**



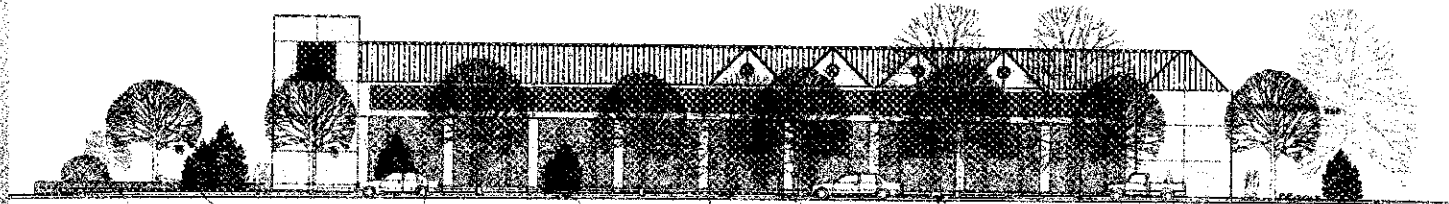
# Lindsay Lexus Service Facility/Parking Deck

City of Alexandria Department of Planning and Zoning

## ARCHITECTURAL COMPATIBILITY DSUP 2001-0007



Original Kenwood Avenue Elevation



Revised Kenwood Avenue Elevation

### **BUILDING COMPATIBILITY:**

**Parking on roof unscreened**

**Design/facade incompatible with adjacent residential**

**Sign located at residential intersection**

### **MODIFICATIONS BY APPLICANT:**

**Roof added to screen parking.**

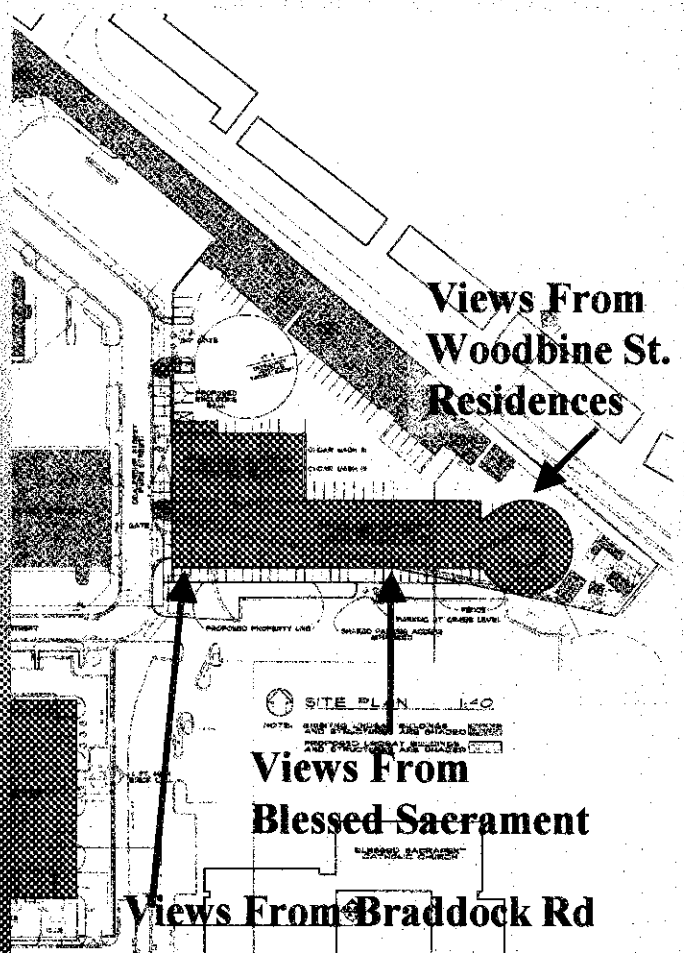
**Gable roof & refined façade treatment with windows more compatible with residential.**

**Relocated sign pylon from Peach St. to main entrance.**

# Lindsay Lexus Service Facility/Parking Deck

City of Alexandria Department of Planning and Zoning

## Visual Buffer – Fern Street Parking Garage DSUP 2001-0007



**Unscreened Views of Proposed Parking Deck/Ramp From Woodbine St. Residences**

**Proposal:**  
Provide significant additional landscape screening around garage

# Lindsay Lexus Service Facility/Parking Deck

City of Alexandria Department of Planning and Zoning

## REMAINING ISSUES

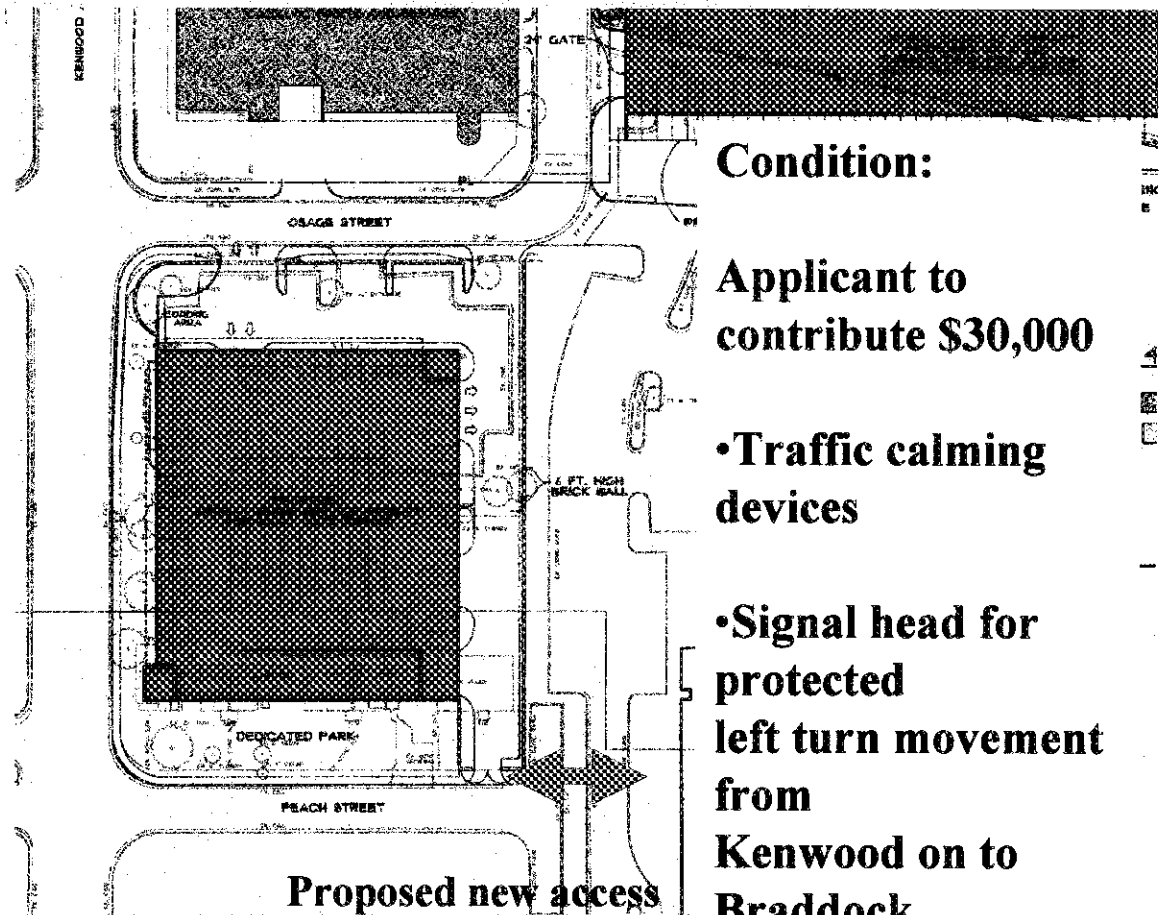
DSUP 2001-0007

### Peach Street Opening

Prior agreement between Lindsay and Blessed Sacrament for the construction of a connection from Peach Street into the Blessed Sacrament parking lot.

Not formally part of this application. T&ES Administrative Decision

Kingsgate residents opposed – concerned about conflicts at Peach/Kenwood.



Condition:

Applicant to contribute \$30,000

•Traffic calming devices

•Signal head for protected left turn movement from Kenwood on to Braddock

# Lindsay Lexus Service Facility/Parking Deck

*City of Alexandria Department of Planning and Zoning*

## REMAINING ISSUES

DSUP 2001-0007

### Additional Service Building Setback

Applicant proposes to set back the building 23'.

27' achievable without impacting building.

**PC recommended 23' plus a requirement to replace mature trees that die within five years with equal caliper of trees.**

### Hours of Operation

Currently, Lindsay facilities close at 9:00 p.m. Applicant is requesting that hours be extended till midnight, with no customers after 9:00 p.m.

Staff concerned that operation until midnight could impact Kingsgate residents.

**PC recommended limiting operations to four employees between 9:00 p.m. and 12:00 midnight.**

17, 18, 19  
12-15-01

3804 Fort Worth Avenue  
Alexandria, Va. 22304  
December 4, 2001

Ms. Beverly Jett, City Clerk  
City of Alexandria  
301 King Street  
Alexandria, Va. 22314

Re: Docket Item 2001-0002 (Master Plan Amendment, filed by Lindsay Cadillac)

Dear Ms. Jett:

I am writing to express to the members of the City Council my strong opposition to the proposed modification to the Master Plan sought by Lindsay Cadillac. I am against this action for several reasons:

- 1. Safety – the encroachment into this area will be unsafe.
- 2. Density – we do not need more vehicles in this already congested area.
- 3. Aesthetics/Environment – this part of our city needs more, not fewer, green spaces, and there are already enough vehicle emissions in this area.

Please permit me to expound on these concerns.

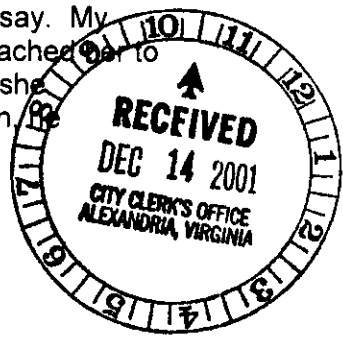
1. Safety

The addition of numerous cars and repair vehicles will be dangerous in this area.

As the parent of children attending Blessed Sacrament school, which borders the parcel of land in question, I have had the misfortune of observing already the careless and reckless operation of the existing Lindsay Cadillac facility. Repeatedly, cars connected to the Lindsay facility park in areas marked "No Parking" on Osage Street and Fern Street, as well as in the elbow exit located at the rear of the Blessed Sacrament parking lot. On some mornings and afternoons, cars are not able to enter or exit the Blessed Sacrament parking lot due to the congestion from the present facility. How will adding more cars help this already-overcrowded situation?

Each morning, I see children walking to school – many from the Fairlington complex across Quaker Lane. As they come through the area, cars already are driving too fast and there are too many vehicles to make this area safe for them to traverse. Despite Lindsay's assertions, its new facility will inject more cars into the area, further jeopardizing our childrens' safety. As they move toward Blessed Sacrament School or T.C. Williams High School, our kids should not have to dart among the cars headed for Lindsay's new facility. Children, not profits, should come first.

The encroachment into this area is not restricted just to Lindsay customers or employees. Recently, my wife was confronted by a truck operator delivering automobiles to Lindsay. My wife was waiting in line to pick up our son from school, and the truck operator approached her to instruct her that she would have to move so that he could make his delivery. When she explained to him that she was following the procedures for picking up school children,



became verbally abusive to her. This kind of circumstance will only repeat itself with the addition of more service and supply vehicles in the new facility.

Lindsay has repeatedly stated that they are good neighbors and will abide by the restrictions in the area. They are, in my opinion, *not* good neighbors, as is evidenced by their ongoing willingness to park in violation of posted signs and to permit vehicle operations in an unsafe and unpredictable manner.

## 2. Density

Anyone who frequents this intersection knows that it is already extremely congested. Quaker Lane, Braddock Road, King Street – all come together in a nightmarish configuration. Why inject more cars into this area? Bordering the proposed new site is the medical office building and Fairlington Town Centre, which are busy and well-populated locations. More cars will result from the new Lindsay facility, and be added to an area that is already too densely populated.

Parking for those who are dropping off or picking up cars also will be an issue for those who live, work and shop in this area, and this won't help the already-stressed area.

## 3. Aesthetics/environment

Trees and green areas will be destroyed if this project is approved. We don't need that in a part of our city that already has a high concentration of paved surfaces. More construction is not what this area needs. Please take into account that there are new residences just constructed on the site of the old Blessed Sacrament Church and School; these residents will have to look out on buildings rather than trees, and have their investments diminished by the appearance of a commercial structure rather than green trees and lawns. More cars in this area also will add to vehicle emissions, and other smells and emissions from the repair facility itself. This isn't needed or desirable.

I recognize that Lindsay has made efforts to address some of the concerns that have been raised by this project. However, their proposal remains inadequate. You have heard the expression, "If it walks like a duck....." This "duck" should not be allowed to fly. It's unnecessary, unsafe, and will result in diminishing the quality of life in this area. It jeopardizes our school children for profits, and it should be rejected.

I appreciate your taking my thoughts into consideration, and will appreciate your including my letter as a part of the official record of the proceedings on this matter.

Sincerely,



Kevin G. Curtin

November 27, 2001

Mayor  
Mr. Chairman : Members of the City Council  
PE

My name is Margaret Haynes. For 40 years, I have lived on Peach Street across from Lindsay Cadillac. Two years ago I sold my home to the Lindsay's but they are allowing me to live here for as long as I would like. I am 89 years old and bashful about speaking in a public forum so I am having this letter read for me.

I do, however, want to voice my support for their proposed Lexus service facility.

I am most excited about the park they are providing. When I met with Michael Lindsay, I told him I thought a park would be a very welcome addition to the neighborhood and a nice place for the community to gather.

Over the years the Lindsay's have done many great things for Alexandria. They put in a police substation at their Lexus dealership and I know they let the police use their Cadillac dealership for training exercises. These actions make me feel safer.

In conclusion, I want to say that the Lindsay's have always been responsive to my concerns and we have had a great relationship spanning four decades. I wish I had more neighbors like them.

Please support their proposal.

Sincerely,



Margaret Haynes

**SPEAKER'S FORM**

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

DOCKET ITEM NO. 17, 18, 19

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: HOWARD MIDDLETON

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

TELEPHONE NO. 703 641-4225 E-MAIL ADDRESS: jmiddlet@redsonth.com

3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? applicant

4. WHAT IS YOUR POSITION ON THE ITEM?

FOR:  AGAINST: \_\_\_\_\_ OTHER: \_\_\_\_\_

5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):

ATTORNEY

6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL? YES  NO \_\_\_\_\_

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

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

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

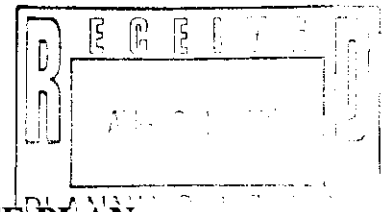
The public normally may speak on docket items only at Public Hearing Meetings, and not at Regular Meetings. Public Hearing Meetings are usually held on the Saturday following the second Tuesday in each month; Regular Meetings are regularly held on the Second and Fourth Tuesdays in each month. The rule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

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

**Guidelines for the Public Discussion Period**

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





**AMENDED APPLICATION for DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN DSUP # 2001-0007**

PROJECT NAME: Lindsay Motor Car Service Facility and Parking Deck  
PROPERTY LOCATION: Block bounded by Kenwood Avenue, Peach Street, Osage Street, Fern Street (vacated)  
Parcel of land, approximately 0.18260 acres, at rear of Blessed Sacrament Church property

TAX MAP REFERENCE: 22.00-02-19; 22.04-05-37, 32.00-02-7, 8, 9, 10, 11, 12, 13, 14 ZONE: CSL

APPLICANT Name: Lindsay Motor Car Co.  
Address: 1525 Kenwood Avenue  
Alexandria, Va. 22302

1605 FERN ST.  
1525-1725 KENWOOD AV.  
1602-1608 OSAGE ST  
✓ 1407-1499 W. BRADDOCK RD  
1601-1609 PEACH ST

PROPERTY OWNER Name: Lindsay Motor Car Co. Name: Bishop, Diocese of Arlington  
Address: 1525 Kenwood Ave. Address: Blessed Sacrament Church  
Alexandria, Va. 22302 Braddock Rd., Alexandria, Va.

SUMMARY OF PROPOSAL: Lindsay Motor Car Co. proposes (1) to construct and operate an auto service facility for use by Lindsay Lexus of Alexandria in the block bounded by Kenwood Avenue, Peach Street, Osage Street and Fern Street (vacated) and (2) to construct a parking deck on property bordering Lindsay Saturn of Alexandria for all auto operations.

MODIFICATIONS REQUESTED: (1) setback requirement, Sec. 7-902, to permit a reduced setback at line of zone change at Blessed Sacrament property line for parking deck; (2) vision clearance setback requirement, Sec 7-801, at corner of Kenwood Avenue and Peach Street for the service facility as shown on the site plan.

SUP's REQUESTED: auto sales area, automobile repair and motor vehicle parking pursuant to Sec. 4-303(A), (P) and (Q) for the Lexus service facility and parking deck.

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of the Zoning Ordinance of the City of Alexandria, Virginia.

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

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

J. Howard Middleton, Reed Smith Hazel & Thomas LLP

Print Name of Applicant or Agent  
3110 Fairview Park Drive - 13<sup>th</sup> Fl.  
Mailing/Street Address  
Falls Church, Virginia 22042  
City and State Zip Code

Signature  
703-641-4225 703-641-4340  
Telephone # Fax #  
August 21, 2001  
Date

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

Application Received: Received Plans for Completeness:  
Fee Paid & Date: 12/4/01 Received Plans for Preliminary:  
ACTION - PLANNING COMMISSION: Recommend Approval 7-0  
ACTION - CITY COUNCIL: 12/15/01PH--CC approved the Planning Commission recommendation.

LINDSAY MOTOR CAR