

EXHIBIT NO. 1

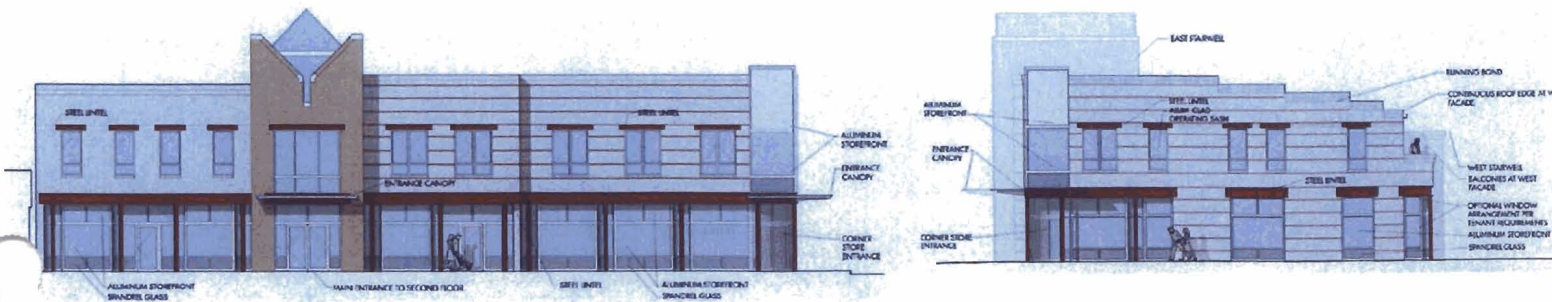
2312 Mt Vernon Avenue

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12-15-07

Docket Item #8
DSUP2006-0019

Shops at Del Ray, LLC

Planning Commission
December 4, 2007



Docket Item #8

DEVELOPMENT SPECIAL USE PERMIT #2006-0019
2312 MT VERNON AVENUE

Planning Commission Meeting
December 4, 2007

REQUEST: Consideration of a request for a form based development special use permit, with site plan, modifications and loading space reduction, to construct a retail/office mixed use building.

STAFF: Gary Wagner, Principal Planner
Gary.Wagner@alexandriava.gov
Kristen Mitten, Urban Planner
Kristen.Mitten@alexandriava.gov

APPLICANT: Shops at Del Ray, LLC,
By Duncan Blair, attorney

LOCATION: 2312 Mount Vernon Avenue

ZONE: CL/Commercial Low, Mt Vernon Avenue Urban Overlay Zone

PLANNING COMMISSION ACTION, DECEMBER 4, 2007: On a motion by Mr. Komoroske, seconded by Ms. Fossum, the Planning Commission voted to recommend approval of the project, subject to compliance with all applicable codes, ordinances and staff recommendations with amendments to conditions 1k, 11a and 12i as referenced in the letter dated November 29, 2007 from Duncan Blair, and the proposed changes to conditions 15b, 15n and 15o as referenced in the correspondence from the Del Ray Citizens Association dated December 4, 2007. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission generally agreed with staff's analysis and found the proposal to be consistent with the intent of the Mount Vernon Avenue Business Area Plan. The Commission also supported the on-street loading space with the understanding that the loading space would be limited to use in the morning and used for parking during the remainder of the day. The Commission acknowledged that the hours for the loading space would require subsequent review by the Traffic and Parking Board.

Speakers:

Duncan Blair, attorney, representing the applicant, agreed to place a bollard or other protective device at corner of fence on west side of rear alley.

Amy Slack, for the Del Ray Land Use Committee, expressed concerns regarding an on-street loading space.

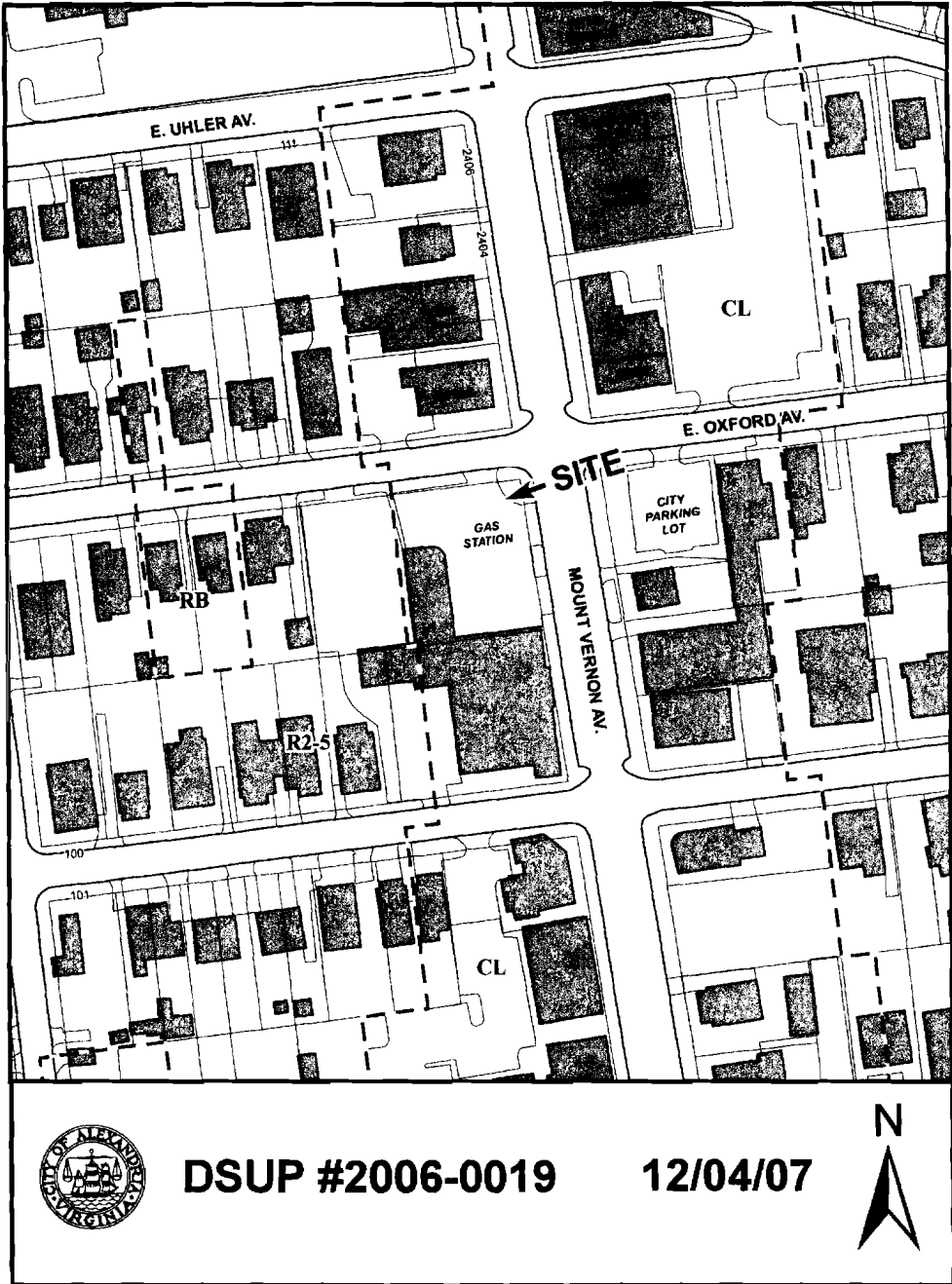
Gayle Reuter, resident at 110 E. Del Ray Avenue, spoke in support of an on-street loading space due to damages to fence from trucks using rear alley, requested closure of rear alley connection.

David Fromm, for the Mount Vernon Avenue Guidelines Plan Group, suggested making the rear alley one-way northbound and providing the loading space on-site. Spoke to the need of a shared parking program for the businesses along the Avenue.

Maria Wasowski, for the Potomac West Business Association, spoke in support of the project in general and in support of an on-street loading space during morning hours.

PLANNING COMMISSION ACTION, NOVEMBER 8, 2007: The Planning Commission noted the deferral.

Reason: The applicant requested a deferral.



DSUP #2006-0019

12/04/07



I. IMPACT / BENEFITS

Table No. 1

IMPACT/BENEFIT	COMMENTS
Consistency with Mt Vernon Avenue Plan	<ul style="list-style-type: none"> The proposal is a mixed use project, with office use combined with ground floor retail and possible restaurant uses and redeveloping an important location for activating Mt Vernon Avenue.
Use	<ul style="list-style-type: none"> 6,527 sf of ground floor retail/restaurant use 5,903 sf of office use on 2nd level
Open Space / Streetscape	<ul style="list-style-type: none"> 3,871 sf ground level open space provided Close two curb cuts on Mt Vernon Avenue Underground utility pole on Oxford Avenue
Pedestrian	<ul style="list-style-type: none"> Public art, new street trees, pedestrian crosswalks, bicycle racks, pedestrian scale lighting, and trash receptacles.
Building Compatibility	<ul style="list-style-type: none"> The building facades will range in height from 28 to 35 feet with a height of 39 ft at the peak of the skylight in the stair tower. Two building facades with articulation have been proposed. A corner entrance with glass canopy is proposed
Affordable Housing	<ul style="list-style-type: none"> A voluntary contribution \$1.50 per sf of gross floor area proposed with the site plan (13,804 sf) for a total voluntary contribution of \$20,706.
Parking	<ul style="list-style-type: none"> An existing surface parking lot to be reused to accommodate the 24 required parking spaces accessed from Oxford Avenue. The applicant proposes to close two curb cuts to provide 5 new public parking spaces on Mt Vernon Avenue. The applicant has requested a parking reduction to provide zero loading spaces on-site. Proposed is an off-site shared loading space located on Mt Vernon Avenue.
Environment	<ul style="list-style-type: none"> Staff has included a recommendation that will require the site and building elements to be designed in a manner to achieve LEED Certification.
Fiscal	<ul style="list-style-type: none"> Applicant has estimated approximately \$25,000 or more annually.

II. EXECUTIVE SUMMARY

The applicant is requesting approval of a development special use permit to construct a two story mixed-use office/retail building under the new Mt Vernon Avenue form based code requirements. The proposal consists of approximately 6,500 sf of ground floor retail and 5,900 sf of office on the second level. An existing 24 space surface parking lot will provide the required parking in the rear of the building and will be accessed from East Oxford Avenue



Fig 1: Proposed Front Elevation

The site is located within the Historic Core and Retail Focus Area as designated by the Mt Vernon Avenue Business Area Plan. For infill development projects opting for the flexibility of the new form based code, the Zoning Ordinance requires:

- Residential and office uses to the upper floors;
- Retail uses on the ground floor;
- Appropriate “stepping” down the height of buildings adjacent to the established residential neighborhoods;
- Buffers for the adjoining residences;
- Protection of adjacent residential neighborhoods;
- Enhanced streetscape and the pedestrian amenities; and
- Protection and enhancement of the unique character of Mt Vernon Avenue.

The redevelopment of the site presents challenges and opportunities that include:



Fig 2: Proposed Site Plan

Challenges

Providing an appropriate mass and scale compatible with Mt Vernon Avenue and the adjoining modest scale residential uses;

- Ensuring that the building is well designed as the first developments within the Historic Core since the adoption of the Mt Vernon Avenue Business Area Plan;
- Maintaining a level of ground level open space and “openness” for the development; and
- Protecting adjacent homes from the impacts of the development.

Opportunities

- Elimination of an automobile-oriented use within the Retail Focus Area and Historic Core of Mt Vernon Avenue;
- Ground floor retail-activity;
- Pedestrian and streetscape improvements;
- Mixed-use development;
- Ground level open space-openness; and
- Neighborhood serving commercial uses.

The proposed mass, scale and mix of uses are compatible with the Plan, which in combination with the proposed pedestrian and streetscape improvements will provide an urban mixed-use building on Mt Vernon Avenue. The proposed uses will add to the vibrancy of this portion of Mt Vernon Avenue across from the Del Ray Farmers Market and staff is recommending improved sidewalks, crosswalk treatments, street trees, landscaping and pedestrian scale lighting, all of which will contribute to the streetscape and pedestrian environment. While staff believes that additional refinements are necessary for elements such as the design of the building, open space and buffering, parking and loading these issues are addressed by the staff recommendations. Staff is recommending approval of this proposal and anticipates the project to be a positive addition to the Avenue.

III. BACKGROUND

A. Site and Context

The 11,784 sf (0.27 acre) site is located at the corner of the visually prominent intersection of Mt. Vernon and Oxford Avenues across the street from the Del Ray Farmers Market and is a fairly square lot with a width of 115 feet on Mt Vernon Avenue and a lot depth of 100 feet along Oxford Avenue. The property has operated as a gas station since about 1954 and has one non-historic building on-site. The building was constructed in 1954 and is proposed to be demolished with this development.



Fig 3: Aerial with Surrounding Businesses

The uses surrounding the site include a non-complying surface parking lot and single family house to the west; retail shops and Taqueria Poblano to the north, Virginia Commerce Bank, a municipal lot with 13 spaces (used for the Del Ray Farmers Market), State Farm offices and Back to Chi to the east, with the Dairy Godmother, UPS and St Elmo's Coffee Pub in the adjoining building to the south.

B. Mt. Vernon Avenue Business Area Plan

The site is located across the street from the proposed Town Square within the Historic Core of the recently adopted Mt Vernon Avenue Business Area Plan which seeks to preserve the traditional neighborhood character, protect its unique historical identity while serving the needs of the surrounding community and maintaining the Avenue as a competitive and viable place for business. The Mt Vernon Avenue Business Area Plan in conjunction with the Mt Vernon Urban Overlay Zone were adopted in 2005 to allow form based development for new infill projects along the Avenue to provide flexibility in the existing CL/Commercial Low zoning and to provide incentives, such as parking reductions and modest increases in floor area for applicants implementing the design guidelines.

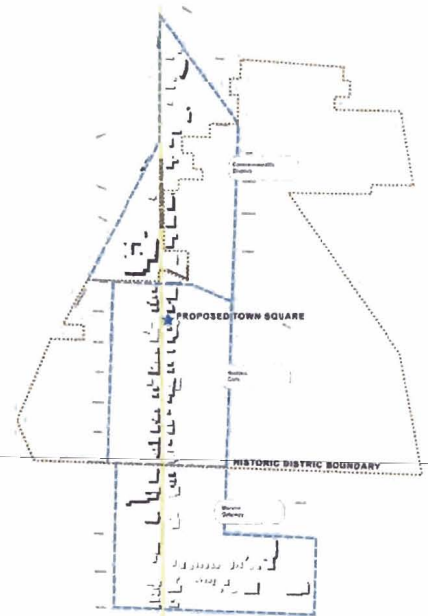


Fig 4: Mt Vernon Plan Boundaries

Tier System

The Mt Vernon Avenue Urban Overlay Zone relaxes certain zoning requirements such as open space and parking for the lots along Mt Vernon Avenue, based on the size of the lot, providing the development complies with the urban design guidelines. Development properties in the Mt Vernon Avenue Urban Overlay Zone will be categorized into one of three tiers as follows:

Table No. 2 - Tier System

	Lot Size	Parking	Open Space
Tier 1	7,000 sf or less	waived	not required
Tier 2	7,001 to 15,000 sf	50% reduction	15% ground level
Tier 3	greater than 15,000 sf	no reduction	25% ground level

Since the subject property has a lot size of 11,784 sf, it falls into the “Tier 2” category and this mixed-use project may reduce up to 50% of the parking typically required by the Zoning Ordinance and is only required to provide 15% usable ground level open space.

C. Proposal

The proposed form based development project consists of a 12,430 sf two-story office building with approximately 6,500 sf of retail proposed on the ground floor and approximately 5,900 sf of office space on the second floor, as envisioned by the Mt Vernon Avenue Business Area Plan.

The applicant is proposing a total of 3,871 sf of open space with approximately 3,000 sf of the open space provided in the rear of the building with the rest situated along the front and side of the building. Expressed as a percentage, the amount of usable ground level open space proposed is 32.8% which conforms to the 15% ground level open space required by the Zoning Ordinance for “Tier 2” developments.

This proposal is replacing the large auto oriented use with a new two story building in scale with the surrounding neighborhood to restore the street wall, provide pedestrian and streetscape improvements and will close two curb cuts on Mt Vernon Avenue and one curb cut on Oxford Avenue. Parking will be provided in the adjoining 24 space commercial parking lot to the west of the subject property. The community, the City and the Mt Vernon Avenue Plan have anticipated redevelopment of this site which currently operates as a service station.



Fig 5: Proposed Site Plan

IV. ZONING

The Mt Vernon Overlay Zone gives developers along Mt Vernon Avenue a choice: they can comply with the long standing rules of the CL/Commercial Low zone or, under section 6-606, they may opt to follow the provisions for Form Based Development as part of a special use permit. In this case, the applicant has chosen the form based code approach which requires an SUP permit and compliance with the Mt Vernon Avenue Business Area Plan design guidelines.

The underlying CL zone allows for an FAR of 0.5 or 0.75 with an approved SUP. For mixed use development projects that meet the Mt Vernon Avenue Business Area Plan design guidelines, such as this one, the FAR requirement is eliminated and other controls such as lot coverage, parking and the rear bulk plane angle set the parameters for the bulk and mass of the building. This project proposes an FAR of 1.05 and is consistent with the design guidelines of the Mt Vernon Avenue Business Area Plan. The information below relates to the specific dimensions and requirements of the form based zoning:



Fig 6: Proposed Side Elevation facing E. Oxford Avenue

Table No. 3 Compliance with Mt Vernon Avenue Business Area Plan Design Guidelines and Form Based Code (Tier 2) Requirements

2312 Mt Vernon Avenue			
Property Address: 2312 Mount Vernon Avenue			
Total Site Area: 11,784 sf			
Zone: CL - Mount Vernon Overlay Zone			
Current Use: Service Station			
Proposed Use: Offices and Ground Floor Retail			
	Mt Vernon Ave Plan Design Guidelines/ Form Based Code (Tier 2) Rquirements	Proposed	Consistent
DESIGN GUIDELINES			
Street wall	100% the width of the lot, unless corner is entryway or architectural focal element	96% with corner entry/element	Yes
Front setback	10 to 15 ft of the property line.	5 to 11 ft	No*
Height	Min. two levels, Max. three levels Max. 40 ft	two levels 35.3 ft	Yes
Ground Floor Height	Min. 14 ft floor-to-floor height for larger retail spaces	14 ft	Yes
Rear Setback Angle	28 degree angle	28 degrees	Yes
Rear buffer	Min 6-10 ft landscaped buffer adjacent to residential use	0 ft	No**
Lot Coverage	Max. 60%	60%	Yes
Façade Width	Max of 60 ft continuous vertical surface to approximate the Mt Vernon Ave character of 40- to 60-ft wide two story buildings	33 to 41 ft	Yes
FORM BASED CODE (TIER 2) REQUIREMENTS			
Open Space	Minimum 15% of the lot area provided at ground level or 1,768 sf	32.80% (3,871 sf)	Yes
Parking	Total: 24 spaces Retail ½ of 1.1 space/220 sf: 17 Office ½ of 1 space/450 sf: 7	24 spaces to be provided in adjoining lot	Yes
Loading Space	One on-site loading space	Shared loading space proposed on-street	No***

* Modification Requested to Reduce Front Setback

** Staff condition to require 8 ft minimum landscaping buffer where space is not needed to accommodate vehicular connection to adjacent parking lot

*** SUP Requested for Parking Reduction

V. STAFF ANALYSIS

The application proposes the redevelopment of an existing CITGO service station. The site is directly across from the proposed Town Square and the Del Ray Farmer's Market and is located within the retail focus area of the Mt Vernon Avenue Business Area Plan. Redevelopment of this service station presents an opportunity to re-establish the street wall and to improve the streetscape to create a pleasing pedestrian environment with ground level retail storefronts and second floor office uses within the Historic Core of Mt Vernon Avenue.



Fig 7: Del Ray Farmer's Market

The new Mt Vernon Avenue Business Area Plan urban design guidelines and zoning are designed to provide a basis for development applications like this one. They allow landowners and developers to know beforehand the City and the community's goals for development, and provide staff and decision-makers with a foundation on which to judge urban infill projects for their success in meeting those goals.

A. Mt Vernon Avenue Business Area Plan Principles

PRINCIPLE: Encourage and support mixed-use development

Since the site is located within the retail "core" area, the applicant is proposing approximately 6,500 sf of retail/restaurant use on the ground floor, with office space on the upper floors. The project contains both office and retail uses to help provide additional pedestrian activity for the area.

PRINCIPLE: Promote appropriate infill development

Appropriate infill development is development which conforms to the mixed use goals of the plan and the urban design of the existing street. The proposal is compatible in form to nearby buildings, and protects adjacent residential homes. The Plan defines the urban design objectives for new development as follows:

- New construction should reflect the scale of existing buildings;
- A consistent street wall should be maintained, with some variations to allow for landscaped open space, an opportunity for side windows and for site access where necessary;
- New construction should be two to two and one-half stories, with a setback where a third story is provided;
- New buildings should help define the corners where side streets intersect Mt. Vernon Avenue, with retail storefront windows extending onto the side streets;
- Appropriate building setbacks and parking lot screening will minimize impacts on adjacent residential properties;
- Ground level retail storefronts should contribute to the vitality of the streetscape and the pedestrian experience;

- Direct driveway access to Mt. Vernon Avenue is not desirable; and
- Off-street parking lots should be located to the rear of the property, with access provided from rear alleys, when available, side streets or access easements from adjoining properties.

The form based development process requires compliance with the above objectives and with the form based design guidelines of the Plan and principles as outlined below. In this case, staff finds that the proposal meets each of the above objectives as well as the guidelines.

PRINCIPLE: Protect Residential Neighborhoods

The development is setback approximately 97 feet from the property line bordering the adjacent single family home to the west and, with the additional screening required by the conditions, will provide a deciduous and evergreen landscape screen next to the existing decorative fence between the parking and the residence and staff has added conditions to minimize spillover lighting and glare. The height of the proposed building is within the prescribed 28% setback plane.

PRINCIPLE: Enhance Pedestrian Streetscape

The design of the proposed project includes a 10 foot wide unobstructed public sidewalk, the addition of tree wells along the sidewalk, and pedestrian scale lighting, all of which will improve the pedestrian experience on Mt Vernon Avenue. In addition, staff is recommending several additional conditions regarding varying the type of decorative pavers along the building and public sidewalk and at retail entrances as recommended by the Mt Vernon Avenue Business Area Plan.

PRINCIPLE: Provide Visual Open Space

Visual open space is provided in the front of the building where outdoor seating may be accommodated and at the entrance at the corner of Oxford and Mt Vernon Avenues. Staff is also recommending a larger sidewalk along Oxford Avenue with the potential for the placement of outdoor tables and chairs. While the majority of the open space for the project is provided at the rear of the building, it shall be primarily green space with trees and a portion will be visible from Mt Vernon Avenue.

PRINCIPLE: Encourage Independent Retail

Retail is proposed on the ground level and will have designated off-street parking and short term street parking directly in front of the building. The uses on the ground floor will be limited to retail, personal services and restaurants.

Staff is recommending conditions regarding the overall design and materials of the building, for open space, landscape and streetscape improvements of the highest quality, and for enhanced rear screening to make the project more compatible with the Mt Vernon Avenue Business Area Plan, with the design standards, and with the adjoining neighborhoods.

B. Parking

Since the lot and building size preclude the required parking from being provided on-site, the applicant is proposing to locate the 24 parking spaces, required for a “Tier 2” lot by the Zoning

Ordinance, on the abutting non-complying commercial parking lot at 111 E. Oxford Avenue. The parking lot is within the 500 ft of the building as required by the Zoning Ordinance. The applicant has agreed to provide the required parking spaces in perpetuity on the adjoining lot to service this development. Since the spaces within the lot do not currently meet the minimum parking design standards required by the Zoning Ordinance, staff is recommending the lot be restriped to meet minimum standards and for the addition of new landscaping and site lighting.

Surface Parking Lot at 111 E. Oxford Avenue

The existing surface parking lot directly west of the subject site at 111 E. Oxford Avenue is zoned R2-5/Residential and is a non-complying use that has operated as a commercial parking lot since about the 1950's. Since it is a non-complying use, the lot may continue to operate as a commercial parking lot; however the use may not be increased or expanded. Therefore the number of parking spaces provided on this lot may not be increased above the 24 parking spaces existing on the lot today.



Fig 8: Existing Surface Parking Lot

Required Parking

“Tier 2” development mixed use projects that meet the design guidelines specified in the Mt Vernon Avenue Business Area Plan allows up to a 50% reduction of the parking required by the Zoning Ordinance. Therefore as proposed, a total of 24 parking spaces are required with 17 spaces provided for the ground floor retail uses and 7 spaces for the office use. If a portion of the ground floor space is used for a restaurant use, then 1 space/ 8 seats will be required. By way of example, the applicant is currently in discussion with a potential restaurant lessee for 4,000 sf of the total 6,500 sf ground floor space. If the remaining 2,500 sf of the first floor was retail, then 7 spaces would be required for the retail and 10 spaces would be available for the restaurant parking thereby allowing up to 80 indoor seats to be accommodated. Per the Mt Vernon Avenue Urban Overlay Zone, an additional 16 outdoor seats may be accommodated with an SUP for a restaurant without the need for additional parking. The applicant will have to work with staff during the final site plan or building permit phase to adjust the tenant improvements as necessary so as not to exceed the 17 parking spaces allocated for the ground floor uses.

Related SUPs

Several businesses in the nearby area currently use or have SUPs indicating use of the existing surface parking lot at 111 E. Oxford Avenue to meet their parking requirements. On May 9, 1996, City Council granted Special Use Permit #96-0045 allowing the expansion of the St Elmo's Coffee Pub and required 23 parking spaces for the restaurant. The St Elmo's special use permit application demonstrated that the required 23 parking spaces would be accommodated within the 40 space parking lot owned by the applicant, Scott Mitchell, including the 16 space lot directly behind St. Elmo's and the 24 space lot west of the existing CITGO service station. Staff notes that if the 24 parking space lot is no longer available to St. Elmo's, seven (7) of the required 23 parking spaces shall no longer be available for customers, providing all 16 spaces in the lot behind St Elmo's are made available to St Elmo's customers. Additionally, the Dairy Godmother has a special use permit (SUP #2000-0099) that received a parking reduction of six

(6) of the required seven (7) parking spaces with the application designating one parking space to be provided in the parking lot west of the existing CITGO service station.

The following businesses with SUPs have had a portion of their required parking spaces designated, however not necessarily required, to be located on the parking lot west of the CITGO station at 111 E. Oxford Ave:

Table No. 4 - Businesses with Parking Related SUPs

Business	Case Number	Parking Required	Parking Reduction Received	Spaces to be Provided on 111 E. Oxford Lot
The Dairy Godmother	SUP #2000-0099	7	6	1
Yoga In a Daily Life	SUP #2002-0110	29	14	5
Apartments above First Agape Church	SUP #2165-B	15	5	10
St Elmo's Coffee Pub	SUP #96-0045	23	-	7

Unless parking spaces can be accommodated for these businesses and residences, their respective SUPs will need to be amended.

Staff has had several meetings with the applicant and the community to discuss parking and loading associated with this site and ways to maximize parking along Mount Vernon Avenue. The proposal does comply with the minimum amount of parking required for a building of this size. However, because of the on-going parking discussions there has been a desire by staff and the community to maximize parking on this lot and to better coordinate the parking on Mount Vernon Avenue. To maximize the amount of parking, staff is recommending four tandem parking spaces behind the building. While tandem parking for residential uses has limited utility, staff believes that for the retail/office use proposed for this building, the tandem parking can be used by the office and retail employees and coordinated among the individual tenants freeing up other spaces within the lot for retail patrons.

One of the recommended parking strategies of the Mt Vernon Avenue Business Area Plan is to develop a shared parking program "to more efficiently share use of the underutilized private parking resources to alleviate some of the demand on the existing parking supply particularly during evening and weekend hours." To address the sharing of parking along Mount Vernon Avenue, staff believes that these issues should be discussed and addressed by the Mount Vernon Avenue Implementation Work Group. Additionally, staff has recommended that one short-term parking space (30 minutes) be made available on Mt Vernon Avenue as recommended by the Plan.

C. Loading/Unloading

The applicant is requesting to reduce the number of loading spaces from one on-site loading space required by the Zoning Ordinance to zero loading spaces, due to the challenge in providing a loading space on-site and providing usable open space with trees visible from Mt Vernon Avenue. The applicant has proposed to provide an on-street loading space on Mt Vernon Avenue to be shared with the other retail businesses on the block. Staff acknowledges that while

this will not remove any existing on-street spaces due to the closure of two large curb cuts currently on Mt Vernon Avenue, the provision of a loading space will eliminate the possibility of providing two highly desirable on-street parking spaces for a total of four new on-street parking spaces on Mt Vernon Avenue. While staff does not support the proposal of a permanent loading space in place of two new on-street parking spaces, staff is recommending that trucks use two of the new on-street parking spaces for loading activities, at specified times that do not conflict with normal daytime and evening activities, in lieu of a dedicated loading space on the street.

D. Building Design & Compatibility

One of the specific recommendations of the Mt Vernon Avenue Plan is to ensure that new infill development does not overpower historic buildings and respects the style and scale of other preserved buildings on the Avenue, particularly with “authentic Art Deco and Moderne styling.” In this case, most of the surrounding buildings are 1-2 story structures and some of those buildings are contributing historic structures. For example, diagonally across Mt Vernon Avenue is the Virginia Commerce Bank building, constructed in 1920. Directly to the south of the site are a series of buildings that were constructed from 1920 to 1940.

The building has been designed as a two-story brick, metal and glass structure with punched windows, meeting the design principles of the Mt Vernon Avenue Plan. The basic concept of the massing was to break the building down into two elements: a smaller, simpler piece to the south with vertical punched openings on the second floor, faced in beige brick; and a larger, more detailed and modern piece to the north, incorporating red brick, and larger windows and glass areas. Mt Vernon Avenue has an eclectic mix of architectural styles, and this building incorporates a number of design features similar to what is currently found along the Avenue, with some elements of Art Deco, combined with more modern features such as a stair tower/elevator lobby with a glass skylight. The design also incorporates some distinctly modern elements, such as a glass and steel focal element at the corner of Mt Vernon and Oxford Avenues, exposed steel framing of the ground floor along the retail edge, and metal canopies over the main entryways. The overall language of the facade is restrained, however, and the straightforward combination of simple brick wall panels and punched window openings of various sizes successfully blends with the somewhat unassuming architecture of the surrounding buildings. The simple, functional massing of the rear facade, which faces the small landscaped area and the existing parking lot, also manages to blend in without imitating its surroundings.

Overall, the design of the building needs only minor refinements, and staff has added conditions that will further address the appearance of the building.



Fig 9: Transparency Study of Building



Fig 10: Art Deco Building on Avenue

E. Retail and Office Uses:

The addition of 6,500 sq. ft. of ground level retail/restaurant uses at this location will create a continuous expanse of retail and restaurant uses along this block face. The retail spaces have been designed to provide a minimum 14 ft floor to floor height and the storefronts will consist of aluminum framing with glass. The office space above the retail will consist of approximately 5,900 sq. ft. Staff has added conditions requiring that any personal service or financial uses shall be limited to a maximum storefront width of 30 feet, as required by the Plan, and has also added conditions for retail signage that are consistent with the design guidelines. Along with the proposed streetscape improvements, the retail and office uses will add vibrancy to the area that is sought by the plan.



Fig 11: St Elmo's Coffee Pub

F. Landscaping and Open Space

The project proposes 3,871 sf (or 33%) open space located at ground level satisfying the 15% ground level open space requirement for "Tier 2" lots. As proposed, at least 900 sf (or 7 %) is provided in front of the building and could accommodate future outdoor seating should a restaurant locate within the building. Since this is a prominent corner location situated directly across from the Del Ray Farmers Market and proposed Town Square, staff has recommended that the sidewalk pavement along East Oxford Ave. be extended to the curb and street trees be located in 4 ft x 8 ft. tree wells instead of the 4 ft. grass strip proposed. This increase in the pavement width will allow space for tables and chairs to focus activity along the Avenue. Examples of restaurants on the Avenue with successful outdoor seating located on the side of the building include St. Elmo's Coffee Pub and Evening Star. Both restaurants are set back 15 feet from the side street curb and provide an eight (8) foot wide outdoor dining area. While this space will not be able to accommodate a full eight (8) foot wide seating area, with staff's recommended sidewalk increase, an area could be accommodated for seating while maintaining an unobstructed sidewalk along Oxford Avenue.

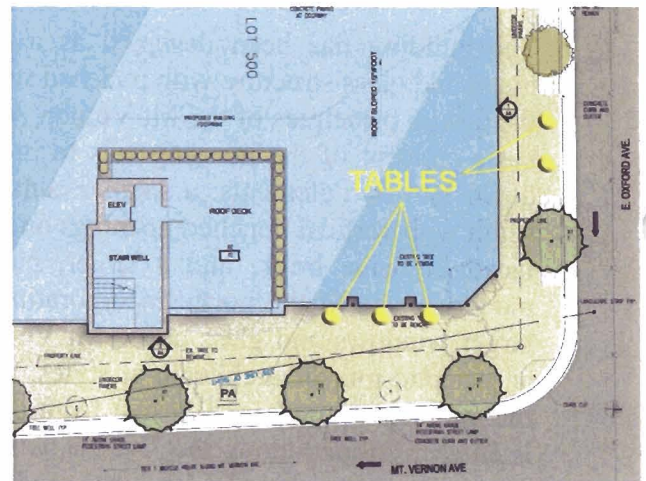


Fig 12: Staff Proposed increase to Oxford Ave Sidewalk to accommodate outdoor seating.

G. Screening / Buffers in Existing Parking Lot

The Mt Vernon Avenue Plan desires an eight (8) to 10 ft landscaped screening buffer in commercial parking lots to reduce impacts on neighboring residential uses. Staff is recommending that the existing non-complying lot be restriped to provide a minimum eight (8)

foot landscape buffer between the existing parking lot and the neighboring residence at 109 E. Oxford Avenue. Additionally, staff is recommending a mix of deciduous and dense evergreen plantings within the landscape buffer to provide additional screening. One of the challenges associated with this lot was maintaining the existing rear yard vehicular access drive that connects to the adjacent parking lot behind St Elmo's Coffee Pub and accommodating the parking required by this project with a sufficient landscape buffer. Since maintaining the existing rear vehicular connections was strongly encouraged by the Mt Vernon Avenue Business Area Plan and further supported by the community, staff

recommended that the width of the landscape buffer be reduced as necessary, next to the parking spaces immediately adjacent to the drive entrance, in order to maintain this rear vehicular connection. Given the existing nature of this lot, staff believes this is an acceptable compromise.

H. Pedestrian / Streetscape

As an important site across from the Farmers Market, this development presents an opportunity to improve the quality of the pedestrian experience and streetscape design on this part of the Avenue. To further that goal, staff has included the following requirements to enhance the pedestrian and streetscape improvements:

- Provide 10 foot unobstructed sidewalks along Mt Vernon Avenue except where providing outdoor dining in front of the building, in which case the sidewalk may be reduced to no less than 6 feet immediately next to the dining area;
- Additional street trees along Mt Vernon and Oxford Avenues;
- Vary decorative pavers on Mt Vernon Avenue to provide visual interest;
- Low scale pedestrian lighting on building in addition to proposed pedestrian scale pole lighting in ROW;
- Bike racks, trash receptacles; and
- Public art feature.

I. Environment

The applicant has indicated that no subsurface testing has been done to indicate the presence of contaminated soils or materials on the site. In its research staff has not found any record of historical uses (landfill, railroad yards, heavy industrial use, etc.) that would result in large scale soil contamination and the property does not have a record in the Virginia Leaking Underground Storage Tank Database.

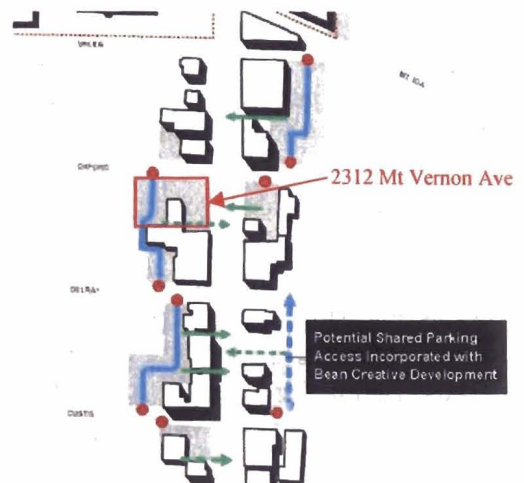


Fig 13: Mt Vernon Ave Plan graphic showing traffic connections in rear of site.

Since this property has had petroleum storage tanks since the early 1950's, in association with the gas station, there is a significant possibility that the surrounding soil has small scale petroleum contamination. Staff has therefore conditioned an assessment to be performed on the site and if soil contamination is detected, the applicant shall create a report detailing the extent of the contamination, a risk assessment study, a remediation plan, a health and a safety plan to minimize impact to workers, neighbors and the environment prior to the release of the plan.



Fig 14: Existing CITGO service station

J. Transit

The site located one mile north of the Braddock Road Metro Station and is served by Metrobus Lines #10A, 10B and the DASH Line AT10. A bus shelter is located directly across the street in front of the Farmers Market for northbound buses, and a bus stop is located on the corner across Oxford Avenue for southbound buses. The Metrobus Lines #10A and 10B both run from Hunting Towers down Washington Street in Old Town to Braddock Metro to Del Ray with the #10A continuing on to Pentagon Metro and the #10B continuing on to Ballston Metro. The DASH Line AT10 runs from the King Street Metro station through Del Ray to the Potomac Yard Shopping Center.

VI. COMMUNITY

Staff and the applicant have met with representatives of the Del Ray Land Use Committee four times regarding this proposal, with representatives from the Mt Vernon Implementation Group attending one of the meetings. The Committee has expressed concerns about the location of the loading space on Mt Vernon Avenue, reduction of available parking for existing businesses on the block and has expressed the desire to maintain the existing rear lot connection.

VII. CONCLUSION

Staff recommends approval of the proposed development with the parking reduction for loading and other modifications. Staff's recommendation is subject to the proposed conditions, found in the following section.

STAFF: Faroll Hamer, Director, Planning & Zoning;
Jeffrey Farner, Chief, Development;
Tom Canfield, City Architect;
Gary Wagner, Principal Planner; and
Kristen Mitten, Urban Planner.

VIII. STAFF RECOMMENDATION

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

A. PEDESTRIAN/STREETScape:

1. **[CONDITION AMENDED BY PLANNING COMMISSION]:** The applicant shall provide pedestrian-streetscape improvements that at a minimum shall provide the level of improvements depicted on the preliminary site plan and shall also at a minimum provide the following to the satisfaction of the Director of P&Z:
 - a. The sidewalk on Mount Vernon Avenue shall be a minimum 18 ft. wide, excluding the primary building entrance, with 10 feet unobstructed consisting of unicolor pavers and concrete sidewalks with 5 ft. x 10 ft. tree wells.
 - b. Provide special paving patterns to designate the Mount Vernon Avenue entrances and the retail storefronts outside the public right-of-way along Mt Vernon and Oxford Avenues.
 - c. The sidewalk on East Oxford Avenue adjacent to the proposed building shall incorporate 4 ft. x 8 ft. tree wells spaced 30 feet on center.
 - d. A new 5 ft. wide concrete sidewalk and 4 ft. wide landscape strip adjacent to the existing parking on East Oxford Street. The sidewalk shall be flush at the parking entrance to provide a continual uninterrupted sidewalk.
 - e. A minimum 4 ft. landscape buffer shall be provided between the sidewalk and parking lot at 111 East Oxford Avenue with the addition of two decorative 3-3.5 ft. tall brick/stone walls to screen the parking lot from the public right-of-way.
 - f. Street lighting shall be either single acorn luminaires (VA Power standard acorn fixture) or Colonial as determined for Mount Vernon Avenue.
 - g. All sidewalks shall align and connect with the existing sidewalks.
 - h. A perpetual public access easement shall be provided for all portions of the perimeter sidewalks, on the subject site and parking lot at 111 E. Oxford Avenue, not located within the public right-of-way and the approximately rear open space on the western portion of the site to the satisfaction of the Directors of P&Z. All easements and reservations shall be depicted on the easement plat and shall be approved prior to the release of the final site plan.
 - i. The applicant shall install and maintain accessible pedestrian crossings from the public Right of Way along Mt. Vernon to the areas of the development and from the public Right of Way along East Oxford Avenue to the rear entrance of the development. (T&ES)
 - j. All pedestrian walkways shall be handicapped accessible to the satisfaction of the Director of T&ES.
 - k. Provide a public art sculpture along Mount Vernon Avenue to be selected in consultation with the neighbors and the Public Art Committee, to the satisfaction of the Directors of T&ES and P&Z, or to incorporate decorative art into the design of the tower at the corner of Mount Vernon Avenue and East Oxford Avenue. The installation and maintenance of the public art shall be the responsibility of the developer/property owner.

1. All pedestrian improvements shall be completed prior to the issuance of a certificate of occupancy permit. (P&Z) (T&ES) (PC)
2. Underground all utilities located on the subject site, the parking lot at 111 East Oxford Avenue and within the right-of-way along the property frontages. The cost of such undergrounding shall be the sole responsibility of the developer. Any switch boxes or transformers that are a result of the undergrounding on East Oxford shall be located adjacent to the internal parking and screened to the satisfaction of the Director of P&Z. (P&Z)
3. The applicant shall provide two (2) decorative black employee/retail bicycle parking racks to provide four (4) bicycle parking space(s) on ground level to the satisfaction of the Director of T&ES. Bicycle parking racks shall be located in a manner that will not obstruct the existing/proposed sidewalks. Bicycle parking standards and details for acceptable locations are available from the Department of T&ES or at: www.alexride.org/bicycleparking.phb (T&ES)
4. Americans with Disability Act (ADA) ramps shall comply with the requirements of Memorandum to Industry No. 03-07 on Accessible Curb Ramps dated August 2, 2007 with truncated domes on the end of the ramp with contrasting color from the rest of the ramp. A copy of this Memorandum is available on the City of Alexandria website. (T&ES)
5. Applicant shall provide \$1000 per receptacle to the Director of T&ES for purchase and installation of three (3) new City standard trash receptacles [two (2) on Mt Vernon Avenue and one (1) on Oxford Avenue]. If supplemental capacity in the form of additional receptacles is required, applicant's contributions shall be \$500 per receptacle. Receptacles shall be generally located along the property frontage and rear of the site as approved by the Director of T&ES. (T&ES)
6. Provide all pedestrian and traffic signage in accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)

B. OPEN SPACE:

7. The open space area on the western portion of the building shall provide the level of detail and amenities depicted on the preliminary plan and shall also provide amenities such as special paving surfaces, materials, benches, trash receptacles, landscaping, etc. to encourage its use and shall provide the following to the satisfaction of the Director of P&Z:
 - a. The applicant shall increase the amount of green area and landscaping as generally depicted in *Attachment # 1*.
 - b. The walkways for the open space area and accompanying sidewalks shall be brick or stone.

- c. At a minimum, two decorative benches and one trash receptacle in the courtyard open space.
 - d. A perpetual public access easement shall be granted for the open space to enable the area to serve as public open space. The easement and reservations shall be depicted on the easement plat and shall be approved by the City prior to the release of the final site plan.
 - e. The open space shall be fully open to the public following the hours and guidelines established by the Department of Parks, Recreation and Cultural Activities during hours normally associated with residential uses.
 - f. Shrub plantings shall provide seasonal color and be arranged to provide visual interest and harmony within the public space as well as be complimentary to the design of the public space and its proposed use.
 - g. A decorative pedestrian scale sign shall be added to the open space to identify the open space as public open space and to include the hours the open space is open.
 - h. Low scale pathway or bollard lighting.
 - i. Relocate stormceptor out of planted or grass areas.
 - j. Above grade utilities shall not be permitted in the open space areas
 - k. The proposed transformer and trash area on the west side of the building shall be screened with an opaque metal or wooden gate and brick walls to match the building.
 - l. Where walls or planters are necessary they shall be brick or stone.
 - m. No shrubs higher than three feet shall be planted within six feet of walkways.
 - n. All landscaping shall be maintained in good condition and replaced as needed. (P&Z)
8. A landscape plan shall be provided with the final site plan submission, to include the existing parking lot, to the satisfaction of the Directors of P&Z and RP&CA. The plan shall use industry standard nomenclature, shall include the level of landscaping depicted on the preliminary landscape plan, and shall at a minimum also provide:
- a. A minimum 8 ft. wide landscape buffer shall be provided between the existing parking lot at 111 East Oxford Ave. and abutting single-family home, except where necessary to accommodate the parking immediately next to the rear drive connection, as generally depicted in *Attachment #1*. A mixture of ornamental and evergreen trees and shrubs shall be provided in the landscape buffer to screen the parking lot from the residence.
 - b. The species of the street trees on Mount Vernon Avenue shall be to the satisfaction of the City arborist and shall be a minimum 3-3.5 inch caliper at installation.
 - c. Evergreen groundcover shall be provided within each tree well and reflected in the plant schedule.
 - d. The applicant shall provide six street trees to the satisfaction of the City arborist, a minimum of 3-3.5 inch caliper at installation and spaced approximately 25 ft. on-center for the East Oxford frontage, including the surface parking frontage.

- e. Provide installed height for proposed trees and installed width for proposed shrubs in planting schedule per City of Alexandria Landscape Guidelines.
- f. Provide two hose bibs on the west building façade and one hose bib on the east face of the building.
- g. Adjust location of northeastern most tree well on Mt. Vernon Ave to reduce conflict with site utility.
- h. Eliminate *Chamaecyparis pisifera* from northwest corner of building.

General:

- i. No shrubs higher than three feet shall be planted within six feet of walkways.
- j. The proposed shrubbery should have a *natural* growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.
- k. Maintain tree canopies at least 6-feet above grade level as they mature to allow for natural surveillance.
- l. All landscaping shall be maintained in good condition and replaced as needed.
- m. Be prepared and sealed by a Landscape Architect certified to practice in the Commonwealth of Virginia.
- n. Provide crown area coverage calculations in compliance with City of Alexandria Landscape Guidelines.
- o. Street Trees may not be included in crown coverage calculations.
- p. Provide pre-development and post development calculations for crown coverage.
- q. Coordinate above and below grade site utilities, site furnishings, fences, architecture, lights, signs and site grading to avoid conflicts.
- r. Provide coordinated site utilities including the location and direction of service openings and required clearances for above grade utilities such as transformers, telephone, HVAC units and cable boxes. Minimize conflicts with plantings, pedestrian areas and major view sheds. Do not locate above grade utilities in dedicated open space. Do not locate above grade utilities in open space or plaza areas.
- s. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
- t. Provide planting details for trees in compliance with City of Alexandria Landscape Guidelines. Provide street tree planting detail consistent with City of Alexandria Landscape Guidelines. Provide planting details for shrubs, perennials, and groundcovers.
- u. Indicate limits of grass and planting areas including bed lines. All grass areas shall be sod.

- v. Provide City Standard Landscape Plan notes per City of Alexandria Landscape Guidelines. Revise planting details to reflect notes.
- w. Provide an exhibit that demonstrates open space requirements with pre-development and post-development calculations. (P&Z) (RP&CA)(Police)

C. RETAIL USES AND SIGNAGE:

- 9. The retail spaces shall be solely utilized by retail and restaurant uses. Any personal service or financial uses shall be limited to a maximum storefront width of 30 feet. (P&Z)
- 10. The colors and materials of the retail tenant signs shall be designed of high quality materials and shall be designed as an integral part of the building that shall relate in materials, color and scale to the remainder of the building and to the retail bay on which it is displayed to the satisfaction of the Director of P&Z and shall comply with applicable codes and ordinances as well as the following:
 - a. Sign messages shall be limited to logos, names and street address information.
 - b. Illuminated or non-illuminated parapet signs or wall signs above the first level for retail and/or residential uses are prohibited.
 - c. Signs applied to storefront windows shall cover no more than twenty percent of the glass.
 - d. Box signs shall be prohibited.
 - e. Any exterior decorative exterior banners/flags shall be deducted from the overall permitted sign area. Permanent or temporary advertising banners shall be prohibited.
 - f. Display cases, storage, carts or other obstructions shall not be designed to be temporarily or permanently located adjacent to the retail windows. Tables and other active uses adjacent to the window are encouraged.
 - g. No freestanding commercial signs, with the exception of traffic signage shall be permitted. (P&Z)
- 11. **[CONDITION AMENDED BY PLANNING COMMISSION]:** The retail space shall be designed to provide the following:
 - a. A minimum 13-14 ft. floor to floor height;
 - b. Entrances on Mount Vernon Avenue shall be required to be operable entrances for all tenant(s) and this shall be a requirement as part of the lease for each tenant.
 - c. The retail space shall be designed to not preclude the provision for retail and/or restaurant uses.
 - d. Provision shall be made for constructing exhaust vent shafts and grease traps within the building to accommodate future ground floor restaurant uses. (P&Z) (PC)

D. BUILDING:

12. **[CONDITION AMENDED BY PLANNING COMMISSION]:** The final architectural elevations shall be consistent with the level of quality and detail provided in the preliminary architectural elevations dated November 15, 2007. In addition, the applicant shall provide additional refinements to the satisfaction of the Director of P&Z that shall include the following:

Mount Vernon Avenue

- a. At northeast corner of building, replace spandrel glass with rear illuminated frosted or patterned glass with additional subdivision. Extend this element above the adjacent parapet by 2-3 ft.
- b. The red striping of the southern portion of the building shall be refined to reinforce the Art Deco nature of the building.

General

- c. Coordinate all plans, elevations and details. Any conflicts shall be resolved to the satisfaction of the Director of P&Z.
- d. Locate all roof top units (RTUs) on the roof plan and provide method and details of screening. All RTUs shall be screened from public view and roof top deck.
- e. The retail base shall provide low-level pedestrian-scale lighting as an integral part of the facade design to add nighttime visual interest to the buildings.
- f. Color architectural elevations (front, side and rear) shall be submitted with the final site plan.
- g. Final refinements to the design and materials shall be revised prior to the release of the final site plan to the satisfaction of the Director of P&Z.
- h. Provide large-scale plan/section/elevation drawings of all main entryways, canopies or other special features.
- i. There shall be no ~~visible~~ wall penetrations or louvers for HVAC equipment on the Mount Vernon and East Oxford elevations visible from the street: all such equipment shall be rooftop-mounted. No wall penetrations shall be allowed on the Mount Vernon or East Oxford elevations for kitchen, dryer, water heater, and bathroom vents unless the architect can adequately demonstrate, to the satisfaction of the Director of P&Z, that these systems cannot be vented to the roof. If these vents must penetrate the exterior wall, they shall be minimized to the greatest extent possible and designed into the architecture of the rear of the building to reduce visibility. Otherwise these vents shall be carried through to the roof, and located where they are not visible from the public right-of-way.
- j. Provide detailed design drawings showing all architectural metalwork (balcony, rails, and other building and site elements). (P&Z) (PC)

13. The applicant of any building or structure constructed in excess of 10,000 square feet; or any building or structure which constructs an addition in excess of 10,000 square feet shall contact the City of Alexandria Radio Communications Manager prior to submission of final site plan. The proposed project shall be reviewed for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:
 - a. The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
 - b. The building or structure design shall support minimal signal transmission strength of -95 dBm within 90 percent of each floor area.
 - c. The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.
 - d. The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings. If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager. (Code)

14. The applicant shall hire a LEED certified consultant as a member of the design and construction team. The consultant shall work with the team to incorporate sustainable design elements and innovative technologies into the project so that numerous building components may earn the developer points under the U.S. Green Building Council's system for LEED certification. The applicant shall include sustainable elements in design and construction that are sufficient to meet the requirements for seven (7) LEED Prerequisites and include a minimum of 26 LEED points for New Construction credits. (P&Z) (T&ES)

E. PARKING & LOADING:

15. **[CONDITION AMENDED BY PLANNING COMMISSION]:** The applicant shall provide a parking management plan which outlines mechanisms to maximize the use of the parking by the employees and patrons to the satisfaction of the Directors of P&Z and T&ES, which shall include the following:
 - a. Parking for the project shall be provided on the adjacent existing parking lot at 111 East Oxford Avenue (Lot 501).
 - b. The minimum of 24 parking spaces shall be provided ~~unless the size of the building is reduced to reduce the parking requirement.~~

- c. The parking lot shall consist of asphalt paving and be resurfaced and restriped with the addition of a new curb cut to align with the redesigned parking layout.
 - d. Wheelstops shall be provided for all spaces to prevent overhang into landscaped areas.
 - e. A minimum of four tandem parking spaces shall be provided and signed on-site for employees who drive.
 - f. A parking restriction shall be recorded in Land Records, restricting the use of Lot 501 (111 East Oxford Avenue) to required parking for the subject commercial development. Any changes to the use of the parking lot will require City Council approval.
 - g. The existing alley connection between the two parking lots shall remain. Any plans to close the alley shall require City Council approval.
 - h. The parking lot shall be free parking for the retail use of the building.
 - i. The applicant shall provide on-site or off-site parking for construction workers without charge to the construction workers.
 - j. Approximately 5 parallel parking spaces shall be provided on Mount Vernon Avenue in front of the site.
 - k. The applicant shall provide for signage of one short term (30 min.) parking space on Mount Vernon Avenue in front of the subject property, the location subject to T&ES and P&Z approval at final site plan.
 - l. A designated loading space shall not be permitted to eliminate parking spaces from Mount Vernon Avenue. The applicant shall provide loading zone signage in front of the site that allows one loading space to occupy two parking spaces at times subject to approval of T&ES and P&Z at Final Site Plan.
 - m. It shall be the sole responsibility of the applicant or its successors to enforce all provisions of the parking management plan.
 - n. No vehicular or material storage outdoors shall be allowed on-site upon completion of the development project.
 - o. The applicant agrees to participate in a shared parking program at such time as it is implemented. (P&Z) (PC)
16. Handicap parking spaces for the development shall remain in the same location(s) as on the approved site plan unless approved by the Director of Code Enforcement. Handicap parking spaces shall be properly signed and identified as to their purpose in accordance with the USBC and the Code of Virginia. Ownership and / or control of any handicap parking spaces shall remain under common ownership of the owner's association and shall not be sold or leased to any single individual. Parking within any space identified as a handicap parking space shall be limited to only those vehicles which are properly registered to a handicap individual and the vehicle displays the appropriate license plates or window tag as defined by the Code of Virginia for handicap vehicles. The relocation, reduction or increase of any handicap parking space shall only be approved through an amendment to the approved site plan. Acknowledged by applicant. (Code)

F. HOUSING:

17. In accordance with the City's Affordable Housing Policy, the developer shall make a contribution to the City's Housing Trust Fund equal to \$1.50 per gross square foot of floor area prior to the issuance of the Certificate of Occupancy. (Housing)

G. SITE:

18. As part of the request for a certificate of occupancy permit, the applicant shall submit a building and site location survey to the Department of P&Z for all site improvements. The applicant shall also submit a certification of height for the building as part of the certificate of occupancy for the building. The certification shall be prepared and sealed by a registered architect or surveyor and shall state that the height of the building complies with the height permitted pursuant to the approved development special use permit and that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z)
19. The applicant shall submit a wall check to the Department of P&Z prior to the commencement of framing for the building(s). The building footprint depicted on the wall check shall comply with the approved final site plan. The wall check shall also provide the top-of-slab and first floor elevation as part of the wall check. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the City prior to commencement of framing. (P&Z)
20. Depict and label all utilities and the direction of service openings on above grade utilities such as transformers, telephone, HVAC units, and cable boxes. Specifically indicate perimeter clearance/safety zones on plan drawings for utilities requiring perimeter safety zones, such as transformers. All utilities including but not limited to transformers, telephone and cable boxes shall be screened and shall not be visible from the adjoining streets and shall not conflict with the northern pedestrian connection. As part of the final site plan, the applicant shall coordinate with all applicable utility companies the amount, type, and location of all utilities on the final site plan. If the utilities cannot be located as outlined above, the utilities shall be located underground in vaults. (P&Z) (RP&CA)
21. Provide a lighting plan for the site, including the surface parking lot, with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES & P&Z, in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information;
 - b. A lighting schedule that identifies each type and number of fixtures, mounting height, and strength of fixture in Lumens or Watts;
 - c. Manufacturer's specifications and details for all proposed fixtures; and
 - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite

- side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties. 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 and installation schedule indicating the number of each fixture to be installed. Provide lighting calculations and photometric plan to verify that lighting meets City Standards. Lighting plan should cover site, adjacent right-of-way and properties.
- e. Lighting fixtures shall be setback two feet from back of curb. Provide detailed information indicating proposed light pole and foundation in relationship to adjacent grade or pavement. Street light foundations shall be concealed from view.
 - f. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. Pole mounted light foundations shall be concealed from view.
 - g. Full cut-off lighting shall be used in the parking lot to prevent light spill onto adjacent residential properties. (P&Z) (T&ES) (RP&CA) (Police)
22. The applicant shall prepare and submit a plan that delineates a detailed construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES, and Code Enforcement prior to the release the final site plan. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. Copies of plans showing the hauling route, construction worker parking, and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z) (T&ES)
23. The applicant shall identify a person who will serve as a liaison to the community throughout the duration of construction. The applicant shall develop a plan of communication with the community in consultation with the Departments of P&Z and T&ES. The name and telephone number of this individual shall be provided in writing to residents, property managers, and business owners whose property abuts the site, and to the Directors of P&Z and T&ES. (P&Z)(T&ES)
24. A temporary informational sign shall be installed on the site prior to the approval of the final site plan for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z)(T&ES)

25. The subdivision plats, easements and/or dedication shall be submitted as part of the submission for first final site plan and shall be approved and recorded prior to the release of the final site plan. (P&Z)
26. Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process. Acknowledged by applicant. (Code)
27. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
28. All private utilities shall be located outside of the public right-of-way and public utility easements. (T&ES)
29. Show all existing and proposed public and private utilities with ownership and easements. (T&ES)
30. Applicant shall underground all utilities serving the site and surface parking lot. (T&ES)
31. No major construction staging will be allowed from Mt. Vernon Avenue. Applicant to meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES)
32. Any structural elements that extend into, including footings, foundations, etc., must be approved by the Director of T&ES. (T&ES)
33. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of C&I prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
34. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owner's other agent shall implement a waste and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of Transportation and

Environmental Services and Code Enforcement. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)

35. Due to historic uses at the site and potential for contamination, the following condition shall be included:
 - a. The Applicant shall design and install a vapor barrier and ventilation system for buildings in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Enforcement. (T&ES)

36. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
 - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "Clean" backfill shall be used to fill utility corridors
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.

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

37. The Applicant shall control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

38. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

39. Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)

40. Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
41. Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer outfall as per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
42. All stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
43. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
44. In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. (T&ES)
45. All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
46. The applicant shall show location of the solid waste disposal and the turning movements of a trash truck. (T&ES)
47. The developer agrees to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to a refuse disposal facility designated by the Director of T&ES. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)

48. The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "*Solid Waste and Recyclable Materials Storage Space Guidelines*", or to the satisfaction of the Director of Transportation & Environmental Services. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)
49. No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways.
50. All driveway entrances, sidewalks, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
51. A minimum of 30 feet separation between beginning of street corner radius and any driveway apron radius shall be maintained. Additional curb cuts at this location are not recommended since these will impede traffic flow. (T&ES)
52. If the curb, gutter, and side walk are in a state of disrepair adjacent to the proposed development or are damaged during construction then the applicant shall repair the same to the satisfaction of Director, Transportation and Environmental Services (T&ES). All improvements to the City's, including but not limited to, curb, gutter, sidewalk, and driveway aprons, and patch work required for utility installation, etc., shall be designed and constructed as per the City of Alexandria standards and specifications. (T&ES)
53. The applicant shall be responsible for construction/installation of missing or upgrading the existing public infrastructure, including but not limited, to streets, alleyways, sewers, street lighting, traffic and pedestrian signals, sidewalks, curb and gutter, and storm water drop inlet structures. (T&ES)
54. 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)
55. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
56. Show turning movements of standard vehicles in parking lots. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)

H. STORMWATER:

57. The project site lies within The Four Mile Run watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed the existing runoff quantities for the 2-year, 10-year, and 100-year storm events. (T&ES)
58. The storm water collection system is located within the Four Mile Run watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
59. The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. Any deviation from these requirements must be addressed by the submission of a formal exception letter to the City of Alexandria as described in Memorandum to Industry #2002-0001. (T&ES)
60. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMP's and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)
61. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES)
62. The Applicant shall submit a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.
63. The Applicant/Owner shall be responsible for installing and maintaining storm water Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three years and

develop an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City.

64. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the Division of Environmental Quality on digital media. (T&ES)
65. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations and that they are functioning as designed and are unaffected by construction activities. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. (T&ES)
66. A security survey is to be completed for any construction trailers that are placed on the site. This is to be completed as soon as the trailers are placed on site by calling the Community Relations Unit at 703- 838-4520. (Police)

Special Use Permits and Modifications Requested by the Applicant and Recommended by Staff:

1. Development Special Use Permit for form based development.
2. Special Use Permit for a parking reduction to eliminate on-site loading space.
3. Modification to reduce vision clearance.
4. Modification to reduce front setback from 10 feet to 8 feet for stair tower.

Staff Note: In accordance with Section 11-418 of the Zoning Ordinance, construction or operation shall be commenced and diligently and substantially pursued within 18 months of the date of granting of initial city council approval of the plan or the development site plan shall become void.

CITY DEPARTMENT CODE COMMENTS

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

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 utilities serving this site to be underground.
- C-7 Provide site lighting plan.
- C-8 Provide a phased erosion and sediment control plan consistent with grading and construction plan.
- C-9 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (Site Plans)
- C-10 Recycling Condition: The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)
- C-11 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-12 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.

- C-13 The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management.
- C-14 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law.
- C-15 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF.
- F-1 Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F-2 The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F-3 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F-4 Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F-5 All storm sewers shall be constructed to the City of Alexandria standards and specifications. The minimum diameter for storm sewers shall be 18-inches in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead shall be 15". The acceptable pipe material will be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. For roof drainage system, Polyvinyl Chloride (PVC) ASTM 3034-77 SDR 35 and ASTM 1785-76

Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.5 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES) *[Include this condition on all plans.]*

- F-6 All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. The minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6". The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM 3034-77 SDR 35, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); however, RCP C-76 Class III pipe may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Lateral shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES) *[Include this condition on all plans.]*
- F-7 Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.
- F-8 Maintenance of Vertical Separation for Crossing Water Main Over and Under a Sewer: When a water main over crosses or under crosses a sewer then the vertical separation between the bottom of one (i.e., sewer or water main) to the top of the other (water main or sewer) shall be at least 18"; however, if this cannot be achieved then both the water main and the sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete.
- F-9 No pipe shall pass through or come in contact with any part of sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place.

- F-10 Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. Sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities.

Code:

The following are repeat comments. Updated comments are in **BOLD**.

- F-1 The height of the proposed structure shall remain under 50 feet or ladder truck access will be required to the front and rear of the structure. Acknowledged by applicant.
- F-2 The open three story atrium shall comply with egress and smoke control requirements of the USBC. Acknowledged by applicant.
- F-3 The plans suggest window and balconies along the South face of the structure within 5 feet of the interior lot line. Windows and openings on the building face shall comply with C-9 below. Acknowledged by applicant.
- C-1 Provide two Siamese connections located to the satisfaction of the Director of Code Enforcement. Acknowledged by applicant.
- C-2 A separate tap is required for the building fire service connection. Acknowledged by applicant.
- C-3 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). Acknowledged by applicant.
- C-4 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor ; e) fire protection plan. Acknowledged by applicant.
- C-5 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within on hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. Acknowledged by applicant.
- C-6 A soils report must be submitted with the building permit application.

- C-7 Prior to submission of the Final Site Plan #1, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. Acknowledged by applicant.
- C-8 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 119.0. Acknowledged by applicant.
- C-9 All exterior walls within 5 feet from an interior property line shall have a fire resistance rating of 1 hour, from both sides, with no openings permitted within the wall. As alternative, a 2 hour fire wall may be provided. The south face of the building shall comply with this requirement. Acknowledged by applicant.
- C-10 This structure contains mixed use groups [M, Mercantile; R, Residential; S-2, Low-Hazard Storage (public garage, group 2) and is subject to the mixed use and occupancy requirements of USBC.
- C-11 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Acknowledged by applicant.
- ~~C-12 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system (USBC 903.2.11). **Underground Parking Structure eliminated, Comment deleted.**~~
- ~~C-13 The public parking garage floor must comply with USBC 406.2.6 and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code (USBC 2901). This parking garage is classified as an S-2, Group 2, public garage. **Underground Parking Structure eliminated, Comment deleted.**~~
- ~~C-14 Enclosed parking garages must be ventilated in accordance with USBC 406.4.2. **Underground Parking Structure eliminated, Comment deleted.**~~
- C-15 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers. Acknowledged by applicant.
- C-16 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. Acknowledged by applicant.
- C-17 Guardrail height and openings must comply with USBC 1012.2 and 1012.3.**
- C-18 Prior to submission of the Final Site Plan #1, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered.**

Police Department:

- F-1 There are five proposed secondary entrances in the rear of the building. The adequacy of lighting and security for these entrances is an issue especially since they will have less natural surveillance.

The parking area will also have limited natural surveillance. Protection of employees, patrons, and vehicles will require proper lighting. Also, the parking lot area will need to have the capability of being surveilled by patrolling police vehicles on E. Oxford Avenue.

Therefore, it is recommended that the applicant at least meet the lighting standard set by Transportation & Environmental Services. The Alexandria Lighting Standard set by T&ES for "office and multi-family" parking area uniformity is 1.0 footcandle minimum maintained. **The lighting should be consistently uniformed throughout the parking lot and on the periphery.**

Historic Alexandria (Archeology):

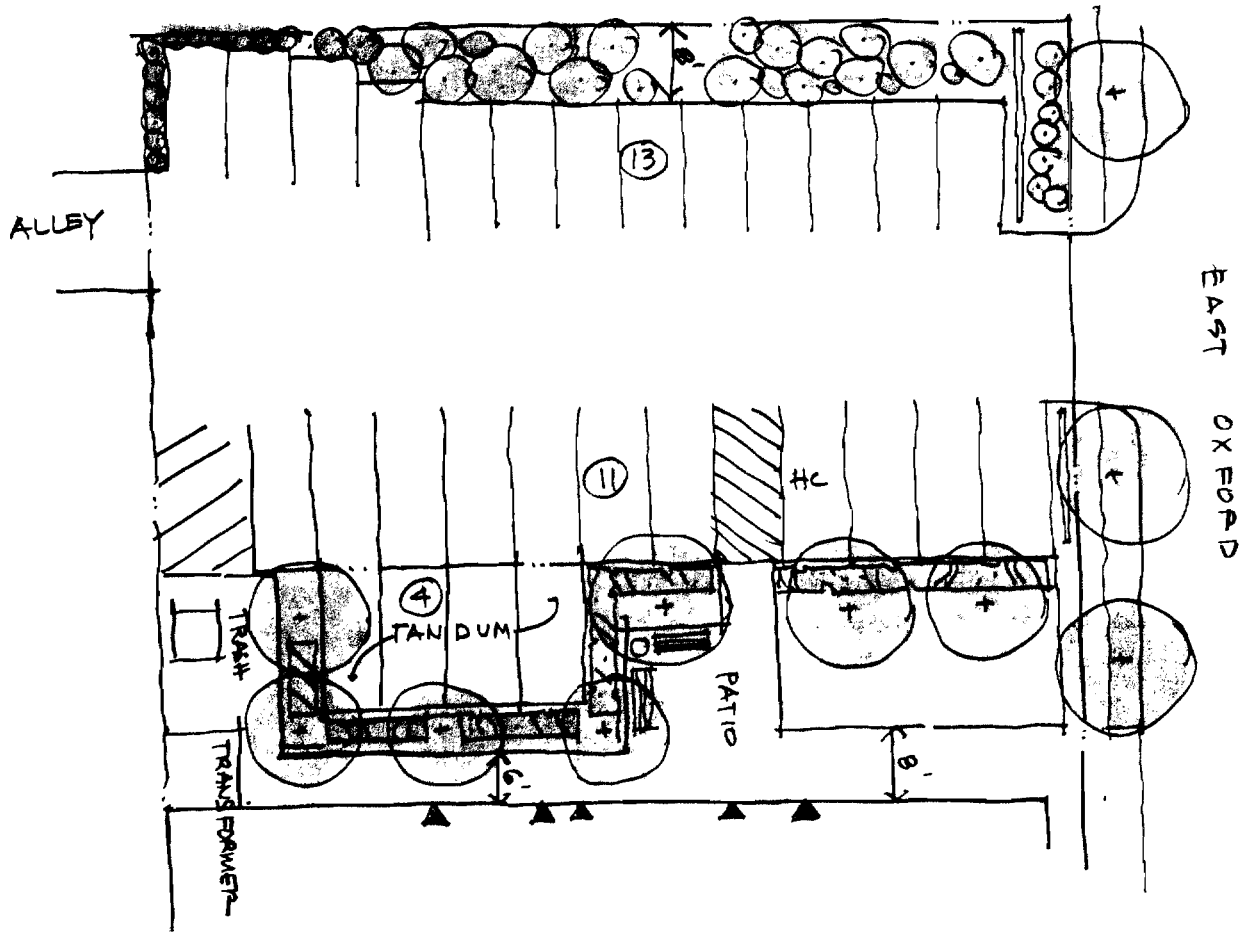
- F-1 There is low potential for significant archaeological resources to be disturbed by this project. No archaeological action is required.

Health Department:

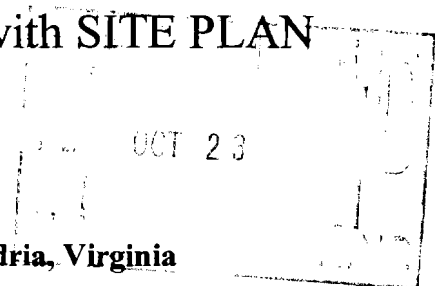
- C-1 An Alexandria Health Department Permit is required for all regulated facilities.
- C-2 Permits are non-transferable.
- C-3 Permits must be obtained prior to operation.
- C-4 Five sets of plans are to be submitted to and approved by this department prior to construction of any facility regulated by the health department.
- C-5 Plans for food facilities must comply with the Alexandria City Code, Title 11, Chapter 2, Food and Food Establishments. There is a \$135.00 fee for review of plans for food facilities.
- C-6 Pool plans must comply with Title 11, Chapter 11, Swimming Pools. Tourist establishment pools must have six (6) sets of plans submitted.
- C-7 Personal grooming facilities must comply with Title 11, Chapter 7, Personal Grooming Establishments.
- C-8 Tanning Salons must meet State Code Title 59.1, Chapter 24.1, Tanning Facilities.

- C-9 Massage facility plans must comply with Title 11, Chapter 4.2, Massage Regulations. All massage therapists must possess a current massage therapist certification, issued by the Commonwealth of Virginia in accordance with the Code of Virginia Chapter 599, § 54.1-3029 and must possess an Alexandria Massage permit in accordance with Alexandria City Code Title 11, Chapter 4.2 prior to engaging in any massage activity.
- C-10 Coin-operated dry cleaning facility plans must comply with Title 9, Chapter 4, Coin operated Dry Cleaning Establishments.
- C-11 Coin-operated laundry plans must comply with Title 9, Chapter 5, Coin Operated Laundries.
- C-12 Hotels/Motels must comply with State Code 35.1, Hotels, Restaurants, Summer Camps, and Campgrounds.
- C-13 Provide a menu or list of foods to be handled at this facility to the Health Department prior to opening.
- C-14 Food must be protected to the point of service at any outdoor dining facility.

ATTACHMENT #1



**APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP #2006-0019**



PROJECT NAME: 2312 Mount Vernon Avenue

PROPERTY LOCATION: 2312 Mount Vernon Avenue, Alexandria, Virginia

TAX MAP REFERENCE: 34.02 08 08

ZONE: CL/MVAUOZ

APPLICANT NAME: Shops at Del Ray, LLC, a Virginia limited liability company

ADDRESS: 8617 Yardley Drive, Alexandria, Virginia 22308

PROPERTY OWNER NAME: Rafat Mahmood and Shaista Mahmood

ADDRESS: 4290 Neitzey Place, Alexandria, Virginia 22309

SUMMARY OF PROPOSAL: DSUP to construct a retail and office mixed use building under the form based development standards of the Mount Vernon Avenue Urban Overlay Zone.

MODIFICATIONS REQUESTED: (1) Reduction of the one (1) §8-200(B) required off-street loading and unloading requirement; (2) Waiver of the Mt. Vernon Avenue highway setback requirement §7-1006(A); and (3) Waiver of the Vision Clearance setback requirements of § 7-800.

SUP's REQUESTED: (i) §6-606(E) (3)(b) form based development SUP for retail and office building; and (ii) reduction of required onsite loading and unloading space for retail portion of the project §8-200(B).

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

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 their knowledge and belief.

Land, Clark, Carroll, Mendelson & Blair, P.C.

Duncan W. Blair, Esquire

Print Name of Applicant or Agent

Signature

524 King Street

Mailing/Street Address

(703) 836-1000

Telephone #

(703) 549-3335

Fax #

dlbair@landclark.com

E-mail:

Alexandria, Virginia 22314

City and State

Zip Code

June 15, 2007, revised August 27, 2007

Date

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

Application Received: _____

Received Plans for Completeness: _____

Fee Paid & Date: \$ _____

Received Plans for Preliminary: _____

Legal Advertisement: _____

Property Placard: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

Development Special Use Permit with Site Plan (DSUP) # _____

All applicants must complete this form.

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

1. The applicant is (*check one*):

- Owner Contract Purchaser
 Lessee or 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.

Shops at Del Ray, LLC is a Virginia limited liability company. The individuals owning an interest in excess of ten percent (10%) in the limited liability company are: Rafat Mahmood, Erik Dorn, Martin Youmans and Joseph Collum.

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

- Yes. Provide proof of current City business license
 No. The agent shall obtain a business license prior to filing application, if required by the City Code.

NARRATIVE DESCRIPTION

2. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City 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. (Attach additional sheets if necessary)

Shops at Del Ray, LLC, a Virginia limited liability company (the "Applicant") is requesting a Development Special Use Permit with Site Plan to construct a two story mixed use office and retail building on Mount Vernon Avenue pursuant to the form based development standards of §6-606(E)(3)(b) of the Alexandria Zoning Ordinance, 1992, as amended.

Development Special Use Permit with Site Plan (DSUP) # _____

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

Not applicable.

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

Not applicable.

5. Please describe the proposed hours and days of operation of the proposed use:

Day:

Hours:

Not applicable.

6. Please describe any potential noise emanating from the proposed use:

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

Not applicable.

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

It is not anticipated that noise levels will exceed permitted levels under the Alexandria City Code.

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

It is not anticipated that offensive odors will emanate from the proposed office or retail use of the property.

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

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

The type of trash and garbage will be that generally associated with office and retail use.

Development Special Use Permit with Site Plan (DSUP) # _____

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

The volume of trash and garbage will be that generally associated with office and retail use.

- C. How often will trash be collected?

Trash, garbage and recyclable materials will be collected by commercial trash collectors contracted for by the building management or individual tenants.

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

Not applicable.

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:

Small quantities of cleaning solvents generally recognized to be appropriate for use by restaurants in the operation of the business will be stored, used as solvents and disposed of in accordance with applicable regulations.

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 quantities of organic compounds generally recognized to be appropriate for use by restaurants in the operation of the business will be stored, used and disposed of in accordance with applicable regulations.

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

Not applicable.

ALCOHOL SALES

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

Yes. No.

If yes, describe alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales. Existing uses 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. Please provide information regarding the availability of off-street parking:

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

As modified by §6-600(E)(3)(b)(2) of the Ordinance twenty-three (23) parking spaces are required.

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

- _____ Standard spaces
- _____ Compact spaces
- _____ Handicapped accessible spaces
- _____ Other
- _____ Total

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

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

The existing surface parking facility on Tax Parcel 34.02 08 07 immediately abutting the western boundary of the property.

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

Development Special Use Permit with Site Plan (DSUP) # _____

- 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. Please provide information regarding loading and unloading facilities for the use:

- A. How many loading spaces are required for the use, per section 8-200 (B) of the Zoning ordinance? **One (1)**

- B. How many loading spaces are available for the use? **None.**

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

The Applicant proposes the establishment of an unloading/loading zone in the front of the building in the area of existing curb cuts for the use of all the businesses on the 2300 block of Mount Vernon Avenue.

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

Normal business hours.

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

It is not anticipated that the use of the Property for retail and office will generate extraordinary demands requiring a dedicated loading and unloading space.

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 is adequate and no street improvements are required.

NOTE: THE RESPONSES TO QUESTIONS 3 – 13 DO NOT ADDRESS THE USE CHARACTERISTICS FOR FUTURE TENANTS OF THE RETAIL SPACE.



APPLICATION - SUPPLEMENTAL

PARKING REDUCTION

Supplemental information to be completed by applicants requesting special use permit approval of a reduction in the required parking pursuant to section 8-100(A)(4) or (5).

1. Describe the requested parking reduction. (e.g. number of spaces, stacked parking, size, off-site location)

The Applicant is requesting a special use permit to reduce the number of onsite loading and unloading spaces for the approximately six thousand square feet of retail in the proposed mixed use building from one (1) space to zero (0) spaces.

2. Provide a statement of justification for the proposed parking reduction.

The inclusion of a loading and unloading space would diminish the amount of open space provided at the rear of the property and alter the architectural character of the building. Given the limited amount of retail space, deliveries can be accommodated either with delivery vehicles using a dedicated loading zone on Mt. Vernon Avenue shared by all commercial uses, or on the surface parking lot adjacent to the west.

3. Why is it not feasible to provide the required parking?

The size of a required loading space 25 feet in length, 12 feet in width, and 14 feet in height cannot be accommodated on the property.

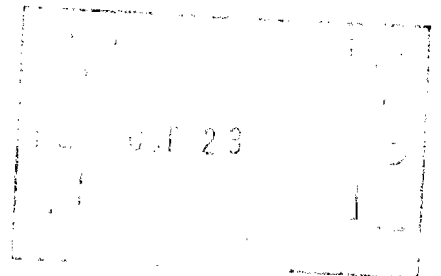
4. Will the proposed reduction reduce the number of available parking spaces below the number of existing parking spaces?

Yes. No.

5. If the requested reduction is for more than five parking spaces, the applicant must submit a **Parking Management Plan** which identifies the location and number of parking spaces both on-site and off-site, the availability of on-street parking, any proposed methods of mitigating negative affects of the parking reduction.

6. The applicant must also demonstrate that the reduction in parking will not have a negative impact on the surrounding neighborhood.

1 49



City of Alexandria, Virginia

MEMORANDUM

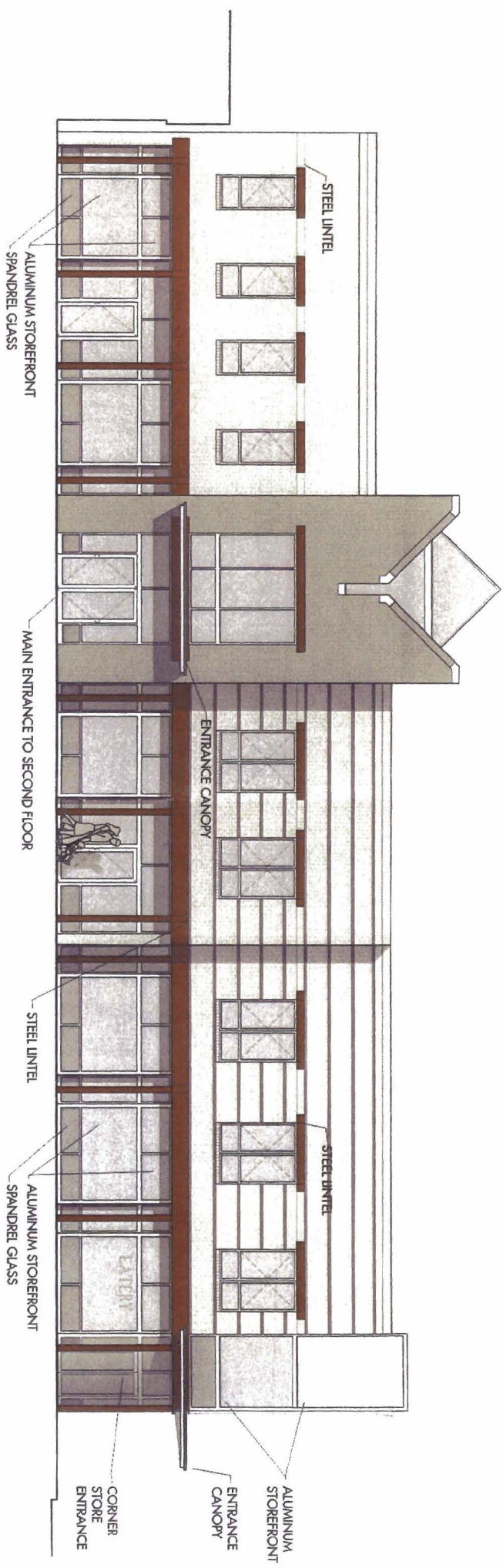
DATE: DECEMBER 4, 2007

TO: CHAIRMAN AND MEMBERS OF THE PLANNING
COMMISSION

FROM: FAROLL HAMER, DIRECTOR *FH*
DEPARTMENT OF PLANNING AND ZONING

SUBJECT: 2312 MT VERNON AVENUE (DSUP2006-0019)
REVISED ELEVATIONS

Attached are the front and side elevations dated November 15, 2007 referenced in condition #12. The elevations were revised to address comments made by staff and the community.



EAST BUILDING ELEVATION (OPTION 3)

MIXED USE DEVELOPMENT 2312 MT. VERNON AVENUE

51

SCALE: 1/8" = 1'-0"
 DATE: 11.15.07



NORTH BUILDING ELEVATION (OPTION 3)

MIXED USE DEVELOPMENT 2312 MT. VERNON AVENUE

SCALE: 1/8" = 1'-0"
DATE: 11.15.07

LAND, CLARK, CARROLL, MENDELSON & BLAIR, P.C.

Attorneys & Counsellors at Law

524 KING STREET
ALEXANDRIA, VA 22314

Copies to: Jeff
Gary
Kristen
Farrell

H. CARTER LAND, III
JAMES C. CLARK
F. ANDREW CARROLL, III
RICHARD S. MENDELSON
DUNCAN W. BLAIR

(703) 836-1000

FACSIMILE
(703) 549-3335

MAILING ADDRESS:
P.O. Box 19888
ALEXANDRIA, VIRGINIA 22320-0888

November 29, 2007

PC Docket Item # 8
Case # DEUP 2006-0019

Mr. Eric R. Wagner, Chairman
Members of the Alexandria Planning Commission
Department of Planning & Zoning
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

DELIVERED BY HAND

**In re: 2312 Mt. Vernon Avenue
Development Special Use Permit #2006-0019
December 4, 2007 Planning Commission Hearing, Docket Item No. 8**

Dear Chairman Wagner and Members of the Commission:

I am writing on behalf of our client, Shops At Del Ray, LLC, a Virginia limited liability company, the applicant in the above-referenced case, to request three modifications to the conditions set forth in the staff report. These amendments to the published conditions have been discussed and agreed to by the Department of Planning and Zoning.

The amendments are:

1. Condition 1(k) shall be revised as follows: "Provide a public art sculpture along Mount Vernon Avenue to be selected in consultation with the neighbors and the Public Art Committee, to the satisfaction of the Directors of T&ES and P&Z, or to incorporate decorative art into the design of the tower at the corner of Mount Vernon Avenue and East Oxford Avenue. The installation and maintenance of the public art shall be the responsibility of the developer/property owner."
2. Condition 11(a) shall be revised as follows: "A minimum [14 ft.] 13 ft. floor to floor height."

Mr. Eric R. Wagner, Chairman
Members of the Alexandria Planning Commission
Department of Planning & Zoning
November 29, 2007
Page -2-

3. Condition 12(i) shall be revised as follows: "There shall be no visible wall penetrations or louvers for HVAC equipment on the Mount Vernon and East Oxford elevations from the street: all such equipment shall be rooftop-mounted. No wall penetrations shall be allowed in the Mount Vernon or East Oxford Street elevations for kitchen, dryer, water heater, and bathroom vents unless the architect can adequately demonstrate, to the satisfaction of the Director of P&Z, that these systems cannot be vented to the roof. If these vents must penetrate the exterior wall, they shall be minimized to the greatest extent possible and designed into the architecture of the rear of the building to reduce visibility. Otherwise these vents shall be carried through to the roof, and located where they are not visible from the public right-of-way."

If there are any specific questions concerning these modifications, I will be glad to address them at the public hearing.

Very truly yours,



Duncan W. Blair

DWB:kl\WagnerEric-2312MtVernon 112907

cc: Erik Dorn, via e-mail
Gary Wagner, via e-mail
Amy Slack, via e-mail

December 2, 2007

Alexandria Planning Commission Members
301 King Street
Alexandria, VA 22314

Dear Planning Commission Members:

During my 11 years as a Del Ray resident, I have seen the neighborhood transform into a lively and very desirable place to live. I am grateful for the fact that there are unique shops and businesses that are so close to my home. I am happy to see that the property at 2312 Mt. Vernon Avenue (SUP 2006-19) will be redeveloped to provide additional retail and office space. I have reviewed the staff report and am concerned about the condition 15L that states:

A designated loading space shall not be permitted to eliminate parking spaces from Mount Vernon Avenue. The applicant shall provide loading zone signage in front of the site that allows one loading space to occupy two parking spaces at times subject to approval of T&ES and P&Z at Final Site Plan.

I do not support on-street loading zones for the following reasons:

1. Safety – Loading from the street causes impacts both pedestrian and automobile safety. I have heard from merchants in Del Ray that they have little influence over delivery times for some distributors. The distributors are subject to the unpredictable traffic like everyone else and cannot always make a delivery during the designated times. When the distributor arrives, and the loading zone is not available, they park the truck in the right-of-way and unload. Cars attempting to pass them cannot see around them. Drivers cannot see pedestrians attempting to walk across the road when they are blocked by a large truck. I will refrain from naming businesses where this currently happens, but I see it happen often.
2. Businesses prefer to receive deliveries at rear entrances – Most food-related businesses prefer to bring in deliveries from the rear of their buildings and not from the front. If deliveries were made from Mt. Vernon Ave, they would likely be brought in through the front door, tracking in dirt and disrupting patrons. Furthermore, if deliveries are made in the rear, they can be un-boxed and the boxes can be left in the rear for trash pickup or recycling.
3. Loading zones detract from the charm of Mt. Vernon Ave – The area where this new building will be built gets a lot of pedestrian traffic with the coffee shop, custard shop, and farmer's market. Trucks in a loading zone will be disruptive and detract from the charm of Mt. Vernon Ave.
4. The rear parking lot of the building will require enough space for a trash truck to pick up trash. This space could be combined with a loading zone.

On-street loading zones are currently a problem in Del Ray. Please do not continue the problem by allowing this development to establish a loading zone on the street.

December 3, 2007

Sincerely,

Sarah Haut
228 E. Nelson Ave
Alexandria, VA 22301

56

Del Ray Citizens Association

Established 1954
delraycitizens@yahoo.com

P.O. Box 2233, Alexandria, VA 22301
<http://www.delraycitizen.org>

December 4, 2007

PC Docket Item # B
Case # DSUP 2006-0019

Faroll Hamer, Director of Planning and Zoning
City Hall, Room 2300
Alexandria, VA 22314

Subject: DSUP# 2006-0019; Shops at Del Ray, LLC at 2312 Mount Vernon Avenue

Dear Ms Hamer,


I'll begin by saying the Land Use committee is appreciative for the November 19 meeting invitation; an opportunity to sit down with Mr. Blair, Mr. Ritter, Ms. Wasowski, Mr. Farner, Mr. Wagner, and yourself to find solutions to our concerns and outstanding disagreements as outlined in our November 2, 2007 Memorandum. I am confident that any remaining concerns will be resolved with an equal deft of mind. I address these concerns below, in order of their appearance under Section E, Parking and Loading, Condition 15.

Condition 15b. The minimum of 24 parking spaces shall be provided unless the size of the building is reduced to reduce the parking requirement.

We ask the italicized portion of the statement to be stricken.

The parking lot at 111 East Oxford has provided a minimum of 24 off-street commercial parking spaces for a goodly number of years. The business community had come to depend on the availability these spaces as a means of satisfying SUP requirements for parking reductions (see Table #4, page 14). The Mount Vernon Avenue Business Plan is generous in respect to parking reductions for Tier 2 development projects and calls for a shared parking program.

We fear the envisioned shared parking program most likely will never come to fruition without the City's fiscal assistance. With so few locations or opportunities to add to the off-street parking stock, we believe that when an opportunity arises we should preserve existing available stock.



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1908 - 2008

57

Subject: DSUP# 2006-0019; Shops at Del Ray, LLC at 2312 Mount Vernon Avenue

Condition 15h. The parking lot shall be free parking for the retail use of the building.

We ask for a modification of the condition to clarify the allowable uses as underlined below:

The parking lot shall be free parking for the retail and office tenant use of the building.
Delivery loading/unloading for tenant uses shall be allowed in the lot, either in a designated space or in the drive aisle between the hours of 7:00 AM and 8:00 PM.

In their report, staff analysis allocates 17 spaces for retail uses and 7 spaces for office uses. And on November 19 the parties agreed to allow deliveries to occur in the drive aisle during reasonable hours. The Land Use committee remains committed to providing all delivery activity on-site. By clarifying the type and hours deliveries may be made, we hope to provide basic services and flexibility to future tenants, reduce conflicts between business and residential communities, and curtail the current Washington Post carriers' practice of unloading/loading newspapers at 4:30 AM.

Condition 15i. A designated loading space shall not be permitted to eliminate parking spaces from Mount Vernon Avenue. The applicant shall provide loading zone signage in front of the site that allows one loading space to occupy two parking spaces at times subject to approval of T&ES and P&Z at Final Site Plan.

We request a denial of the waiver for a loading space reduction.

A most recent change made to the proposal is quite similar to a recommendation Land Use committee made during early discussions. We recommended elimination of an open space/seating area adjacent to the refuse collection area that did not contribute to open space visible from Mt. Vernon Avenue. Staff now recommends this area accommodate four tandem parking spaces. We believe a portion, albeit not meet the technical requirement, could accommodate a modest on-site loading zone. Our reasoning remains firmly rooted that projects considered under form-based zoning must strictly adhere to the requirements and that on-site loading is a requirement (See our November Memorandum, Summary, paragraphs 4 and 5).

Del Ray Citizens Association
Page 3 of 3

December 4, 2007

Subject: DSUP# 2006-0019; Shops at Del Ray, LLC at 2312 Mount Vernon Avenue

Finally, I have few miscellaneous comments or requests.

I ask for two new conditions typically found but missing here:

Condition 15n. No vehicular or material storage outdoors shall be allowed on-site upon completion of the development project.

Condition 15o. The applicant agrees to participate in a shared parking program at such time as it is implemented.

At the request of the Farmers' Market vendors, I request that no restrictions be imposed preventing the applicant or tenants from providing lavatory facilities to the public.

I ask that when staff considers other sites that they consult with civic groups* earlier in the process. (*DRCA, PWBA, Mt. Vernon Avenue Implementation Work group, AlexRide)

I ask that the community of civic groups be consulted with and included in deciding proposed short-term parking, public art concepts, pedestrian improvements, and bicycle amenity, to include placement location.

The Shops at Del Ray project is of particular importance as it is a prominent location in the Historic Core of Del Ray and is one of the first to fall under the Overlay zone. The precedent set in this case has implications for development or redevelopment of similar properties.

We look forward to an outstanding project.

Thank you for your consideration.

Sincerely,
Amy Slack
Co-Chair
Land Use Committee

cc:
Jeff Farmer, Development Division Chief
Planning Commission
Duncan Blair, Land, Clark, Carroll Mendelson & Blair, PC

150

THE APPLICANT ^{tenants} AGREES TO PARTICIPATE IN A SHARED PARKING AND COORDINATED LOADING PROGRAMS AT SUCH TIME AS THEY ARE IMPLEMENTED.

15p.

AND REMVES THE APPLICANT SHALL COORDINATE WITH ITS VENDORS TO ENSURE THAT ITS VENDORS DELIVER WITHIN THE PERMITTED LOADING TIMES.

15g

THE APPLICANT SHALL PROVIDE AN ON SITE ~~SPACE~~ ~~SUPERVISOR~~ LOADING AREA ~~SUPERVISOR~~ OF A SUFFICIENT SIZE FOR SMALLER DELIVERY VEHICLES TO THE SATISFACTION OF DIRECTORS OF P&Z TIES.

Del Ray Citizens Association ¹⁵/₁₂₋₁₅₋₀₇

Established 1954
delraycitizens@yahoo.com

P.O. Box 2233, Alexandria, VA 22301
<http://www.delraycitizen.org>

December 14, 2007

Mayor William Euille
Honorable Members of City Council
City Hall, Room 2300
Alexandria, VA 22314

Subject: DSUP# 2006-0019; Shops at Del Ray, LLC at 2312 Mount Vernon Avenue

Dear Mayor Euille and Honorable Members of Council,

I write on behalf of the Del Ray Citizens Association concerning the subject SUP. At our regular membership meeting we voted to support the project with 3 modified or new conditions concerning the parking lot at 111 E. Oxford Avenue.

Staff Condition 15h. The parking lot shall be free parking for the retail use of the building.

We request the condition be modified as underlined below:

New Condition 15h The parking lot shall be free parking for the retail and office tenant use of the building.

Staff Condition 15h implies that the applicant may charge office tenants a separate parking fee.

In addition to public transit use, we encouraged employers to provide off-street parking to their employees. Should the building owner be allowed to charge an additional fee it may discourage commuting employees from affording off-street parking.

I believe staff and the applicant have agreed to this change.

Staff Condition 15l. A designated loading space shall not be permitted to eliminate parking spaces from Mount Vernon Avenue. The applicant shall provide loading zone signage in front of the site that allows one loading space to occupy two parking spaces at times subject to approval of T&ES and P&Z at Final Site Plan.

We request a denial of the waiver for a loading space reduction. We believe the application should provide a greater degree of compliance in accordance with City ordinance.

Alexandria Zoning Ordinance Section 8-200(B) calling for "adequate off-street space for standing, loading, and unloading purposes" on the same premises with every building or

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1908 - 2008*

structure erected and occupied by retail and restaurant uses, was adopted by City Council in 1963.

The Mt. Vernon Urban Overlay Zone stressed that an application "shall meet or exceed each of the standards and guidelines fully, specifically and rigorously". Failure would result in denial unless a deviation was approved by City Council. A deviation from any standard "shall be explained in narrative as well as graphic form and supported by design and rationale demonstrating that the proposal achieves the goals of the Mount Vernon Avenue Business Area Plan to the same extent as a strict compliance with the standard and/or guideline from which the deviation is requested."

Staff has not met the criteria set. They fail to adequately explain how this will achieve the goals of the Mount Vernon Area Business Plan or demonstrate how the deviation, a loading zone in front of the building occupying 40' - the equivalent of two parking spaces - between 6:00 a.m. and 8:00 a.m., will accommodate delivery arrivals, frequency, duration, vehicle size needed to support retail and restaurant uses proposed for the site.

The parking lot at 111 East Oxford has provided a minimum of 24 off-street commercial parking spaces for a number of years. The business community had come to depend on the availability these spaces as a means of satisfying SUP requirements for parking reductions and for use by small delivery vehicles.

While we have no objection to reasonably early morning deliveries occurring on-street, LUC does object to intensification of deliveries made on Mt. Vernon Avenue during regular business hours when it is feasible to offer an alternative on-site.

We prefer an area where staff now recommends four tandem parking spaces. We believe a portion of the area could accommodate a modest on-site loading zone, albeit not meet the technical requirement of 12' x 25', and could double as employee parking during the evening hours. It is important to plan the area, design accordingly, and construct appropriately.

New Condition 15p. Delivery loading/unloading for tenant uses shall be allowed in the lot, either in a designated space or in the drive aisle between the hours of 7:00 a.m. and 8:00 p.m.

In their report, staff describes the existing parking lot at 111 E. Oxford. Their analysis allocates 17 spaces for retail uses and 7 spaces for office uses. In addition, 4 tandem spaces are created between the rear of the building and the parking lot. Twenty-eight spaces in total are available for full or partial use.

Del Ray Citizens Association

December 14, 2007

Page 3 of 3

Subject: DSUP# 2006-0019; Shops at Del Ray, LLC at 2312 Mount Vernon Avenue

Located west of the parking lot is a single-family residence. Staff has required the applicant to create a landscape buffer between the parking lot and adjacent residential uses. At the Planning Commission hearing, Chairman Wagner cited the ongoing conflict between Mancini's Restaurant and the adjacent residential neighbor concerning deliveries to the rear door of the restaurant as reason to approve staff's recommendation for an on-street loading zone. We disagree. We believe the landscape buffer and increased distance from adjacent residential makes a significant difference from Mancini's situation.

Plus, our recommendation clarifies both the types of and hours which deliveries may be made, provide business with convenience and basic services, flexibility for future tenants, to reduce conflicts and misunderstandings between business and adjacent residents, and curtail undesirable uses such as a current one - Washington Post carriers' practice of unloading/loading newspapers at 4:30 AM.

The Shops at Del Ray project is of particular importance as it is a prominent location in the Historic Core of Del Ray and is one of the first to fall under the Overlay Zone. The precedent set in this case has implications for development or redevelopment of similar properties.

We look forward to an outstanding project.

Thank you for your consideration.

Sincerely,

Amy Slack

Co-Chair

Land Use Committee

cc:

Faroll Hamer, Director, Planning and Zoning

Rich Baier, Director, Transportation and Environmental Services

Duncan Blair, Land, Clark, Carroll Mendelson & Blair, PC

15

12-15-07



<hautsl@yahoo.com>

12/12/2007 12:20 PM

Please respond to
<hautsl@yahoo.com>

To <alexvamayor@aol.com>, <timothylovain@aol.com>, <councilmangaines@aol.com>, <council@krupicka.com>, <delpepper@aol.com>, <paulcsmedberg@aol.com>

cc

bcc

Subject COA Contact Us: 2312 Mt. Vernon Ave



Time: [Wed Dec 12, 2007 12:20:16] IP Address: [63.162.143.5]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Sarah
Last Name: Haut
Street Address: 228 E. Nelson Ave
City: Alexandria
State: VA
Zip: 22301
Phone: 703-838-9060
Email Address: hautsl@yahoo.com
Subject: 2312 Mt. Vernon Ave

Dear Mayor Euille, Vice Mayor Pepper and Council Members,

As an 11 year resident of Del Ray, I have seen it transform into a vibrant neighborhood with a unique core retail district. The retail district will soon be augmented with another building that will house retail and offices. While I support the new building that is being proposed for 2312 Mt. Vernon Ave, I do not support what the planning commission has approved for the loading zone.

The staff report calls for a loading zone on Mt. Vernon Ave that is available during certain hours of the day, and then open for parking the remaining hours of the day. The time window for the loading zone is 6:00 AM to 8:00 AM.

I have the following concerns regarding the proposed loading zone:

- 1. The window of time allotted is not enough. If there

are multiple deliveries for multiple businesses, how will they fit them all into that time frame? What does a delivery truck that was stuck in traffic and misses the window do?

Comments:

2. If the loading area is already occupied, the delivery trucks will double park. This causes a safety hazard for pedestrians and vehicles alike. Imagine how dangerous this could be on a busy Saturday morning if a truck was double parked.

3. The City and Del

Ray residents invested a significant effort in time and money to develop the details of the overlay zone. This property falls within the overlay zone and is subject to its requirements. One of those requirements is a loading zone on site. Unfortunately, the planning commission has approved the plan that requires the loading zone to be on the street. This sets a precedent for all new development in Del Ray. Why did the city establish an overlay zone if it wasn't going to follow the established requirements?

I hope that you will take my concerns into consideration when you vote on this SUP this coming Saturday.

Thank you,

Sarah Haut

15

12-15-07



David Fromm or Amy Slack
<alsdmf@earthlink.net>

12/14/2007 03:27 PM

To Paul Smedberg <paulcsmedberg@aol.com>, Bill Euille
<alexvamayor@aol.com>, Rob Krupicka <krobk@aol.com>,
Ludwick Gaines <councilmangaines@aol.com>, Del Pepper
cc Duncan Blair <dblair@landclark.com>, Tom Culpepper
<Tom.Culpepper@alexandriava.gov>, Jackie Henderson
<jackie.henderson@alexandriava.gov>, Rich Baier
bcc

Subject di15_2312 Mt. Vernon Ave

Ladies and Gentlemen,
Please receive the letter attached concerning DSUP 2006-0019.



CC letter_2312MtV.doc

Amy

Amy Slack, Land Use committee Co-chair
Del Ray Citizens Association
703.549.3412
alsdmf@earthlink.net

"We live within a heritage beyond our computation.
Will we tilt the cup until it runs dry or build for a day beyond our
day?"

Del Ray Citizens Association

Established 1954
delraycitizens@yahoo.com

P.O. Box 2233, Alexandria, VA 22301
<http://www.delraycitizen.org>

December 14, 2007

Mayor William Euille
Honorable Members of City Council
City Hall, Room 2300
Alexandria, VA 22314

Subject: DSUP# 2006-0019; Shops at Del Ray, LLC at 2312 Mount Vernon Avenue

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1908 - 2008*

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Del Ray Citizens Association

December 14, 2007

Page 3 of 3

Subject: DSUP# 2006-0019; Shops at Del Ray, LLC at 2312 Mount Vernon Avenue

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We look forward to an outstanding project.

Thank you for your consideration.

Sincerely,

Amy Slack

Co-Chair

Land Use Committee

cc:

Faroll Hamer, Director, Planning and Zoning

Rich Baier, Director, Transportation and Environmental Services

Duncan Blair, Land, Clark, Carroll Mendelson & Blair, PC

15
12-15-07



<maryann.ring@ge.com>

12/11/2007 02:12 PM

Please respond to
<maryann.ring@ge.com>

To <alexvamayor@aol.com>, <timothylovain@aol.com>, <councilmangaines@aol.com>, <council@krupicka.com>, <delperpepper@aol.com>, <paulcsmedberg@aol.com>,
cc

bcc

Subject COA Contact Us: Del Ray re-development plan for 2312 Mt. Vernon Ave.



Time: [Tue Dec 11, 2007 14:12:28] **IP Address:** [12.191.136.2]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Mary Ann
Last Name: Ring
Street Address: 529 East Alexandria
City: Alexandria
State: VA
Zip: 22301
Phone:
Email Address: maryann.ring@ge.com
Subject: Del Ray re-development plan for 2312 Mt. Vernon Ave.
Could you please ensure that the new commercial area being put into 2312 Mt. Vernon Avenue in Del Ray includes a loading zone on the property itself? I understand one is not being required, which means not only will we be facing traffic and pedestrian safety hazzards when loading is in progress, but we are also setting a poor precedent for future sites. To see what it's like to navigate around poorly planned loading activity, please drive on 23rd Street in Crystal City in the block just west of Route 1.

Thank you,
Mary Ann Ring



<rebeccagordon@gmail.com>

12/11/2007 02:47 PM

Please respond to
<rebeccagordon@gmail.com>

To <alexvamayor@aol.com>, <timothylovain@aol.com>,
<councilmangaines@aol.com>, <council@krupicka.com>,
<delpepper@aol.com>, <paulcsmedberg@aol.com>,

cc

bcc

Subject COA Contact Us: off-site loading at 2312 Mt. Vernon Ave

Time: [Tue Dec 11, 2007 14:47:17] **IP Address:** [69.140.86.149]

Issue Type: Mayor, Vice Mayor, and Council Members

First Name: Rebecca

Last Name: Gordon

Street Address: 2907 Hickory Street

City: Alexandria

State: VA

Zip: 22305

Phone: 703-684-4030

Email Address: rebeccagordon@gmail.com

Subject: off-site loading at 2312 Mt. Vernon Ave

I am writing about the proposed redevelopment at 2312 Mt. Vernon Avenue in

Del Ray.
I've lived in the neighborhood for over 15 years and have

recently joined the DRCA Land
Use Committee, so I have been following the
progress of this project closely.

I believe the new building at 2312 is

going to be a wonderful addition to the neighborhood.
However, I am

deeply concerned about the possibility of yet another business along Mt.

Vernon Avenue being allowed to forgo on-site loading. As a frequent

pedestrian in the
neighborhood (I both live and work here) as well as

Comments: being a regular driver along Mt.
Vernon, I am most concerned about issues

of safety. Although I agree that there are
aesthetic concerns,

visibility for both drivers and pedestrians as well as maintaining

clear

sidewalks are my primary issues with off-site loading.

Thank you for

taking the time to read my concerns about this project. I feel this is a

small

detail that could have a very big impact in the future and it is my

hope that you will give
the issue consideration.

Sincerely,
Rebecca

Stone Gordon

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SPEAKER'S FORM

DOCKET ITEM NO. 15

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

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. **NAME:** Duncan W. Blair, Esquire
2. **ADDRESS:** 524 King Street, Alexandria, Virginia 22314
TELEPHONE NO. 703 836-1000 **E-MAIL:** dblair@landclark.com
3. **WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF?**
Shops at Del Ray, LLC
4. **WHAT IS YOUR POSITION ON THE ITEM?**
For
5. **NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):**
Attorney
6. **ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL?**
Yes

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

A maximum of three minutes will be allowed for your presentation, except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard on a docket item shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation. If you have a prepared statement, please leave a copy with the Clerk.

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

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

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

Guidelines for the Public Discussion Period

- (a) All speaker request forms for the public discussion period must be submitted by the time the item is called by the city clerk.
- (b) No speaker will be allowed more than three minutes; except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard during the public discussion period shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation.
- (c) If more speakers are signed up than would be allotted for in 30 minutes, the mayor will organize speaker