

Docket Item #6A-D

CDD Concept Plan #2011-0005**Development Special Use Permit #2009-0016****Special Use Permit/Transportation Management Plan #2011-0058****Coordinated Sign Special Use Permit #2011-0070**

Application	General Data	
Project Name: Mt Vernon Village Center	PC Hearing:	December 6, 2011
	CC Hearing:	December 17, 2011
	If approved, DSUP Expiration:	December 17, 2014
	Plan Acreage:	4.88
Location: 3809-3839 Mt Vernon; 3907 Bruce Street	Zone:	CDD #6
	Proposed Use:	Residential rental units with ground level retail
	Dwelling Units:	478
	Gross Floor Area:	636,601 sq. ft
Applicant: Arlandria Center LLC, represented by Duncan Blair	Small Area Plan:	Arlandria Neighborhood and Potomac West
	Historic District:	Not Applicable
	Green Building:	LEED Certification for Residential and LEED Silver for Retail

Purpose of Application

A request for approval of a Development Special Use Permit for the redevelopment of an existing commercial strip into a mixed use residential/retail development. The project requires the approval of the following applications:

1. A development special use permit, with site plan, to construct a mixed use project with residential and ground floor retail.
2. Coordinated Development District Concept Plan (CDD #6)
3. SUP for Transportation Management Plan
4. SUP for Freestanding Sign and Coordinated Sign Program
5. SUP for building height increase in exchange for affordable housing units per Section 7-700 of the Zoning Ordinance

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers: Maya Contreras, Urban Planner III, maya.contreras@alexandriava.gov
Gary Wagner, Principal Planner, gary.wagner@alexandriava.gov

PLANNING COMMISSION ACTION, DECEMBER 6, 2011:**Coordinated Development District Concept Plan #2011-0005:**

On a motion made by Mr. Dunn, seconded by Ms. Fossum, the Planning Commission voted to recommend approval of the CDD Concept Plan #2011-0005 to allow for a Floor Area Ratio of 3.0 for a mixed-use retail and residential development. The motion carried on a vote of 6-0, with Mr. Robinson absent.

Reason: The Planning Commission found that the proposed amendment was consistent with the intent of the Potomac West Small Area Plan, the Arlandria Neighborhood Plan (*A Long-Term Vision and Action Plan for the Arlandria Neighborhood*) and the CDD #6 design guidelines.

Development Special Use Permit with Site Plan #2009-0016:

On a motion made by Mr. Dunn, seconded by Ms. Fossum, the Planning Commission voted to recommend approval of the DSUP #2009-0016, to construct an approximately 53,254 sq. ft. of ground-level retail with approximately 478 market-rate residential units with amendments. Included in the recommendation is approval of *building* height increases in exchange for 28 affordable housing units pursuant to Section 7-700 of the Zoning Ordinance. The motion carried on a vote of 6-0, with Mr. Robinson absent.

Reason: The Planning Commission generally expressed support of the proposal and agreed with staff recommendations. Two additional conditions, noted in sections III and V of a letter dated December 2, 2011, from Attorney Ken Wire, representing the owners of the Birchmere, were also included in the recommendation for approval. The Section III condition would require the applicant to permit future development on the Birchmere property through construction of an abutting wall along a portion of the property line without requiring the payment of a fee to exercise such right. The Section V condition would permit, by consent of both property owners, an administrative amendment of DSUP2009-0016 to accommodate a future “Park Avenue” along the southern property line, while enabling reallocation of any used floor area to other portions of the property. The Commission also accepted the changes outlined in the staff memo to the Planning Commission dated December 2, which recommended the removal of condition #14, and the amendment of conditions #10, 19, 28 and 60.

Special Use Permit for Transportation Management Plan #2011-0058:

On a motion made by Mr. Dunn, seconded by Ms. Fossum, the Planning Commission voted to recommend approval of the SUP/TMP #2011-0058 for a transportation management plan. The motion carried on a vote of 6-0, with Mr. Robinson absent.

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

Special Use Permit for Coordinated Sign Program #2011-0070:

On a motion made by Mr. Dunn, seconded by Ms. Fossum, the Planning Commission voted to recommend approval of the SUP/SIGN #2011-0070 for a coordinated sign program. The motion carried on a vote of 6-0, with Mr. Robinson absent.

Reason: The Planning Commission found that a coordinated sign program was consistent with the City’s goals and generally agreed with staff recommendations.

Speakers:

Duncan Blair, representing the applicant, spoke on behalf of the project and introduced the developers/property owners and the design team.

Ken Wire, representing the owners of the Birchmere, requested that the Planning Commission initiate a Master Plan Amendment to CDD#6 that would remove the requirement of the “Park Ave” road from the Birchmere property, as well as other conditions, as outlined in the December 2, 2011 letter submitted to the Planning Commission.

Joyce Woodson, 1407 Wayne St, spoke against the proposal. Ms. Woodson requested a denial of the project based on concerns about traffic and the transportation study, a lack of community outreach to the immediate neighbors, inadequate affordable housing in the proposal, and the 100-year floodplain.

Gabriel Rojo, Executive Director for Tenants and Workers United, spoke against the proposal. Mr. Rojo requested a postponement to allow for additional community outreach, and expressed concern about a lack of a community benefits plan, including an increased amount of affordable housing, shuttles to the metro, and a plan to provide for community parking. He also questioned whether there was appropriate emergency vehicle access on Bruce Street

Sheila Bell Clifford, spoke against the proposal, expressing concerns about a lack of community outreach, the income levels associated with the affordable housing units, as well as a lack of affordable family housing.

Kenia Castillo spoke against the proposal. Ms. Castillo requested additional time before moving forward with the project, and cited concerns about a lack of community outreach and impending change in the community.

Melina Ruiz spoke against the proposal, requesting additional time before moving forward with the project, citing fears of displacement for Arlandria residents.

Israel Aguilar spoke against the proposal, requesting additional time before moving forward with the project, as he had become aware of the project only one month ago.

Carlos Moreno spoke against the proposal, requesting additional time before moving forward with the project, citing concerns about the potential impacts on area rent and an increase in traffic.

Dina Martinez spoke against the proposal, requesting that the project be deferred by one year in order to work with the community, citing concerns that the low-income Hispanic populations could be evicted if rents increase.

Adelaida Martinez spoke against the proposal, expressing concerns that the neighborhood health clinic would be removed if this project was approved.

Nora Partlow, owner of Saint Elmo’s Coffee Pub, spoke against the proposal. Ms. Partlow voiced concern about the effect on traffic in Del Ray, and asked for improved transit from the West End, as well as requesting additional research on potential traffic impacts. She also expressed concerns about displacement of existing Arlandria residents and businesses.

Kelly Merrill, president of the West End Tenants and Workers United, spoke against the proposal and requested a six month deferral of the project to allow the neighbors to have an

active voice in the process. She also expressed concerns that the affordable housing provided was too expensive and requested a longer comment period for development projects.

Eileen Rivera, resident of the Mt Jefferson neighborhood, spoke against the project. Ms. Riviera expressed concerns with three major topics: 1) impact on people, families and culture, 2) negative impact on traffic, and 3) affordable housing.

Andy Rivera spoke against the project. Mr. Riviera voiced concerns with the TMP and the lack of a parking plan.

Jon Liss spoke against the project. Mr. Liss expressed concerns with the building height, and traffic impacts, lack of sufficient affordable housing and impact on minority businesses. He requested a six month deferral.

Dawnielle Miller, Executive Director of Casa Chirilagua, spoke against the project. Ms. Miller requested a six month postponement for additional community outreach, and expressed concern about future redevelopment and resident displacement if this project was approved.

Friar Andrew White, Grace Episcopal, spoke against the project. Fr. White voiced concerns that the project threatens diversity within the neighborhood and needs more dialogue. He asked for the project to be deferred for 6 months to allow time for this dialogue.

Nelson Zavaleta, Arlandria-Chirilagua Business Association (ACBA), spoke in favor of the project. He noted that the ACBA had voted to support the project because 1) it would improve the visibility and economic viability of Arlandria, 2) there is no residential displacement with the proposal, 3) it would increase the customer base for the existing businesses, 4) it provides on-site affordable units where none currently exist, 5) a new project would help to market Arlandria, 6) improvements to the Russell Road and Mt Vernon Avenue intersections would help traffic flow. He also stated that ACBA is made up of existing neighborhood businesses owners and that they will work to preserve diversity within the community.

Kevin Beekman, 3905 Elbert Ave, Lenox Place @ Sunnyside HOA and Arlandria Civic Association, spoke in favor of the project. Mr. Beekman noted the timeline for planned redevelopment in Arlandria, and that many of the transit improvements requested by the community would require adequate density to be implemented.

Elizabeth Wright, 113 S Ingram St, Alexandria Bicycle and Pedestrian Advisory Committee (BPAC), noted that the project was close to existing bike trails, but had questions about what streets cyclists would ride, and noted that there were no off-site trail improvements associated with the project. She had additional questions about the security of the residential bike spaces, and requested that the City's Bicycle Coordinator be involved in the placement of the retail bike spaces. She also requested on-site shower facilities with appropriate amenities for retail employees.

Betty King, 3731 Mark Dr., spoke against the project, citing concerns with the traffic, height, density, and impact on the character of the neighborhood. She requested a deferral of the project because there was not enough public notice.

Colleen Stover, 3647 Edison St, spoke against the project. Ms. Stover voiced concerns that the traffic study was not sufficient, that the project provided too much parking, and that the construction of two levels of underground parking could impact the foundations of the neighboring Arlandria-Chirilagua Co-Op. She requested that the project be deferred to reconsider the scale.

Robin Roberts, 3923 Charles Ave, spoke against the project. Mr. Roberts stated that he liked the architectural vision and open space of the project, and had intended to support it, but could not because the transportation plan was not adequate.

Pat Miller, 404 Laverne Ave, Del Ray Business Association, spoke in favor of the project. The Del Ray Business Association voted to support the project and believe that it would have a beneficial impact on the neighborhood.

Maria Wasowski, 306 Hume Ave, spoke in favor of the project. Ms. Wasowski felt the project met the vision of the Arlandria Plan, and requested that it move forward without deferral

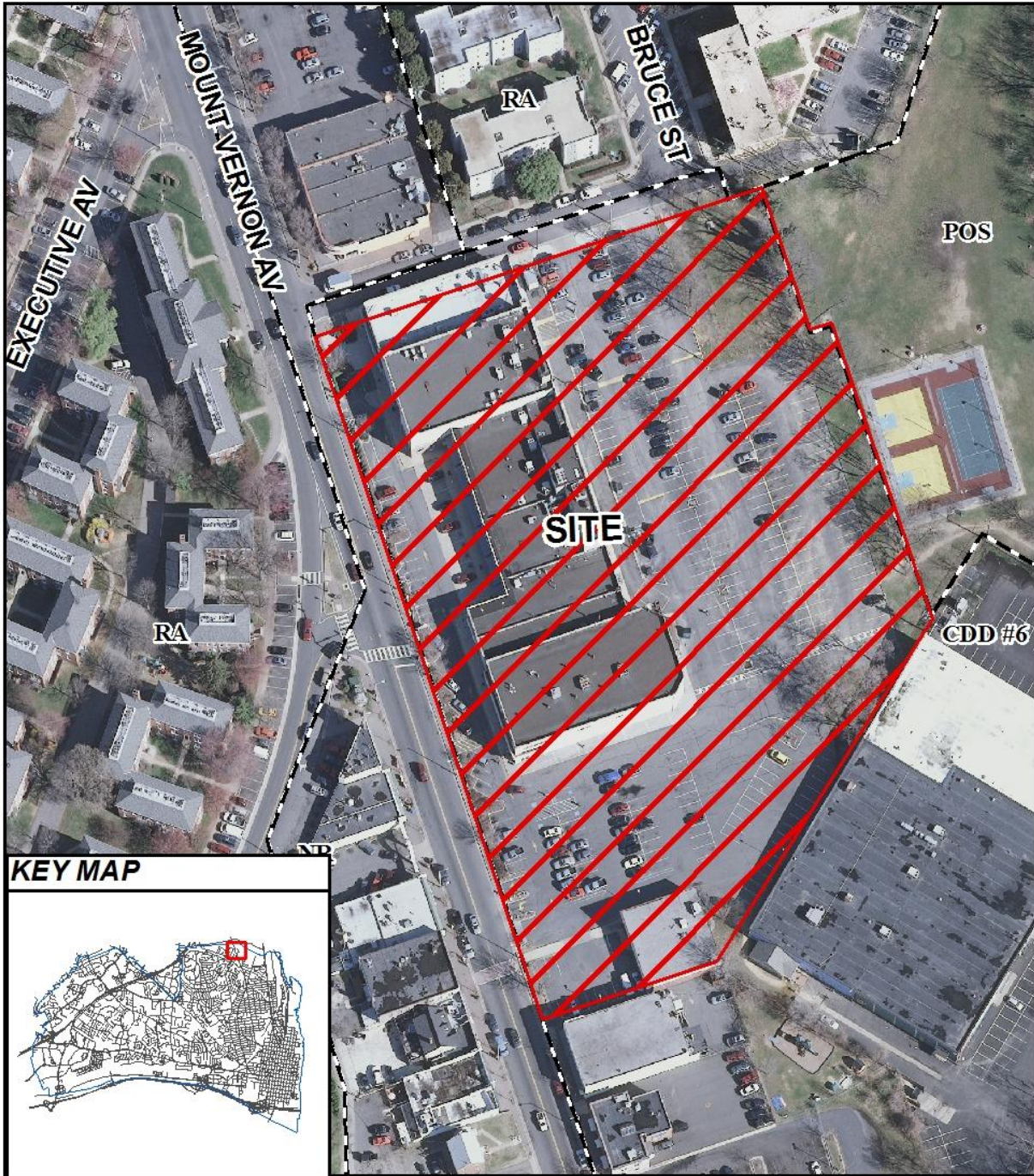
Jacob Cuomo, 51 W. Reed Ave, Vice-President of the Hume Springs Citizens Association, spoke on behalf of the Hume Springs Association in favor the project, noting the extensive outreach done by the developer and the benefits that redevelopment would bring to the neighborhood.

Poul Hertel, 1317 Michigan Court, spoke against of the project. Mr. Hertel expressed concerns with the design and the development of community.

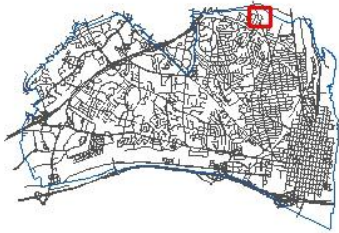
Gayle Reuter, 110 E Del Ray Ave, spoke in favor of the project. Ms. Reuter noted that other projects in Arlandria have not moved forward but hoped that this project would succeed in order to keep the area from stagnating.

Val P. Hawkins, President and CEO of Alexandria Economic Development Partnership (AEDP), spoke in support of the proposal.

PLANNING COMMISSION ACTION, NOVEMBER 1, 2011: The Planning Commission noted the deferral of the request. The applicant requested the deferral.



KEY MAP



CDD CONCEPT PLAN #2011-0005

DSUP#2009-0016

SUP TMP#2011-0058

COORDINATED SIGN PROGRAM #2011-0070

12/6/2011



I. SUMMARY

A. Recommendation

Staff recommends **approval** of the development application proposed for the Mt Vernon Village Center site, subject to compliance with the staff recommendations.

The proposal provides a number of benefits for the City and surrounding community, including:

- Redevelopment of a strip retail center with surface parking into a mid-rise, mixed-use retail and residential project;
- Implementation of a mixed-use development scheme in accordance with Zoning Ordinance regulations, 1992 Potomac West Small Area Plan, the 2003 *A Long-Term Vision and Action Plan for the Arlandria Neighborhood* (Arlandria Neighborhood Plan) and the CDD #6 design guidelines;
- High quality, contemporary architectural design in compliance with current green building practices;
- Improved pedestrian streetscape along Mount Vernon Avenue and Bruce Street;
- Retention of existing retail square footage and major commercial tenants;
- On-site affordable rental housing units provided for households at 60% of Area Median Income;
- New rental housing in an area long planned for redevelopment; and
- Improved access and increased visibility for Four Mile Run Park.

B. Summary of Issues

The applicant and developer, Arlandria Center, LLC, has submitted an application for redevelopment of the Mount Vernon Village Center in Arlandria. The proposal consists of a phased project that would demolish the existing retail strip, and replace it with two six-story buildings, with a two-level subterranean parking garage under the entire site. Upon completion, the buildings would provide a total of 478 residential units and generally maintain the existing amount of retail space at 53,254 sf.

To construct this project, the applicant has requested approval of the following:

- A development special use permit, with site plan, to construct a mixed use project with residential and ground floor retail.
- Coordinated Development District Concept Plan (CDD #6)
- SUP for Transportation Management Plan
- SUP for Freestanding Sign and Coordinated Sign Program
- SUP for building height increase in exchange for affordable housing units per Section 7-700 of the Zoning Ordinance

Key issues considered with this proposal, and discussed in detail later in the report, include:

- Compliance with 1992 Potomac West Small Area Plan, the 2003 *A Long-Term Vision and Action Plan for the Arlandria Neighborhood* (Arlandria Neighborhood Plan); and the CDD#6 design guidelines;

- Floodplain and associated design issues
- Affordable housing and bonus height;
- Architecture and site design;
- Traffic and parking issues;
- Neighborhood retail;
- Improvements to the pedestrian environment and streetscape;
- Coordination with surrounding neighborhood; and
- Relationship to Four Mile Run Park.

C. General Site Description

The site is located on the east side of Mount Vernon Avenue in Arlandria, between W. Glebe Road and Four Mile Run. The site is 4.88 acres and comprised of four lots of record that will be consolidated into one property with this proposal. Currently the site is developed with a 50,000 sq. ft. retail center, best known for anchor tenants CVS and MOM's Organic Market on the northern end. The rest of the site is a surface parking lot with approximately 300 spaces, and a vacant 3700 sq. ft. freestanding retail store on the southern end.

This site is bordered by Four Mile Run Park to the east with Bruce Street and the Arlandria Chirilagua Housing Cooperative to the north. There are several parcels to the south of the site, the largest of which contains the Birchmere Music Hall, and a small retail strip fronting Mount Vernon Avenue that includes Po-Siam restaurant, the Tenants and Workers United building and Auto Zone. West of the site, across Mount Vernon Avenue, is Presidential Greens apartments and Russell Road, which comes to a T-intersection at the center of the Village Center site. Cora Kelly Elementary School, located about a half mile away, is the designated elementary school for the site. The Hume Springs townhouse development is located between the school and the Birchmere.

The Arlandria neighborhood is regionally central. The Pentagon is four miles northwest, Shirlington is two miles west, Crystal City is one mile northeast, Potomac Yard is one mile east, and the Del Ray neighborhood is one mile south. As noted, Four Mile Run Park extends along the eastern edge of the neighborhood, from Four Mile Run to W. Glebe Road, and is largely a hidden neighborhood asset. West and South Glebe Roads serve as the east-west connection.

The Mount Vernon Village Center property falls within the 1992 Potomac West Small Area Plan and the 2003 Arlandria Neighborhood Plan. This is the first project to redevelop since the plan was adopted and careful consideration has been taken to meet the goals and design guidelines envisioned by the plans.

II. BACKGROUND

A. Site History and Planning Background

Redevelopment of this site has been discussed for many years. The primary building was constructed in the 1940's as a commercial shopping center known as the Arlandria Center. It was an active neighborhood shopping strip that contained approximately 85,000 square feet of retail with a surface

rear parking lot. It was active through the 1960's, and featured junior department and shoe stores, a pharmacy, an ABC store and a carpet store.

In the 1960's and 70's, this section of Mount Vernon Avenue suffered repeated flooding from Four Mile Run, which discouraged investment and development. Completion of the flood control project in the mid-1970's has effectively eliminated the problem, and while other parts of the City have had flooding problems from storms in the past several years, Arlandria has not experienced large-scale flooding. A portion of the northeastern side of Mount Vernon Avenue, however, remains within the 100-Year Floodplain.

In the early 2000's, the property was purchased by Arlandria Center LLC, the current owners. The building was renovated to create a small parking lot along the street, but otherwise, the property and the surrounding neighborhood have remained largely unchanged. According to data from CoStar, the median construction year for residential property within a one mile radius of Arlandria is 1956, and 1967 within a five mile radius.

The shopping center property, as well as the Birchmere site and several freestanding buildings along Mt. Vernon Avenue, were rezoned from Commercial General (CG) to CDD#6 in the 1992 Potomac West Small Area Plan. Redevelopment was recommended to include a mix of uses, including retail and residential. CDD#6 includes fourteen parcels, currently under five separate ownerships. The largest portions of the CDD are under the control of the Birchmere and Arlandria LLC. AutoZone, the Tenants and Workers building and Po-Siam, with their associated parking areas, make up the remainder of the CDD.

After the 1992 CDD creation, it was amended with design guidelines in 2003 as part of the Arlandria Neighborhood Plan. The Arlandria Neighborhood Plan was adopted through a community planning process that began in 2000 and was overseen by the Upper Potomac West (UPW) Task Force. This planning effort covered an area generally bounded by Four Mile Run to the north, Four Mile Run Park to the east, W. Glebe Road to the south, and to the west by the rear property lines of properties that abut Mt. Vernon Avenue.

Changes included in the Plan were: creation of design guidelines for the Arlandria neighborhood, rezoning a group of parcels, including the former Safeway site, to CDD#12 "Safeway/Datatel", the creation of a new Neighborhood Retail (NR) zone, and amendment of the underlying zone for CDD#6 to NR. At the May 2003 public hearing, the Plan was supported by representatives from Brighton Square, the Chirilagua Cooperative, the Warwick Village Citizens Association, the Potomac West Business Association, Lenox Place, and the Mt Jefferson Civic Association as well as individual small businesses owners and residents.

The 2003 Arlandria Neighborhood Plan describes a vision for future development with a healthy mixed-use community that focused on the redevelopment of three key parcels deemed underutilized "opportunity sites": Safeway/Datatel site, the Birchmere, and the Mount Vernon Village Center. The intent of the NR zone was to revitalize the remainder of the area with a mix of uses, to promote pedestrian-scaled infill and redevelopment, to provide additional guidance on signage and façade treatments, and to prohibit land uses that are inconsistent with a pedestrian, retail environment.

Since the completion of the Arlandria Plan, major redevelopment and neighborhood revitalization has occurred in Shirlington, within the Del Ray neighborhood of Mount Vernon Avenue and in the planned build-out of the Potomac Yard. Some community members have expressed frustration at the lack of private investment interest in redevelopment of the key sites in Arlandria, including Mount Vernon Village Center. In December 2009, the City Council approved the creation of the Arlandria Advisory Group, a community-based stakeholder group, which has the sole purpose of working with City staff on the implementation of the Arlandria Neighborhood Plan.

In fall 2009, the applicants, Arlandria, LLC, submitted to the City a concept for redevelopment of the Mount Vernon Village Center. Since that time, the City and the applicants have worked through site issues and neighborhood concerns, which culminated in the current application.

Under the current application, the Mount Vernon Village Center is moving forward separately from the rest of the properties within CDD#6. Site design considerations have been incorporated to meet the overall vision of the Arlandria Neighborhood Plan on their own site and to further the vision if and when other parcels elect to redevelop.

B. Detailed Project Description

This proposal is for two mixed-use buildings that include approximately 53,000 sq. ft. of street level retail space, and five floors of multi-family dwelling units, all of which is over two levels of below-grade parking. There are a total of 478 rental apartments being proposed. No parking reduction is being requested and the number of parking spaces being provided is 940.

CDD#6 has a number of regulations for development. With a Special Use Permit, parcels in CDD#6 are permitted to request a maximum gross floor area ratio (FAR) of 3.0, including above-grade parking. Maximum height at the street is 35', increasing to 50' with a minimum building step back of 15' from the front building façade. An additional height of 65' may be requested for a maximum of 50% of the development footprint. There must be 10-15% ground level open space.

The proposed project meets the majority of the CDD#6 regulations – it is at 3.0 FAR and it has 10% ground level open space. However, the building heights are not in strict conformance with the CDD#6 regulations as the applicant is requesting bonus height pursuant to Section 7-700 of the Zoning Ordinance, which allows up to 25 feet of additional building height in exchange for the provision of on-site affordable housing units. Specifically, the applicant is providing 28 affordable units at 60% of the AMI for 30 years, and is requesting three specific areas of additional height:

1. The applicant is requesting a maximum building height of 73'10" for 37% of the building footprint (at the center of the site), for an 8'10" increase above the permitted building height of 65 feet, to accommodate a change in building material from steel construction to wood frame. There is no increase in FAR.
2. The CDD#6 regulations allow the building height to increase from 50' to 65' for 50% of the development footprint. The applicant is requesting to have 61% of the development footprint at heights above 50'. This 61% includes the area of building that is 73'10" (described above) as well as portions of the building that are at 65'. The area that is over the CDD#6

regulations is 11% or approximately 17,000 sq. ft. of development area. Again, there is not increase in FAR.

3. Finally, there are areas along the Mt. Vernon Avenue façade that do not have the 15' setback required by the CDD#6 regulations – particularly three glassy tower elements. These elements are an important part of the contemporary architectural composition and staff supports retention of these unique features; thus, a portion of the bonus height is being used to allow for these areas that do not have the full 15' setback.

The project would be constructed in two phases, with the south building and associated underground parking structure, adjacent to the Birchmere, being constructed first. Part of the existing shopping center would remain while the first phase is under construction. The commercial uses will occupy the front half of the first floor of the new buildings with approximately 53,000 square feet of commercial area. Parking and loading for these spaces is encompassed at grade and entirely within the buildings, with an entrance off of Bruce Street for the north building and an entrance off of Mount Vernon Avenue for the south building. A central private courtyard acts as a street to separate the buildings, continuing the progression of Russell Road through to the park, and providing the entrance to the underground parking for the residential units. There would be direct pedestrian connections through the site to the park and a 20 foot wide esplanade constructed along the rear of site as a new access for park users.

The approximately 478 rental dwelling units will occupy floors 2–6 and accounts for about 75% of the building (490,500 square feet). The residential portions of each building are designed in a “C” shape. The long side of these “C” shapes back up to a central courtyard street, creating a central spine for the project. The arms of each “C” wrap above-grade central open spaces with amenities accessible to residents of the building. Residential liner units extend to the ground level at Bruce Street, opposite the Arlandria Chirilagua Housing Cooperative and to the esplanade area at Four Mile Run Park at the rear of the property, providing front doors to the sidewalk. The building becomes more slender as it rises, with approximately 100 residential units per floor on the lower floors and 54 units in two long corridors on the top floor. This concentrates the height of the building at the center of the site, allowing it to step down to the neighboring uses.

Residential Units

The rental apartments include a mix of efficiency, one-bedroom, one-bedroom with den and two bedroom units. The sizes will range from 445 square feet for the smallest efficiency unit to 1,342 square feet for the largest 2-bedroom unit. Parking will be provided in the two underground levels of the garage, with direct elevator connections between the garage levels to the residential lobby and to the apartments above.

Amenities for the residents include two above-ground open space areas (one for each building), a fitness center, a swimming pool, a club room with adjoining rooftop terrace, and a business center. The arrivals courtyard functions as a new private street and provides street-level access to the leasing and management offices, as well as short-term parking. The residential garages will be accessed from this central court. Loading areas for moving trucks and associated freight elevators are provided for each building within the parking garages.

In order to maintain an active neighborhood presence along Bruce Street and Four Mile Run Park, the ground level residences have direct access to the street or to the pedestrian promenade with front doors and stoops. The arrivals courtyard and Bruce Street will be visually open to provide a view and a pedestrian connection through the project to Four Mile Run Park.

Retail Space

Storefronts will have highly visible glassy fronts with pedestrian entrances on Mount Vernon Avenue. The applicant has been working closely with the two anchor tenants, MOM’s Organic Market and CVS, in order to retain them for the redevelopment. Spaces will be constructed to current retail market standards, with fifteen foot high ceilings and a coordinated sign program.

Parking for the retail is provided from within a two level parking structure with rear entrances to stores and retail elevators connecting below-grade parking to the retail level. The north building retail parking will be accessed from Bruce Street and the south building access will be from a curbcut on Mount Vernon Avenue. Non-peak street parking will be added along Mount Vernon Avenue and existing street parking is anticipated to be maintained along the north and south side of Bruce Street.

Truck deliveries and trash removal will occur within each building. The depth of the loading dock will be large and deep enough to support one tractor trailer truck and two smaller trucks to park completely within the south building, where MOM’s is anticipated. Three smaller loading spaces are also provided within the north building garage. These configurations will prevent any truck from loading or off-loading from the street while making deliveries, and will reduce noise levels for the neighboring businesses and residences.

III. ZONING

Property Address:	3809-3843 Mount Vernon Ave	
Total Site Area:	4.88 AC; 212,526 SF	
Zone:	CDD#6	
Current Use:	Retail	
Proposed Use:	mixed-use with above ground residential and ground level retail	
	Permitted/Required	Proposed- CDD Zone
FAR	0.5; or 1.5 for a mixed use project w/ SUP or up to 3.0 GFA within CDD#6 w/ DSUP	3.0
Height	35’ along the street; up to 50’ with step back of 15’ from front façade; up to 65’ for a max 50% of building footprint	Up to 73’-10” for tower elements along Mt Vernon Ave. *; Up to 73’-10” for 37% of building footprint*; Up to 65’ for 61% of building footprint (including the 73’10” area)*
Setbacks	None	5’ along Bruce Street; Varies along Mount Vernon – 11’-27.5’

Parking		
Retail Use:	255 (1.1 space / 220 sq ft.)	255
Residential Use:	685, per Parking District 2 requirements 1.3 per 1BR unit; 1.75 per/2BR units. CDD requires a minimum of 1 space per residential unit	685
Visitor	@ 15% = 103 spaces	Shared with the 255 retail spaces
Total:	940	940
Loading spaces:	Residential: 0 Retail: 3	6
Open Space	10-15%	10% (public) + 5% (private)

*Height increase pursuant to Section 7-700 for affordable housing

IV. STAFF ANALYSIS

A. Conformance to the Small Area Plan and CDD#6

Within the 2003 Arlandria Vision and Action Plan, the community identified several major areas of concern, including redevelopment of large parking lots and access to Four Mile Run Park. The plan provided illustrative options, and staff has worked closely with the applicant to achieve these goals, which are shown below. The Vision, as described on Page 5 of the plan, includes:

- The desire for a healthy, mixed-use community focusing on the redevelopment of three underutilized “opportunity” sites: Safeway-Datatel, the Birchmere and the Mt Vernon Village Shopping Center;
- Active and viable commercial retail that serves both the neighborhood and the broader community;
- A transition in uses from automobile-oriented to pedestrian-oriented;
- Visual and physical connections to Four Mile Run Park; and
- A safer environment for pedestrians.

The illustrative plans describe two major concepts identified by the community on Page 6, which were kept in the forefront through the development of the site plan:

- Visually opening and enhancing access to Four Mile Run Park by providing better pedestrian and vehicular access to the Park in several key locations, including at the northern edge of the park by Four Mile Run, between the existing Duron Paint and 24 Express properties, and providing connections to the Park from Mt. Vernon Avenue as the Mt Vernon Village Center and Birchmere properties are redeveloped;
- Optimizing the future development of the three major sites identified as underutilized and “opportunity sites”. The plan envisions the redevelopment of these properties with ground floor retail and entertainment uses, with office and residential uses on the floors above.

Structured off-street parking would be faced with active uses. Plazas and other open spaces would be provided;

A Vision for Redevelopment

One of the key goals of the 1992 and the 2003 plans is achieved with the current mixed-use application. This site has repeatedly been identified and incentivized for redevelopment. Located within the heart of the Arlandria retail core, it has some of the most visible street frontage, and two of the larger retail tenants. The existing building is utilitarian, and the large surface parking lot does very little to enhance the neighborhood or the park, which is hidden behind the building from Mount Vernon Avenue. Once complete, the redeveloped site will retain popular retailers, while providing new commercial space that meets the specifications of current market demands.

In keeping with the Eco-City policy of Alexandria, this is a very good infill site for residential units, as it is located next to existing underutilized open space, and along a busy transit corridor with ready access to multiple job centers. New residents will be able to take advantage of existing commercial and entertainment options, and provide patronage for new businesses. Perhaps most importantly, as the existing site is currently all commercial uses, there is no loss of affordable residential units to the area, and 28 new affordable units will be gained, in addition to the market-rate units.

Development under a CDD

CDD #6 is made up of fourteen parcels, five of which are owned by Arlandria LLC, and would be consolidated with this development approval. Other parcels within the CDD are the single lot spaces occupied by the Po-Siam Restaurant at 3807 Mount Vernon Avenue, the Tenants and Workers building at 3801 Mount Vernon Avenue, and the Auto Zone building, with associated parking lot, at 3705 Mount Vernon. The remaining parcels within the CDD are owned by Just a Honky Tonk LLC, which is associated with the Birchmere. While it has a street address of 3701 Mount Vernon, the associated parcels have some parking lot street frontage along Mount Vernon Avenue with the building tucked behind the single streetfront lots.

Often, the benefits of CDD redevelopment come from joint partnerships where parcels consolidate and redevelop together. While the proposal at the Mount Vernon Village Center does not require joint development, it does not preclude it either, and in this instance, the individual owners are large enough that benefits can be achieved through single owner redevelopment. The 2003 Arlandria Vision and Action Plan described interim redevelopment options, and similar discussions have occurred between the Birchmere and Village Center owners, as well as the Birchmere and the City. The Birchmere is both locally and regionally important and a key member of the community. Redevelopment on that parcel can occur when the owners are ready.

As a result of discussions between the property owners, the blank walls along the shared property line will be modified during the final site plan process to incorporate windows or other architectural treatments. This will increase the future redevelopment options for the Birchmere site, and it brings street-quality architectural treatments to all frontages of the redeveloped Mount Vernon Village Center building.

The remaining parcels along Mount Vernon Avenue may redevelop at some point, particularly the Auto Zone site, as it is the largest and least pedestrian oriented of the three. If they do not, it would not preclude development on the Birchmere site. They are reasonably situated along the street and provide active and recognized neighborhood uses. Po-Siam, in particular, was mentioned in a recent song, “Arlandria” by the rock band the Foo Fighters.

Access to Four Mile Run Park

Improved access to Four Mile Run Park, both visually and by providing pedestrian and vehicular access to the Park, is discussed at length in the plan. The Plan describes the park as a “hidden asset” and provides several alternatives for access points, as well as graphics showing two alternatives for vehicular access to the park on page 25. Staff has worked with the applicant and with the Department of Recreation, Parks, and Cultural Activities (RPCA) to develop means to achieve the goal of improved access.

The illustrative plan, first described on page 31 of the Long Term Vision and Action Plan, shows a number of proposed road connections through CDD#6. One road, labeled for the illustrative plan as “Park View Lane” travels roughly northeast, beginning at the existing Birchmere driveway and extending along the backs of the adjacent Hume Springs townhomes. It jogs left at Four Mile Run Park, and becomes a traffic circle, “Park View Circle” and then extends to connect with Bruce Street. A secondary road, “Park Avenue” travels along the southern edge of the Mount Vernon Village Center property and connects to “Park View Circle”. (See Illustrative Plan from the Arlandria Neighborhood Plan in Section VII, Graphics)

City staff, including members from the Development team, Neighborhood Planning, RPCA and T&ES discussed the illustrative road network at length and with the applicant. As shown, the roads do not connect to any larger network and, as the plan states, exist primarily to open access to Four Mile Run Park, and to provide secondary access points to the rear of the deep lots. They would not alleviate traffic along Mount Vernon Avenue or provide additional connections, and as such, T&ES would not require them for traffic purposes. Additionally, RPCA expressed concerns with any loss of open space for a new road network. They are, however, shown in the Arlandria Plan as a long-term goal.

In reviewing the current application, staff has attempted to leave options open for the future. In terms of “Park View Lane”, this project is not being required to build this new public street, but the project does not preclude it. The portion of the 20’ wide esplanade on the east side of the applicant’s property is to be placed in reservation, with future dedication to the city as a part of a new road, if it is deemed appropriate in the future. However, the pedestrian esplanade plays a beneficial role in terms of the park and can stand on its own as a positive way of accessing the park for pedestrians and bicyclists. A park plan is currently pending for the park itself and the issues of the road connections, separation of the public park from the private residences, as well as park uses at its perimeter will be explored and better defined in that plan.

One concern that the applicant expressed, as the road network was being discussed, was that two of the roads are shown with a significant amount of property taken from the Mount Vernon Village Center site, on both the east and the south sides. A 20’ setback has been required along the east side

of the property (for the esplanade.) This, in combination with adjustments that were required for the floodplain issues, as discussed in the next section, resulted in a significant loss of developable property. The proposed road along the south side of the site - "Park Avenue" – was also problematic because, in preliminary discussions with the Birchmere owners, they indicated that, while they may be interested in redeveloping their site at some point in the future, they were not prepared to develop a design concept that would work in tandem with the time frame for the Mount Vernon Village Center site. Thus, if "Park Avenue" was required at this time, the result, as argued by the applicant, would be a stub "road to nowhere" encircling their property, but providing few benefits to the site or the neighborhood. Additionally, they put forth that the central access courtyard that provides pedestrian and bicycle access to the park could, in fact, serve as a substitute for the "Park Avenue" road.

For all these reasons, with this application, staff is not recommending dedication of land for the "Park Avenue" road connection on the south, but is recommending a 20' strip along the east side of the property be put in reservation for dedication if needed to construct a public road in the future. This, again, is the public esplanade area.

Additionally, the applicant has been required to set their building face back five feet from their property along Bruce Street on the northern boundary of the site. This will allow for the widening of Bruce Street from 26 ft. to 36 feet with parallel parking on both sides of the street and a minimum 8 ft wide sidewalk on the south side of the street. Within the Arlandria Plan, Bruce Street was envisioned to provide pedestrian park access, as well as an opportunity to function as a "green finger" that could visually pull the park towards Mount Vernon Avenue. In addition to Bruce Street, the new private street between the two buildings will be provided to function as another "green finger" to the park, and create the park vista that is currently missing from Mount Vernon Avenue.

B. Floodplain

One of the distinguishing characteristics of the neighborhood is Four Mile Run, with the associated park that covers much of its floodplain. Following the June 2006 flooding in the City of Alexandria, the Federal Emergency Management Agency (FEMA) began a process to update the City's floodplain maps, also known as the Flood Insurance Rate Maps (FIRMs). This update incorporated more detailed hydrologic and hydraulic analysis of the Cameron Run watershed and more refined topographic information for other flooding sources, such as Four Mile Run. In the summer of 2010, staff was made aware of the update to the floodplain maps, which became effective June 16, 2011, would have a significant impact on Arlandria, and the Village Center site. The northern edge of the site along Bruce Street, and the northeast corner of the property were deemed to be within the 100-year floodplain.

The City participates in the FEMA National Flood Insurance Program (NFIP). Under that program, if Alexandria, and other communities, adopt and enforce a floodplain management ordinance to reduce flood risks to new construction in the Special Flood Hazard Areas (100-year floodplain), the Federal Government makes flood insurance available to Alexandria property owners as a financial protection against potential flood losses. The City's floodplain regulations are included in the Zoning Ordinance, at Section 6-300.

In spring 2011, a text amendment was approved that modified how staff applies the floodplain regulations in the case of mixed-use buildings. A definition for mixed-use buildings and structures has been added at section 6-303(U), along with regulatory provisions at section 6-306(K). The City's prior floodplain regulations only recognized residential and non-residential uses, such that mixed-use buildings that contain any residential units were considered to be residential and required to meet all of the restrictions for residential buildings.

Because FEMA does not permit below grade parking (which meets the definition of a basement) to be constructed in the floodplain for residential structures, the current ordinance prohibits mixed-use development projects from including below grade parking. A review of the FEMA regulations, floodplain management policies and technical bulletins show that mixed-use development can be recognized as its own separate use and include below grade parking, if it is allowed in the local ordinance and if good floodplain management practices are undertaken.

The floodplain challenges resulted in a partial redesign of the project, particularly for the Phase Two building. The project architects worked closely with P&Z and T&ES staff to modify the building design in order to remain compliant with FEMA's floodplain regulations and the City's floodplain ordinance. The most significant change is that the underground residential parking garage has been completely pulled out of the floodplain. Additional floodplain protections have been added to the Bruce Street entrance, and all of the residential entrances along Bruce Street and the park have raised doorways to be at least one (1) foot above the 100-year floodplain elevation.

C. Zoning Ordinance Section 7-700 and Affordable Housing

The applicant has requested the approval of a special use permit pursuant to Section 7-700 of the zoning code, which allows an increase in floor area ratio, height and/or density of a project in exchange for on-site affordable housing units. In this instance the applicant is requesting increased bonus height under 7-700, without an increase in floor area or density. In exchange for the bonus height and the use of the voluntary contribution as defined in the Developer's Housing Contribution Policy Work Group (June 2005), the applicant in cooperation with the Office of Housing has submitted an affordable housing plan that will provide twenty-eight (28) affordable set-aside rental units within the project. This exceeds one-third of the estimated additional units made possible by the bonus height (23-24 units) with the additional units being provided in lieu of the voluntary cash contribution associated with the non-bonus units. The Affordable Housing Plan was approved by the Affordable Housing Advisory Committee on November 3, 2011. The provision of 28 affordable units, proportional to the other units within project, at the property would be about 6% of the total units, which is the same percentage that was provided at the Del Ray Central apartments (9 units within 141).

The lack of adequate affordable housing in Alexandria continues to pose a serious problem to the realization of the City's vision for itself as a caring community that is diverse and affordable to all. The Arlandria Small Area Plan recognized the importance of maintaining affordable housing options as redevelopment occurred. The affordable housing plan provided by the applicant is consistent with the Arlandria Small Area Plan and is supported by City staff. This project demonstrates how compliance by a developer with the bonus density and height provisions of Section 7-700 of the City's Zoning Ordinance and the conclusions of the Developer's Housing Contribution Policy Work

Group (DHCPWG) can be an effective tool to provide a substantial number of affordable housing opportunities for low and moderate income households (including City workers, seniors, and individuals with disabilities) within a mixed-income model.

Specifically, the applicant is providing 28 units with affordable rents as defined in Section 7-700 (30% of maximum income limits used by the U.S. Department of Housing and Urban Development for the Housing Choice Voucher Program) for a period of 30 years, and is requesting three specific areas of additional height:

1. The applicant is requesting a maximum building height of 73'10" for 37% of the building footprint (at the center of the site), for an 8'10" increase above the permitted building height of 65 feet, to accommodate a change in building material from steel construction to wood frame. There is no increase in FAR.
2. The CDD#6 regulations allow the building height to increase from 50' to 65' for 50% of the development footprint. The applicant is requesting to have 61% of the development footprint at heights above 50'. This 61% includes the area of building that is 73'10" (described above) as well as portions of the building that are at 65'. The area that is over the CDD#6 regulations is 11% or approximately 17,000 sq. ft. of development area. Again, there is not increase in FAR.
3. Finally, there are areas along the Mt. Vernon Avenue façade that do not have the 15' setback required by the CDD#6 regulations – particularly three glassy tower elements. These elements are an important part of the contemporary architectural composition and staff supports retention of these unique features; thus, a portion of the bonus height is being used to allow for these areas that do not have the full 15' setback.

The regulations in CDD #6 include two different height restrictions where the applicant is applying the provisions of 7-700 to gain additional building height:

1. 35 ft. along the street, increased to 50 ft. with a minimum 15 ft. building setback from front facade;
2. Building height may be increased above 50 ft., per CDD Guidelines, to a maximum of 65 ft. for 50% of the building footprint where building massing and scale are compatible with the adjoining development and where the design elements are compatible with recommendations of the Long-Term Vision and Action Plan for the Arlandria Neighborhood.

In the first case, the applicant has requested increased building height in several areas along the frontage of Mount Vernon Avenue. Rather than applying the strict height and step back requirements, which could result in a consistently monotonous frontage, the architect has designed the building to provide a variety of building heights and step backs along the street frontage. In order to create this variety, the building heights range anywhere from 20 ft. (for retail store fronts) to up to 73'-10" high (for three glass tower features); and step backs that vary anywhere from 0 ft. to 17 ft. Staff supports the building heights and step backs as proposed because they result in a building design that has more variety along the street frontage than if the building was required to meet the strict letter of the ordinance. (For further description of the building design, see the Architecture Section below)

In the second case, there are two areas where the applicant is requesting additional building height pursuant to 7-700. The first is to exceed the maximum building height of 65 feet because of the type of construction proposed. The second is that the area of building that exceeds 50 percent of the building footprint.

With regard to the requested building height over 65 feet, the applicant is requesting a maximum building height of 73'-10" for 37% of the building footprint (for both buildings) to accommodate a change in building material from concrete construction to wood frame construction, which adds approximately 18 inches to each floor over the retail base. This additional building height is clustered along the central spine overlooking the central courtyard area.

The applicant is also requesting additional building height for an area of the building that is over 50 feet and exceeds 50% of the building footprint. This area represents an increase of approximately 11 percent over the maximum 50% allowed. This area again is concentrated along the central spine of the building where it will have the least amount of impact on adjacent development.

For the reasons mentioned above, staff is of the opinion that the additional height in the described areas will not have an adverse impact on adjacent development and is in keeping with the Long-Term Vision and Action Plan for the Arlandria Neighborhood.

D. Architecture and Relationship to Four Mile Run Park

The overall design approach is contemporary, colorful and glassy, and designed to present an attractive façade from all directions. The buildings are each a "C" shape, back to back, with the center spine fronting the private courtyard street where they meet. The openings of the buildings allow them to step down to the surrounding properties. While the building is taller along Mount Vernon Avenue and the park frontage, it steps down to a courtyard level of 35' along Bruce Street.

The southern building, Phase One, has a façade length measuring approximately 320 feet along Mount Vernon Avenue, extending from the intersection at Russell Road to the property edge next to Po-Siam restaurant. The northern building, Phase Two, has a façade length measuring approximately 200 feet along Mount Vernon Avenue, and about 300 feet along Bruce Street. To mitigate the long horizontal dimensions of the project, the architect has incorporated a significant amount of architectural variation within the building frontage, both in plan (horizontally) and in section (vertically) with recesses and projected bays, visually reducing the mass of the building and improving the pedestrian experience. The foremost projections are mostly glass, and are expressed as dramatic tower forms that come all the way down to the sidewalk, whereas the deepest recesses are a dark brown, to further emphasize the architectural variation. Boldly colored panels appear to hang from the building frame and wrap around the corners, with projected balconies and a regular window pattern punched through the panels. Along Bruce Street, the ground level retail portion of the building wraps the corner, extending to the entrance to the parking garage.

Vision of the Arlandria Plan

While some of the existing buildings in the area have an appealing character, (particularly the cluster within the Arlandria Business Corridor that includes the "Waffle Shop"), most are relatively undistinguished. The Arlandria Neighborhood Plan recommended pedestrian-oriented retail uses at the ground level and a mix of uses on the upper levels, at a scale compatible with the existing level of development along Mount Vernon Avenue and respectful of the adjacent residential neighborhoods. The goal is to break down the scale of the superblocks, and also to relate the size of the redevelopment to the adjacent residential neighborhood.

Architectural Style

The Arlandria Plan referenced the Colonial Revival style of the Presidential Greens main building, and the Art Deco elements of the Chirilagua Co-Op and Lillian's Restaurant. Unfortunately, several of the other buildings with Art Deco elements had already been demolished at the time of the plan's adoption, and during the past nine years, the area has not found any other cohesive architectural voice. Much of the residential architecture is lower-density garden apartments, brick duplexes, or townhouses, with the exception of the Calvert and Park View, the two very distinctive 1960's apartment buildings that bracket the neighborhood on either end.

Relationship to the Neighbors

Careful consideration was made to relate the building to Mount Vernon Avenue, the Birchmere, and Arlandria Chirilagua Housing Cooperative and to Four Mile Run Park. The project will be constructed so that each of the building faces function as "front doors". All of the typical back of house elements, including loading docks, have been incorporated within the buildings, below the landscaped roof terraces. The above-ground open space courtyards in each building create a building height step down for most of Bruce Street and opposite the Birchmere. This will enhance the pedestrian walking experience along Bruce Street and allows sunlight to reach the neighboring Co-Op, as well as opening up improved view access to and from the proposed units to better incorporate the building into the neighborhood.

Construction Phasing

The current redevelopment plans call for a two-phase process. The first phase envisions demolition of 3809 Mount Vernon, an empty single-story masonry building, and CVS, in order to construct the south building. While CVS would move out for the duration of the phase one construction, the pharmacy business would remain on-site in the interim. Once the south building is constructed, approximately 32,423 square feet of retail and 155 retail parking spaces would be available and MOM's grocery store and CVS to occupy. One half of the underground parking structure would be completed, providing 387 spaces for 272 residential units. Approximately half of the rear esplanade along Four Mile Run Park and the entire central street will be constructed as part of Phase One.

Phase Two will demolish the rest of the existing building. The second half of the subterranean parking structure would be constructed. With completion of the Phase Two building, there would be an additional 206 residential units with 298 residential parking spaces. Approximately 20,000 square feet of retail space would be returned to the neighborhood, with 100 new parking spaces. The remaining portion of the esplanade would be completed with the Phase II construction.

E. Traffic

The Arlandria neighborhood is dominated by two major north-south streets. Mount Vernon Avenue goes through the center of the neighborhood, extending from the Braddock Metro Station, which is approximately two miles south of the site, to Four Mile Run, at the Arlington border. Russell Road runs along the western boundary of the neighborhood and ends in a T-intersection directly at this

site. Most east-west traffic uses South Glebe, in Arlington, or West Glebe or connects to East Reed, to reach Route 1.

Area Traffic Impacts

A traffic study was completed by the applicant to measure the impacts of the proposed development on the surrounding roadway network. Based on the applicant's traffic study, the development will generate 147 new AM peak hour trips, 161 new PM peak hour trips, and 123 new weekend peak hour trips. These trips will be dispersed among three entrances that connect to Mount Vernon Avenue. Some concern has been raised by citizens in the community regarding the congested nature of Mount Vernon Avenue, particularly northbound during the AM peak hour as Mount Vernon Avenue crosses over Four Mile Run into Arlington County. Signal timing adjustments at the intersection of Mount Vernon Avenue and South Glebe Road in Arlington County can mitigate the additional delay that would result from this development for traffic travelling to the north. However, even with signal timing changes the existing queues extending from the intersection will not be shortened from their present length due to limited capacity at the intersection. Intersections south of the proposed development along the Mount Vernon Avenue corridor have adequate roadway capacity during peak hours if minor timing adjustments to the existing signalized intersections along the corridor are made.

Traffic Impact Study Conclusions

The proposed development will generate a moderate increase in traffic on the overall roadway network. Vehicles travelling to and from the north and passing through the intersection of Mount Vernon Avenue and South Glebe Road will continue to experience backups and delays during the peak hours due to capacity constraints at the intersection. Intersections to the south will continue to operate at acceptable levels of service during both the AM and PM peak hour periods after development.

F. Parking

One of the concerns within the plan was provision of adequate parking within the neighborhood and for all of the proposed new uses. Many of the existing residential developments, including Presidential Greens, were developed as garden apartments and have parking supplies that do not meet the needs of the current residents. While recent trends in new development has been to push the parking ratio down as low as possible, even to a residential ratio of .9 for projects recently approved near Braddock Metro, the 2003 Arlandria Plan set residential parking minimums and required commercial spaces to meet the Zoning Ordinance requirements.

The applicant has chosen not to request a Parking Management Plan, which would permit the request of a parking reduction by providing ways to mitigate the impacts of a reduction on the site and surrounding neighborhood. Staff is generally supportive of this decision, as they have also agreed to consider coordinated parking options, as described below. Finally, while the retail parking rates are higher than on many new projects, the number of parking spaces is actually being reduced, as the shopping center currently has 307 spaces, and will be returning 255, for approximately the same amount of retail space.

Residential Parking Rates

The residential parking rate for this area is 1.3 spaces per unit for studio and one-bedroom units, and 1.75 spaces for two-bedroom units. The unit and parking breakdowns for residential are shown below. Building One proposes 387 residential spaces, and Building Two proposes 298 spaces, for a project total of 685 residential spaces and an overall residential parking ratio of 1.43 spaces/unit

- 56 studios, 12% of project, parked at 1.3 spaces per unit
- 281 1 bedrooms, 59% of project, parked at 1.3 spaces per unit
- 141 2-bedrooms, 29%, parked at 1.75 spaces per unit

Retail Parking Rates

The retail parking ratio for District Two is 1.1 parking space per 230 square feet of floor area for projects that are at least 20,000 square feet in total floor area. The project proposes 53,254 total square feet of retail, 32,432 square feet in Building One and 20,831 square feet in Building Two. This breaks down to 255 spaces between the two buildings (155 spaces and 100 spaces), for an overall retail parking ratio of 4.79. The applicant also proposes three loading docks for each building, which will serve the retail uses as well as residential moves.

Coordinating Parking

As noted, over the past few years, staff has consistently supported reduced parking ratios, and the 2003 Arlandria Neighborhood Plan does offer reduced parking options if a public parking facility is available. The Plan envisioned a parking facility at the former Datatel site and, while the site does serve as a surface parking lot with approximately fifty spaces, it would not meet the needs of a major commercial or residential space.

While Arlandria is well-served by buses, and has several neighborhood grocery options, it is not within walking distance of a metro, and off-peak bus service is not ideal. With the potential for a Potomac Yard Metro station, and the introduction of Capital BikeShare, transit options may be very different in ten years, although this does little to alleviate the developers' current concerns. As such, staff has agreed to support the higher parking ratios requested, with the addition of a condition requiring an aggressive Transportation Management Plan and on-going monitoring of the retail and residential parking usage.

This site is the adjacent to Four Mile Run Park, which has heavy usage for sports events, and minimal parking spaces and the Birchmere, which is a regional entertainment draw. As such, any parking that is constructed at Mount Vernon Village Center, but unneeded by the residents or retailers would have multiple other potential users. Staff will continue to work closely with the property owners as the parking spaces become available, and into the future.

G. Retail Uses

The Arlandria neighborhood is best known for diverse commercial uses, including the Birchmere, RT's Restaurant, Po Siam's and the various ethnic restaurants and services. A large section of the population is from Central America, resulting in the neighborhood nickname "Little Chirilagua", and the neighborhood hosts the annual Chirilagua Festival in the summer. Mount Vernon Village Center is currently anchored by MOM's Organic Market, which is a regional draw, and CVS drugstore heavily used by the community, with a number of smaller retail uses, including Wing Zone and Subway, a pawn shop, a hair salon, and several financial uses. Fashion K, previously located within the center, will be relocating to the nearby Foodway commercial strip, which has been recently renovated.

During the Upper Potomac West Task Force and the Arlandria Neighborhood Plan planning processes, retail studies found a strong market for a variety of housing products, including rental and sale, a limited market for office uses and an unmet demand for a broader variety of retail options. The Arlandria Neighborhood Plan recommended strengthening the existing retail environment, encouraging new pedestrian-oriented retail uses and creating a safer pedestrian environment to support and complement the existing and potential niche markets. The Potomac West Business Alliance was formed following the plan, but was not able to maintain cohesion for the length of Mount Vernon Avenue, and reorganized as the Del Ray Business Association.

Over the last two years, as part of the efforts to implement the Arlandria Neighborhood Plan, AEDP has conducted extensive outreach to the Arlandria business community. This included conducting a survey with follow-up interviews during summer 2010, informing existing businesses about funding opportunities, such as the façade improvement grant program, and has resulted in the recent formation of the Arlandria-Chirilagua Business Association (ACBA). The goal is that through continued coordination and education, the existing businesses can continue to exist and thrive, as redevelopment comes to Arlandria. AEDP's outreach efforts and concerns of the retail community are detailed in the AEDP Report on the Survey of the Arlandria Business Community.

One of the concerns expressed by the existing residential and business community is a lack of variety among the retail options, as uses are frequently mimicked, with several chicken restaurants or several dollar-stores. While AEDP has aggressively marketed retail openings within Arlandria, the quality of the built environment surrounding the site is challenging, as the majority of the building stock is dated. The introduction of new commercial spaces, built to current market standards with associated new residential units, provides additional options for attracting new retailers.

The developer has worked closely with MOM's and CVS to ensure that they will have space in the new buildings. Once construction on the south building is complete, MOM's will move to a space in that building, to allow it to continue operations. CVS will move out for the duration of construction of the first phase, but the pharmacy business will remain onsite throughout. Once the first phase is complete, CVS would return. Additionally, a condition has been requested that would permit current restaurant tenants to return to the site without requiring a new Special Use Permit. In the meantime, AEDP and ACBA will work closely with the Arlandria Advisory Group and City staff to retain existing businesses and continue to promote commercial spaces to businesses that recognize the unique market within Arlandria.

H. Green Building and Sustainable Design

The applicant for this development has committed to complying with the City's Green Building Policy as indicated in the conditions of approval. As this is primarily a residential building, the development will be constructed to obtain a minimum rating of LEED Certification, or an equivalent rating system. The developer has indicated that they will strive to meet a LEED Silver certification. Improvements include, but are not limited to, increased stormwater runoff capture on the site, which will have benefits for the adjacent park, redevelopment of an infill location with transit access and light-reflective white roofs.

I. Pedestrian and Streetscape Improvements

Plan Vision

The Arlandria Neighborhood Plan expresses a strong preference for restoring or creating a more traditional pedestrian-oriented environment along Mount Vernon Avenue. Key design criteria from the Arlandria Plan include:

- maintaining adequate sidewalk widths,
- providing pedestrian crosswalks,
- updating street furniture, landscaping and street trees,
- undergrounding of utilities and
- design guidelines for commercial signage.

The City has been overseeing many of these improvements, including the redesign of the pedestrian crosswalk at Mount Vernon and West Reed (summer 2011) and the installation of new bus shelters, bike racks, and traffic calming measures (provided in FY2012-FY2021 CIP budget). In the proposed redevelopment, the applicant will be making a number of pedestrian improvements to the areas, including improved sidewalks along Mount Vernon Avenue and Bruce Street, the pedestrian esplanade at the rear of the property, two new bus shelters on Mount Vernon Avenue, and inclusion of art elements within the project. In a separate, but related project, TES and RPCA will coordinate with the community to determine the best location for an improved bike connection between the Four Mile Run bike trail and the property.

Streetscapes on Mount Vernon Avenue and Bruce Street

The building is set back an average of twelve feet from the property line along Mount Vernon Avenue, and has a building line that varies significantly along the street front. With the scale of the proposed buildings, however, it was felt that maintaining a generous and non-uniform street setback would make a much stronger and more interesting pedestrian environment.

Opportunities are provided for street seating for restaurants or cafes. At the frontage on either side of the main entrance, the buildings are pulled back approximately forty feet to create two small plazas, which will be further enlivened with landscaping and art elements. This will be a significant

improvement from the current environment, which has a narrow sidewalk with the street on one side and a surface parking lot along the other. The applicant is also providing two new bus shelters, one on either side of Mount Vernon Avenue.

The new central “street” will provide a vista and access directly into the park, with landscaped sidewalk on either side. Street trees and City-standard trash cans bike racks will be provided along Mount Vernon Avenue. Though private, all of the improved streetscapes will have a public access easement over them.

The vista down Bruce Street is of a very narrow street with parking on both sides that terminates in a parking lot. With the redevelopment of the northern half of the property, which will be Phase 2, the building will be pulled back five feet from the property line and that extra space will be incorporated into the street width. The applicant will construct a new landscaped sidewalk plus new curb and gutter for the southern length of Bruce Street.

Promenade and Right-of-Way Reservation

The site has an irregular property line between Four Mile Run Park and the properties owned by Arlandria LLC. The property line parallels Bruce Street, then turns south to parallel the park. Land presently owned by Arlandria LLC, approximately 7,000 square feet, along the Four Mile Run Park frontage would be held in reservation for the City’s future potential use. As noted previously, the goal is to not preclude the potential for a vehicular road in this location as called for in the Arlandria Plan, but not to require a vehicular road at this time. The land held in reservation would be used as a pedestrian esplanade for the foreseeable future. Until that time, this area will serve as a landscaped non-vehicular promenade, providing a more inviting entrance to this section of Four Mile Run Park, and serving as a buffer between the residential development and the public park.

J. Open Space

This project shares a property line with Four Mile Run Park, which is a rough triangle, bounded by Four Mile Run, Commonwealth Avenue, Cora Kelly Elementary School, and private property lines. In 2006, the City completed a joint planning process with Arlington County to create the Four Mile Run Restoration Master Plan. Both the Arlandria Neighborhood Plan and the Four Mile Run Restoration Plan called for the acquisition of four commercial properties adjacent to Four Mile Run Park (4109, 4115, 4121, and 4125 Mount Vernon Avenue) and the parcels’ conversion to open space. In January 2007, the City purchased the four parcels for approximately \$4.5 million. One of the buildings (4109 Mount Vernon Ave.) was rehabilitated and reopened as a community space in Summer 2011, beginning activation the northernmost end of the Mount Vernon Avenue corridor.

There are active sports fields at the northern end and along Commonwealth Avenue, and a well-used bike trail that runs through the park and connects to Arlington. The area immediately behind the Mount Vernon Village Center has two fenced multipurpose courts and a small play area behind the neighboring Chirilagua Co-op, situated in otherwise passive green space.

Ground Level and Private Open Space

Because the park runs roughly north-south, and parallels Mount Vernon Avenue, much of it is hidden behind the development along the Avenue. Under current development requirements, a project would typically be required to have at least 40% ground level open space, or they would need to provide an open space contribution of funds or improvements offsite. The Arlandria Plan, however, was written to encourage redevelopment and so limited the required amount of open space to 10-15% for properties that redeveloped under CDD#6. The intention of the plan was that the park could provide for some of the open space within the development. In addition to the adjacency of the park, the applicant is proposing on-site amenities for residents, including above-ground open air spaces for each building, which will include seating areas, landscaping and trees. In the south building, the space is multi-level, connecting to the mezzanine level and includes a swimming pool above the retail parking. Balconies are also proposed for many of the units.

As discussed in the previous section, a pedestrian esplanade will be provided for the length of the building's shared frontage with the park. The central street between the buildings will open to the esplanade with pedestrian access, and nine ground level units that front the park will have direct front door access to the esplanade. In the interim, the area will be planted with trees, ground and with pedestrian lighting, in coordination with RPCA and City Police.

Four Mile Run Park and Associated Improvements

Another area of discussion in the plan was enhancing opportunities for access to the park, several of which were called out on or around the Village Center site. In the site design for the project, Bruce Street is widened slightly, and the sidewalk is landscaped. The central courtyard street opens up the views into the park with the new buildings framing the axis and directing the views, while also providing for bike and pedestrian access to the park. The pedestrian promenade on the east side of the project not only provides a connection between the park and the project, but also clearly demarcates the public space from the private space.

City staff is also recommending that the applicant remove the existing multipurpose courts, reseed the area, and reconstruct them at a nearby location within the park, in coordination with RPCA, the Park & Recreation Commission and the community as a plan for the park is developed in the next year. The existing courts immediately abut the shared property line and may, in all likelihood, be damaged during construction. From a visual perspective, they interrupt the vista point looking from Mt. Vernon Avenue between the buildings to the park. For these reasons, relocating these as new, small scale active recreational uses makes sense. The relocation site and the specific small scale recreational uses will be defined as a part of the pending Four Mile Run plan. The applicant will be required to fund these replacement recreational uses in a dollar amount equal to the reconstruction of the current court uses. Staff recognizes that different recreational uses of a similar size and cost may be the outcome of the plan for the park. The applicant will also be planting trees within the park, in coordination with RPCA, in order to meet their crown coverage requirement.

The redevelopment of this site should be a positive step towards integrating the park more fully into the neighborhood. While the sports fields at the north and south end of the park are heavily programmed, the central section is hidden behind the buildings along Mount Vernon Avenue, and

the only official park entrance and associated parking is at the northernmost end of the Avenue, immediately adjacent to the Run and the Arlington border. As a result, the section behind the Village Center lacks “eyes” on the park. While the Arlandria Chirilagua Housing Cooperative and Hume Springs neighborhood are also adjacent, the buildings have their backs to the park and are constructed as cul-de-sacs, without public access to the park. The redevelopment of this site, with the pedestrian promenade and new residential units overlooking the park will improve neighborhood access and security.

K. Transit Improvements

The Arlandria neighborhood is served by bus lines along Mount Vernon Avenue as its primary transit option; however, there are several upcoming improvements that could have a significant impact on the neighborhood. As has been discussed, this neighborhood is in a key location and is within a short distance of a number of highly desirable destinations. The Four Mile Run Bike Trail runs directly behind the site, and it is two miles south of the Crystal City Metro station, or two miles north of the Braddock Metro station. Once the projected Potomac Yard Metro station opens, the site would be approximately one mile away.

Another new transit option is the impending Alexandria expansion of the popular Capital Bikeshare system. Currently operating with the District and Arlington County, the system allows users to take a bike from one location and return it at another. The nearest station currently is at South Glebe and Potomac Avenue in Arlington, approximately one mile away. The system continues to expand rapidly, and additional stations will be on-line by the time this project is constructed, including new stations in Alexandria.

L. Public Art

The Arlandria Plan does not require public art on-site, but makes a strong case for its inclusion. The neighborhood has a history of bold art elements, including the mural on the Tenants and Workers building, at 3081 Mount Vernon Avenue, the mural on the former Duron Paint Store, now the community building at 4109 Mount Vernon, and the upcoming mural being designed for the side of the restaurant Po-Siam at 3807 Mount Vernon Avenue.

The applicant is being asked to incorporate public art elements into the small plaza areas fronting Mount Vernon Avenue and within the central courtyard. The designs will be determined during the final site plan process in coordination with City Staff and with outreach to the Public Art Committee. Non-traditional options for the artwork could include the use of lighting, colored concrete or special pavers, or murals.

V. COMMUNITY

Arlandria has experienced minimal redevelopment since the Arlandria Neighborhood Plan was adopted; however, the community has been extremely stable. The majority of the stakeholders who predated the 2003 Plan are still deeply involved in the neighborhood. In December 2009, at the request of community members, the Arlandria Advisory Group (AG) was created by a Council

Action. Since that time, City staff has worked extensively within the Arlandria community. The AG has thirty members, representing various stakeholder groups, and has had seven full meetings over the last 18 months. During that time, the group has discussed redevelopment, transportation, CIP investment, Four Mile Run Park expansion project, streetscape enhancements, retail, and neighborhood revitalization. The property developer, Steve Weinstock, has been a regular member of the group and also participated in the creation of the 2003 Arlandria Plan.

This development proposal was previewed to the Arlandria Advisory Group at the September 22, 2011 meeting. The project was presented – in whole – at a community meeting on October 5, 2011. There were approximately 50 people in attendance, excluding staff. At the request of the individual groups, the developers also met with the Northridge Civic Association on October 10, the Arlandria Chirilagua Co-Op Board on October 22, the Hume Springs Neighborhood Association on November 15th and the Alexandria Bike/Ped group on November 21st. Staff and the project attorney were present to provide an overview of the project at the Lynhaven Civic Association meeting on November 7th.

While there has been general support of the idea of redevelopment within the neighborhood, this project does constitute a dramatic change, and there has been ongoing concern over a number of issues, including gentrification, traffic congestion, relationship of the building to the neighborhood, treatment of the park edge, and access to the bike trail.

VI. CONCLUSION

Staff recommends **approval** of the development special use permit with site plan and all related applications subject to compliance with all applicable codes and the following staff recommendations.

Staff: Faroll Hamer, Director, Planning and Zoning;
 Gwen Wright, Chief, Development;
 Gary Wagner, RLA, Principal Planner;
 Maya Contreras, Urban Planner.

VII. GRAPHICS
West Perspective



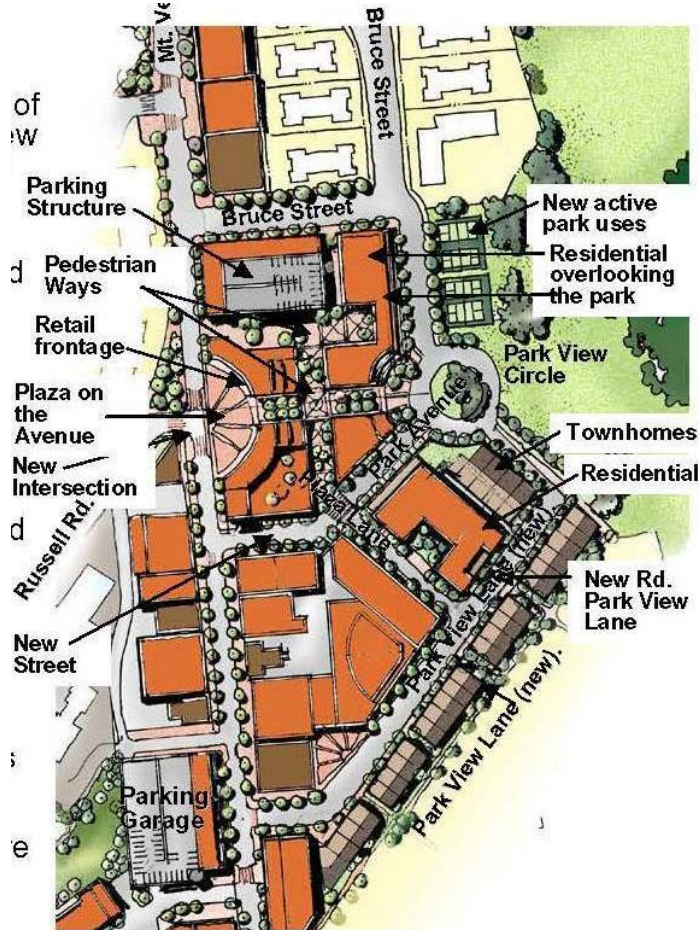
South Perspective



Site Plan



Illustrative Plan



VIII. STAFF RECOMMENDATIONS

CDD CONDITIONS

1. The CDD Concept Plan shall have the same validity period as the development special use permit. (P&Z)

DSUP CONDITIONS

2. The Final Site Plan shall be in substantial conformance with the preliminary plan dated September 12, 2011 and as revised with the supplemental design plans prepared by CORE Architects, dated October 3, 2011, and comply with the following conditions of approval: (P&Z)

A. PEDESTRIAN/STREETSCAPE:

3. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
 - a. Complete all pedestrian improvements, as appropriate for each phase of the project and as determined during the final site plan process, prior to the issuance of a certificate of occupancy permit for the phase.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. Construct all sidewalks along Mount Vernon Avenue, Bruce Street and the esplanade along the park to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet. All uni-décor paver sidewalks shall be set on a minimum 4" concrete base with a 1" sand setting bed. Sidewalks within the private courtyard may be of different material, as shown on the final site plan.
 - d. Sidewalks shall be flush across all driveway crossings.
 - e. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - f. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
 - g. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES. The crosswalk at Mount Vernon Avenue and Russell Road shall be constructed to the specifications referenced in the Streets and Traffic section.
All crosswalks shall be standard, 6" wide, white thermoplastic parallel lines with reflective material, with 10' in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES. *** (P&Z) (RP&CA) (T&ES)

- h. Provide consistently graded 2% cross-slopes on the sidewalks from face of building to back of curb. Additional ADA accessible entrances to retail spaces, as needed, shall not interfere with the minimum sidewalk width and will be coordinated at final site plan. * (T&ES, P&Z)
 - i. The garden walls along the east side of the building and the north-east corner shall project no further than six feet from the building line and shall allow for a minimum eleven feet of unobstructed sidewalk between the face of garden wall and the edge of the tree well. (P&Z)(RP&CA)
 - j. No garden walls shall be constructed within the park property line. (P&Z)(RP&CA)
 - k. Provide street trees along the full frontage of Mount Vernon Ave. Locations to be determined at final site plan. In the area with potential conflict with the underground storm pipe, provide verification of the pipe depth and tree wells generally consistent with *Exhibit 1 (attached)* to the satisfaction of the directors of RP&A and P&Z. Relocation of the existing stormwater pipe will not be required. (P&Z)(RP&CA)*
 - l. Provide street trees along the full frontage of Bruce Street by carefully locating tree wells to allow for sufficient sidewalk clearance between the well and the building façade. Tree grates, if necessary, shall be coordinated at final site plan. (P&Z)(RP&CA)*
4. Continual public access easements shall be provided for all sidewalks crossing private land, including Mount Vernon Avenue, the esplanade facing Four Mile Run Park, Bruce Street, and the central courtyard. The easements shall be recorded as part of the subdivision plat, prior to the release of the final site plan.*

B. PUBLIC ART:

5. Coordinate with City staff prior to submittal of the Final Site Plan to discuss ways to incorporate public art elements into the plaza areas fronting Mount Vernon Avenue and the central courtyard. Consider the use of lighting, colored concrete or special pavers, murals, etc. The public art shall be reviewed by the Public Art Committee prior to release of the final site plan and the applicant shall consider the Committee's comments before making the final selection of the public art components. The art shall be fabricated and installed prior to the first certificate of occupancy for each phase, or prior to the first certificate of the final phase for elements shared between the buildings, to the satisfaction of the Directors of P&Z and/or RP&CA.*** (P&Z)(RP&CA)

C. OPEN SPACE/LANDSCAPING:

6. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and/or RP&CA. At a minimum the Landscape Plan shall:
- a. Provide an enhanced level of detail plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.

- b. Ensure positive drainage in all planted areas.
 - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
 - d. Provide detail sections showing above and below grade conditions for plantings above a structure.
 - e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.* (P&Z)(RP&CA)
7. Provide the following modifications to the landscape plan and supporting drawings:
- a. Provide a plant palette with seasonal interest to complement the foundation planting indicated on the planting plans.
 - b. Provide groundcover planting in all at-grade tree wells where no tree grate is proposed.
 - c. Amend the spacing and location of the proposed *Viburnum plicatum* to reflect the eventual size of the species. In the event that site factors such as space constraints or conflicts with fenestration occur, replace with a suitable species.
 - d. Amend the labeling on the planting plan to accurately reflect the proposed planting.
 - e. At the two L-shaped planters either side of the driveway entrance from Mt Vernon Ave, include trees/planting material suitable for the scale of the building in addition to foundation planting. If necessary, provide a larger planter.
 - f. Provide an appropriate set of construction details for the edge condition of the Esplanade area where it transitions to the public park. The construction details shall provide for flexibility to allow for the future road construction. Specifically, the details shall include:
 - i. A flush concrete curb along the project extent to demarcate the boundary and to serve as edge restraint to the paving and the tree wells.
 - ii. At the property extent, provide a root barrier of minimum 36" depth installed in the tree wells along the inside of the tree well wall.
 - g. Provide street tree planting in continuous tree trenches, with the trench extents indicated by a dashed line on the Site and Landscape plans.
 - h. Show the location and canopy of all trees identified as to-be-saved on the Site, Grading and Landscape plans with the tree protection required (see tree protection section below). Trees identified as to-be-removed shall not be shown on these plans.
 - i. Clarify how the *Quercus phellos* are counted in the crown coverage calculations and amend any discrepancies.
 - j. Provide coordinated section details for tree wells above structure to amend the discrepancy between the details on L3.01 and L5.01. (P&Z)(RP&CA)
8. All sidewalks and driveways constructed above tree wells shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. (P&Z)(RP&CA)
9. Provide paving details for all types of proposed paving, including details where interface between different types of paving occur and where paving meets vertical planes such as walls. (P&Z)(RP&CA)

10. **CONDITION AMENDED BY PLANNING COMMISSION:** Proposed plantings shall be coordinated with on-site utilities. Horizontal and vertical location of all proposed site utilities including storm and sanitary sewer, water, electrical, gas and associated appurtenances shall be adjusted to maximize accommodation of street and on-site plantings. (P&Z)(RP&CA)(PC)
11. Project elements associated with pedestrian areas including sidewalks, crosswalks, depressed curbs, street/site lighting and site furnishings, signals and signs shall be located and coordinated so as maximize accommodation of street and on-site plantings. Horizontal and vertical locations of all associate service, footings and foundations shall be adjusted to maximize accommodation of street and on-site plantings. (P&Z)(RP&CA)
12. The open space areas on the second level of each building shall be designed to function as high-quality usable open space for the residents. At a minimum, the revised plans for these rooftop open spaces shall, in addition to the elements shown on the Preliminary Plan, include the following to the satisfaction of the Director of P&Z:
 - a. Features and elements such as seating, trash receptacles, and pedestrian-scale lighting;
 - b. Varied paving patterns and materials;
 - c. Adequate landscaping and irrigation systems consistent with a high-quality apartment building; and
 - d. Lighting shall be pedestrian-scale pathway lighting and shall not be visible from the adjoining streets.Any additional rooftop gathering places shall be reviewed as part of the final site plan review process. (P&Z)
13. Provide coordinated information in the construction phasing sheets to accurately reflect which elements of the landscape shall be provided in each phase. Consideration shall be given to the edge condition of the early phase and how it transitions to the existing conditions, with access restrictions if necessary and temporary landscape screening to the satisfaction of the Director of P&Z. Proposed permanent planting that is likely to be impacted by late phase construction shall be protected from damage. (P&Z)(RP&CA)
14. **CONDITION DELETED BY PLANNING COMMISSION:** ~~The Existing Tree Survey includes two stands of trees in the site's northern corner which are unlabeled and shall be identified similarly to the other trees on site. (P&Z)(RP&CA)-(PC)~~
15. Provide a site irrigation/water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA, P&Z and Code Administration:
 - a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible external water hose bib on all building sides at a maximum spacing of 90 feet apart.
 - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.

- d. Install all lines beneath paved surfaces as sleeved connections.
 - e. Locate water sources and hose bibs in coordination with City Staff.
16. Develop a palette of site furnishings in consultation with staff:
- a. Provide location and specification for site furnishings that depicts the scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, and/or P&Z and T&ES.
 - b. Site furnishings shall include benches, bicycle racks, trash receptacles, drinking fountains and other associated features.
 - c. For site furnishings proposed within the applicant's portion of the esplanade at the rear of the property, staff strongly encourages the use of City standard street furniture. (RP&CA)(P&Z)(T&ES)
17. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, and/or P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)
18. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the City's Landscape Architects to review the scope of installation procedures and processes. (P&Z)

D. PARKS AND OPEN SPACE:

19. **CONDITION AMENDED BY PLANNING COMMISSION:** The applicant shall remove the multipurpose courts in Four Mile Run Park, re-establish the grade and grass, and relocate the courts within the park at a nearby location, to be chosen by RP&CA. The location shall be determined in conjunction with the final site plan review process, and all engineering and related documents may be submitted as part of the final site plan review. The applicant shall install the courts, at a construction cost not greater than \$200,000, prior to approval of the final certificate of occupancy for the first building, provided the City has designated a new location, to the satisfaction of the Directors of P&Z and RP&CA. (P&Z)(RP&CA)(PC)
20. No gate element between the central courtyard and the park is approved with this submittal. Once both buildings are constructed and occupied, if the property owner determines that one may be needed, a written request shall be provided for determination by the Directors of P&Z and RP&CA. (P&Z)(RP&CA)

E. BUILDING:

21. Provide the following building refinements to the satisfaction of the Director of P&Z:
- a. Continue to work with staff to refine the proposed building elevations and architectural details, including architectural skin and materials

- b. With the first submission of the Final Site Plan, provide an exhibit that demonstrates that the Bruce Street elevations are in conformance with the requirements of the bulk plane angles;
 - c. With first submission of the Final Site Plan, provide an exhibit that demonstrates that all building heights as submitted in this DSUP application conform to all requirements of the Zoning Ordinance with the understanding that certain of the building heights submitted in this DSUP application are increased pursuant to Section 7-700;
 - d. With first submission of the Final Site Plan, provide an exhibit that demonstrates options for windows or other architectural treatments that would enliven the blank walls facing the Birchmere property.
 - e. Continue to work with staff to further refine some of the architectural building skin along Bruce Street. (P&Z)
22. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning to the satisfaction of the Director prior to selection of final building materials:
- a. Provide a materials board that includes all proposed materials and finishes at first final site plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. *
 - d. Construct a color, on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to release of building permits. **
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)
23. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver or equivalent for commercial and LEED Certified or equivalent for residential to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. Provide evidence of the project's registration with LEED with the submission of the first final site plan.*
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of LEED Silver Certification from USGBC within two years of obtaining a final certificate of occupancy.

- e. Failure to achieve LEED Certification for the residential project and /or LEED Silver for the commercial project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of the final site plan approval will apply. (P&Z)(RP&CA)(T&ES)
- 24. The applicant shall work with the City for reuse or recycling of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES)(P&Z)
- 25. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
- 26. The applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures to minimize the generation of municipal wastewater from the site and explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could possibly reduce the wastewater generation from this site. A list of applicable mechanisms can be found at <Http://www.epa.gov/WaterSense/pp/index.htm>. (T&ES)
- 27. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)
- 27a. **CONDITION ADDED BY PLANNING COMMISSION:** The applicant shall permit future development on the property on which the Birchmere is located to build an abutting wall along portion of the development constructed along the property line without requiring the payment of any fee to exercise such right. The architectural enhancements agreed to by the applicant shall not preclude the building of abutting walls. (PC)

F. RETAIL USES:

- 28. **CONDITION AMENDED BY PLANNING COMMISSION:** Ground floor uses of areas designated on the plan as “retail” shall be limited to retail, personal service uses, day care centers, and restaurants, as defined in the Zoning Ordinance, with the exceptions identified below:
 - a. one leasing office for each building is allowed;
 - b. retail shopping establishments shall not include ~~appliance stores~~, auto parts stores, and lawn and garden supply stores;
 - c. personal service uses shall not include appliance repair and rental, contractors’ offices, Laundromats, and pawnshops;
 - d. day care centers are subject to the applicable conditions below;
 - e. restaurants are subject to the applicable conditions below; and
 - f. Other similar pedestrian-oriented uses as approved by the Director of P&Z to meet the intent of providing active pedestrian-oriented neighborhood-serving retail uses are allowed. (P&Z)(PC)

29. A commercial tenant approved under a separate Special Use Permit and existing at the site on September 12, 2011 may request to continue operating under their existing Special Use Permit approval in order to reopen in a newly-constructed tenant space on the site, unless said commercial tenant no longer complies with its existing Special Use Permit conditions or the use changes, expands or intensifies, as determined by the Director of Planning & Zoning. (P&Z)
30. Restaurants shall be permitted with an administrative special use permit provided they comply with Section 11-513(C), (L), and (M) of the Zoning Ordinance, with the following exceptions. Restaurants that do not meet these conditions may apply for a separate special use permit.
 - a. The maximum number of indoor and outdoor seats allowed shall be determined by the Building Code.
 - b. The hours of operation for the restaurant shall be limited to between 7:00 am and 11:00 pm Sunday through Thursday, and between 7:00 am and midnight Friday and Saturday.
 - c. If entertainment is proposed consistent with the Zoning Ordinance, then it must be demonstrated by a qualified professional that sufficient sound-proofing materials are provided so as to prevent the entertainment from disturbing building residents. (Code)(P&Z)(T&ES)
31. Ensure the following for the retail areas within the development, to the satisfaction of the Director of P&Z:
 - a. Provide a minimum 15 feet floor to floor height.
 - b. All retail entrances along Mount Vernon Avenue shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.
 - c. The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the lease for each tenant. (P&Z)

G. SIGNAGE:

32. Continue to work with staff to develop a coordinated sign plan, which includes a color palette for all proposed signage, including, but not limited to site-related signs, way-finding graphics, and business signs. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of P&Z, and/or RP&CA, and T&ES.*
 - a. Business signs shall employ variety and creativity of design. Tenant designers shall bring a sculptural and dimensional quality to their signs.
 - b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc.

- c. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged. Tenants with main storefront entrances on Street(s) shall incorporate a projecting or under-canopy sign. (Arch)(P&Z) (RP&CA) (T&ES)
 - d. The proposed freestanding pylon signs as shown in the Preliminary Plan shall not be permitted
 - e. Lighted signs shall be coordinated as part of the sign program. Internally lit box signs are prohibited.
33. Design business and identification signs to relate in material, color and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Director of P&Z.
- a. The business and identification signs shall be designed of high quality materials and sign messages shall be limited to logos and names.
 - b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
34. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (P&Z)(T&ES)

H. HOUSING:

35. The developer shall provide 28 affordable set-aside rental units, with the mix of units to include an equivalent percentage of each type of unit as in the whole project to the satisfaction of the Director of Housing. The portion of the affordable units applicable to each building shall be provided as each building is occupied.
36. Rents payable for the set-aside units shall not exceed the maximum rents (taking into account utility allowances and any charges for parking spaces) affordable at 30% of maximum income limits used by the US Department of Housing and Urban Development for the Housing Choice Voucher Program (HUD 80%) for a period of 30 years from the date of initial occupancy of each affordable unit. The owner shall re-certify the incomes of such households annually.
37. Once an income-eligible household moves into a unit, that unit will be considered an affordable unit until the household's income increases to more than 140% of the then-current income limit. At that time, the over income household shall be allowed to remain, but the next available unit of comparable size (i.e., with the same number of bedrooms, den space and/or approximate square footage) must be made available to a qualified household. Once the comparable unit is rented, the rent of the over-income unit may then be increased to market rate in accordance with any lease restrictions.
38. Applicants receiving Housing Choice Voucher (Section 8) assistance will not be denied admission on the basis of receiving Section 8. Section 8 payments will be treated as income for the purpose of determining minimum income eligibility.

39. The set-aside units shall be of the same size, floor plan and with the same amenities as other similar units in the development. Concentrations of affordable units will be avoided.
40. If the market rents are less than anticipated, the affordable rents as defined above (as adjusted for allowances) will continue to be used as the affordable rents; however, in the event the differential between the market rents and the affordable rents falls below \$150, the affordable rents shall be reduced to maintain a differential of at least \$150 at all times.
41. Occupants of the affordable rental units shall be charged a parking fee equivalent to no more than the cost of the sticker and any commonly applied management fee for one parking space per unit. Normal charges shall apply with regard to any additional parking spaces rented by such occupant.
42. The developer shall provide the City with access to the necessary records and information to enable annual monitoring of compliance with the above conditions for the 30-year affordability period.
43. Amendments to the approved Affordable Housing Plan must be submitted to the Affordable Housing Advisory Committee for consideration, and require final approval from the City Manager.

I. PARKING:

44. A maximum of 940 parking spaces shall be permitted in the structured garage areas for residential and retail parking, excluding proposed loading spaces. Residential parking spaces shall be separated from retail spaces, unless approved for certain areas during the final site plan process. All remaining unassigned spaces in the garage shall be made generally available to residents and visitors. (P&Z)(T&ES)
45. Provide a minimum of 72 long-term, bicycle parking space(s) in an enclosed secure room for the residential units of the development. Provide a minimum of 14 short-term bicycle parking spaces for retail uses. Racks for short-term spaces should be located close to retail entrances and should serve each retail establishment. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. (T&ES)
46. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan and shall at a minimum include the following:
 - a. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the underground parking for residents.
 - b. A plan of the garage facility, a description of access control equipment and an explanation of how the garage will be managed.

- c. Appropriate signage shall be provided for the retail parking indicating hours which are reserved for retail patrons.* (P&Z)(T&ES)
47. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the final site plan. (P&Z)(T&ES)
48. Provide an annual parking study for two years after the final certificate of occupancy for the second phase to determine the parking usage for the retail space. If it is determined that the parking is underutilized, the spaces shall be made available to the public at market rates, to the satisfaction of the Directors P&Z and T&ES.
- J. TRANSPORTATION MANAGEMENT PLAN:**
49. According to Article XI of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to persuade residents and employees to take public transportation or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in the TMP Attachment [2] to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)
50. Any special use permit granted by City Council under this section 11-700, unless revoked or expired, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all of their heirs, successors and assigns. Any use authorized by a special use permit granted under this section 11-700 shall be operated in conformity with such permit, and failure to do so shall be deemed grounds for revocation of such permit, after notice and hearing, by the City Council. (T&ES)
51. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)
52. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met and will provide an opportunity to adjust the rates up or down up to a percentage cap. The revised TMP program will go before the City Council for approval. Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language to be approved by City Council at a future date. (T&ES)
53. The applicant shall contribute \$40,000 to the city prior to Final Site Plan release to install a bike share station on their site frontage or directly across the street from the project as part of a coordinated bike share program. In the event a bike share station cannot be located along

the site frontage, an alternate off-site location within a two block radius of the project may be selected. The bike share station shall be constructed within one year of the issuance of the last certificate of occupancy permit. In the event the City has not established a coordinated City bike share program that is either operating or scheduled to begin operation within one year of the last certificate of occupancy permit, the funds shall be used for transit infrastructure to serve the site. (T&ES)

54. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 50%, and submission of raw data). The fee shall be in the amount of five hundred (\$500.00) for the first 30 (thirty) days late and two hundred and fifty dollars (\$250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward. (T&ES)
55. The applicant shall integrate into the District Transit Management Program when it is organized. All TMP holders in the established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. (T&ES)
56. A TMP Coordinator shall be designated for the entire project upon application for the initial building permit. The name, location, email and telephone number of the coordinator will be provided to the City at that time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. *(T&ES)
57. An annual TMP fund shall be created based on the TMP reduction goal of 40% of residents/employees not using single occupant vehicles, the project's size and the benefits to be offered to participating residents and employees. The rate to be charged for this development shall be \$80.00 per residential unit and \$ 0.25 per square foot of retail space. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The TMP fund shall be used exclusively for the approved transportation activities detailed in the attachment.
58. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator or Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site. (T&ES)
59. The TMP Coordinator or Association will submit annual reports, fund reports and modes of transportation surveys to the Transportation Planning Division as detailed in the Attachment. (T&ES)

K. BUS STOPS AND BUS SHELTERS:

60. **CONDITION AMENDED BY PLANNING COMMISSION:** Show all existing and proposed bus stops with associated features, to include shelters, canopies, and benches in the vicinity of the site on the final site plan. New proposed stop is located adjacent to the main entrance to the site; relocated stop is southbound on Mount Vernon Avenue at Russell Road. Any proposed features shall be ADA compliant; all bus shelters shall include a bench and illumination via solar or electric power, and include a LED screen, wiring, and connections to display real time bus information to the satisfaction of the Director of T&ES. The final bus shelter, bus canopy, and bus stop bench design shall meet City standards and the approval of the Director of T&ES. Total cost for each bus shelter shall not exceed \$15,000.* (T&ES)(PC)
61. The southbound Mount Vernon Avenue and Russell Road bus stop shall be relocated across from the proposed northbound bus stop such that it does not create a conflict with the pedestrian crosswalk. (T&ES)
62. The outline of proposed bus shelter shown on southbound Mount Vernon Avenue (west side of Mt Vernon) would make the sidewalk and the bus shelter inaccessible for persons with disabilities. Relocate the proposed bus shelter to meet Americans with Disabilities Act (ADA) regulations and guidelines. If the shelter cannot be relocated due to the lack of right-of-way / available space, install an 8' bus stop bench (Victor Stanley Model RB-28 -black color) at / near the location of the proposed southbound Mt Vernon Ave bus shelter. The bench shall be installed to meet ADA regulations and guidelines and shall not be installed on the bus stop passenger loading pad. Show either the relocated bus shelter or 8' bus stop bench on the final site plan(s). (T&ES)
63. Make bus stops at northbound, nearside Mount Vernon Avenue and Russell Road and at southbound far-side Mount Vernon Avenue and Russell Road ADA compliant. ADA compliance includes:
- a. Install an unobstructed seven (7) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, bus stop passenger loading pad. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. See attached standard details.
 - b. Create a 120 foot "No Parking, Bus Stop Zone" if the bus stop is located along the curbside. Within this zone, maintain a minimum 12' vertical clearance free from tree limbs, signs and any other obstructions. (T&ES)

L. SITE PLAN:

64. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status. (P&Z)
65. Submit the plat of consolidation and all applicable easements and/or dedications prior to the final site plan submission. The plat(s) shall be approved and recorded prior to the release of the final site plan.* (P&Z)
66. The Applicant shall record a deed and plat of reservation in the Land Records for the City of Alexandria reserving the approximately 7000 square feet of land on the east portion of the property facing Bruce Street and Four Mile Run Park and labeled as a public esplanade (“Property”) for future dedication to the City for use as a public street (“Reservation”). The Reservation shall be recorded prior to the release of the Final Site Plan and at the same time as the Deed of Consolidation. The Reservation shall require dedication of the Property at the time the City requests it. .* (P&Z)
67. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, and T&ES. These items include:
 - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas. (RP&CA)(P&Z)(T&ES)
68. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RP&CA in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
 - e. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.

- f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - h. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - i. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
 - j. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
 - k. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
 - l. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)
69. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known.* (P&Z)
70. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)
- 70a. **CONDITION ADDED BY PLANNING COMMISSION:** Provided that the owner of the Birchmere property and the applicant both consent, the applicant shall be permitted to administratively amend the preliminary site plan for DSUP#2009-0016 to accommodate Park Avenue along the southern property line. Any such administrative amendment shall enable reallocating any used floor area to other portions of the property. (PC)

M. CONSTRUCTION:

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

- d. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a “stop work order” will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)(Code)
73. Provide off-street parking for all construction workers without charge to the construction workers. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
 - a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)
 74. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
 75. No major construction staging shall be allowed within the public right-of-way on Mount Vernon Avenue and Bruce Street. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
 76. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
 77. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of Construction & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
 78. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)

79. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. (P&Z)(RP&CA)(T&ES)
80. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
81. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. *** (P&Z)
82. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)
83. Submit a height certification and a location survey for all site improvements to the Department of P&Z as part of the request for a certificate of occupancy permit. The height certification and the location survey shall be prepared and sealed by a registered architect, engineer, or surveyor. The height certification shall state that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z)
84. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
85. With the first final site plan submittal, provide construction plans and details to address how the edge of the existing building and site will be treated during the time that the north half of the existing shopping center remains standing. Temporary screening measures shall be included in the construction phasing plan, to the satisfaction of the Director of P&Z. * (P&Z)

N. *STORMWATER:*

86. Furnish specific engineering data and information, in addition to Zoning Ordinance Requirements, as to the effect of the proposed construction on future flood heights. No final site plan shall be released until the applicant has demonstrated that no increase in water surface elevation for the 100-year flood will result due to implementation of this project.

Computations are to include backwater calculations starting at a downstream cross section to an upstream cross section. Computations shall be made by modifying the existing HEC-RAS model, as prepared by the U.S. Army Corps of Engineers, Baltimore District. * (T&ES)

O. WASTEWATER / SANITARY SEWERS:

87. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)

P. SOLID WASTE:

88. Provide \$1,150 per receptacle to the Director of T&ES for purchase and installation of four (4) Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans with domed lid by Victor Stanley. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.* (T&ES)

Q. STREETS / TRAFFIC:

89. Rebuild the traffic signal at Mt. Vernon Avenue and Russell Road to accommodate the additional approach leg to the intersection. This rebuild shall include all necessary pedestrian upgrades to make the entire traffic signal ADA compliant and shall include internally illuminated street name signs for all approaches. This rebuild shall include signal pole relocations and/or new traffic signal poles, conduit, junction boxes, traffic signal cabinets, and other traffic signal equipment as necessary to support the addition of the fourth leg of the intersection. (T&ES)
90. Any proposed modification to the existing pavement markings on Mt. Vernon Avenue shall be subject to the following to the satisfaction of the Director of T&ES:
- a. A minimum 11 foot lane width dimension for the southbound through travel lane shall be maintained
 - b. A minimum 11 foot lane width dimension (including gutter pan) for the southbound right turn lane onto Russell Road
 - c. A minimum 12 foot lane width dimension for the northbound travel lane shall be maintained
 - d. Any proposed parking stalls shall be a minimum of 7.5 feet wide, with an 8 foot parking stall width provided where feasible. Parking shall only be allowed on Mt. Vernon Avenue where it is demonstrated that conditions a. through c. above have been satisfied.
 - e. Parking along northbound Mount Vernon Avenue shall be limited to off peak hours. Parking on northbound Mount Vernon Avenue during peak weekday non-holiday travel periods shall be prohibited. (T&ES)
91. Provide and install 10 foot wide colored and pressed concrete crosswalks designed to mimic a brick crosswalk pattern at the signalized intersection of Mt. Vernon Avenue and Russell Road. Concrete crosswalks shall be installed for all three signalized pedestrian crossings at

the intersection. These crosswalks shall be H-20 loaded and shall include 6" wide white thermoplastic lines on each side of the crosswalk. (Transportation)

92. If the City's existing public infrastructure is damaged during construction, or if patch work required for utility installation, then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
93. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction and Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
94. Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The Final Site Plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets. (T&ES)
95. 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)
96. Show turning movements of standard vehicles in the parking structure. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
97. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)
98. Furnish and install two 4" conduits with pull wires, and junction boxes located at a maximum interval of 300' apart, underneath the sidewalks on Mount Vernon Avenue. These conduits shall terminate in an underground junction box at each of the four street corners of the site. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES)

R. UTILITIES:

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

S. WATERSHED, WETLANDS, & RPAs:

100. The project site lies within 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 and 10-year storm events. (T&ES)

101. 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)

T. BMP FACILITIES:

102. The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
103. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)
104. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES)
105. Surface-installed storm water Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
106. Submit two originals of the storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)
107. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)

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

Otherwise the following condition applies:

109. The Developer shall furnish the owners with 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. (T&ES)
110. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond. *****(T&ES)
111. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. *****(T&ES)

U. CONTAMINATED LAND:

112. Indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. (T&ES)

113. Design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. (T&ES)

V. *NOISE:*

114. All exterior loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
115. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. (T&ES)
116. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

W. *AIR POLLUTION:*

117. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
118. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)

X. *ARCHAEOLOGY:*

119. Call Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
120. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

Y. *DISCLOSURE REQUIREMENTS:*

121. If any portion of this project converts to for-sale units, the seller shall notify prospective buyers in its marketing materials and homeowner documents that the esplanade is a private street with public access easement and shall not be maintained by the City of Alexandria, and that it will be dedicated at such time that the City requests for construction of a public street. (T&ES)

Mount Vernon Village Center
3809-3839 Mt. Vernon Avenue, 3907 Bruce Street

122. If any portion of this project converts to for-sale units while the Birchmere is still adjacent and in operation, the seller shall present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:

The Birchmere Music Hall is located immediately adjacent to the southeast and is expected to continue and hold indoor music events indefinitely. (P&Z)(T&ES)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

- R - 1. For all first floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-838-4884) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- R - 2. C -1. As-built documents for all landscape and irrigation installations are required. Refer to City of Alexandria Landscape Guidelines, Section III A & B. *****(P&Z)(T&ES)
- R - 3. C-2. The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff at completion of construction, and at periods of one year and three years after completion. *****(P&Z)(T&ES)

Transportation and Environmental Services

- F - 1. ASA has no comments on the Preliminary Plan.
- F - 2. Ensure sufficient clearance between the back of the proposed bus shelter adjacent to the property and the front of the building to meet ADA requirements. (DASH)
- F - 3. 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 - 4. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:

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

- F - 5. 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 - 6. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 7. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 8. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18” in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15”. The acceptable pipe materials will be AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 9. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10” in the public Right of Way and sanitary lateral 6” for all commercial and institutional developments; however, a 4” sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12” or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured “Y” or “T” or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured “Y” or “T”, or else install a manhole. (T&ES)
- F - 10. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10’ (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18” above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)

- F - 11. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18” for sanitary sewer and 12” for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6” clearance shall be encased in concrete. (T&ES)
- F - 12. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F - 13. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12” of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F - 14. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 15. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 16. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 17. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 18. The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)

- F - 19. The applicant shall continue to work with staff during the phasing and construction of the project to balance the on-street parking demand on Bruce Street with vehicle delay for vehicles exiting Bruce Street onto Mount Vernon Avenue during peak hours. After completion of Phase I of the project, consideration should be given to providing a dedicated left turn lane on Bruce Street at its intersection with Mount Vernon Avenue if vehicular delay during peak hours demonstrates the need for a dedicated left turn lane. (T&ES)
- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 5 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of

Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)

- C - 6 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 7 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. The memorandum is available at the following web address of the City of Alexandria (T&ES)
- [http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20\(02-07\).pdf](http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20(02-07).pdf)
- C - 8 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)
- C - 9 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 10 The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov, for information about completing this form. (T&ES)

- C - 11 The applicant shall be responsible to deliver the solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 12 The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle.
- C - 13 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 14 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)
- C - 15 The sewer tap fee must be paid prior to release of the site plan.* (T&ES)
- C - 16 All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)
- C - 17 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)
- C - 18 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 19 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 20 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)

- C - 21 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 22 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 23 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 24 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 25 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 26 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the water quality volume default and stormwater quantity management. (T&ES)
- C - 27 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. * (T&ES)
- C - 28 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 29 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)

VAWC Comments:

1. Comply with Virginia American Water's *General Design Requirements* for all new water facilities. The standards can be obtained from VAWC by contacting Hao Chen at Hao.Chen@amwater.com.
2. Developer shall submit a Needed Fire Flow (NFF) calculation to Code Administration. After Code Administration approves the calculation, developer shall send VAW a copy of the approved calculation with a Code Administration signature, in order to verify whether the existing and proposed water main layout can meet the NFF requirement.

3. Revise City Standard General Notes #31 on Sheet C113 as follows: All water facility constructions shall confirm to Virginia American Water (VAW) standards and specifications. Developer or contractor shall contact VAW at 703-706-3889, obtain an approved proposal and pay all required fees prior to the start of construction, demolition and inspection of water facilities, including, but not limit to, water mains, fire hydrants, domestic and fire service lines. All the proposed wet taps on an existing water main shall be constructed by VAW.
4. Indicate whether the proposed grading will reduce the existing water line cover to less than 3.5 feet.
5. Annotate the size of the proposed domestic service lines on Sheet C103.s
6. The proposed fire service line size (8") on Sheet C103 is inconsistent with Sheet C109.
7. Proposed 6" water line on Arrival Court (private road)
 - a. This water line, including the associated fire hydrants, tapping tees and valves, will be recorded as private utilities, and shall be installed under a VAW "Application for Special Connection" fire service agreement.
 - b. Explain whether this water line and/or the associated hydrants will be installed above the underground garage. Provide a water line profile, which also shows the garage elevation.
 - c. Keep minimum 5 feet clearance from the circular curb & planting area.
 - d. The proposed hydrant at the west entrance shall be in public ROW and directly wet tapped to the existing water main on Mt Vernon Ave.

Fire Department:

- R - 1. An automatic sprinkler system is recommended. (Code)
- R - 2. Removal of the existing addition may create an unsatisfactory exposure condition for the wall of the building located on the adjacent interior lot line. It is recommended that the owner of that property be informed. (Code)
- R - 3. It is recommended that the owner present a notarized affidavit to the Building Official stating when (to his best knowledge) the current usage was established. (Code)
- R - 4. For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided. (Code)
- R - 5. In lieu of strict compliance with ladder truck access requirements specified in item C-_, an alternative compliance proposal is recommended. The proposed massing, articulation of the facade and placement on the lot would be acceptable if the following fire protection and fire fighting features were built into the buildings.
 - a. Enclose all elevator lobbies in smoke tight construction
 - b. Stair capacity to be designed without taking the sprinklered building exception.
 - c. Fire phones installed on every level in the elevator lobby and the stairs.

- d. Knock out panels that have an area of 20 feet for every 50 lineal feet of building perimeter.
- e. Full automatic sprinkler system designed to NFPA 13. (Code)

Code Administration (Building Code):

- F-1 The following comments are for preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact Thomas Sciulli, Plan Review Supervisor, at 703.746.4190 or Thomas.sciulli@alexandriava.gov.
- C-1 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan.

Police

Parking Garage Recommendations

- R - 1. It is recommended that the section of the underground garage dedicated to the residents is gated off from the retail section and is controlled by electronic means. This should help alleviate unwanted persons tampering with resident's vehicles and other crimes.
- R - 2. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R - 3. Only residents with proper electronic access cards should be able to enter into the stairwells from the underground parking garage. This makes the stairwells safer for residents.
- R - 4. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

Landscape Recommendations

- R - 5. The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.

Parks

- R - 6. It is recommended that the applicant choose a style bench that has an armrest in the middle of the bench to deter unwanted sleeping and skateboarding on the benches.

Miscellaneous

- R - 7. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.
- R - 8. It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air.
- R - 9. It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Archaeology

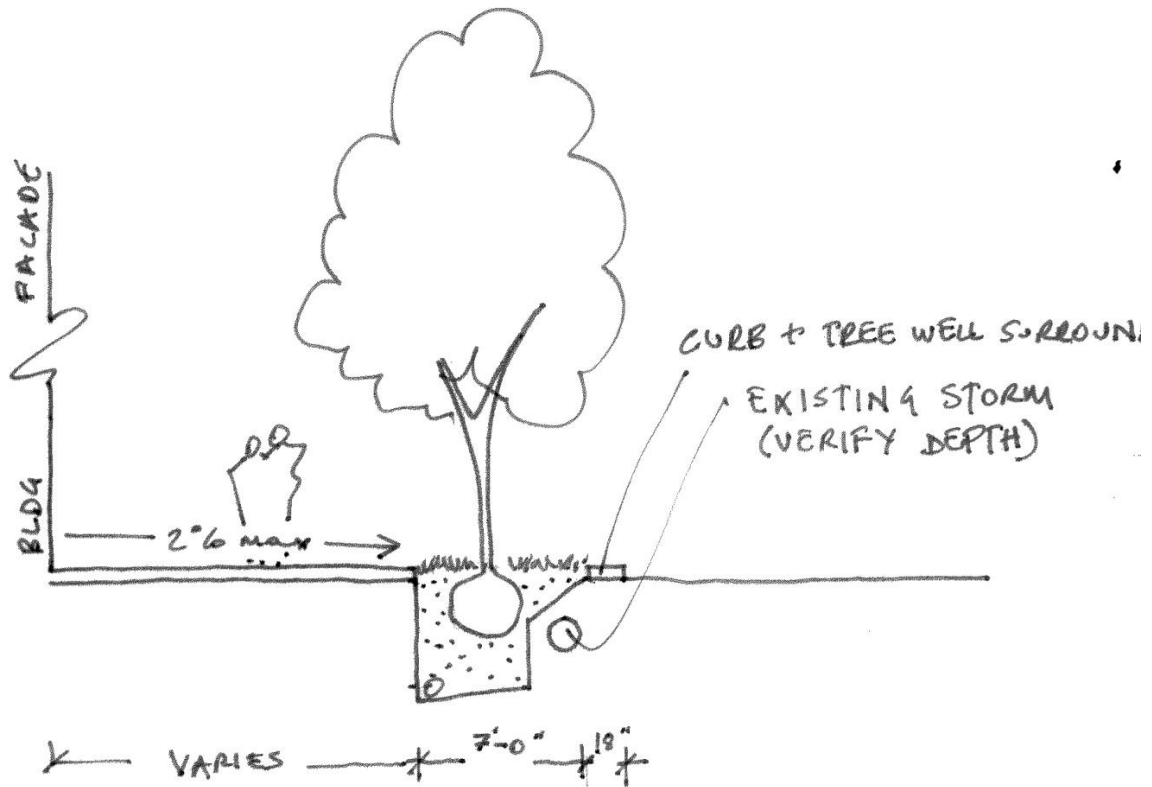
- F - 1. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.
- C - 1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Asterisks denote the following:

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

IX. ATTACHMENTS

1. Exhibit 1, Condition 3k: Street Trees



TYPICAL STREETSCAPE SECTION
MOUNT VERNON AVE (FROM L3.01)
1/8" = 1'-0"

Attachment #2 — Transportation Management Plan
Mt. Vernon Village Center TMP DSUP#2011-0058

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

The Transportation Management Program for Mt. Vernon Village Center consists of six parts:

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

1. Goal and Evaluation of the TMP

- a. The Mt. Vernon Village Center site is located approximately two miles between the Braddock Road and Crystal City Metro Stations. Several DASH and Metro bus lines run adjacent to the site on Mt. Vernon Avenue. The Mt. Vernon Village Center development has a goal of 40% non-SOV trips.
- b. The achievement of this goal will be demonstrated by the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are being conducted to persuade employees to switch to transit or carpool as opposed to driving alone. The survey should progressively show that the strategies financed through the TMP fund are decreasing the number of peak hour single occupant vehicles to the site to achieve or exceed the goal. The annual report, fund report and survey are covered under Section 2.

2. TMP Organization, Funding and Reporting

- a. The developer shall designate a Transportation Management Plan Coordinator (the TMP Coordinator) to manage and implement the TMP on behalf of the owners of the project. The Transportation Planning Division may assist the TMP Coordinator.
- b. An Annual Report shall be submitted by the TMP Coordinator and approved by the Transportation Planning Division. This report will be due on July 15 of every year. The Annual Report shall include an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, and a work program for the following year. The initial report shall be submitted one year from the issuance of the Certificate of Occupancy.

- c. The TMP Coordinator shall provide Semi-annual TMP Fund Reports to the Transportation Planning Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. The first report will be due six months following the issuance of the first certificate of occupancy, with the following due on January 15 and July 15 of every year.
- d. The TMP Coordinator shall distribute an annual survey to all employees. The survey will be supplied by the Transportation Planning Division. Survey results will be due on July 15 of every year. A 50% response rate is required as approved by the Transportation Planning Division.

3. Transportation Management Plan Directives

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

	Land Use	
	Dwelling Units	Retail Sf
Mt. Vernon Village Center	478	53,535

- b. According to the guidelines of Zoning Ordinance Chapter 11-700, the above level of development requires a Transportation Management Program (TMP). Such plan shall include the following elements:
 - i. A TMP Coordinator shall be designated for the project upon application for the initial building permit. The name, address, email and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.
 - ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements shall be promoted to employees.
 - iii. Information about transit, ridesharing, and other TMP elements shall be distributed and displayed— including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a website with this information and appropriate links to transit providers will be provided and maintained.
 - iv. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.
 - v. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.

- vi. A carshare program shall be established as part of the ridesharing and transit marketing efforts for the building. At least two parking spaces should be reserved for the location of carshare vehicles. These spaces should be in a convenient location for residents, and the TMP Coordinator will arrange with any of the carshare companies for placement of vehicles in this project. For those individuals who do not lease a parking space, the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.
 - vii. Discounted bus and rail fare media shall be sold on-site to employees of the project. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employee and/or the Transportation Planning Division. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
- c. TMP Fund —The applicant shall create a TMP fund to achieve the reduction goal of 40% of single occupant vehicles for employees, based on the project's size and the benefits to be offered to participating employees. The annual contribution rate for this fund shall be \$.25 per occupied square foot of retail space and \$80 per occupied dwelling unit. This reduction goal may be revised in the future based on City-wide TMP policies or legislation. The annual TMP rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The increase shall begin one year after the initial CO is issued. Payments shall be the responsibility of the developer until this responsibility is transferred by lease or other legal arrangement. The TMP fund shall be used exclusively for these approved activities:
- i. Discounting the cost of bus and transit fare media for on-site employees.
 - ii. Ridesharing and carsharing incentive programs which may include activities to encourage and assist the formation of car, van and bus pools, such as subsidies or preferential parking charges and parking space location, and other analogous incentive programs.
 - iii. Marketing activities, including advertising, promotional events, etc.
 - iv. Bicycle and pedestrian incentive measures which may include the provision of bicycle parking, bike sharing station and/or storage facilities, the construction and extension of bicycle paths and pedestrian walkways, the provision of shower and locker facilities and similar incentive features
 - v. Operating costs for adjacent bikeshare station.
 - vi. Membership and application fees for carshare vehicles.
 - vii. Any other TMP activities as may be proposed by the TMP Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.

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

4. Evaluation of the Effectiveness of the TMP

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

5. District Transit Management Program

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

6. Permanence of the TMP Ordinance

- a. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assigns with whom sale or lease agreements are executed subsequent to the date of this approval.
- b. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney’s office.
- c. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met and will provide an opportunity to adjust the rates up or down up to a percentage cap. The revised TMP program will go before the City Council for approval. Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language to be approved by City Council at a future date.

- d. The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.

- e. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 50%, and submission of raw data). The fee shall be in the amount of five hundred (\$500.00) for the first 30 (thirty) days late and two hundred and fifty dollars (\$250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward.



APPLICATION

CDD DEVELOPMENT CONCEPT PLAN

CDD # 2011-0005

[must use black ink or type]

PROPERTY LOCATION: 3809-3839 Mt. Vernon Avenue, 3907 Bruce Street

TAX MAP REFERENCE: 007.03-BLOCK 09 - LOTS 1, 2, 9, 10, 11 ZONE: CDD6

APPLICANT'S NAME: ARLANDRIA CENTER LLC

ADDRESS: 1725 DESALES STREET NW WASHINGTON DC 20036

PROPERTY OWNER NAME: ARLANDRIA CENTER LLC

ADDRESS: 1725 DESALES STREET NW WASHINGTON DC 20036

REQUEST: ~~PRELIMINARY SITE PLAN~~ AMENDMENT TO
CDD-6

THE UNDERSIGNED hereby applies for CDD Development Concept Plan approval in accordance with the provisions of Section 5-800 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

THE UNDERSIGNED hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Planning Commission or City Council in the course of public hearings on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

ARLANDRIA CENTER LLC

Print Name of Applicant or Agent

1725 DESALES STREET NW

Mailing/Street Address

WASHINGTON DC

City and State

Signature STEPHEN WEINSTOCK, MANAGING MEMBER

703-527-4938

Telephone #

Fax #

20036

Zip Code

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

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

ACTION - PLANNING COMMISSION: _____ ACTION - CITY COUNCIL _____

2-65



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSP # DSUP2009-0016 Project Name: MT. VERNON VILLAGE CENTER

PROPERTY LOCATION: 3809-3843 MT. VERNON AVENUE

TAX MAP REFERENCE: 007.03-BLOCK 09-LOTS 1, 2, 9, 10, 11 ZONE: CDD 6

APPLICANT:

Name: ARLANDRIA CENTER LLC

Address: 1725 DESALES STREET NW WASHINGTON DC 20036

PROPERTY OWNER:

Name: ARLANDRIA CENTER LLC

Address: 1725 DESALES STREET NW WASHINGTON DC 20036

SUMMARY OF PROPOSAL MIXED USE DEVELOPMENT WITH 53,254 SF OF RETAIL, 478 RESIDENTIAL UNITS, 940 PARKING SPACES

MODIFICATIONS REQUESTED ZONE TRANSITION SETBACK, CROWN COVERAGE

SUPs REQUESTED CDD PRELIMINARY SITE PLAN, FREE STANDING SIGN + SIGNAGE, INCREASED BUILDING HEIGHT PER SECTION 9.700, TMP

[] **THE UNDERSIGNED** hereby applies for Development Site Plan with Special Use Permit approval in accordance with the provisions of Section 11-400 of the Zoning Ordinance of the City of Alexandria, Virginia.

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

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

ARLANDRIA CENTER LLC
Print Name of Applicant or Agent

1725 DESALES STREET NW #900
Mailing/Street Address

WASHINGTON DC 20036
City and State Zip Code

Signature STEPHEN WEINSTOCK, MANAGER, MEMBER

203-527-4938 Telephone # Fax #

Email address

Date 11/21/2011

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY	
Application Received: _____	Received Plans for Completeness: _____
Fee Paid and Date: _____	Received Plans for Preliminary: _____
ACTION - PLANNING COMMISSION: _____	
ACTION - CITY COUNCIL: _____	

66

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. **The applicant is: (check one)**
 the Owner Contract Purchaser Lessee or Other: _____ of the subject property.

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.

STEPHEN WEIKISTOCK - MORE THAN 10%
1725 DESALES STREET NW WASHINGTON DC 20036
FAURVEN INVESTMENTS LLC - MORE THAN 10%
1725 DESALES STREET NW WASHINGTON DC 20036

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.

267

2. **Narrative description.** The applicant shall describe below the nature of the request *in detail* so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 6-9. (*Attach additional sheets if necessary.*)

SEE ATTACHED

Lined area for narrative description, currently blank except for the handwritten text "SEE ATTACHED".

68

DSUP2009-0016

Mount Vernon Avenue Center

Design Narrative

The re-development of the Mount Vernon Avenue Shopping Center will create a new urban center for the Arlandria neighborhood of Alexandria, Virginia. The completed project will offer a mix of retail shops and residential.

The design of the Mt. Vernon Avenue Center distributes the primary uses and massing to create a focal point for the neighborhood. The basic concept is a block of retail space facing Mt. Vernon Avenue at the first floor. Behind and below this space is parking for the entire development. Above the retail will be 5 floors of apartments. The project is divided into two parts by an open plaza that connects Mt. Vernon Avenue with Four Mile Run Park. This plaza will also serve as the primary entrance to the two apartment buildings. The apartment floors shrink as they go up creating multiple terraces. The larger spaces over the on-grade parking will be developed as landscaped gardens. The garden on the south side will also contain a swimming pool.

The building is set back from the property line on both Mt. Vernon Avenue and Bruce Street to provide for better sidewalks. On Bruce Street, in front of the parking, will be 5 live/work units, which will reinforce the residential nature of Bruce Street.

The site development envisions a two level underground parking garage over almost the entire site; 53,254 square feet of retail space at grade; additional parking at grade; residential entrances and lobbies at grade; loading berths for retail and residential at grade; and 5 floors of residential apartments on floors 2-6 above containing approximately 478 units. The development has been designed in two phases, the first phase being the southern portion of the site and the second phase being the northern portion of the site. Part of the existing shopping center would remain in place until the construction of phase two.

This development proposal and design fulfills and implements the goals of the Potomac West Small Area Plan and the Arlandria Neighborhood Plan specifically as the focus on the Mt. Vernon Avenue corridor. The development site has been identified as the center for this area.

Key goals in the plan that are achieved in this development include: access to Four Mile Run Park through the center of the site, a breakdown in the scale of the parcel by means of the center court/street, a pedestrian oriented retail experience with no exposed surface parking, and mixed use development adding 478 dwelling units to the neighborhood while maintaining street front retail.

~~69~~

8 SUP 2009-0016

This project at the center of the neighborhood will serve as a catalyst for the re-development of Arlandria. Its design reinforces its role as the focal point called for in the master plan – the project will create a center point offering access to the park. This central space is reinforced by the massing of the building which is lower at the south and north ends and taller around the central space. To achieve this variation in height and mass, while utilizing affordable structural systems, the project will be taller at the central court than the master plan envisioned, but the majority of the site will be lower than the master plan called for.

To further enhance the pedestrian and residential experience of the development, the design utilizes underground parking for over 70% of the required spaces, which is an improvement from the original master plan assumption of parking decks.

~~70~~

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

N/A

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

N/A

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

Day	Hours	Day	Hours
<u>N/A</u>			

6. **Describe any potential noise emanating from the proposed user**

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

B. How will the noise from patrons be controlled?
N/A

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

N/A

71

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

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

N/A

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

N/A

C. How often will trash be collected?

N/A

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

N/A

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

Yes. No.

N/A

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

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

Yes. No.

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

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

N/A

ALCOHOL SALES

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

Yes. No. N/A

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

PARKING AND ACCESS REQUIREMENTS

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

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

940

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

<u>662</u>	Standard spaces
<u>264</u>	Compact spaces
<u>10</u>	Handicapped accessible spaces
<u>4</u>	Other <u>VAN ACCESSIBLE</u>

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

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

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

D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the **Parking Reduction Supplemental Application**.

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

A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 3

B. How many loading spaces are available for the use? 4

C. Where are off-street loading facilities located?
ON SITE INSIDE BUILDING

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

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

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?

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City of Alexandria, Virginia

MEMORANDUM

DATE: December 2, 2011

TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

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

SUBJECT: RECOMMENDED CHANGES TO CONDITIONS FOR DSUP #2009-0016
MT VERNON VILLAGE CENTER

Subsequent to the completion of the staff report and mailing to the Planning Commission, City staff determined that several of the recommended conditions had inadvertently been transmitted in earlier draft form and do not reflect the most current version of the recommended conditions. Thus, several minor amendments to the conditions included with the staff packet are necessary. The conditions to be amended are as follows:

- Three conditions related to open space and landscaping; and
- One condition related to retail uses; and
- One condition related to bus stops and shelters.

Each proposed revision to the transmitted conditions is discussed in greater detail below:

OPEN SPACE/LANDSCAPING:

Conditions #10, #14, #19 – Discussion

T&ES, RPCA and P&Z staff coordinated with the applicant on clarification language on these three conditions. However, they were inadvertently not removed or amended in the conditions sent with the staff packet. Staff recommends that these conditions be amended as proposed below:

10. Proposed plantings shall be coordinated with on-site utilities. Horizontal and vertical location of all proposed site utilities including storm and sanitary sewer, water, electrical, gas and associated appurtenances shall be adjusted to maximize accommodation of street and on-site plantings. (P&Z)(RP&CA)
- ~~14. The Existing Tree Survey includes two stands of trees in the site's northern corner which are unlabeled and shall be identified similarly to the other trees on site. (P&Z)(RP&CA)~~
19. The applicant shall remove the multipurpose courts in Four Mile Run Park, re-establish

the grade and grass, and relocate the courts within the park at a nearby location, to be chosen by RP&CA. The location shall be determined in conjunction with the final site plan review process, and all engineering and related documents may be submitted as part of the final site plan review. The applicant shall install the courts, at a construction cost not greater than \$200,000, prior to approval of the final certificate of occupancy for the first building, provided the City has designated a new location, to the satisfaction of the Directors of P&Z and RP&CA. (P&Z)(RP&CA)

RETAIL USES

Condition #28 – Discussion

Retail sale of appliances is generally a permitted retail use within the City. The applicant requested to be allowed the option of an appliance store tenant; however, it was inadvertently shown as a disallowed use in the conditions sent with the staff packet. Staff recommends that this condition be amended as proposed below:

28. Ground floor uses of areas designated on the plan as “retail” shall be limited to retail, personal service uses, day care centers, and restaurants, as defined in the Zoning Ordinance, with the exceptions identified below:
 - a. one leasing office for each building is allowed;
 - b. retail shopping establishments shall not include ~~appliance stores~~, auto parts stores, and lawn and garden supply stores;
 - c. personal service uses shall not include appliance repair and rental, contractors’ offices, Laundromats, and pawnshops;
 - d. day care centers are subject to the applicable conditions below;
 - e. restaurants are subject to the applicable conditions below; and
 - f. Other similar pedestrian-oriented uses as approved by the Director of P&Z to meet the intent of providing active pedestrian-oriented neighborhood-serving retail uses are allowed. (P&Z)
 - g. All ground level retail uses shall comply with the requirements of Zoning Ordinance Sec. 4-1400 - NR/Neighborhood retail zone (Arlandria). (P&Z)

BUS STOPS AND BUS SHELTERS

Condition #60 – Discussion

In consultation with the T&ES staff, it was determined that, while the new bus shelters are estimated to be approximately \$15,000, the total cost of the new shelters has not yet been finalized. The applicant requested that a cap be included in the condition and staff believes that this is appropriate. The change to the pertinent condition that was in the staff packet is as follows:

60. Show all existing and proposed bus stops with associated features, to include shelters, canopies, and benches in the vicinity of the site on the final site plan. New proposed stop is located adjacent to the main entrance to the site; relocated stop is southbound on Mount Vernon Avenue at Russell Road. Any proposed features shall be ADA compliant; all bus shelters shall include a bench and illumination via solar or electric power, and

include a LED screen, wiring, and connections to display real time bus information to the satisfaction of the Director of T&ES. The final bus shelter, bus canopy, and bus stop bench design shall meet City standards and the approval of the Director of T&ES. Total cost for each bus shelter shall not exceed \$15,000*.

December 2, 2011

VIA EMAIL TO faroll.hamer@alexandriava.gov

John Komoroske, Chairman and Members of the Planning Commission
301 King Street, Suite 2100
Alexandria, Virginia 22314

RE: December 6th Planning Commission Hearing
DSUP 2009-0016, Mount Vernon Village Center

Dear Chairman Komoroske and Members of the Planning Commission:

My client, Just A Honky Tonk, LC (the "Owner") is the owner of the property on which the Birchmere is located at 3701 Mount Vernon Avenue (the "Birchmere Property"). The Birchmere Property is located immediately adjacent to the proposed Mount Vernon Village Center development (the "Center") on the properties located at 3809, 3809A, 3811, 3811A Mount Vernon Avenue (the "Center Property"). While the Owner supports the Center as a positive development for Arlandria and does not want to see the Center approval delayed or deferred, the current plan for the Center has the potential to have an adverse impact on the future development potential for the Birchmere Property if certain amendments reflecting the Center approval are not reflected in the Arlandria Neighborhood Vision and Action Plan (the "Plan"). As such, the Owner's support for the Center approval is conditioned upon certain amendments to the Plan and the approval of the following proposed development conditions for the Center.

There are two aspects of the Center which have the greatest impact on the Birchmere Property. First, the Center does not include a key roadway connection between Mount Vernon Avenue and Four Mile Run Park (the "Park") shown on Plan as Park Avenue. Second, the southern portion of the Center will be constructed immediately adjacent to the shared property line between the Center Property and the Birchmere Property with twin 70 foot tall blank walled towers. See Attachment A.

- I. In Order To Mitigate The Adverse Impacts For The Birchmere Property, A Master Plan Amendment Must Be Approved Which 1) Confirms That Park Avenue Is No Longer A Viable Option And Is Deleted From The Plan And 2) That Townhomes And Townhouse Style Commercial Units Are Not Required For The Portion Of The Birchmere Property Which Borders Mount Vernon Avenue.**

The Plan provides various options for pedestrian and vehicular access to the Park. See Plan Illustrations on pages, 24, 25, 30, 31 and 33. Each of the illustrations shows a road on the

Center Property which is labeled as “Park Avenue” on page 33. The staff report for the Center approval states that City staff is not requiring dedication of Park Avenue because the required dedication of Park Avenue along with Park View Lane dedication would result in a significant loss of developable property and that Park Avenue would be a “road to nowhere.”

As with the Center Property, the Plan also calls for the dedication of the Park View Lane on the Birchmere Property. Given that the Center will not be providing Park Avenue as shown on the Plan, it is imperative that the City not require the dedication of Park Avenue on the Birchmere Property when it redevelops. If the dedication of these two roads is too much a burden to bear for the 4.88 acre Center Property, the same dual road dedication is certainly too much of a burden for the 2.4 acre Birchmere Property.

In order to ensure that the same onerous dual road dedication is not imposed on the Birchmere Property in the future, we request that the Planning Commission initiate an amendment to the Plan in order to include the following statement in the Plan:

As a result of the development approval for Mount Vernon Village Center (DSUP 2009-0016), the illustrations and text recommending the construction of Park Avenue are deleted in their entirety from the plan. The City shall not require the dedication or construction of Park Avenue by the owner of the property on which the Birchmere is located.

We also request a second master plan amendment which removes the recommendations for the townhomes along Mount Vernon Avenue. If Park Avenue is not constructed, then the access to and visibility of the Birchmere Property is reduced. In order to ensure the visibility of the Birchmere Property from Mount Vernon Avenue is maintained, the Owner requests that the Planning Commission also incorporate the following provision as an amendment to the Plan:

In order to ensure visibility of the future development on the property on which the Birchmere is located, it is encouraged that the portion of the property along Mount Vernon Avenue be developed with a single story retail or commercial use. Drive-thrus associated with commercial banks are permitted.

II. If The Planning Commission Determines That The Above Plan Amendments Are Not Appropriate, Then The Owner Requests That The City Require The Center To Be Setback From The Shared Property Line So That Park Avenue Can Be Provided In The Future.

The Owner’s preference would be for the City to approve the Plan amendment deleting the need for Park Avenue. If the City determines that Park Avenue should be provided, then the Owner can only support the approval of the Center if the City requires the Center to be set back 15 feet from the shared property line and be treated with the same architectural details provided on the other façades of the Center. This amendment would enable the Center Property and the Birchmere Property to equally share the burden of providing the right-of-way for Park Avenue.

III. If The Center Is Constructed With No Setback From The Shared Property Line, Then The City Must Require That The Owner Of Center Property Permit Future Development On The Birchmere Property To Also Build An Abutting Wall With No Setback From The Shared Property Line.

If the Center is not setback from the shared property line, then the City should acknowledge that the only viable development option for the Birchmere Property will require that any future development tie into the Center development. A proposed concept plan is attached as Attachment B. As such, we request that the following condition be included as part of DSUP 2009-0016:

The applicant shall permit future development on the property on which the Birchmere is located to build an abutting wall along portion of the development constructed along the property line without requiring the payment of any fee to exercise such right. The architectural enhancements agreed to by the applicant shall not preclude the building of abutting walls.

IV. If Park Avenue Is Not Constructed, Then The Birchmere Property Must Be Permitted To Utilize The Alley On The Adjacent Townhome Development For Emergency Access.

Without the two points of access to the Birchmere Property provided by Park Avenue and Park View Lane, emergency access to the property will be limited. The Owner requests that the Planning Commission request City staff confirmation that this will not pose an obstacle to the development of the Birchmere Property. If emergency access is an issue, then the Owner requests City support for the use of the alley on the adjacent townhome development for emergency access for the future development of the Birchmere Property.

V. In The Event That A Future Owner Of The Center Property Decides That The Construction Of Park Avenue Is A Preferred Option, The City Should Permit The Owner To Administratively Amend The Center Approval.

The Owner has been involved in the Arlandria planning process for many years and, despite the assertions of the applicant, believes that there may be an interest in constructing Park Avenue on the Center Property as envisioned by the Plan. The development approvals for the Center should permit such an amendment administratively. Therefore, we request that the following condition be added to DSUP 2009-0016:

Provided that the owner of the Birchmere property and the applicant both consent, the applicant shall be permitted to administratively amend the preliminary site plan for DSUP 2009-0016 to accommodate Park Avenue along the southern property line. Any such administrative amendment shall enable reallocating any used floor area to other portions of the property.

December 2, 2011

Page 4

Each of these requested Plan amendments and additional DSUP Conditions are necessary in order to ensure that the approval of DSUP 2009-0016 does not have an adverse impact on the Birchmere Property. We look forward to discussing these issues with you at the December Planning Commission hearing.

Sincerely,

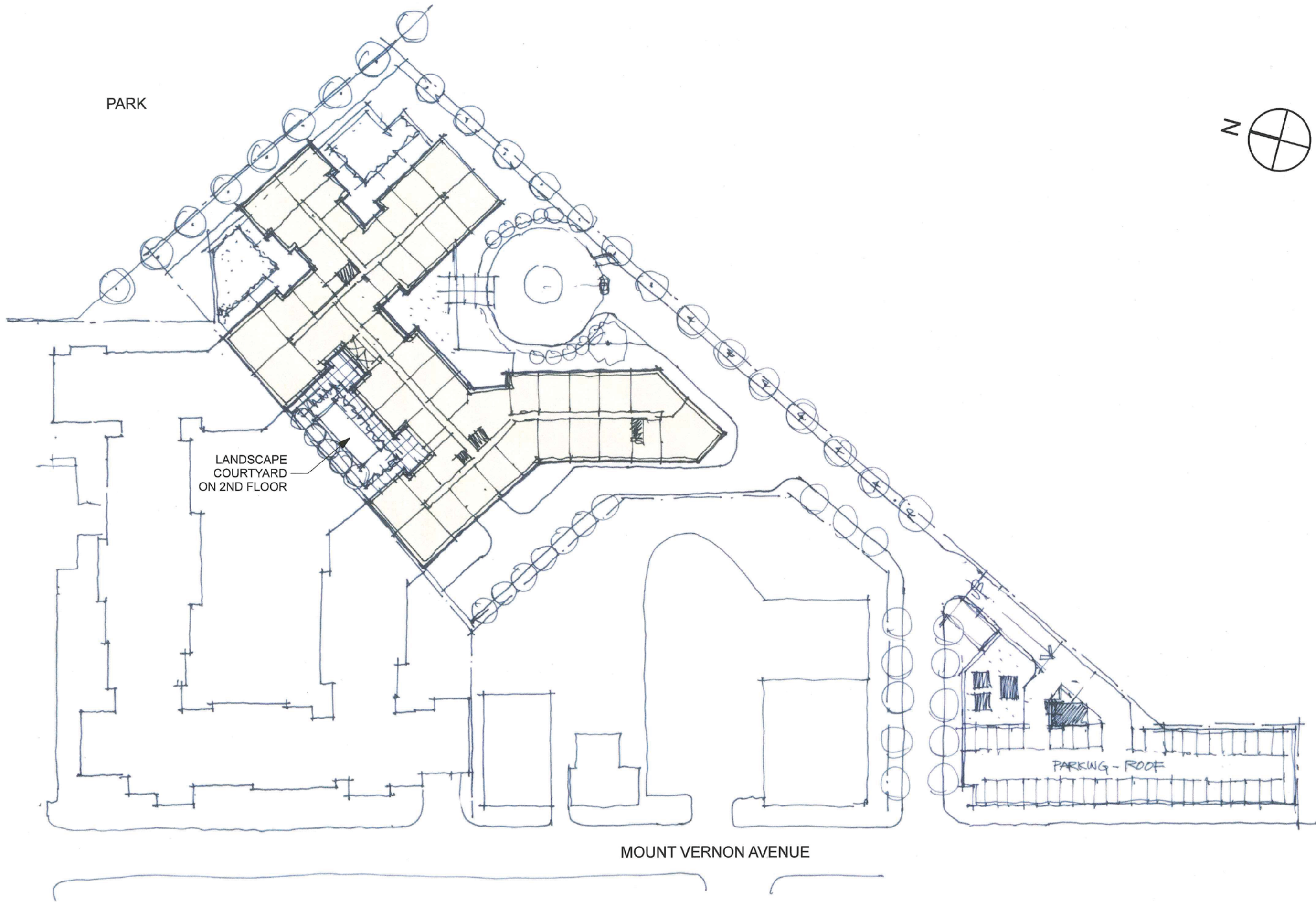


Kenneth W. Wire

cc: James Matthews
Faroll Hamer, Director, Planning and Zoning
Gwen Wright, Chief, Development Division
James Banks, City Attorney
Duncan Blair, Esq.

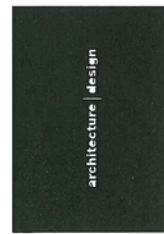
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1010 Wisconsin ave nw suite 405
 Washington, dc 20007

T 202.466.6116
 F 202.466.6235
 www.coredc.com



CORE

Birhmere Feasibility Study

A1.3

Project Number 11012
 Printed 7/18/11
 © core group, pc 2011

Scheme 2 - Typical Floor

Julie Fuerth

CDD# 2011-0065
Dsup# 2009-0016
TMP# 2011-0058
Docket Item No. 6A-2

From: Jackie Henderson
Sent: Monday, December 05, 2011 11:14 AM
To: Julie Fuerth
Subject: FW: COA Contact Us: Lenox Place Supports Mt. Vernon Village
Attachments: e7e56b550dd3dd2825b895c3748e6555.pdf; ATT00001.txt

From: Lewis Jackson [mailto:lewis@lenoxplace.org]
Sent: Monday, December 05, 2011 11:07 AM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Lenox Place Supports Mt. Vernon Village

COA Contact Us: Mayor, Vice Mayor, and Council Members
Time: [Mon Dec 05, 2011 11:06:42] Message ID: [35100]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Lewis
Last Name: Jackson
Street Address: 503 Shorter Lane
City: Alexandria
State: VA
Zip: 22305
Phone: 703.629.4445
Email Address: lewis@lenoxplace.org
Subject: Lenox Place Supports Mt. Vernon Village
Please see attached Lenox Place at Sunnyside HOA letter of support for the
Comments:
Mount Vernon Village re-development.
Attachment: e7e56b550dd3dd2825b895c3748e6555.pdf

LENOX PLACE
S U N N Y S I D E
HOMEOWNERS ASSOCIATION

December 4, 2011

Dear Alexandria Planning Commission and City Council Members:

I am writing to express support for the Mount Vernon Village Center re-development proposal (concept plan #3) on behalf of the Lenox Place at Sunnyside (Lenox Place) Homeowners Association.

Lenox Place is a 122 unit townhome community located in the Sunnyside neighborhood of Arlandria. Many of our residents chose Lenox Place based on its convenient location and promise of future re-development. Our diverse, multi-cultural community is comprised doctors, lawyers, civil service and private sector professionals who desperately would like Arlandria to evolve into a friendlier, safer, more walkable gateway neighborhood with greater retail and housing options.

In October, many of our homeowners and residents had the opportunity to attend a community meeting where Mr. Weinstock and the development team shared their initial concept plan and impressive vision of a state-of-the-art, eco-friendly mixed use shopping center. For many, this project represents the first tangible major re-development effort in Arlandria in decades.

This project, coupled with the upcoming Four Mile Run Watershed improvements and the Potomac Yard re-development, has significantly increased our community's excitement and enthusiasm regarding the future.

Our residents and Board of Directors ask that you consider and approve the re-development proposal and continue the positive momentum to improve the quality of life for all Sunnyside, Arlandria and City residents.

Thank you in advance for your time and consideration.

Happy Holidays and warmest regards,



Lewis V. A. Jackson, IV
President
Lenox Place at Sunnyside HOA, Inc.
Lewis@LenoxPlace.org

DSUP # 2009-0016
TMP # 2011-0058
Docket Item No. 6A-I

Julie Fuerth

From: vrinehart@comcast.net
Sent: Sunday, December 04, 2011 12:04 PM
To: PlanComm
Cc: Lewis Jackson - Lenox Place at Sunnyside HOA; Ava Lina Rinehart
Subject: I support the Mt. Vernon Shopping Center Redevelopment

To whom it may concern,

My family and I are in full support of the Mt. Vernon Shopping Center Redevelopment. I feel it will bring a lot to the community, for a number of reasons and quite frankly I would love to see it. It would show true progress for this great community and would bring people together. I believe in this age of electronics we need to step back to the days of old where people could go to these centers and interact as people versus our constant internet and electronic device bombardments. Please take this in consideration - I am a small voice among many, don't let my voice drown in the background. Thank you!

Vincent M. Rinehart



December 5, 2011

Alexandria Planning Commission
John Komoroske, Chairman
City Hall, Room 2100
Alexandria, Virginia 22314

RE: Docket Items 6A-D; Mount Vernon Village Center

Dear Chairman Komoroske and Planning Commissioners,

The Board of Directors of the Arlandria-Chirilagua Business Association, hereafter referred to as ACBA, has voted unanimously **in support** of the redevelopment of the Mount Vernon Village Center, as currently proposed. ACBA is a non-profit corporation, whose members are business and property owners, professionals, and representatives having a common interest to promote and improve the visibility and economic well-being of the Arlandria-Chirilagua business community.

ACBA recognizes that every project has positives and negatives, but we believe that this project's overall impact to the business community and the Arlandria neighborhood will be very positive. The basis for our decision is as follows:

1. The Mount Vernon Village Center proposal meets ACBA's purpose of improving the visibility and economic well-being of our neighborhood.
2. The Mount Vernon Village Center proposal meets the criteria set forth in the 2003 City of Alexandria's action plan for the Arlandria neighborhood. The plan indicates the need for the creation of a new retail zone in Arlandria and this project is a good first step.
3. The developers have made a commitment to ACBA that they will communicate any available options to relocate into the new project to all businesses currently located on-site who are faced with displacement. Their plan is to finalize space requirements and lease agreements for the two largest tenants before additional commitments can be made for smaller retail spaces.

4. The available square footage for retail tenants remains essentially the same in the redeveloped project.
5. There is no residential displacement.
6. The addition of 450+ residential units will increase the customer base for our individual businesses.
7. The additional residents will contribute to and increase the tax base for the city.
8. We appreciate the developer's modification to designate 6% of the residential units as on-site affordable housing. This will increase the total number of affordable housing units in Arlandria. We see this as a positive compromise addressing the concerns raised by a segment of the neighborhood regarding maintaining affordability in our neighborhood.
9. The City's analysis of the retail market in Arlandria is that it is primarily local customers and significant walk-in business. The addition of the residential units will increase the market potential for our businesses by expanding the number of residents.
10. Attractive retail space with adequate parking will contribute to the goal of marketing Arlandria as a destination location which will have a favorable impact on all of the businesses in the neighborhood.
11. The developers have indicated that there will be 940 parking spaces for residents, retail customers and retail employees which meets the current zoning requirements. The parking lot monitoring system as explained to ACBA would ensure that residents and retail would have sufficient available parking.
12. The building design is attractive and will improve the aesthetics of the two blocks being redeveloped. The City's 2003 plan indicated that "good building and storefront design greatly enhances the success of each individual business as well as the entire commercial district." The redevelopment of this site will be an improvement in the appearance and should benefit the entire commercial district.
13. The improvements to the intersection of Russell Road and Mt Vernon Avenue will make it safer for both pedestrians and vehicle traffic.
14. The developers indicated that the redevelopment will create a bus pull-off lane in front of the new building, so that traffic is not impeded during rush hours by the bus loading or unloading passengers.

15. The inclusion of the Bikeshare Program is also very positive as our neighborhood has considerable bicycle traffic. It will improve accessibility for residents and should increase the accessibility of Arlandria to the rest of the city.
16. The builder's drawing includes green space, trees, and wider than average sidewalks which improves the aesthetics and pedestrian access which is also part of the City's plan. The project design allows neighborhood access to the playground behind the project.

All of the ACBA members have businesses in Arlandria and many of the members also reside in Alexandria. One of our neighborhood's strengths is our diversity and we want to preserve this aspect of our neighborhood. ACBA members have a vested interest in the revitalization of Arlandria while maintaining our diversity.

ACBA wants to recognize that a segment of our neighborhood has voiced strong opposition to this project, and they view it as the beginning of the end of affordable housing in Arlandria. ACBA believes that the City of Alexandria needs to address the complex issue of maintaining affordable housing in all areas of the City and especially in Arlandria. The City's "Housing Master Plan" defines the specific concerns and difficulties regarding affordable housing very well, so we are confident that our City leadership understands the issue.

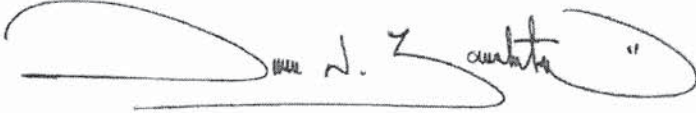
Since there is no resident displacement with the propose redevelopment of the Mount Vernon Village Center, ACBA views the implementation of this project as a positive in addressing the affordable housing issue by actually increasing the number of affordable housing units.

We recognize that maintaining the number of affordable housing units in Arlandria is one important element in maintaining our diversity. However, protecting affordable housing is not the only goal for new projects in the Arlandria community. ACBA would like to see the realization of the goals set forth in the City's Action Plan for Arlandria. Our opinion is that each individual project in the redevelopment of our neighborhood needs to work to maintain the number of affordable units in Arlandria, so that our employees have the opportunity to live in the community where they work and our clients are not displaced. The Mount Vernon Village Center redevelopment meets this standard by increasing the number of affordable housing units in the neighborhood.

ACBA believes that there needs to be continued dialogue regarding affordable housing in the City of Alexandria, but it needs to be part of the ongoing Housing Master Plan discussions and not of this individual redevelopment project. We would like to see the Housing Master Plan set forth criteria so that in the future developers can make sure that their plans meet the goals of the city in the area of affordable housing, and meet the neighborhood's goals of redevelopment.

ACBA supports the Mount Vernon Village Center redevelopment project as a step in realizing the goals of the City of Alexandria's Action Plan for Arlandria and asks that you recommend approval to the City Council. If you have any questions, please contact our ACBA president, Juan Nelson Zavaleta at 703-652-8350 or nelsonz@alexandria-acba.org.

Thank you for your consideration,

A handwritten signature in black ink, appearing to read "Juan N. Zavaleta". The signature is stylized with a large, sweeping initial "J" and a distinct "Z".

Juan Nelson Zavaleta
ACBA President

cc: ACBA Board of Directors
Faroll Hamer, Director, Department of Planning & Zoning
Gwen Wright, Division Chief, Development, Department of Planning & Zoning

CDD# 2011-0005
DSUP# 2009-0016
TMP# 2011-0058
Docket Item No. 6A-1



December 5, 2011

RE: Development Project in Arlandria

Dear Planning Commissioners:

It is with great enthusiasm that the Del Ray Business Association supports the new Mount Vernon Village Center project that you will be considering December 6th. This will be a very positive step towards re-vitalizing the Arlandria area by bringing in new residents and businesses.

The applicant and staff have worked hard to retain both of the anchor businesses that are now in the existing shopping center, Mom's and the CVS, while providing well planned new retail space along the Avenue. Parking and transportation have also been addressed with a view to accommodating the new residents, retail customers, and recreational users coming to Four Mile Run Park. By providing a connection to the park, a public plaza, and pedestrian friendly streetscape, the proposal fulfills many of the recommendations of the Arlandria plan.

With a mix of residential units, including affordable housing and rental units, the development will provide much needed housing. The new residents will have easy access to the park, businesses locating along Mt Vernon Avenue, and eventually, access to the Potomac Yard Metro station. In addition, this development will provide jobs in the neighborhood during construction.

These new residents and businesses will provide an influx of new customers within a short distance of Del Ray businesses, as well as more varied shopping opportunities for Del Ray residents. We hope you will unanimously approve this project.

Sincerely,

Eric Nelson
President, Del Ray Business Association

CDD# 2011-0005
DSUP # 2009-0016
TMP# 2011-0058
Docket Item No. 6A-D

Julie Fuerth

From: Julie Fuerth
Sent: Monday, December 05, 2011 5:56 PM
To: Ralphdavis@aol.com
Cc: Cicely Woodrow; Kendra Jacobs; Graciela Moreno
Subject: RE: COA Contact Us: Mt Vernon Village Center

Dear Mr. Davis,

Thank you for submitting comments regarding Mount Vernon Village Center. By copy of this email, I'm forwarding your message to the appropriate Development staff and Kendra Jacobs, Administrative Staff to the Planning Commission who will make your comments available to the Planning Commission as part of the official record, which will also go to City Council. This project is currently on the Planning Commission Docket for December 6 and on the Preliminary Docket for City Council on December 17. You are welcome to attend these meetings.

Best regards,
Julie Fuerth

From: Ralph Davis <Ralphdavis@aol.com>
Date: December 5, 2011 4:24:59 PM EST
To: <pnzfeedback@alexandriava.gov>, <cicely.woodrow@alexandriava.gov>, <graciela.moreno@alexandriava.gov>
Subject: COA Contact Us: Mt Vernon Village Center
Reply-To: Ralph Davis <Ralphdavis@aol.com>

COA Contact Us: Planning and Zoning General Feedback
Time: [Mon Dec 05, 2011 16:24:59] Message ID: [35110]

Issue Type: Planning and Zoning General Feedback
First Name: Ralph
Last Name: Davis
Street Address: 3804 Mt Vernon Ave
City: Alexandria
State: Va
Zip: 22305
Phone: 703-6846010
Email Address: Ralphdavis@aol.com
Subject: Mt Vernon Village Center
As a long time buisness owner in Arlandria I would like to add my name to
Comments: the list of supporters for the Mt Vernon Village Center Project. (Rts Restaurant)

Julie Fuerth

From: Jonathan Krall <jonathan@jonathankrall.net>
Sent: Saturday, December 03, 2011 11:00 PM
To: PlanComm
Subject: Mt Vernon Village Center (item 6 A-D)

Dear Commissioners,

I am writing comment on the Mount Vernon Village project that is being planned for Arlandria/Chirilagua. As someone who uses a bicycle to get around town daily and who recognizes the value of having more citizens do the same, I am commenting specifically on the aspects of the project related to bicycle transportation.

First, it is important to recognize that the current property provides access between the Four Mile Run Trail and the heart of the Chirilagua shopping district. This access is so heavily used by cyclists and pedestrians that a "desire path" has been carved into the grass between the Trail and the present MOMs/CVS parking lot. This path is clearly visible in the Google Maps "satellite view" of the park.

My first concern is that this access will be cut off or will be "preserved" in a way that causes conflicts between cyclists and pedestrians. Specifically, if the final design requires cyclists to dismount and walk their bicycles across or along the "pedestrian esplanade" next to the park, there will almost certainly be many cyclists who fail to do so, possible causing conflicts.

Studies show that all road and trail users respond to design rather than to signage, proceeding in ways that they feel are safe.

Studies also show that nearby bicycle paths increase property values by as much as 10 percent. As federal, state and local governments increase their efforts to fight obesity and support healthy lifestyles, this access will become even more important.

My second concern is that we not miss an opportunity to design non-single-occupancy-vehicle use into this commercial building.

What I'd like to see is a shower facility that can be used by employees who bicycle to work or who engage in other fitness activities. Such facilities are being increasingly required by other urban planning departments and should be a part of our local efforts to support eco-friendly business practices.

Finally, I hope the developers will consider designing a Capital Bikeshare station into this project. With excellent access to the Alexandria and Arlington networks of paved trails, Chirilagua is a potential mecca for cyclists living and working in Northern Virginia.

I thank you for your time and consideration.

Best regards,

Jonathan Krall
Alexandria Bicycle and Pedestrian Advisory Committee <http://sites.google.com/site/alexandriabpac/>

Julie Fuerth

From: Kendra Jacobs
Sent: Tuesday, December 06, 2011 9:23 AM
To: Julie Fuerth
Subject: FW: In Support of Planning Commission Docket Item 6A-D on 6 Dec 2011

From: Faroll Hamer
Sent: Monday, December 05, 2011 7:31 PM
To: Gwen Wright; Kendra Jacobs
Subject: FW: In Support of Planning Commission Docket Item 6A-D on 6 Dec 2011

-----Original Message-----

From: David Fromm or Amy Slack [<mailto:alsdmf@earthlink.net>]
Sent: Monday, December 05, 2011 7:26 PM
To: J. Lawrence Robinson; Faroll Hamer; Mary Lyman; Donna Fossum; John Komoroske; Jesse Jennings; Eric Wagner; H. Stewart Dunn
Cc: Faroll Hamer
Subject: In Support of Planning Commission Docket Item 6A-D on 6 Dec 2011

To Chairman John Komoroske and members of the Planning Commission,

Back in the 1990's, the city funded the Potomac West Alliance (of which I was a member) in an effort to encourage redevelopment in Arlandria and Del Ray. That effort did not succeed as originally planned, primarily due to significant differences between Arlandria and Del Ray. But it did serve to focus attention on the true needs of the two areas resulting in separate planning efforts.

For Del Ray, it was the Mount Vernon Avenue plan and resulting overlay zone. Many visions of this planning effort have or are coming to fruition.

For Arlandria, progress has been slower, but there has been progress.

The city has invested with the removal of the Datatel Building, and the acquisition and conversion of the Duron building.

The community, in addition to time and energy, has invested in the critical domain of creating civic infrastructure.

And now with this proposal, the property owners and developers are ready to invest in the redevelopment of the Arlandria Shopping Center.

In general, I'll leave it to others to detail out the many qualities and features of the plan, but from what I've seen, the proposal is a good one with interesting architecture, open space, set backs, LEEDS certification, affordable housing, no need for a parking reduction, and virtually no change to the current zoning.

I ask that you approve the proposal for the Mount Vernon Village Center so that the city and more importantly, the Arlandria neighborhood, can begin to realize some dividends from all that has been invested over the past decade.

Sincerely,
David Fromm

2307 E Randolph Ave
703-549-3412

Julie Fuerth

From: Nathalie Simon <nsimon22305@yahoo.com>
Sent: Tuesday, December 06, 2011 9:56 AM
To: PlanComm
Subject: Support for the Mt Vernon Village Center proposal

Dear Planning Commission members—

I am writing to declare my support of the plan to re-develop the Arlandria Shopping Center (known by some as the Mount Vernon Village Center).

I moved to Arlandria with my family in 1998, attracted by the promise of a vibrant, eclectic neighborhood with such close proximity to Washington DC. I watched with hope as the Datatel building came down, excited about the prospect of additional retail and eateries. I waited with anticipation for the comprehensive plan for the revitalization of the Arlandria area to be implemented. And I continue to wait, along with my fellow residents of Arlandria, for the City to make good on its promise to improve the Four Mile Run Park.

Here is an opportunity for something great to FINALLY happen in Arlandria – something that would benefit everyone in the community. This plan, developed with input from community members throughout the neighborhood, offers useable open space, additional housing for our income-constrained population, in a mixed use environment that is sorely needed in our area.

Please, please, please support this plan. It's the best hope for Arlandria.

Respectfully,

Nathalie Simon
3905 Elbert Avenue

Julie Fuerth

From: Sharon Blackwell <ms_blackwell@msn.com>
Sent: Tuesday, December 06, 2011 9:53 AM
To: PlanComm
Subject: Mt. Vernon Village Center Proposal

My name is Monta Sharon Blackwell and I have owned the property at 3832 Elbert Ave., Alexandria, Virginia, for the past eleven years. I write in support of the Mt. Vernon Village Center Proposal. As the northern gateway to Arlington's dynamic community of Crystal City, Pentagon Mall and the businesses there that have prospered significantly in the past decade, the Mt. Vernon Village Center proposal, and its innovative redevelopment of Alexandria's northern community, would continue that growth in a reasonable and esthetic manner. Further, the proposal takes into account the residential areas of this diverse and exciting community and would promote enhancement of those areas as well.

I ask for your favorable consideration of the Mt. Vernon Village Center Proposal.

Sincerely, Monta Sharon Blackwell

Julie Fuerth

From: erin kirk-cuomo <erin.kirkcuomo@gmail.com>
Sent: Tuesday, December 06, 2011 8:16 AM
To: PlanComm
Subject: Arlandria Revitalization

To Whom it May Concern,

I just wanted to write a quick note about the Mt. Vernon Village Center proposal and the plan for redevelopment. I am personally completely behind this and very excited about the proposal. This area of Alexandria is in desperate need of redevelopment. Truly, we need all the help we can get here. This area of the city has had such a slow growth and the redevelopment rate it is almost like living in a time warp. I can't tell you how excited I was when I saw the plans and drawings. This would add so much open space and so much to our neighborhood, like sports courts and more parking for the area. Not to mention giving the whole area a facelift, which it desperately needs.

It would be so much more pedestrian friendly than it is now. I really want to stress that this has been on hold for far too long and it is time to bring Arlandria up to the standards of the rest of the city. I belong to the Hume Springs Citizens Association which is behind this 100% as well. We are all supporting this.

Thank you for your time.

Erin

Julie Fuerth

From: BaileynBeen <baileynbeen@comcast.net>
Sent: Tuesday, December 06, 2011 7:40 AM
To: PlanComm
Subject: Approval

Planning Commission members,

My name is Doug Been and I am writing you to urge you to support and approve the redevelopment of the Weinstock property where Mom's and CVS reside. I was a member of the original working group that developed the Arlandria Plan the the City Council approved in 2003 (?) and this proposed development is very much in keeping with the original intentions of the plan. We have seen smart redevelopment in- fill over the past ten years in the southern portion of the Avenue while the Arlandria corridor has seen little improvement in that time. Change is inevitable and this proposal is thoughtful and in scale with the surroundings.

Thank you for your consideration.

Doug Been

Julie Fuerth

From: Tina Games <tinamgames@yahoo.com>
Sent: Tuesday, December 06, 2011 12:51 AM
To: PlanComm
Subject: Mount Vernon Village Center Proposal

Dear Members of the Planning Commission,

We've lived in Del Ray for the past 11 years. During that time, we've had the great pleasure of visiting the Arlandria neighborhood for various reasons, whether it was to dine in one of the restaurants, pop into CVS, pick up groceries at MOMS, or take in a show at The Birchmere. Because we consider ourselves neighbors (living just off Commonwealth Avenue on the lower end of West Mount Ida Avenue), we've taken a great interest in the redevelopment plans for Arlandria, and in particular the proposal for Mount Vernon Village Center.

We strongly believe that this proposal will breathe new life into Arlandria. It has the potential to take what is working (MOMS, CVS, The Birchmere, the restaurants) and expand it. Because of the popularity of Del Ray and the proximity to it, this proposal has the potential to "expand the area" making it a destination point for many. MOMS already draws customers from all over Alexandria, Arlington and parts of DC, as does some of the restaurants, like RT's. The Arlandria Farmer's Market and access to Four Mile Run also brings in a fair amount of people.

Can you imagine what a newly-designed Mount Vernon Village with mixed-use development could add?

It appears everyone wins in this proposal - the area is upgraded, attracting more outside customers for the local businesses and new business potential, which adds to the city's long term tax revenue; better recreation facilities for the community; more residential options; and a neighborhood that can be proud to be the "premier gateway" from Arlington to Alexandria, hence the name "Arlandria."

It's time to give this neighborhood the attention it truly deserves. Let's not miss this moment - a moment that so many of us have been waiting for!

We sincerely appreciate your strong consideration of the Mount Vernon Village Center proposal.

Many thanks for your time!

Tina Games and Simon Evans
8 West Mount Ida Avenue
Alexandria, VA 22305
703-684-3897

Julie Fuerth

From: Glenn Christianson <glennrc@verizon.net>
Sent: Monday, December 05, 2011 5:19 PM
To: PlanComm
Cc: kbeekman@gmail.com
Subject: Arlandria redevelopment

Please work with Steve Weinstock on this plan. There has been a lot time and effort put into this plan and it what the neighborhood and adjacent neighborhoods are looking forward to having. We at Warwick Village Citizen's Association support this plan.

Sincerely,

Glenn Christianson
WVCA President

Julie Fuerth

From: Robin Roberts <rroberts@resolv.org>
Sent: Monday, December 05, 2011 12:12 PM
To: PlanComm
Cc: Pamela Roberts; Pamela Roberts
Subject: Support for Arlandria Revitalization Plan

Dear Planning Commissioners,

I have lived in Arlandria for over 15 years and in that time have seen no better plan for the improvement of my community than the Arlandria Revitalization Plan. I enjoy my neighborhood's economic and social diversity but have long recognized the need to redevelop the Mt. Vernon corridor in a way that will attract more businesses, relieve traffic congestion, expand recreational options, and conserve the environment.

The Arlandria Revitalization Plan proposes a way to meet all these competing needs without displacing its current residents. For this reason, I strongly support it and the and urge you to fund its implementation as soon as possible.

Robin Roberts
Arlandria Resident

Julie Fuerth

From: Sven Dharmani <sven.dharmani@gmail.com>
Sent: Monday, December 05, 2011 6:48 AM
To: PlanComm
Subject: Writing to support Redevelopment of Steve Weinstock's property in Alexandria (Arlandria Shopping Center - Mount Vernon Village Center)

Dear Planning Commission,

I am writing to support Redevelopment of Steve Weinstock's property in Alexandria. I have been an Alexandria resident for 8 years and Arlington resident prior to that.

I have reviewed the original vision and the I would love to see the property redeveloped -- it will provide much needed economic boost to the area not to mention the much overdue facelift. It will also provide significant benefits to the community overall.

Please let me know if there's anything I can do to support this effort.

Thanks and regards,
Sven Dharmani
3901 Charles Ave
Alexandria, VA 22305

Julie Fuerth

From: Naus, Kevin (MPD) <Kevin.Naus@dc.gov>
Sent: Sunday, December 04, 2011 12:47 PM
To: PlanComm
Subject: I support the Mt. Vernon Shopping Center Redevelopment

Good morning, I am a home owner in the area of the Mt. Vernon shopping center and I strongly agree with the redevelopment plans for the center. I believe there has been a serious lack of development in the Arlandria area. This redevelopment would be the key to open the doors to the beautification of the Mt. Vernon corridor and would be a sought out place for new home owners to move into the area.

Please approve the plans for redevelopment to improve the community for which so many people live and love.

Thank you,

Kevin J. Naus
Lenox Place at Sunnyside Resident

Sent from my iPhone

Join Mayor Gray's One City * One Hire - 10,000 Jobs Campaign "Putting District Residents Back to Work - One Hire at a Time"

Learn more at <http://onecityonehire.org>

Support the DC One Fund Campaign, Each One Give One.

Learn more at www.dconefund.org or www.onefund.dc.gov. One City, Working Together!

Julie Fuerth

From: S.J. Swift, J.D. <idealistxx@gmail.com>
Sent: Sunday, December 04, 2011 1:56 PM
To: PlanComm
Subject: I support the Mt. Vernon Shopping Center Redevelopment

My husband and I have lived in Arlandria since 1998. We purchased our home here in large part because we saw great potential for future development in this area so close to downtown D.C. We also liked the idea of living in a diverse neighborhood (both economically and ethnically) with easy access to Four Mile Run Park.

We have been quite disappointed with the lack of development in this area. Arlandria should be viewed as the Gateway to Alexandria. Instead, people entering the prestigious-sounding "Mt. Vernon Ave." via the tony Arlington Ridge Road are greeted with an eyesore. Access to the park is quite limited.

We believe that the redevelopment, with its reconfigured shopping center, new state-of-the-art mixed use building, and increased access to the park would bring a much-needed facelift to this area. We would welcome our new neighbors, while continuing to embrace the diversity of our little El Salvador.

Sincerely,
Susan Swift
3836 Charles Ave.
Alexandria, VA 22305

Julie Fuerth

From: Alejandro Garcia (Hotmail) <garcia914@hotmail.com>
Sent: Sunday, December 04, 2011 2:34 PM
To: PlanComm
Cc: Alejandro Garcia (USNA)
Subject: Mt Vernon Village Center proposal / Arlandria Revitalization Plan

Dear Planning Commission,

I urge the Planning Commission to immediately support and execute the Arlandria Revitalization Plan and Mt Vernon Village Center proposal.

As a City of Alexandria property owner, active in the affairs of Warwick Village, a community immediately adjacent to Arlandria, I believe in the project and the positive impact that the Vernon Village Center proposal can have on area citizens and my community.

The future of my neighborhood and quality of life in this area rests in your hands. We need your action.

Please support the Mt Vernon Village Center proposal now.

Thank you.

very respectfully,

Alex Garcia

vr/AJG
251 Tennessee Avenue
Alexandria, VA 22305-1942
(cell) (703) 577-6612
(pri email) ajgarcia@1990.usna.com

Julie Fuerth

From: kimcostnermoore@comcast.net
Sent: Sunday, December 04, 2011 3:02 PM
To: PlanComm
Subject: Support for the Mt. Vernon Shopping Center Redevelopment

Dear Madams and Sirs,

I would like to express my strong support of the proposal for the redevelopment of the Mt. Vernon Shopping Center. Arlandria would greatly benefit from the progressive type of development that abounds around it in both Alexandria and Arlington. Those of us who live in the community are proud of it and pleased for the recent improvements such as the new facade for the Foodway Shopping Center, restoration and conversion of the old Duron Paint Store, and opening of the Sunday's farmers market. However, the neighborhood needs more and can support more. Thank you.

Kim Costner Moore
Lenox Place

Julie Fuerth

From: Drs Maurice <drs.maurice@att.net>
Sent: Sunday, December 04, 2011 6:14 PM
To: PlanComm
Subject: I support the Mt. Vernon Shopping Center Redevelopment

Dear Planning Commission – My husband and I have resided in Arlandria (Lenox Place) for 10 years. We very much support the Mt. Vernon Shopping Center Redevelopment plan. Our neighborhood will greatly benefit from the additional services and the community at large can use the economic opportunities. I have taught English as a Second Language to a lot of te immigrants in our neighborhood – and can attest that they are incredibly hard working and ready to contribute to our community.

Last (but not least) I really hope we get a Starbucks. Though I have a car, I much prefer to walk as this is better for the environment. I hope we will have the choice to go get our Starbucks right here in Arlandria.

I encourage you to vote yes for this important project as does my husband Mark.

Kind regards, Lourdes Maurice

Julie Fuerth

From: Rob Maccubbin <rpmaccubbin@yahoo.com>
Sent: Sunday, December 04, 2011 7:03 PM
To: PlanComm
Subject: Support for Mt. Vernon Village Center Redevelopment

Planning Commission:

I am writing to express support for the proposed redevelopment of Mount Vernon Village Center in Arlandria. I've lived in Warwick Village for a decade and, after reading a summary of the proposed development, I think it is a tremendous opportunity to increase the vitality of the neighborhood, both economically and in terms of community building. The development is a major step towards fulfilling many of the goals in the Arlandria plan, seeking to provide step-up housing to many of the transient folks in the neighborhood, while helping create a more sustainable, walkable and transit friendly Arlandria.

Incidentally, my wife and I shop at the center and adjacent retail weekly. We almost never walk, despite the fabulous Landover path complete 8 or so years ago. The proposed development will go a long way to creating a dense walkable and inviting community that will keep us customers and encourage us to leave the car at home.

Please support the redevelopment, as proposed.

Thanks for your consideration.

Regards,

Rob Maccubbin
2909 Landover St.

Julie Fuerth

From: Katelyn Rosa Stephenson <katelynrosa@gmail.com>
Sent: Sunday, December 04, 2011 7:45 PM
To: PlanComm
Cc: John Stephenson
Subject: I support the Mt. Vernon Shopping Center Redevelopment

To Whom It May Concern:

I am writing to express my support of the Mt. Vernon Shopping Center Redevelopment. I have lived in Alexandria for many years but have relocated specifically to Arlandria in the past year. I frequent both the CVS and MOM Organic Market and have often thought that it would be wonderful to have the rest of that shopping area redeveloped so that it helps revitalize the local neighborhoods.

I strongly support this effort and sincerely hope to see this plan come to fruition.

Regards,
Katelyn Stephenson

Julie Fuerth

From: nealsigmon@aol.com
Sent: Sunday, December 04, 2011 8:29 PM
To: PlanComm
Subject: Mt. Vernon Village Center

Alexandria Planning Commission:

I write in support of the Mt. Vernon Village Center. I live in Arlington, just across Four Mile Run and often am in this neighborhood, attended a public meeting describing the proposed project, and am a citizen leader in Arlington for the Four Mile Run Stream Restoration.

As a shopper at both MOM's and CVS, this proposal seems like a well-thought out urban development. It complies with the design guidelines of the Four Mile Run Master Plan and will be a much needed upgrade for this area. I think it complements well what the Four Mile Run Master Plan envisions for this area.

Please give your support to this project.

Neal Sigmon
Co-Chair, Four Mile Run Joint Task Force

Julie Fuerth

From: Nick Partee <nickdeuva@gmail.com>
Sent: Monday, December 05, 2011 7:42 AM
To: PlanComm
Subject: A Sustainable Arlandria

Members of the Planning Commission:

I wholeheartedly support the proposed redevelopment of the Mt. Vernon Shopping Center. The planned project respects both the current scale of the neighborhood and the desired slightly more dense scale called for in the Arlandria small area plan. Further, it fits design principles from Four Mile Run Restoration Plan. The project will go a long way toward making Arlandria a more sustainable community. One major attribute the project brings to the neighborhood is increased economic diversity. I spoke before City Council when the the 2008 Feasibility Study was discussed and implored the City to work harder to implement the Arlandria Small Area Plan. The neighborhood in it's current and recent state is economically non-diverse, which makes it hard to attract and sustain a mix of quality businesses. The 470+ apartments will bring a bit more middle-class density to the neighborhood to help foster successful businesses, plus includes 28 affordable units to help ensure the neighborhood can be home to less affluent residents for the foreseeable future.

Further, this plan brings many benefits to the neighborhood that the Arlandria Small Area Plan sought. The proposed project improves access to 4 Mile Run Park, brings a high quality design that will be a neighborhood focal point, maintains the 50,000 sqft of retail, adds to the City's open space, makes huge strides to upgrade the Arlandria streetscape, brings transit oriented development, and also improves stormwater management on site. It adds density but projects to add very little traffic to the neighborhood, as mixed-use development does better than any other kind. There are countless other benefits, and the developer has worked very well with the community to ensure concerns are met.

I've served twice as Vice President of Hume Springs Citizen Association, my fellow Arlandria residents and I helped found and run the Four Mile Run Farmers and Artisans Market, and we've led numerous streetscape and park improvement projects in the neighborhood. I feel I and others have done our parts to help the community improve, and now I'm hoping the City sees fit to do it's part by approving this development. My wife and I have been Arlandria residents for 6 years and this is the most exciting change we've seen come to our community while we've called the area home. Anytime the City has the opportunity to convert a dated strip-mall into a pedestrian friendly mixed-use building, I can't see why Alexandria wouldn't jump at the opportunity. This will be a great project for the neighborhood.

Regards:
Nicholas Partee

Julie Fuerth

From: Linda_Friedman@ao.uscourts.gov
Sent: Monday, December 05, 2011 7:45 AM
To: PlanComm
Subject: Support for the Mt. Vernon Shopping Center Redevelopment

Please accept this email as my enthusiastic support for redevelopment of the Mt. Vernon Shopping Center. I have lived in Arlandria for about 20 years. It has saddened me to see other areas around our neighborhoods in Arlington County and also in Alexandria, namely Old Town and Del Ray teeming with redevelopment while Arlandria remains underdeveloped. Arlandria is one of the perfect places to live in the Washington D.C. area and it deserves a facelift. My desire is to continue to be a taxpayer in Alexandria and with this type of support from the city, my desire is more likely to become a reality. Thank you for what you are doing to help our neighborhoods in Arlandria.

Linda Friedman

Julie Fuerth

From: John Stephenson <stephenson.john@gmail.com>
Sent: Monday, December 05, 2011 8:13 AM
To: Katelyn Rosa Stephenson
Cc: PlanComm
Subject: I support the Mt. Vernon Shopping Center Redevelopment

Hello

I also fully support the Mount Vernon Shopping Center Redevelopment. I have lived in Alexandria since 2003 and know that this project would significantly improve the local area and economy.

Best

John Stephenson

John Stephenson
jstephenson@post.harvard.edu

Tel. +1 571-225-1462

On Dec 4, 2011, at 7:45 PM, Katelyn Rosa Stephenson <katelynrosa@gmail.com> wrote:

> To Whom It May Concern:

>

> I am writing to express my support of the Mt. Vernon Shopping Center Redevelopment. I have lived in Alexandria for many years but have relocated specifically to Arlandria in the past year. I frequent both the CVS and MOM Organic Market and have often thought that it would be wonderful to have the rest of that shopping area redeveloped so that it helps revitalize the local neighborhoods.

>

> I strongly support this effort and sincerely hope to see this plan come to fruition.

>

> Regards,

> Katelyn Stephenson

Julie Fuerth

From: Judy Guse-Noritake <jnoritake@gmail.com>
Sent: Monday, December 05, 2011 1:36 PM
To: PlanComm
Cc: Judy N
Subject: Mt. Vernon Village Center

Dear Chairman Komoroske and Planning Commission Mmembers:

I wanted to send a breif statement on behalf of the Park and Recreation Commission regarding the proposed development you will discuss tomorrow known as the Mt. Vernon Village Center. The P&R Commission lends it support to this project, beleiving it will prove to be a critical asset for this area of our community and that it will be a good neighbor to Four Mile Run Park.

In particular, the design of this project opens a central courtyard to access its internal circulation. This feature also provides a framed view and formal access to the park beyond at a point where the park lies very close to Mt. Vernon Ave.

The Park & Recreation Commission and RCPA staff will be undertaking a public process in 2012 to create a park plan for Four Mile Run Park and this development and the manner in which it meets this park will provide an opportunity for the park plan to respond to this new "park entrance" in an appropriate manner that benefits both the park and this project. The courts now at that critical location are to be removed and replaced in another location in the park with similar small scale recreational facilities. Both the location and nature of the replacement facilites will be determined as the park planning moves forward. The Mt. Vernon Village Center features a beautiful pedestrian promenade at the edge of the park where it meets the apartments at grade level. This an appropriatly scaled feature for this location.

I regret I will not be able to testify in person on behalf of the Commission but I am out of town this week. The Park & Recreation Commission looks forward to the park planning process with the Mt. Vernon Village Center as an approved anchor for this important part of our City.

With kind regard,

Judy R. Guse-Noritake, AIA, LEED AP
Chair, Park & Recreation Commission

Julie Fuerth

From: Rob Taylor <skipper972@msn.com>
Sent: Monday, December 05, 2011 5:20 PM
To: PlanComm
Cc: Lewis
Subject: I support the Mt. Vernon Shopping Center Redevelopment

My wife & I enthusiastically support the Mt. Vernon Shopping Center Redevelopment! We bought our home at Lenox Place at Sunnyside because we like the cultural diversity of Arlandria. However, that doesn't mean we want to continue to experience a run down looking neighborhood outside our townhouse community. We want to walk to and support our neighborhood businesses and we want MUCH MORE. The new Mt. Vernon Shopping Center Redevelopment will bring style, class and elegance to our neighborhood. That will attract more new businesses and market rate residents to sustain the growth. More new business will mean more new jobs here in the local Arlandria area. We don't want to lose our cultural diversity, but we absolutely want our neighborhood to be charming, desirable, safe and fun!

Please approve the Mt. Vernon Shopping Center Redevelopment!

sincerely, Rob & Mary Lou Taylor

Julie Fuerth

From: Terrence Kee <keeterrence@gmail.com>
Sent: Monday, December 05, 2011 5:44 PM
To: PlanComm
Subject: I support the Mt. Vernon Shopping Center Redevelopment

Good Day,

While I love the Arlandria area I do feel adding some new development would go a long way into making it one of the area's ideal living locations. In the 7 years that my famiy has lived in Arlandria the development in that time peroid does not compare to other areas that we frequent including Duke St, Shirlington, Clarendon, Ballston, etc.

Please support the proposal of much needed development for our area. My family, and our neighbors, would greatly appreciate it.

Sincerely,

Terrence James Kee
3924 Charles Ave
Alexandria, VA 22305

Julie Fuerth

From: Kara Clemens <clemenskara@hotmail.com>
Sent: Monday, December 05, 2011 8:09 PM
To: PlanComm
Subject: Mt Vernon Village Center Proposal

To the Alexandria Planning Commission:

I'm writing to ask for your support for the Mt Vernon Village Center Proposal in Arlandria. The components of this project represent many of the issues we support in Alexandria: affordable housing, green building standards, but, most importantly, quality community. For two seasons now, I've been a weekly visitor to the Four Mile Run Farmers and Artisans Market, which was started and run by a group of citizen activists committed to bringing quality of life to the community. The market and recently renovated Duron Building are an example of the commitment this group has to the greater community. These residents have spent countless hours with many city staff, police and council members advocating for Arlandria. Please give your support to this proposal which would bring significant change to an area that has struggled for quite some time to shed a reputation of crime and poverty---Arlandria is worth the investment.

Sincerely,

Kara Clemens
Alexandria

Julie Fuerth

From: Tina Games <tinamgames@yahoo.com>
Sent: Tuesday, December 06, 2011 12:51 AM
To: PlanComm
Subject: Mount Vernon Village Center Proposal

Dear Members of the Planning Commission,

We've lived in Del Ray for the past 11 years. During that time, we've had the great pleasure of visiting the Arlandria neighborhood for various reasons, whether it was to dine in one of the restaurants, pop into CVS, pick up groceries at MOMS, or take in a show at The Birchmere. Because we consider ourselves neighbors (living just off Commonwealth Avenue on the lower end of West Mount Ida Avenue), we've taken a great interest in the redevelopment plans for Arlandria, and in particular the proposal for Mount Vernon Village Center.

We strongly believe that this proposal will breathe new life into Arlandria. It has the potential to take what is working (MOMS, CVS, The Birchmere, the restaurants) and expand it. Because of the popularity of Del Ray and the proximity to it, this proposal has the potential to "expand the area" making it a destination point for many. MOMS already draws customers from all over Alexandria, Arlington and parts of DC, as does some of the restaurants, like RT's. The Arlandria Farmer's Market and access to Four Mile Run also brings in a fair amount of people.

Can you imagine what a newly-designed Mount Vernon Village with mixed-use development could add?

It appears everyone wins in this proposal - the area is upgraded, attracting more outside customers for the local businesses and new business potential, which adds to the city's long term tax revenue; better recreation facilities for the community; more residential options; and a neighborhood that can be proud to be the "premier gateway" from Arlington to Alexandria, hence the name "Arlandria."

It's time to give this neighborhood the attention it truly deserves. Let's not miss this moment - a moment that so many of us have been waiting for!

We sincerely appreciate your strong consideration of the Mount Vernon Village Center proposal.

Many thanks for your time!

Tina Games and Simon Evans
8 West Mount Ida Avenue
Alexandria, VA 22305
703-684-3897

Julie Fuerth

From: Robin Roberts <rroberts@resolv.org>
Sent: Monday, December 05, 2011 12:12 PM
To: PlanComm
Cc: Pamela Roberts; Pamela Roberts
Subject: Support for Arlandria Revitalization Plan

Dear Planning Commissioners,

I have lived in Arlandria for over 15 years and in that time have seen no better plan for the improvement of my community than the Arlandria Revitalization Plan. I enjoy my neighborhood's economic and social diversity but have long recognized the need to redevelop the Mt. Vernon corridor in a way that will attract more businesses, relieve traffic congestion, expand recreational options, and conserve the environment.

The Arlandria Revitalization Plan proposes a way to meet all these competing needs without displacing its current residents. For this reason, I strongly support it and the and urge you to fund its implementation as soon as possible.

Robin Roberts
Arlandria Resident

Julie Fuerth

From: matthew murguia <matthewmurguia@hotmail.com>
Sent: Sunday, December 04, 2011 3:25 PM
To: PlanComm; matthew murguia
Subject: Fianlly! Arlandria: When A Plan Comes Together

Folks:

As a former Alexandria resident and original member of the Potomac West Development Alliance (representing Lenox Place at Sunnyside), and the main resident behind the creation of the then Arlandria Task Force (focusing on quality of life issues in Arlandria), I am extremely pleased to see plans with such potential moving forward to develop this area (see newspaper article below). I am also glad to see that the plans call for "greening" the area, something not really focused on longer than a decade ago. The plans described in the article bring to life the vision that many of us had "back then" -- a mixed use, neighborhood friendly, pedestrian centered development which addresses the needs of both the human community and the business community. Arlandria has waited too long for this development. Now is the time to move forward with plans such as these. Odd, it always seems as if one waits long enough, the original ideas come back up and are finally accepted. Please, no more delays. I look forward to visiting the area soon - not only to visit my friends who still live in the heart of Arlandria, but to spend some of my money in a great neighborhood.

Matthew Murguia
11408 Cam Court
Kensington, MD 20895
matthewmurguia@hotmail.com

Formerly of:

3907 Elbert Ave.
Alexandria, VA 22305

With all eyes either gazing in adoration or glazing over in rage at the waterfront plan, a small, community-spurred plan to bring about changes in a struggling, but hopeful neighborhood has finally come to fruition.

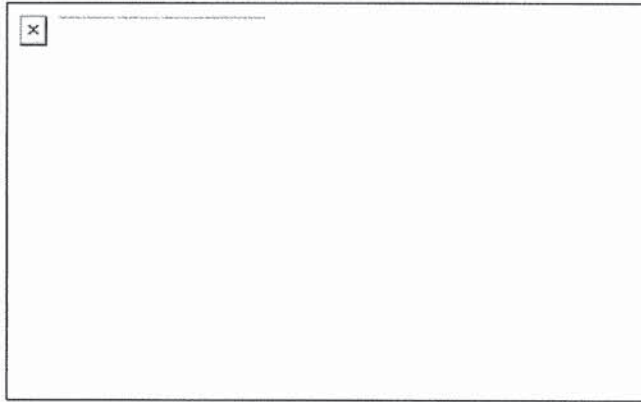
The Long Road



The Vision from the 1998 Plan.

The Arlandria community has been planning for change longer than any other neighborhood in the City. We are now a decade into implementation of the Arlandria Revitalization Plan, the City and community-supported 5 year planning effort from 1998 to 2003. Broadly stated, the goal of the Plan was to build on the strength of Arlandria as a pedestrian-oriented, mixed-use place through the redevelopment of underutilized sites. Re-development of the "opportunity sites" was the anticipated catalyst for the proposed revitalization.

Without that outside investment, the City pursued modest improvements, but the opportunity to make a significant impact in a densely poor community was limited. Resources were put into an interim marketing strategy to strengthen existing businesses and community members worked to establish facade improvement guidelines for individual storefronts. But the efforts proved to be futile since many shopowners were barely breaking even. In the decade since the plan, shops were closing and turning over at an increasingly alarming rate. The shopowners that remained, were barely holding on.



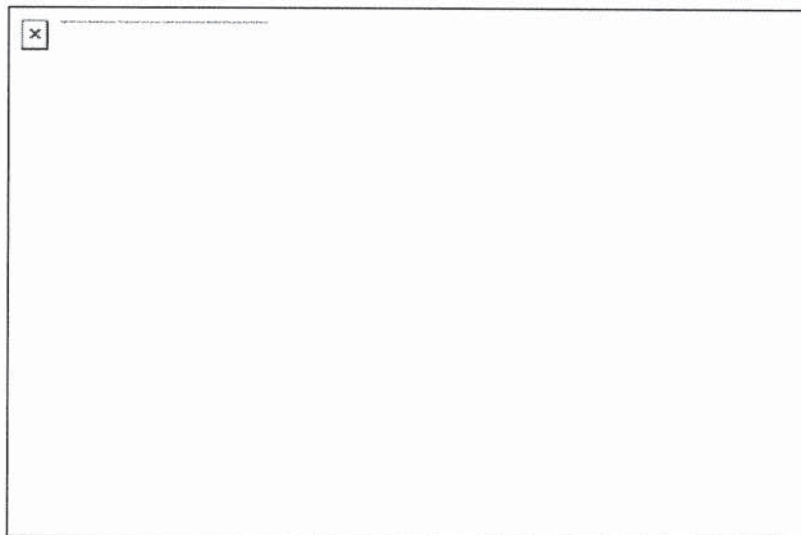
Redevelopment proposal compared to Arlandria Plan illustration

A 2008 follow-up feasibility study, publicly unveiled 3 years ago, ultimately confirmed that conditions in Arlandria made development unfeasible. Paraphrased, "Arlandria was not worth the investment." The study pointed to an on-going perception of crime, a poor built environment, and lack of economic diversity as the three major impediments to economic development.

Grass-Roots Community For All

The City attributed the stagnant plan implementation to a lack of community involvement. That comment and the implication of the feasibility study became the catalyst for the community led, city-supported grassroots efforts that followed. Within the parameters of maintaining the ethnic and economic diversity that define Arlandria, achieving sustainability became the overarching goal. Without outside investment, a group of volunteers took on the challenge of what remains a higher standard of fostering a supportive environment. Working hand-in-hand with neighbors and social service providers, community residents created a small business incubator in the farmers and artisans market. The Four Mile Run Farmers and Artisans Market is the sole market - in both Alexandria and Northern Virginia - to welcome SNAP (food stamps), a labor of love which took market organizers countless extra hours to establish and staff weekly. And the community has banded together to improve streetscapes and parks and maintained a presence at service provider and quality of life meetings to ensure every resident and visitor feels safe in our community.

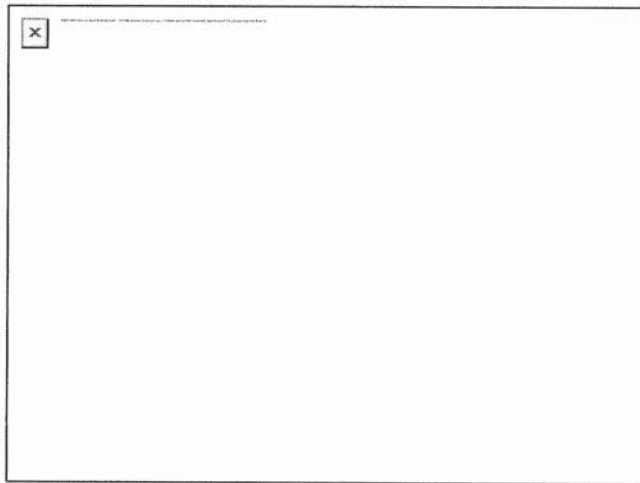
Along with the City, the neighborhood paved the way by working with our Community Oriented Police (COPS), ARHA, Community Lodgings, Wesley Housing, the Community Services Board, the Chirilagua Coop and most recently Arlington Housing Corporation to preserve existing housing and conditions for the city's most vulnerable citizens, and have strongly supported the inclusion of workforce housing to create upward mobility for hard-working residents - who would otherwise have to leave the City to improve their circumstance. According to Census, Arlandria's population is still highly transient (30% turnover per year, 90% every 5 years). The city and grassroots organizations have aimed to create an environment that allows more residents to make Alexandria into a long-term home by providing a wide range of housing. That solution requires something more than very low rent and very high cost properties. Economic diversity and livability are key to a sustainable community.



Finally...

The long-awaited plan to re-develop the Arlandria Shopping Center (Mount Vernon Village Center) overcomes the challenges presented in the feasibility study from 3 years ago. After years of painstaking, frustrating and sometimes seemingly futile efforts, one of our community partners has proposed the first step towards fulfillment of a decade-old promise to realize Arlandria as the proud waterside gateway into our wonderful city. In a constrained-resource environment, Arlandria Center, LLC has created a design that addresses the key issues in our neighborhood. It leads the way by making a positive change to the built environment and addresses the perception of crime by adding eyes on the street - where increased vitality becomes a deterrent to crime.

This current development application addresses many of the design goals of the Arlandria plan, proposing a mixed used property consisting of two multi-family residential buildings that maintain the 50,000 sq. ft. of retail along Mt Vernon Avenue (maintaining approximately the same amount of retail). Parking would be underground or buried within the building at grade. The plan includes streetscape improvements to Mt Vernon Avenue and Bruce Street, which include street trees, new bus shelters, and sidewalk widening. The high quality, contemporary design is in compliance with new green building standards and incorporates new affordable housing units for households earning less than 60% of the Area Median Income. The property also improves access to and increases visibility of Four Mile Run Park.



The Mt. Vernon Village Center proposal for 450+ housing units is a first step on a long road to alleviate an impending housing crunch. The median age of housing stock within one mile of the project is 55 years old; within 5 miles: 44 years old.

The development would also provide the city-code required 940 underground parking spaces. The project remains open to utilizing some parking spaces for other subsequent developments if the opportunity presents itself.

And the proposal includes a phased approach, retaining as much existing retail as possible during construction. MOM's and CVS, for instance, could continue to operate if they choose on the northern portion of site while the southern portion is built.

Community Benefits

The plan fulfills the Arlandria Plan requirement for 10-15% open space: 10% of the property space would be reserved for public open space and another 5% would be for resident use. The building would be set back back 40 feet from Mt Vernon Avenue for pedestrian plaza space and will be pulled back 5 additional feet on Bruce Street to create better access to Four Mile Run Park and better vehicular access to stores and residences. The project would also fund up to \$200,000 for new tennis/basketball courts, which would be relocated per the 4MR Park master plan. 7,000 square feet of the property along the park would be reserved for a pedestrian promenade with the potential for a future road should the City desire at some point. The development would also improve the quantity and quality of stormwater runoff from the site.

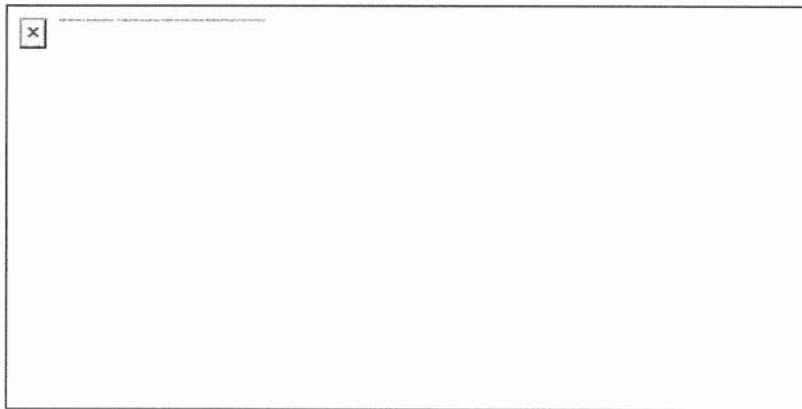
The primary entrance to the residential portion of the parking garage would be through the center courtyard aligned across from Russell Road and the developer would rebuild that intersection and the southern entrance to the property for better automobile access than exists today.

The development conforms to all of the standards set out in terms of bulk, set back and open space, but needs to be 7 additional feet tall in the center of the building to achieve the scale need to accommodate 28 units of affordable housing throughout the property. This housing which would be open to holders of housing vouchers and others who make less than 60% of Area Median Income.

The residential portion of the property would be built to LEED green building standards, and the commercial portion would be built to LEED Silver standards.

The project also includes \$51,000+ in today's dollars (adjusted for inflation) annually for transportation management to keep single occupancy vehicle trips from the development to less than 40% of total trips. To help accomplish that, the developer would also install new bus shelters with real-time bus arrival data and would also install on-site bicycle amenities, including a Capital Bikeshare station. The developer would also provide a 20% employee transit subsidy. In the future, the development would be required to partner with other property owners to create a Transportation Management District to make further improvements to transit.

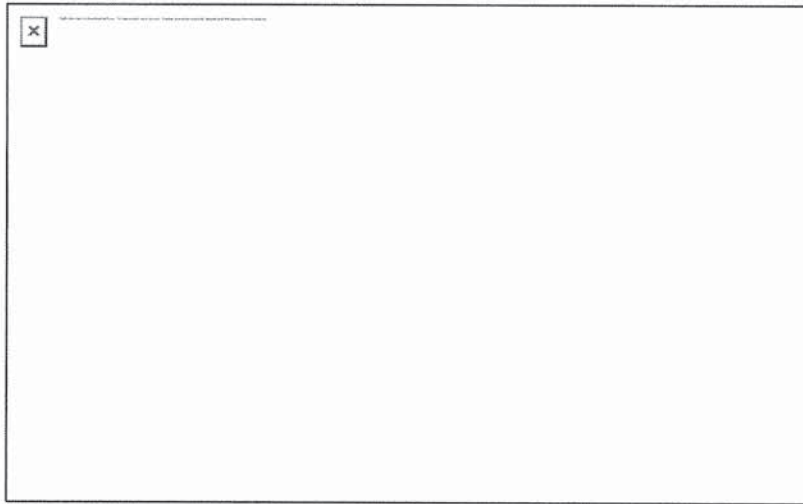
A little mentioned project attribute is that it also meets the design guidelines from the Four Mile Run Restoration Plan. This plan was created by the community over several years as joint effort between the City and Arlington County working through the Northern Virginia Regional Commission. See examples of suggested architecture and building massing in the following excerpts:



Challenges and Opportunities

"Neighborhoods that mix land uses, make walking safe and convenient, and are near other development allow residents and workers to drive significantly less if they choose. In fact, research has found that in the most centrally located, well-designed neighborhoods, residents drive as little as half as much as residents of outlying areas. Along with these benefits, mixed-use development can improve communities in other important ways, including supporting affordable housing by lowering transportation costs. Studies have also shown that mixed-use development, especially in concert with other smart growth strategies, provides significantly higher returns to local governments through property and sales taxes while requiring lower per unit infrastructure and public-service costs." (EPA)

The majority of road issues in our area are rush hour bottlenecks further on down the line, such as where West Glebe and South Glebe come together and where those roads hit Route 1. There is the need for targeted solutions for those bottleneck areas as well as better transit and bike options to allow people to switch modes away from single occupancy vehicle driving. Mt. Vernon Avenue in Arlandria is not a highway, nor even a high capacity road. At its best, it could be an urban boulevard with wide sidewalks, easy pedestrian crossing places, and slow moving traffic. The Arlandria Plan vision of pedestrian-oriented, transit-oriented development is the antidote to the bottlenecks problems created by sprawl induced cut-through traffic.



Post rush hour traffic on Mt Vernon Avenue
9:15 on a Friday morning.

The small area plan is about making a pedestrian friendly community that brings current and future residents out on foot to enjoy the neighborhood. Right now, we are bathed in a sea of empty parking lots and people-second design. Bus routes connect the Avenue to points south and north, the Metro stations and the Pentagon. "Circulator" routes from a future Potomac Yard Metro and to the future transit line along Route 1 are in the works, but this will only work if complimented with sufficient density.

In order to maintain our diversity, we have made a conscious decision that we would prefer to add the density of economic diversity that mitigates the negative impact of being the most impoverished community in the city. The development proposed by the Mt. Vernon Village Center helps us realize our long-awaited goal of becoming a safe, walkable, sustainable and inclusive community. We are proud of our multicultural environment, we have immigrants from around the world, but without the proposed development, the opportunity to fulfill Arlandria's potential will likely slip by and drive our neighborhood back to it's 'unfeasable' state. What we have learned through our journey is that every resident has a stake in making their own neighborhood the best it can be. All of us have a responsibility to step forward with an investment of the time it takes at least pay attention to the opportunities presented in their area. Whether it's the city or a developer considering making a change, make your voice heard. We feel strongly that this is the best opportunity to make Arlandria one of the city's greatest success stories. If you believe that too, now is the time to step forward, write a letter, show up, or even join in. Everyone's welcome - it's Arlandria!

--

Posted By Blogger to [The Arlandrian](#) at 12/04/2011 01:20:00 AM

Julie Fuerth

From: Nathan P. Brown <npbrown_98@yahoo.com>
Sent: Sunday, December 04, 2011 8:48 PM
To: PlanComm
Subject: redevelopment of Arlandria Shopping Center

Dear Alexandria Planning Commission -

I'm writing to express my support of the proposed redevelopment of the Arlandria Shopping Center. This development will go a long way toward revitalizing this section of Alexandria, and it should be supported in any way possible.

Sincerely -
Nathan Brown
145 Dale St

Steve Weinstock

From: "Steve Weinstock" <weinstoc@his.com>
To: <AI_vong@hotmail.com>
Sent: Wednesday, November 16, 2011 5:12 PM
Subject: 3807 Mount Vernon Avenue

November 16, 2011

Mr. Nirun Vongpukkeaw
Po-Siam Restaurant
3807 Mount Vernon Avenue
Alexandria VA

re: 3807 Mount Vernon Avenue
Alexandria VA

Dear Mr. Vongpukkeaw::

Thank you for taking the time to discuss with me the future of your store earlier this week. Based on our conversation, I am confirming my understanding that you have no plans to redevelop the 3807 Mount Vernon Avenue property, or participating in the development of a CDD concept plan that includes our property, 3809-3839 Mount Vernon Avenue, at this time.

Very truly yours,

Stephen Weinstock,
Managing Member
Arlandria Center LLC



Information from ESET NOD32 Antivirus, version of virus signature database 6640
(20111118)

The message was checked by ESET NOD32 Antivirus.

part000.txt - decompression could not complete (possible reasons: insufficient free memory or disk space, or a problem with temp folders)
part001.htm - decompression could not complete (possible reasons: insufficient free memory or disk space, or a problem with temp folders)

<http://www.eset.com>

Julie Fuerth

From: kbeekman@gmail.com on behalf of Kevin Beekman <kevin.beekman@arlandria.org>
Sent: Tuesday, December 06, 2011 11:54 AM
To: PlanComm
Subject: Fwd: [The Arlandrian] Arlandria: When A Plan Comes Together

Members of the Planning Commission,

Below is the write-up that Melissa Garcia, Nick Partee and I wrote in support of the Mt Vernon Village Center proposal.

-Kevin Beekman

----- Forwarded message -----

From: **Blogger** <no-reply@blogger.com>
Date: Sun, Dec 4, 2011 at 2:46 AM
Subject: [The Arlandrian] Arlandria: When A Plan Comes Together
To: kevin.beekman@arlandria.org

With all eyes either gazing in adoration or glazing over in rage at the waterfront plan, a small, community-spurred plan to bring about changes in a struggling, but hopeful neighborhood has finally come to fruition.

The Long Road



The Vision from the 1998 Plan.

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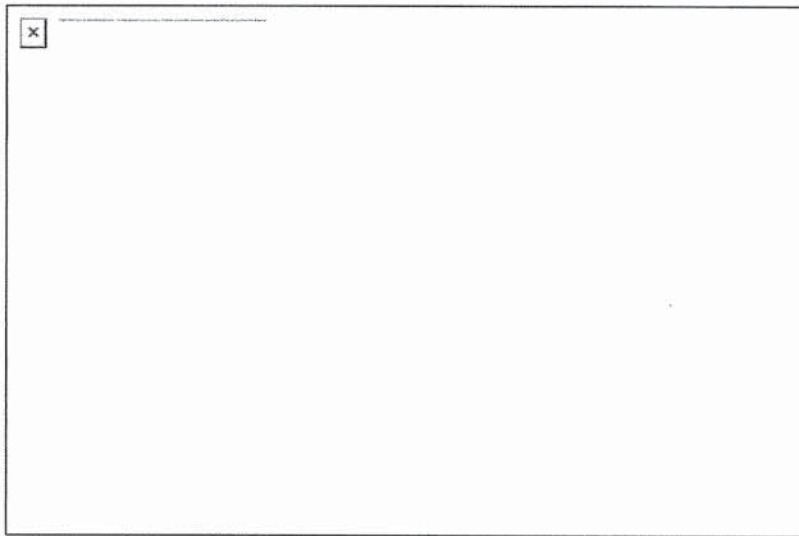
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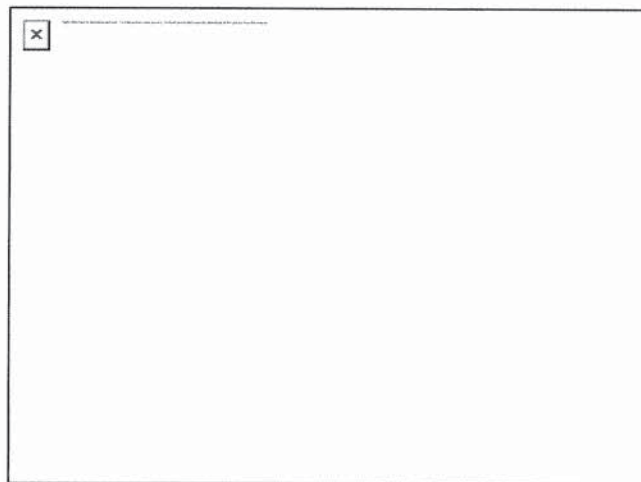
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This current development application addresses many of the design goals of the Arlandria plan, proposing a mixed used property consisting of two multi-family residential buildings that maintain the 50,000 sq. ft. of retail along Mt Vernon Avenue (maintaining approximately the same amount of retail). Parking would be underground or buried within the building at grade. The plan includes streetscape improvements to Mt Vernon Avenue and Bruce Street, which include street trees, new bus shelters, and sidewalk widening. The high quality, contemporary design is in compliance with new green building standards and incorporates new affordable housing units for households earning less than 60% of the Area Median Income. The property also improves access to and increases visibility of Four Mile Run Park.



The Mt. Vernon Village Center proposal for 450+ housing units is a first step on a long road to alleviate an impending housing crunch. The median age of housing stock within one mile of the project is 55 years old; within 5 miles: 44 years old.

The development would also provide the city-code required 940 underground parking spaces. The project remains open to utilizing some parking spaces for other subsequent developments if the opportunity presents itself.

And the proposal includes a phased approach, retaining as much existing retail as possible during construction. MOM's and CVS, for instance, could continue to operate if they choose on the northern portion of site while the southern portion is built.

Community Benefits

The plan fulfills the Arlandria Plan requirement for 10-15% open space: 10% of the property space would be reserved for public open space and another 5% would be for resident use. The building would be set back back 40 feet from Mt Vernon Avenue for pedestrian plaza space and will be pulled back 5 additional feet on Bruce Street to create better access to Four Mile Run Park and better vehicular access to stores and residences. The project would also fund up to \$200,000 for new tennis/basketball courts, which would be relocated per the 4MR Park master plan. 7,000 square feet of the property along the park would be reserved for a pedestrian promenade with the potential for a future road should the City desire at some point. The development would also improve the quantity and quality of stormwater runoff from the site.

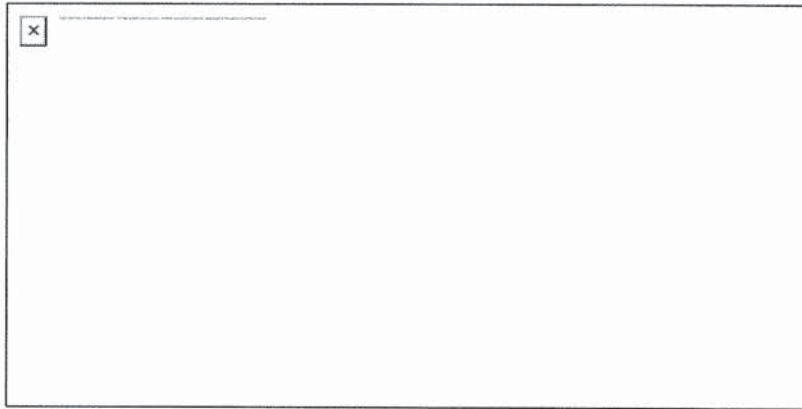
The primary entrance to the residential portion of the parking garage would be through the center courtyard aligned across from Russell Road and the developer would rebuild that intersection and the southern entrance to the property for better automobile access than exists today.

The development conforms to all of the standards set out in terms of bulk, set back and open space, but needs to be 7 additional feet tall in the center of the building to achieve the scale need to accommodate 28 units of affordable housing throughout the property. This housing which would be open to holders of housing vouchers and others who make less than 60% of Area Median Income.

The residential portion of the property would be built to LEED green building standards, and the commercial portion would be build to LEED Silver standards.

The project also includes \$51,000+ in today's dollars (adjusted for inflation) annually for transportation management to keep single occupancy vehicle trips from the development to less than 40% of total trips. To help accomplish that, the developer would also install new bus shelters with real-time bus arrival data and would also install on-site bicycle amenities, including a Capital Bikeshare station. The developer would also provide a 20% employee transit subsidy. In the future, the development would be required to partner with other property owners to create a Transportation Management District to make further improvements to transit.

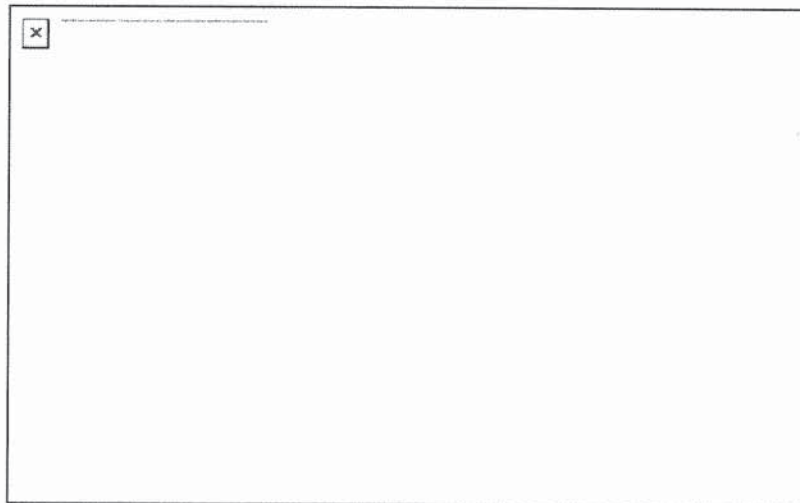
A little mentioned project attribute is that it also meets the design guidelines from the Four Mile Run Restoration Plan. This plan was created by the community over several years as joint effort between the City and Arlington County working through the Northern Virginia Regional Commission. See examples of suggested architecture and building massing in the following excerpts:



Challenges and Opportunities

"Neighborhoods that mix land uses, make walking safe and convenient, and are near other development allow residents and workers to drive significantly less if they choose. In fact, research has found that in the most centrally located, well-designed neighborhoods, residents drive as little as half as much as residents of outlying areas. Along with these benefits, mixed-use development can improve communities in other important ways, including supporting affordable housing by lowering transportation costs. Studies have also shown that mixed-use development, especially in concert with other smart growth strategies, provides significantly higher returns to local governments through property and sales taxes while requiring lower per unit infrastructure and public-service costs." (EPA)

The majority of road issues in our area are rush hour bottlenecks further on down the line, such as where West Glebe and South Glebe come together and where those roads hit Route 1. There is the need for targeted solutions for those bottleneck areas as well as better transit and bike options to allow people to switch modes away from single occupancy vehicle driving. Mt. Vernon Avenue in Arlandria is not a highway, nor even a high capacity road. At its best, it could be an urban boulevard with wide sidewalks, easy pedestrian crossing places, and slow moving traffic. The Arlandria Plan vision of pedestrian-oriented, transit-oriented development is the antidote to the bottlenecks problems created by sprawl induced cut-through traffic.



Post rush hour traffic on Mt Vernon Avenue
9:15 on a Friday morning.

The small area plan is about making a pedestrian friendly community that brings current and future residents out on foot to enjoy the neighborhood. Right now, we are bathed in a sea of empty parking lots and people-second design. Bus routes connect the Avenue to points south and north, the Metro stations and the Pentagon.

"Circulator" routes from a future Potomac Yard Metro and to the future transit line along Route 1 are in the works, but this will only work if complimented with sufficient density.

In order to maintain our diversity, we have made a conscious decision that we would prefer to add the density of economic diversity that mitigates the negative impact of being the most impoverished community in the city. The development proposed by the Mt. Vernon Village Center helps us realize our long-awaited goal of becoming a safe, walkable, sustainable and inclusive community. We are proud of our multicultural environment, we have immigrants from around the world, but without the proposed development, the opportunity to fulfill Arlandria's potential will likely slip by and drive our neighborhood back to it's 'unfeasable' state. What we have learned through our journey is that every resident has a stake in making their own neighborhood the best it can be. All of us have a responsibility to step forward with an investment of the time it takes at least pay attention to the opportunities presented in their area. Whether it's the city or a developer considering making a change, make your voice heard. We feel strongly that this is the best opportunity to make Arlandria one of the city's greatest success stories. If you believe that too, now is the time to step forward, write a letter, show up, or even join in. Everyone's welcome - it's Arlandria!

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Posted By Blogger to [The Arlandrian](#) at 12/04/2011 01:20:00 AM

Julie Fuerth

From: Pamela Roberts <pamelales@comcast.net>
Sent: Tuesday, December 06, 2011 11:33 AM
To: PlanComm
Subject: Support of Mount Vernon Village Redevelopment Plan

Dear Planning Commissioners,

I am writing in support of the Mount Vernon Village Redevelopment Plan. I have been a resident of Arlandria since 1994 and before that in Del Ray (prior to it's redevelopment), so I am no stranger to economic and social diversity. I have been a resident of Alexandria my entire (50+ years) life and recall vividly when Arlandria flooded and when it became known for being the rundown area of Alexandria. I moved here partially because of the area's social diversity. While there have been efforts over the years to improve the economic position of many residents, it has not taken hold as all had hoped. I believe that the Mount Vernon Village Redevelopment Plan will go a long way to making this area a great place to live for everyone and support it fully.

Thank you.

Pamela Roberts

Julie Fuerth

From: Jack Stevens <jstevens2@csc.com>
Sent: Tuesday, December 06, 2011 1:36 PM
To: PlanComm
Subject: Mt Vernon Village Center proposal
Attachments: Planning Commission Dec 6.doc

Members of the Alexandria Planning Commission,

I have attached a letter addressing the Mount Vernon Village re-development proposal (concept plan #3). Many of us attended the October presentation, by Mr. Weinstock and the development team, to the community. Community support was high then and it continues.

I strongly request your consideration and approval of the re-development proposal.

v/r
Jack Stevens

This is a PRIVATE message. If you are not the intended recipient, please delete without copying and kindly advise us by e-mail of the mistake in delivery. NOTE: Regardless of content, this e-mail shall not operate to bind CSC to any order or other contract unless pursuant to explicit written agreement or government initiative expressly permitting the use of e-mail for such purpose.

Jack L. Stevens
3834 Charles Ave.
Alexandria, VA 22305

December 6, 2011

Alexandria Planning Commission:

I am writing to express support for the Mount Vernon Village re-development proposal (concept plan #3).

I have been a resident of Lenox Place at Sunnyside since April 1990. I have served on the Lenox Place HOA Board of Directors and joined numerous City-sponsored revitalization and/or redevelopment studies and plans. Please understand that the following comments have been taken from The Arlandria which very clearly defines the situation and outlines the solution.

"The Arlandria community has been planning for change longer than any other neighborhood in the City. We are now a decade into implementation of the Arlandria Revitalization Plan, the City and community-supported 5 year planning effort from 1998 to 2003. Broadly stated, the goal of the Plan was to build on the strength of Arlandria as a pedestrian-oriented, mixed-use place through the redevelopment of underutilized sites. Re-development of the "opportunity sites" was the anticipated catalyst for the proposed revitalization.

Without outside investment, the City pursued modest improvements, but the opportunity to make a significant impact in a densely poor community was limited.

A 2008 feasibility study, publicly unveiled 3 years ago, ultimately confirmed that conditions in Arlandria made development unfeasible. Paraphrased, "Arlandria was not worth the investment." The study pointed to an on-going perception of crime, a poor built environment, and lack of economic diversity as the three major impediments to economic development.

The City attributed the stagnant plan implementation to a lack of community involvement. That comment and the implication of the feasibility study became the catalyst for the community led city-supported grassroots efforts that followed. Within the parameters of maintaining the ethnic and economic diversity that define Arlandria, achieving sustainability became the overarching goal. Without outside investment, a group of volunteers took on the challenge of what remains a higher standard of fostering a supportive environment.

The long-awaited plan to re-develop the Arlandria Shopping Center (Mount Vernon Village Center) overcomes the challenges presented in the feasibility study from 3 years ago. After years of painstaking, frustrating and sometimes seemingly futile efforts, one of our community partners has proposed the first step towards fulfillment of

a decade-old promise to realize Arlandria as the proud waterside gateway into our wonderful city. In a constrained-resource environment, Arlandria Center, LLC has created a design that addresses the key issues in our neighborhood. It leads the way by making a positive change to the built environment and addresses the perception of crime by adding eyes on the street - where increased vitality becomes a deterrent to crime.

This current development application addresses many of the design goals of the Arlandria plan, proposing a mixed used property consisting of two multi-family residential buildings that maintain the 50,000 sq. ft. of retail along Mt Vernon Avenue (maintaining approximately the same amount of retail). Parking would be underground or buried within the building at grade. The plan includes streetscape improvements to Mt Vernon Avenue and Bruce Street, which include street trees, new bus shelters, and sidewalk widening. The high quality, contemporary design is in compliance with new green building standards and incorporates new affordable housing units for households earning less than 60% of the Area Median Income. The property also improves access to and increases visibility of Four Mile Run Park.

In order to maintain our diversity, we have made a conscious decision that we would prefer to add the density of economic diversity that mitigates the negative impact of being the most impoverished community in the city. The development proposed by the Mt. Vernon Village Center helps us realize our long-awaited goal of becoming a safe, walkable, sustainable and inclusive community. We are proud of our multicultural environment, we have immigrants from around the world, but without the proposed development, the opportunity to fulfill Arlandria's potential will likely slip by and drive our neighborhood back to its 'unfeasible' state."

I strongly request that you consider and approve the re-development proposal. It will provide a much needed boost to Arlandria.

Sincerely,

/s/ Jack L. Stevens

Julie Fuerth

From: Sharon Eddy <sharon.eddy.pkgb@statefarm.com>
Sent: Tuesday, December 06, 2011 2:35 PM
To: PlanComm; Maya Contreras; Brandi Collins
Subject: Email in support of the Mount Vernon Village Center on tonight's docket

CDD CONCEPT PLAN #2011-0005
DEVELOPMENT SPECIAL USE PERMIT #2009-0016
RE: TMP SPECIAL USE PERMIT #2011-0058
COORDINATED SIGN SPECIAL USE PERMIT
3809-3839 MOUNT VERNON AVENUE, 3907 BRUCE STREET - MOUNT
VERNON VILLAGE CENTER

Unfortunately, I am unable to attend the planning meeting this evening as I have a sponsorship event tonight. I would like to voice my support for the plans submitted to redevelop this site.

I own a business in Arlandria and live in the City of Alexandria, and feel that this will be a positive change for the neighborhood. My reasons for supporting the redevelopment are:

1. The plans are in agreement with the City of Alexandria's 2003 Plan for the Redevelopment of Arlandria
2. It will improve the physical appearance of the neighborhood
3. The amount of retail space is approximately the same
4. The additional residents provide additional market for the businesses in Arlandria
5. The addition of affordable housing in the neighborhood as 6% of the apartments have been designated for affordable housing
6. Attractive design of the building with access for the neighborhood

The neighborhood of Arlandria needs and deserves to be redeveloped. The city designated this location as a redevelopment site and the plans submitted will positively impact both the business community and the residents. I would ask that you approve the plans for the redevelopment of 3809-3839 Mt Vernon Ave – Mount Vernon Village Center.

Thank you

Sharon Eddy, CPCU, CLU, ChFC, CASL

Agent

1037 W Glebe Rd
Alexandria, Va 22305
Office: 703-535-3115
www.sharoneddy.com

Julie Fuerth

From: MGLAIA@aol.com
Sent: Tuesday, December 06, 2011 4:03 PM
To: PlanComm
Cc: kevin.beekman@arlandria.org
Subject: MOUNT VERNON VILLAGE CENTER

Dear Chairman Komoroske and Members of the Planning Commission.

I urge you to approve the proposal for the Mount Vernon Village Center which I support.

We have worked on bringing improvements to the Arlandria area since 1998 or before. It is time we support a proposal that brings with it mixed use, underground parking and a fresh design look for Arlandria which is what our goals outlined. We should be proud that the fruits of our labor and hours in community visioning can be found in such a wonderful proposal.

Please feel free to contact me if you have any questions.

Marlin G. Lord

MGLAIA on the AVENUE
MARLIN G LORD AIA ARCHITECT
2006 Mount Vernon Avenue
PO Box 2778 (Mail)
Alexandria, Virginia 22301
Tel: 703-836-2724
Fax: 703-836-4382
Cell: 703-508-7471
MGLAIA@aol.com

Julie Fuerth

From: Cicely Woodrow
Sent: Tuesday, December 06, 2011 2:53 PM
To: 'Michael Peter'
Cc: Graciela Moreno; Kendra Jacobs; Julie Fuerth
Subject: RE: COA Contact Us: Support for Mt. Vernon Village Center Re-development

Dear Mr. Peter,

Thank you for submitting comments regarding the Mount Vernon Village Center. By copy of this email, I'm forwarding your message to the appropriate Development staff and Kendra Jacobs, Administrative Staff to the Planning Commission who will make your comments available to the Planning Commission as part of the official record, which will also go to City Council. This project is currently on the Planning Commission Docket for December 6 and on the Preliminary Docket for City Council on December 17. You are welcome to attend these meetings.

Best regards,
Cicely Woodrow

Cicely B. Woodrow, PHR
Management Analyst III
Department of Planning & Zoning
301 King Street, Room 2100
Alexandria, Virginia 22314
Direct: 703-746-3810
Fax: 703-838-6393

ECO-CITY ALEXANDRIA

In keeping with Eco-City Alexandria please consider the environment before printing this e-mail, print on paper certified for sustainability, and save energy by turning off your computer and printer at night.

From: Michael Peter [<mailto:mpeter2008@hotmail.com>]
Sent: Tuesday, December 06, 2011 1:25 PM
To: PnZFeedback; Cicely Woodrow; Graciela Moreno
Subject: COA Contact Us: Support for Mt. Vernon Village Center Re-development

COA Contact Us: Planning and Zoning General Feedback

Time: [Tue Dec 06, 2011 13:24:58] Message ID: [35144]

Issue Type: Planning and Zoning General Feedback
First Name: Michael
Last Name: Peter
Street Address: 49 West Reed Avenue
City: Alexandria

State: VA

Zip: 22305

Phone: 703-217-5815

Email Address: mpeter2008@hotmail.com

Subject: Support for Mt. Vernon Village Center Re-development

Dear Members of the Planning Commission:

I am writing on behalf of the

Hume Springs Citizens Association (HSCA), to express our support for the proposed Mt. Vernon Village Center re-development. We see this development

as the key to unlocking the future of the Arlandria community.

As you

are undoubtedly aware, there have been many issues raised concerning parking, traffic, affordable housing, economic displacement, and design, just to name a few. We feel strongly that Alexandria city employees, in cooperation with the developers, have done their best to answer all questions and to propose the best possible solutions. Frankly, we believe that this project is more than a nice addition - it is a necessary addition to our neighborhood.

Hume Springs has seen its ups and downs over the

Comments: past fifty years and, for much of that time, poverty and lack of investment ruled the day. Here we are now, in 2011. Many of us have moved here in the

past few years specifically so that we could be a part of moving this neighborhood in the positive direction. Still others in the neighborhood have lived here for decades and welcome the glimmer of hope offered by this redevelopment.

As you consider the final recommendations to Council on this project, please remember the neighborhood that will most certainly benefit the most from this redevelopment. Hume Springs is on the side of progress and forward thinking. This re-development is both sensitive to the cultural landscape of Arlandria and is a bold investment in the future of this diverse and vibrant community.

Thank you for your service and for properly weighing the opinions of neighbors who live closest to this

project.

Sincerely,
Michael R. Peter
Treasurer
Hume Springs Citizens

Association

Tenants and Workers United
3801 Mount Vernon Ave
Alexandria, Virginia 22305 (703) 684-5697 x302

Testimony of Tenants and Workers United

RECOMMENDATION TO **DEFER** CDD CONCEPT PLAN #2011-0005, DSUP #2009-0016, SUP TMP #2011-0058, AND COORDINATED SIGN PROGRAM #2011-0070 Before the City of Alexandria Planning and Zoning Committee
December 6, 2011

Good evening my name is Luis Gabriel Rojo and I am the Executive Director of Tenants and Workers United (TWU), a low-income, multinational, membership-based organization whose office is located several hundred feet from the south side of the proposed development. As a representative of TWU, whose membership numbers over one thousand residents of Northern Virginia, I respectfully and emphatically request that the City of Alexandria Planning and Zoning Commission **defer** the development application proposed for the Mount Vernon Village Center site until the Arlandia community has been properly consulted and appropriate community benefits are included.

First, efforts to engage and consult the local Arlandia community were ineffective. In addition, we never received a copy of the community benefits plan and the 28 units of affordable housing (out of 478 units) is the only benefit that we are aware of.

Second, the following is a list of issues, questions, and concerns related to this development plan:

1. Affordable Housing Requirements—We would like to know what are the affordable housing requirements for new projects seeking rezoning or approvals, including the amount of affordable housing required for this project and what the difference is between that and the 6 percent that's being offered. What is required?
2. Lack of Community Benefits (Simple Justice)—How can a massive development such as the one being proposed, i.e. 98 units per acre and a total of 430,560 square feet, be justified in Arlandia when there is no density anywhere close to that, without significant proffers (development conditions) in answer to the communities concerns? Again, this application provides nothing for the community besides 28 out of 478 units of affordable housing. This is an issue of simple fairness and justice.
3. Transportation—A development of this size but no shuttle to the metro.
4. Parking—A development of this size but no plan for community parking, particularly for the 120 unit Arlandia/Chirilagua Co-Op located across Bruce Street on the north side of the proposed development. Parking is already a problem. With the influx of all the residents of this massive residential complex the parking situation for the local residents has the potential to be a nightmare.

What is the plan to help the resident's of the Arlandia/Chirilagua Co-Op residents parking?

5. Traffic—This plan ignores the traffic impact on Bruce Street and on the residents of the Arlandia/Chirilagua Co-Op given that (A) there is no Bruce Street turning analysis and one of the development's entrances on this street; therefore, it's uncertain if service and emergencies vehicles can make turning movements with cars parked on Bruce Street, (B) the development will lead to 3200 cars going up and down Bruce Street per day; therefore, this one-lane/14 foot street will need to be widened to 24 feet to provide for a 2 lane street and dedicated left turning lane, (C) the proximity of the proposed development to Mount Vernon Ave precludes fire trucks and 50' trucks from being able to make turning movements with cars parked on Mount Vernon Ave.
6. Open Space—While this development requires 10—15 percent of ground level open space, the diagrams only show elevated open spaces. Where is the ground level open space?

In conclusion, the fact is that a large number of rezoning concessions are being requested of the City of Alexandria's Planning and Zoning Commission and rezoning will be the single largest increase in value of this project for the developers and property owners. We also know this development is being stick-built on top of concrete pedestal which cuts the construction cost by half. They have the potential of getting a sweet-heart deal here. Therefore, because this commission has the authority to approve or deny this development plan, we, the people who live, work, and raise our children in Arlandia, and pay taxes in the State of Virginia, demand that we be included, in good faith, in the development of this plan, in general, and in the development of the community benefits agreement, in particular.

Submitted to the Alexandria Planning Commission on December 6, 2011, docket item # 6 A-D

Arlandria is one of the final frontiers in Alexandria but it is also one of the last remaining walkable AND affordable neighborhoods. Arlandria will be redeveloped eventually but that doesn't mean it is to be redeveloped without sensitivity. I urge you to consider my comments and not support this application. By right development is more than adequate.

- We do not have traffic mitigation in this plan because the developer's traffic study appears to be based on the same system used by the Army for BRAC. Mt Vernon Avenue is tough to navigate during rush hour now without this much new density. Why, if there are over 400 new units will only 147 new "am" peak vehicle trips and 161 new "pm" trips be made. What about the other 800 cars? Is everyone else unemployed? Have we learned nothing from BRAC? What happened to transit-oriented smart growth?
- The city identified a need for two and three bedroom units but in this huge project nearly 2/3 of the units are one bedrooms or efficiencies. Why make that mistake again?
- I love underground parking but just because there are loop holes vis-a-vis FEMA doesn't mean loop holes will keep flood waters away. I wonder where cars will go then.
- It is my understanding that the immediate community was not very engaged during the community outreach period. Why is that? If this project was redeveloping a section of Mt. Vernon Avenue in Del Ray would the citizen association in Arlandria be a big factor? Probably not. If the developer genuinely wanted to communicate with Arlandria citizens then he would have had to find a way to reach them. I appreciate that it might be challenging, especially when dealing with citizens who speak English as a second language, work 2 and 3 jobs to keep food on the table, are generally intimidated by the government and perhaps untrusting of anyone outside of their immediate community. But it is the right thing to do and it should have been done.
- Arlandria is fairly poor, despite household incomes to the contrary. Household make-up is different in Arlandria than in Del Ray, for example. It is not unusual for several unrelated adults to make up the reported household income. The income used to determine neighborhood affordability would be seriously flawed if anyone was led to believe (or made decisions based in part on) the median household income (and related that figure to one adult salary). So, I wonder if the affordable units will be affordable to anyone currently living in Arlandria. Probably not.

Again, it seems that housing affordability become the new line in the sand that re-segregates us. Murals on the wall will not maintain the wonderful character that is Arlandria.

I am not now and never have been anti-development; however, I do have lingering doubts about agendas in Arlandria and the west-end. What is to become of us as a city if we redevelop ourselves into one big homogenous socio-economic skim milk latte which we drink while stuck in traffic at all hours of the day?

I wonder. Please vote this down tonight.

Joyce Woodson

Betty King
3731 Mark Dr.
Alexandria VA 22305

12/6/2011

Like others living in the Arlandria area, I looked forward to redevelopment of our commercial district as a mixed use development. But the plan before us is too tall, too dense and not in enough compliance with neighborhood plans. I hope it will be modified to make it lower rise so as to increase its conformity and aesthetic aspect and decrease its traffic impact.

The 2003 Arlandria Plan (p.7) called for development whose "mass, scale, and rhythm of new buildings should be compatible with the character of the existing urban commercial corridor, with its pedestrian scale . . . and Art Deco features." The staff report labels this project mid-rise. While there is no perfect definition of this term, some states, like Massachusetts, define high-rise as a building 70 feet or taller. Most building professionals use 75 feet. This building with heights of 73 feet 10 inches, will reach 75 feet when satellite dishes and antennas are added to its roof, and arguably qualifies as a high-rise. The sketches show development suitable near a Metro Station, which Arlandria will never have. The change of construction material does not warrant an SUP for additional height; let the applicant build what he can afford.

Another SUP affecting height is the request for an affordable housing bonus. A June 2005 memorandum from the city manager to the mayor and city council states "The Planning and Zoning staff notes that the provision of density bonuses as part of the special use permit process is not appropriate in many areas of the City because of the existing scale, density, open space and character of each neighborhood." Arlandria is a neighborhood of low scale and much affordable housing and should fall under this exception. Perhaps a FAR of 2.5 or a contribution to the city's affordable housing fund would be a fair compromise. The applicant is getting concessions, like calling the private road and turn-about open space.

The application has no TMP yet and when it does, it will be based on a deeply flawed traffic impact study which overstates by 60% the bus service readily available, low-balls existing traffic counts, and underestimates weekday single car trips by new residents. With 478 units and 940 parking spaces, just 150 new daily round-trips seems unrealistic. There is also no consideration of the impact of two future mixed-use developments in the immediate vicinity or of spill-over from Potomac Yard development.

Since granting of SUP's depends on substantial conformity with ~~and~~ small area and neighborhood plans, the additional height SUP's should be tabled until the City negotiates some modifications. The most important one is to decrease the height to true mid-rise. But also Art Deco flavor should be added to the architecture. There are many new buildings locally with rounded corners, curved facades, and/or horizontal and vertical ornaments characteristic of Art Deco, e.g., Del Ray Central and many larger new buildings in Clarendon. Let's not erase the unique character of Arlandria.

In summary, when the factors causing height in excess of 65 feet have been mitigated to make this a true mid-rise development, which will help relieve traffic impact, and an architectural touch-up provides some Art Deco elements, the complex will be a better fit for Arlandria and the whole city. I will gladly support it in full then. And, yes, approve the free-standing sign SUP.

Thank you.

Kendra Jacobs

From: Dave Levy <bentbiking@yahoo.com>
Sent: Tuesday, December 06, 2011 4:57 PM
To: John.Komoroske@finra.org; hsdunn@ipbtax.com; donna.fossum@verizon.net; jjennings@casact.org; mlyman@gnarusllc.com; jlr@cpma.com; erwagner@comcast.net
Cc: Kendra Jacobs
Subject: Docket Items 6 A-D - MOUNT VERNON VILLAGE CENTER

Docket Items 6 A-D - MOUNT VERNON VILLAGE CENTER

Dear Planning Commission Members,

I support the proposed provisions for a Capitol Bikeshare station, 4 Mile Run Park improvements, and full public access to the area between the two buildings.

In addition, please consider these recommendations for inclusion in the requirements for this proposed development:

1. The property management firm should provide security for the residential and customer bike parking areas.
2. Even though the development does not contain office space, it does contain substantial commercial space. One of the tenants, MOMs grocery is a green, sustainable enterprise. There will be many employees who may want to bicycle to work. The developer should include bike locker rooms and showers as are specified for office space.
3. At a recent Alexandria sponsored Green Business Forum, MOMs environmental staff mentioned that they had a difficult time finding a cardboard recycling service. The property management firm should provide recycling service for all the commercial tenants. Restaurants should also be required to implement recycling for glass, plastics, paper, and metals instead of trashing recoverable materials.
4. The property management should provide a kiosk with transit and commuter information so that residents, customers, and workers will have current information on transportation alternatives.

Thank you for considering these additional provisions for the SUPs for this project.

Sincerely,
Dave Levy
703-549-5289

December 6, 2011

Agenda Item 6A-D. CDD Concept Plan #2011-0005

SUP #2009-0016

TMP SUP #2011-0058

3809-3839 Mt Vernon Ave, 3907 Bruce St, Mount Vernon Village Center

To Members of the Planning Commission,

I am here to support the Mount Vernon Village redevelopment with the considerations of a greener site plan. Due to the location in this area of Mt Vernon Ave, where the current traffic flow is only one lane in each direction, and the addition of 478 units, the increase of traffic will be noticeable, not to mention the increase of parking in the neighborhood when residents have guests who visit by car. That's why the Bicycle and Pedestrian Advisory Committee (BPAC) is keenly interested in the plans and bike inclusion into the design.

The project is adjacent to the city Four Mile Run Park and bike trails. The Arlington Four Mile Run trail is in close proximity and that trail connects both Crystal City via Eads St and the Mount Vernon Trail; the latter a heavily used commuter bike route into Arlington and Washington.

It is conceivable that both residents and workers will use bicycles for short area trips, commuting, and as a valid transportation choice. BPAC applauds the developer's contribution of \$40K towards a close by Capitol Bike Share (CaBi) stand. In addition the 72 long term underground bike parking spaces for residents is also to be commended. There is a question of how secure these long term bike parking spots are.

The 14 short term bike parking spots for retail use, is this also where employees are supposed to park their bikes? BPAC insists that the city bike coordinator approve the installation of the bike parking. The bike parking at the Fox Chase shopping center and the Shanghai Peking Chinese restaurant, 506 N Henry Street are both inadequately placed. For Fox Chase, the location is all wrong and for the Chinese restaurant, the bike storage device was installed too close to the building to properly park one's bike with the front wheel adjacent to the stand. Installation and location should not be left to the developer.

I am asking the developer to add a bike shower to support any employee on site that rides to work so they can shower and begin work in clean and professional attire. The shower should contain lockers to store their bike clothing, a hook close to the shower to hang a towel, a bench or chair, sink, and a mirror. The usual amenities one finds in a gym setting. The bike/commuter shower facility at Fox Chase was a start, yet again, the final product is woefully inadequate. If you haven't "toured" the shower facility in the Fox Chase shopping area, I invite you to see for yourself a developer's interpretation of meeting a shower facility without proper guidance/direction.

Alexandria prides itself on having its Eco City Charter, an Environmental Policy Commission, encouraging green building practices, yet the city's policy falls short in basic green design. Citizen groups such as BPAC should not have to bird dog city staff to ask for something as straight forward as including a bike commuter shower to be shared by a retail/commercial/business site of 50,000 square feet. City staff agreed with BPAC the concept of a bike shower makes sense, yet at this stage in the planning process such avocations need to come from BPAC. And that's why we are here tonight.

During the city's Green Business seminar held on October 26th, I mentioned the idea of a bike shower to Ms. Charis England-Smith, MOM's Energy and Research Associate who was one of the representatives on the program panel. Ms. England-Smith thought the shower was compatible with MOM's green business philosophy and she planned to discuss the idea with the MOM's leasing agent.

Another part of the city's Green Business seminar was a presentation on the Energy Star Benchmark Program. A free EPA program, a business assesses its facility energy usage data to set a benchmark, then track their energy usage which normally takes 5 – 15 minutes once a month. An average baseline typically produces a 25 – 30% reduction in energy savings. The program is online, password protected, not viewed by any government employee or outside entity. The program is win/win. Having development sites enter into an agreement using the EPA Energy Star program makes good sense. Perhaps this request is too late for the Mount Vernon Village project, yet a request is made to explore this requirement for future sites as part of Alexandria's planning policy.

BPAC also requests a temporary trail be provided and clearly marked during the construction phase. Often, cyclists encounter construction fence blockades without warning, with no clear detour guidance.

I am not entranced with the "entrance to the park" central feature. Mixing pedestrians, bicycles, and cars often leads to a "car rules" mentality and design. Clear design and markings for how citizens access the park, without encountering cars with a "right of way" mentality, is requested.

In all, the redevelopment of Mount Vernon Village is a welcome project if the design is respectful and inclusive of pedestrians and bicycle use.

Respectfully submitted,

Elizabeth Wright, BPAC Board Member