

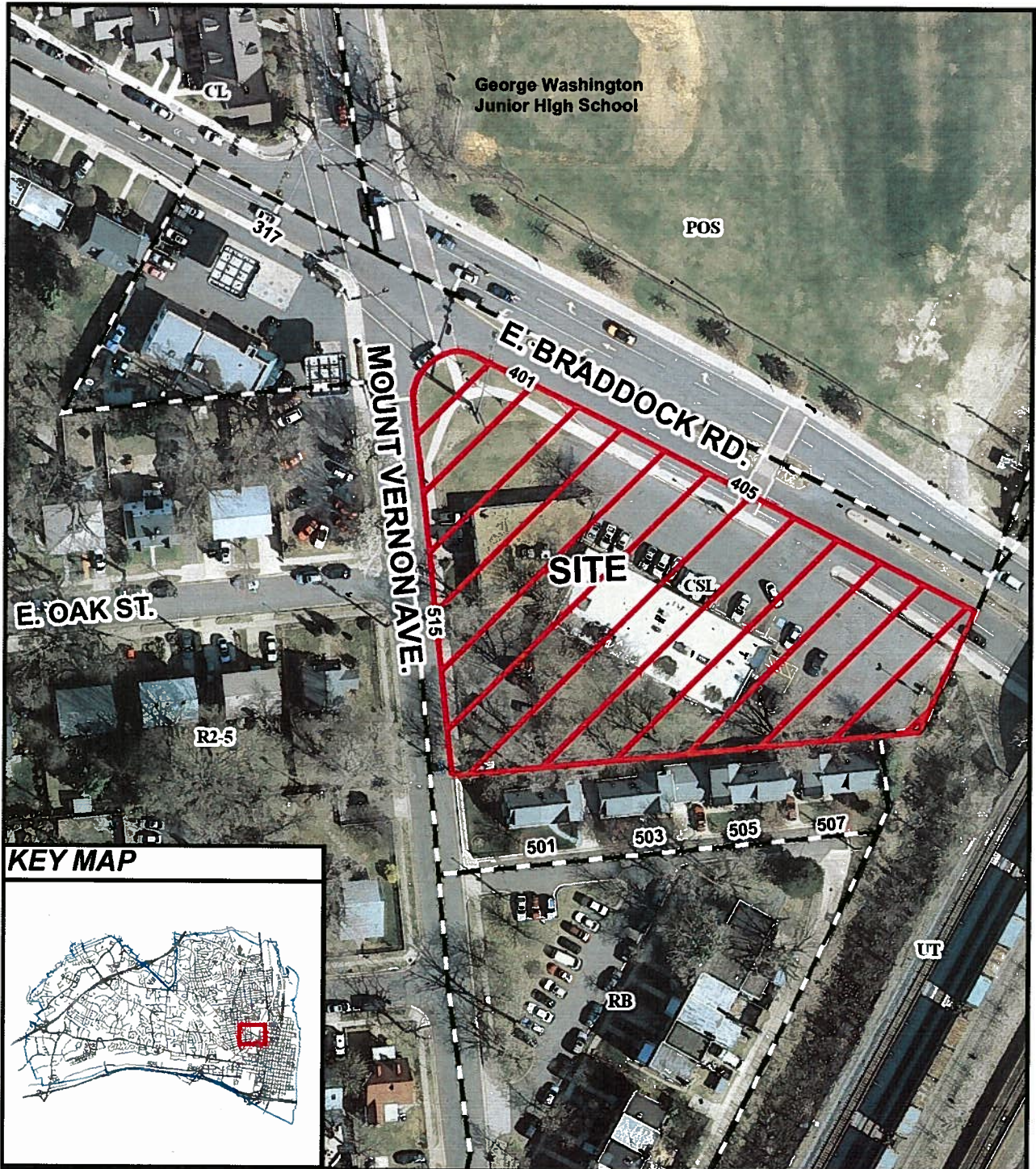


Docket Item #11B
Development Site Plan #2010-0023
Yates Corner – 515 Mount Vernon Avenue, 401 and 405 East Braddock Road

Application	General Data	
Project Name: Yates Corner	PC Hearing:	June 7, 2011
	CC Hearing:	N/A
	If approved, DSP and SUPs Expiration:	June 25, 2014
	Plan Acreage:	44,480 sq. ft.
Location: 515 Mount Vernon Ave, 401 and 405 E. Braddock Road	Zone:	CSL – Commercial Service Low
	Proposed Use:	Retail, Office, Light Automotive Repair, Convenience Store, Dry Cleaners
	Dwelling Units:	N/A
	Gross Floor Area:	23,706 sq. ft.
Applicant: Yates Holdings, LLC	Small Area Plan:	Potomac West
	Historic District:	N/A
	Green Building:	LEED Silver or equivalent

Purpose of Application
The applicant requests approval of a development site plan with modification to construct an approximately 23,706 gross sq. ft. commercial development consisting of two buildings and on-site surface and structure parking lots, with landscape and streetscape improvements. An encroachment application and three SUP applications that are associated with this project are being considered in separate reports.
Special Use Permits and Modifications Requested:
1. Modification of the zone transition setback along Mount Vernon Ave from 25ft to 17ft. (R2-5) front setback is 25'.

Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Gary Wagner, RLA, Principal Planner James Roberts, Urban Planner



DSP#2010-0023

6/7/2011



I. SUMMARY

A. Recommendation

Staff recommends approval with conditions of a development site plan to construct a new two-story commercial building with a detached one-story convenience store in the Commercial Service Low (CSL) zone with a modification to the zone transition setback along Mt. Vernon Ave. The proposed commercial development is suitable for this location and is considered compatible with the height, massing, scale, and design of the neighborhood. The following report addresses this specific application.

Approval of SUPs to operate a light automotive repair facility, a convenience store and a dry cleaning operation will be considered individually in reports separate to this one. Collectively their operations and location are significant elements of this development site plan. Similarly, an encroachment to permit construction of an ornamental wall, raised planters and planting beds in a portion of the public right-of-way at the corner of Mt. Vernon Ave. and E. Braddock Rd. which is part of the proposed development is considered in a separate report.

Finally, the applicant has entered into an agreement with the City to purchase a small parcel of City-owned land at the corner of Mt. Vernon Ave. and E. Braddock Rd. A 9.06 report that would allow the sale of this parcel to the applicant is being considered in a separate report and action request. Staff supports the sale of the land, which is critical to the comprehensive redevelopment of the property.

Significant topics that will be covered in this report include:

- Construction of two buildings with a gross square footage of approximately 23,706
- Increased FAR in conformance with the existing CSL zone. The increase in square footage on the site is compatible with the character of the area and maximizes the permitted FAR at a location in close proximity to a mass transit station.
- Parking and circulation. The parking provided on site allows for the total amount of required parking, in surface parking and a partially below-grade parking structure to the rear of the property. Site access is managed through two separate site entrances on E. Braddock Rd. and Mount Vernon Ave.
- Pedestrian safety improvements related to a bus stop and crosswalk location on E. Braddock Rd.
- Building design: a built form is proposed which address the streets in a more comprehensive manner than the buildings that they replace. The architectural treatment of the buildings and associated site features such as ornamental walls provides for a uniform appearance to the property.
- Landscape design. An outdoor plaza at the corner of Mt. Vernon Ave. and E. Braddock Rd. is provided, together with the addition of street trees and landscape areas around the building and parking areas. Landscape screening is provided to the rear of the property, where it abuts residences.

B. Summary of Request

The Planning Commission is being asked to take action on the following requests:

- Development Site Plan, to construct commercial buildings of approximately 23,706 sq. ft.
- A modification to reduce the zoning transition setback from 25 feet to 17 feet along Mount Vernon Ave. pursuant to section 7-902(B) of the zoning ordinance

II. BACKGROUND

A. Site Context

The subject site consists of three separate properties:

- the Yates parcel fronting onto Mt. Vernon Ave;
- the 7-Eleven parcel (the largest of the three parcels); and,
- the City-owned parcel at the corner of E. Braddock Rd. and Mt. Vernon Ave.

Under this development proposal, the separate properties will be consolidated. All three properties are zoned CSL.

The surrounding area is one of mixed uses including commercial, residential and institutional. To the north of the site is the George Washington (GW) Middle School. To the east is the Braddock Road Metro Station and Colecroft development. To the west is a one story auto service/commercial building. To the south are single-family residences which are located within the CSL zone. With the exception of the Colecroft Development, buildings within the vicinity of the proposed development are predominantly one and two-story in height.

The site's location marks a gateway between the neighborhoods of Del Ray and Rosemont. Visibility of the site is heightened by its prominence at the intersection of two locally significant thoroughfares, and because it faces onto the open fields of GW Middle School.

The property includes an existing commercial site formed of two one-story buildings which accommodate a convenience store, restaurant, dry-cleaners, nail salon and storage garage. Both existing buildings are to be demolished. The property also includes:

- a parking lot on E. Braddock Rd. with one curb-cut access point. It has a suburban-style relationship to the site, being located in front of the building;
- two vehicular storage lots on Mt. Vernon Ave, with two curb cut access points; and
- a fenced-off landscape area to the rear of the property.

B. History

Discussions about consolidating the parcels have been ongoing for several years, with the goal of redevelopment of the site to create a well-designed and neighborhood-compatible commercial area adjacent to the Braddock Metro Station. It has taken time to conclude agreements between the owners and to progress with this effort. In the interim, the existing commercial uses on the site have continued to operate.

The three separate parcels are currently owned, or are under contract to purchase, by Yates Holdings LLC. Of those three parcels, the original Yates' parcel previously accommodated Kaufman office supplies. The City parcel had accommodated a gas station constructed in the 1950s. The City acquired the property in the mid-1980s and demolished the building and removed the underground storage tanks in 1988.

The following is a chronology of key dates related to consolidation of the three properties:

- On May 14, 2005, the City Council approved Special Use Permit #2005-0016, to operate a nonconforming convenience store use. At the time of approval of the SUP, it was anticipated that the site would be redeveloped within two years. Based on this anticipated timetable, staff recommended that the SUP be reviewed in two years from the date of approval so as to coincide with the anticipated redevelopment of the property.
- Approximately two years later, on March 17, 2007, City Council approved Special Use Permit #2006-0121 for the continued use of the convenience store while plans for redevelopment continued. At that time City Council conditioned an expiration date of May 2009 for the Special Use Permit.
- In April of 2009, the City Council approved an extension of the SUP for three years until April 18, 2012 to afford the applicant more time to complete redevelopment plans and obtain City approval. The approval was conditioned on the Council receiving a status update in terms of the consolidation of the properties and the redevelopment plans, with this update to be docketed two years from the date of Council approval, in April 2011.
- On March 22, 2011, the City Council discussed the fact that an unsolicited offer for the City-owned real estate at 401 East Braddock Road had been received by the Department of General Services and voted unanimously to declare the property at 401 East Braddock as surplus.
- In April, 2011, the Planning Commission and City Council were updated as to the status of consolidation and redevelopment of the property as required by SUP#2008-0095 (for the 7-Eleven).
- On April 13, 2011 the City Council required a solicitation for additional offers for the property. The solicitation was open for 30 days and no responses were received.
- On late May, 2011, the City and the applicant entered into a formal agreement to sell the property.

III. PROJECT DESCRIPTION

The applicant is proposing a retail and commercial use development comprised of two buildings together with surface and structured parking, landscape and streetscape improvements.

The first of the buildings is a two-story commercial structure with a basement, measuring approximately 23,706 gross sq. ft. This building will accommodate a combination of uses. On the first floor, a number of retail units front onto both E. Braddock Rd., and onto the prominent E. Braddock Rd./Mt. Vernon Ave. corner location. Presently, the exact type of retail on the first floor is still to be determined, except for a dry cleaner's establishment which is proposed at the eastern end of the building.

To the rear of the building's first floor, a light auto repair facility is proposed. This use will also be accommodated in the building's basement and is an extension of the applicant's Yates Automotive Center business, located directly across Mt Vernon Ave, which has operated on this site since 1971.

The entire second floor of the building is proposed as office space, and has access via a stairwell and elevator located at a doorway to the rear of the building, facing the structured parking area.

The second building is a detached, one-story convenience store which will accommodate the 7-Eleven which operates within the site's existing commercial space.

Parking for the site is located primarily at two locations: in a surface parking lot between the two buildings and in a two-level parking structure close to the site's southern boundary. Vehicular access shall be via curb cuts on E. Braddock Rd. and on Mt. Vernon Ave. An on-site service road connects the two access points, allowing for vehicular circulation and for emergency vehicle egress. The parking structure's upper deck is one continuous ramp, rising from grade (at its eastern end) to a high point at its western end. With the parapet walls and stairwell taken into account, the parking structure measures approximately sixteen feet in height from grade, at its highest point. At the southern property boundary, the structure is ten feet above grade at its highest point. The lower level of the parking structure is located below grade, by approximately fourteen feet at its lowest point. It is accessed via a ramp on the site's western boundary. Further details of the proposed parking are included in the Parking section of this report.

The applicant proposes landscape treatments to the streetscapes of E. Braddock Rd. and Mt. Vernon Ave. including street trees and planters. A small plaza area is proposed at the corner of the two streets, which has the potential to accommodate seating or outdoor dining partially screened from the surrounding street environment by a low wall and ornamental planting. To the rear of the parking structure, and continuous along the site's southern boundary, evergreen screen planting material is proposed as a buffer from neighboring properties, including the residential properties to the south of the site.

IV. ZONING

Property Address:	(Existing Parcels)	401 - 405 E. Braddock Rd. and 515 Mt. Vernon Ave.
	(Preliminary)	401 - 411 E. Braddock Rd. and 511 & 515 Mt. Vernon Ave.
Total Site Area:	44,480 S.F.	
Zone:	CSL	
Current Use:	Commercial and Auto storage	
Proposed Use:	Commercial, including retail, light auto repair and a dry cleaners	
	Permitted/Required	Proposed
FAR:	0.5	0.5
Setbacks		
Front	N/A (E. Braddock Rd.) 25' (Mt. Vernon Ave.)	1' 17'
Side	N/A	N/A
Rear	N/A	N/A
Parking		
Total:	73	77
Loading spaces:	1	1
Height	50'	35.5' (Two story comm. bldg.) 21.9' (7-Eleven bldg.)

V. STAFF ANALYSIS

A. Small Area Plan

The site lies at the boundary between the Del Ray and Rosemont neighborhoods as delineated in the Potomac West Small Area Plan (SAP).

In general, the proposal is in compliance with the SAP. As mentioned in the background section, consolidation of the individual lots which previously made up the proposed site and a neighborhood-compatible retail center has been considered here for many years. In terms of urban design, suitably-scaled buildings which activate the street by fronting onto it are key elements of the SAP which are addressed by this proposal. Additionally, the proposal meets the following two SAP goals:

- To revitalize and support neighborhood-oriented small scale retail and office development;
- To encourage the consolidation and revitalization of commercial areas that serve the neighborhood, particularly along Mt. Vernon Ave.

B. Floor Area Ratio and Density

The maximum permitted FAR for non-residential use within the CSL zone is 0.5 (section 4-306 (B) (1)). The proposed development maximizes the permitted FAR which is supported by staff as compatible for this location, particularly given the close proximity (approximately 600 ft.) of the site to mass transit at the Braddock Rd. Metro station. The FAR is achieved through proposed buildings compatible in scale with abutting residential and commercial properties. The balance between providing presence at a prominent urban corner without overwhelming the scale of the local existing built form is considered to be met with the proposed development.

C. Building Design

The site's structures are designed to be part of a family in terms of scale, form and materials, and serve to provide overall visual coherence to the site. This includes the buildings, but also the parking structure and the associated site features such as ornamental walls and planters. The two buildings are composed of bays formed from brick columns and glass or spandrel glass panels. Both buildings have a flat roof and parapet wall along their rooflines with a small tower structure at their north-western corners. Coordinated awnings are proposed above the first floor units. The overall appearance of the proposed buildings reflects architectural cues taken from the form of the GW Middle School, and the proposed materials also mirror the materials at the school and at the nearby Colecroft development. An effort to coordinate the signage for the site has also been undertaken.

The two-story commercial building provides for traditional street-facing facades to both E. Braddock Rd. and Mt. Vernon Ave. with an active first floor level accommodating retail and light auto repair uses. In plan view, the building's concave corner serves to address the intersection of the two streets, providing an architectural marker for this prominent urban corner. The concave design also allows for a small circular plaza space at the foot of the building façade.

Staff has also worked with the applicant in the design of the one-story convenience store in order to ensure that a consistent design approach is provided with the main building and that a doorway, window bays and awnings front onto E. Braddock Rd, in order to maintain the goal of buildings which fully address the street and provide for active pedestrian spaces.

The Graphics section of this report includes proposed architectural elevations.

D. Pedestrian and Streetscape

The proposed development includes what staff considers streetscape improvements to E. Braddock Rd. The pedestrian areas in front of the two buildings include sidewalks with an average width of fourteen ft. (from the intersection with Mt Vernon Ave to the curb cut at the surface parking lot), and ten ft. (from the eastern side of the curb cut to the site's eastern boundary). This represents an increase in sidewalk width from the existing condition, which averages approximately six to seven feet. Additionally, both sections of sidewalk on E. Braddock Rd. include street trees and are edged by a building façade, as opposed to the existing condition where the sidewalk runs along the edge of the front-facing parking lot. No street trees presently exist along this section of the street.

On Mt. Vernon Ave. the proposed sidewalk ranges between five feet and six feet wide. It also includes adjacent landscape areas which offer some screening and softening to the streetscape: either planters alongside the building façade, or at-grade landscape strips of lawn and groundcover planting. Evenly spaced street trees are also proposed at this section of sidewalk. These are considered by staff to represent an improvement over the existing trees which partially flank this section of the street.

The pedestrian environment is also proposed to include the addition of the small plaza area on the corner of E. Braddock Rd. and Mt. Vernon Ave. This space is simple and well integrated with the building design, and partially screened from the road by ornamental planting, a low wall and seat-height planter walls. Staff considers it a beneficial space for people to sit and gather, and as a potential venue for outdoor dining (should the adjacent retail space be programmed accordingly). As such, staff supports the encroachment application necessary for the planting and low structures at this location, as discussed in the separate encroachment report.

In summary, the streetscape and pedestrian space generally offers a wider, more comfortable pedestrian environment than the existing condition. The outdoor treatment proposed in this development is considered suitable for this urban setting.

E. Pedestrian Safety

In reviewing the proposed development, the Del Ray Citizen's Association asked the City to study simultaneously pedestrian safety improvements on E. Braddock Rd. In particular, they requested the City to focus on the location of the mid-block pedestrian crosswalk and the eastbound bus stop.

The City performed an analysis of the locations of both features, together with a study of pedestrian flow and traffic queuing. The recommendation from the analysis was to move the mid-block crossing further east so that it terminated near to the proposed north-west corner of the 7-Eleven on the south side of the street, and near to the break in the fence line at GW Middle School on the north side of the street. This not only locates the crosswalk more centrally between the two nearest crosswalks (allowing for a more even spacing of crosswalks), but also ties into points on either side of the street that appear to be well used by pedestrians; with the intention of lessening the instances of jay-walking.

The second City recommendation was for the eastbound bus stop to be relocated further east in conjunction with the crosswalk relocation. By adjusting the bus stop's relationship to the crosswalk (effectively moving the bus stop to the east of the crosswalk), the existing situation of crosswalk users having their views of oncoming traffic blocked by a nearby bus will be eliminated.

The relocation of the crosswalk and bus stop allows for the potential of on-street parking (subject to a study of visual clearance and satisfactory access to the site). Up to five on-street spaces on E. Braddock Rd. may be provided. Staff supports the pedestrian safety improvements, including the on-street parking. The full range of pedestrian safety improvements proposed is included in Exhibit One at the end of the Conditions section of this report.

The applicant has agreed to include the pedestrian safety improvements as part of his development proposal.

F. Parking

The required parking for this development (73 spaces) can be entirely accommodated on site. The site lies within Parking District Six and the parking requirements have been calculated as follows:

	Area / parking ratio	Number of spaces req'd.
Convenience Store	2,901 sf / 220	13
Other Retail	3,964 sf / 220	18
Dry Cleaner (parked at personal service ratio)	1,500 sf / 400	4
TOTAL Commercial (1st Floor)	8,365 sf	35
Office (2nd Floor)	9,619 sf / 600	16
Light Auto (1st Floor)	4,256 sf / 400	11
Light Auto (Basement)	4,400 sf / 400	11
Total Parking Required		73

Existing site parking is accommodated in a large lot which fronts onto E. Braddock Rd, and is considered by staff to be inappropriate in terms of streetscape within an urban environment. The existing lot is striped for fifteen spaces, but is much larger than the minimum City standard for a parking lot with this number of spaces plus the associated drive aisles. The existing site also accommodates vehicle storage associated with the Yates Auto Repair business, in two lots facing Mt. Vernon Ave. and in a storage building.

Proposed parking for the site is to be accommodated by a surface lot (13 spaces) located between the two proposed buildings (nearest to the convenience store and dry cleaners); in a small surface lot to the rear of the auto repair business (6 spaces); and by a two level parking structure to the rear of the site (58 spaces). In total, 77 parking spaces are provided, which allows flexibility for future uses at higher parking ratios. Exclusive use of parking spaces for the light auto repair facility and 7-Eleven are anticipated as part of the proposal.

It is considered by staff that there is some balance to the proposed parking arrangement in terms of benefit and drawback. On the one hand, to accommodate the volume of parking on site which is required for a development of this size, a parking structure is necessary. The structure is located to the rear of the property, close to residential properties. Although both the proposed development and the residential properties all lie within the same CSL zone (meaning that no rear setback is required), the parking structure is between six and seven feet in distance from the rear property line. At its highest point along the southern boundary, the structure is approximately ten feet above grade.

Conversely by re-locating most of the parking away from the street edge, the development site allows for a more satisfactory relationship of buildings which frame the street. The proposed parking design also allows for a more efficient use of space through an ordered arrangement, and parking stacked on two levels. Also of benefit, the proposed parking removes the vehicle storage associated with the auto business away from street-fronting lots and into bays more centrally located on the property, much of which will be hidden from street level by utilizing the basement parking areas for auto business-related parking and storage.

G. Open Space

Although there is no open space requirement for non-residential development within the CSL zone, the applicant has provided a significant amount of open space for the development in the form of an open plaza at the intersection of Mt. Vernon Ave. and E. Braddock Rd, landscape planting beds along street frontages and other landscape yards to provide screening from residential lots. Additionally, the applicant has offered to landscape and maintain the medians in the E. Braddock Rd. right-of-way.

H. Encroachment

The applicant has requested approval of an encroachment to permit construction of a pedestrian plaza, ornamental wall, raised planters and planting beds in a portion of the public right-of-way at the corner of Mt. Vernon Ave. and E. Braddock Rd. The planting beds, raised planters and ornamental wall will provide screening and assist in creating a safe environment for patrons of the development using the plaza for dining or other purposes. Staff supports the encroachment as shown on the site plan but does not support the proposed sign on the ornamental wall. The encroachment is discussed in more detail in the separate report for this case.

I. Affordable Housing

The applicant is proposing to offer a contribution consistent with the “Developer Housing Contribution Work Group Report” dated May 2005 and accepted by the Alexandria City Council on June 14, 2005 of \$1.50 on the commercial square footage for a total estimated contribution of \$35,352.

J. Green Building and Sustainable Design

The buildings will meet the City’s standard for Green Building design which is a certification of LEED silver or equivalent. This policy outlines the City goal to have newly constructed non-residential buildings achieve a Silver Certification in Leadership in Energy and Environmental Design. One interesting idea as part of this proposal is to re-use the surplus automotive oil captured in Light Auto Repair processes as a source for the building’s heating system.

K. Traffic

The redevelopment of the Yates Corner property will generate a modest increase in traffic volumes, from an existing 2,320 vehicles per day (VPD) to a proposed 2,660 VPD. The existing uses associated with the 7-Eleven convenience store and dry cleaners are expected to continue in the new development buildings. Additional vehicles per day not associated with the existing tenants will be generated by the addition of 8,656 square feet of light auto repair (approximately 50 vehicles per day), 9,619 square feet of 2nd floor office space (approximately 150 vehicles per day), and 3,964 square feet of additional ground floor retail space (approximately 140 additional vehicles per day).

The current site layout has only one entrance, located on E. Braddock Rd., serving the existing development. With redevelopment, a second entrance on Mt. Vernon Ave. is proposed. This second entrance provides an alternate route to access the development, and while not heavily used, lowers the projected demand for the E. Braddock Rd. entrance. Because of the creation of this second site entrance, the projected traffic volumes using the E. Braddock Rd. entrance after development are lower when compared to the existing traffic volumes using the entrance.

Overall, the redevelopment will have minimal impacts on existing vehicular traffic conditions. The net increase of 300 vehicles per day can be absorbed into the existing roadway network with negligible changes to level of service at the existing intersections surrounding the development.

L. Modification to the Site Plan

The applicant is requesting a modification to the zone transition setback along Mt. Vernon Ave. Under the zoning ordinance 7-902 (B), the front setback for the development on Mt. Vernon Ave. should match that of the residential front setback onto which it faces; which was determined by staff to be 25 feet. The proposed development provides a 17 foot setback. The modification being requested is for eight feet.

Staff supports the modification request for the following reasons. The development provides buildings which address the street appropriate to the Mt. Vernon Ave. urban context, but also address the transition to a residential neighborhood. The 17 foot setback allows for the sidewalk and for planters or planted strips to soften the streetscape, serving to add a green frontage to the property, partially mirroring the residential front yards across the streets. Additionally, the ancillary features such as the fence which separates the parking lot ramp from the sidewalk have been designed with an aesthetic and form suitable for both commercial and residential neighborhoods.

VI. COMMUNITY

The applicant has met with the community on the proposed development, including a recent meeting with the Rosemont Citizens Association (RCA) Executive Board and the Del Ray Citizens Association (DRCA).

The City received notification from the RCA on March 11th 2011 indicating support for the proposed development.

On May 9th 2011, the DRCA voted to recommend approval of the proposed development. As discussed in the pedestrian safety section above, DRCA also requested the City investigate the potential relocation of the crosswalk and bus stop on E. Braddock Rd. alongside this proposal. Staff understands that the applicant has also met with many of the neighbors who live closest to the proposed development. One email has been received by staff from these close neighbors, indicating their individual support for the project.

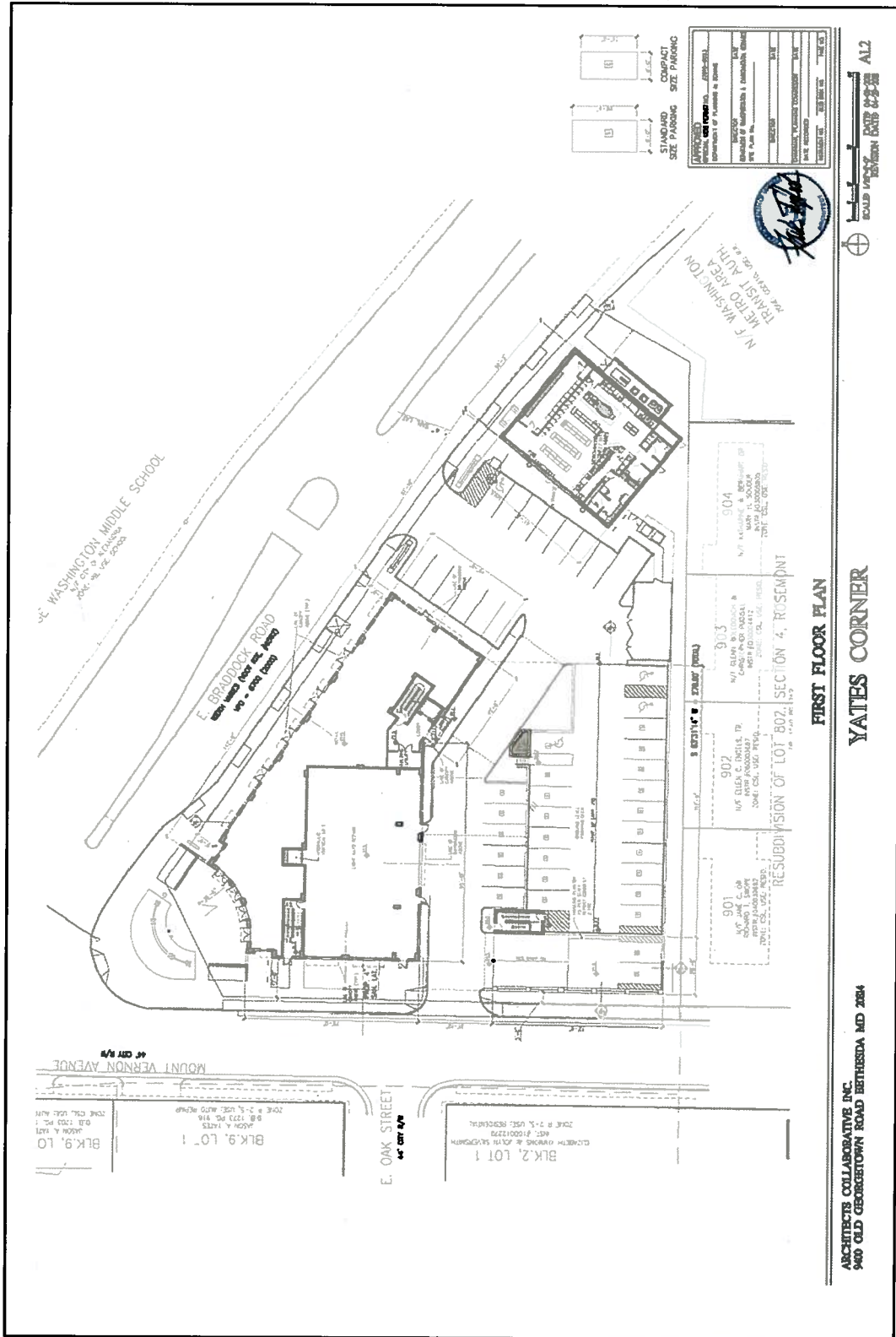
From staff observations, community reaction to the project has been predominantly favorable.

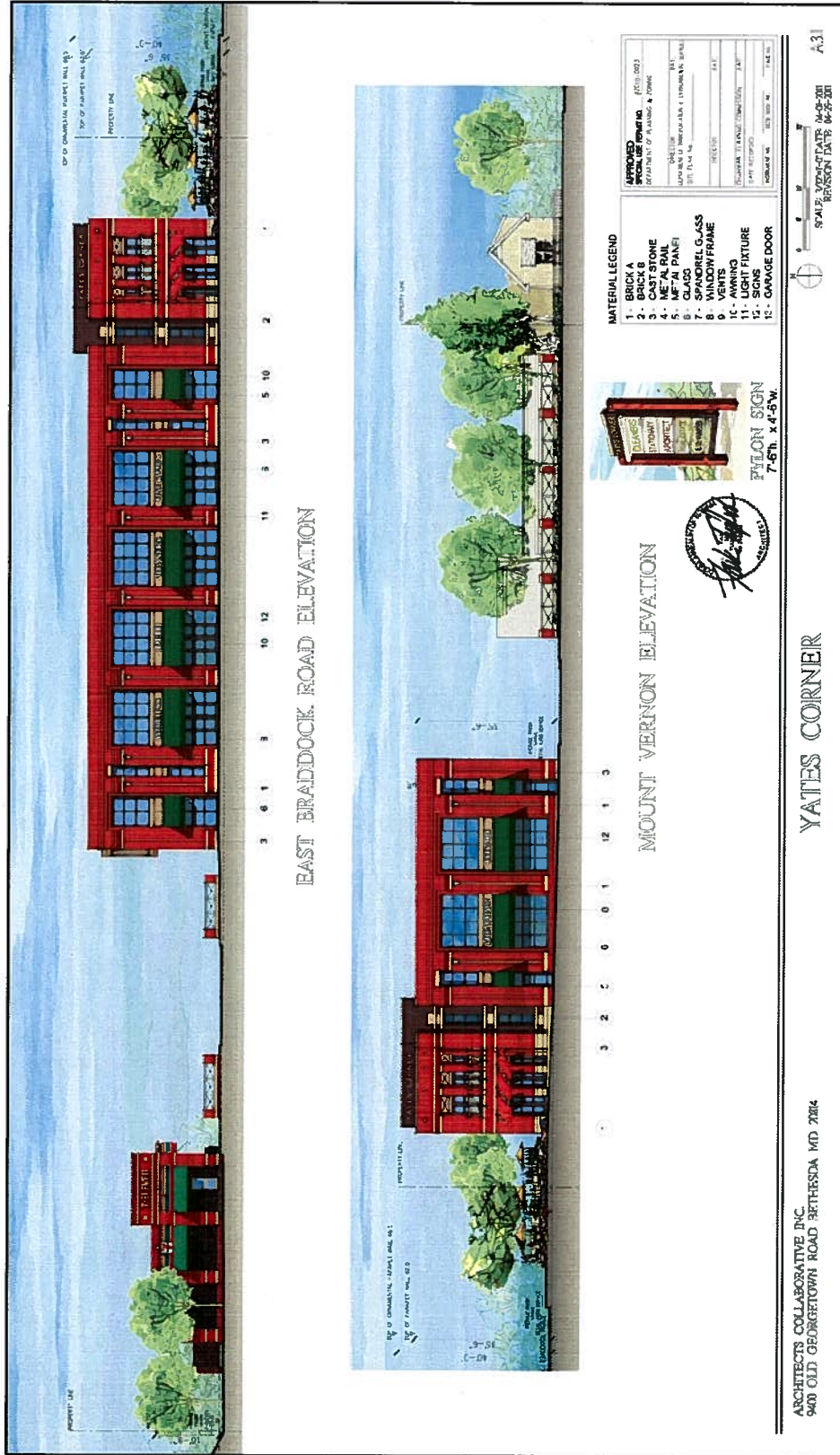
VII. CONCLUSION

Based on the compatibility of the use to the local area and the physical enhancements afforded to the corner of E. Braddock Rd. and Mt Vernon Ave., staff recommends **approval** of the development site plan with modification to construct an approximately 23,706 gross sq. ft. commercial development consisting of two buildings and on-site surface and structure parking lots, with landscape and streetscape improvements.

Staff: Faroll Hamer, Director of Planning and Zoning;
Gwen Wright, Division Chief, Development;
Gary Wagner, Principal Planner; and
Jim Roberts, Urban Planner.

VIII. Graphics
Site Plan - Architectural





EAST BRADDOCK ROAD ELEVATION

MOUNT VERNON ELEVATION

YATES CORNER

APPROVED: [Signature] DSP #2010-0023
 ARCHITECTS COLLABORATIVE INC.
 9400 OLD GEORGETOWN ROAD BETHESDA MD 20814

DATE: 06-25-2010
PROJECT: YATES CORNER
SCALE: 1/8" = 1'-0"

- MATERIAL LEGEND**
- 1. BRICK A
 - 2. BRICK B
 - 3. STONE
 - 4. METAL PANEL
 - 5. METAL PANEL
 - 6. GLASS
 - 7. SPANDREL GLASS
 - 8. SPANDREL FRAME
 - 9. VENTS
 - 10. AWNING
 - 11. LIGHT FIXTURE
 - 12. SIGNS
 - 13. GARAGE DOOR



ARCHITECTS COLLABORATIVE INC.
 9400 OLD GEORGETOWN ROAD BETHESDA MD 20814

STAFF RECOMMENDATIONS

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

A. PEDESTRIAN/STREETSCAPE:

2. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z and T&ES:
 - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6' in commercial, mixed-use or other high-density areas and 5' in lower density areas.
 - d. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards
 - e. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
 - f. 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.
 - g. Relocate the existing mid-block pedestrian crosswalk from the west side of the driveway entrance to the east side of the driveway entrance as generally depicted in Exhibit 01. Relocation shall include the removal of the existing crosswalk and curb ramps, construction of a new ADA accessible crosswalk and curb ramps, and relocation of the existing pedestrian crossing signs. ** (P&Z)(T&ES)
 - h. Relocate the eastbound bus stop and pad as generally depicted in Exhibit 01 ** (P&Z)(T&ES)
 - i. Relocate the proposed street trees in conjunction with the two preceding conditions (P&Z)
 - j. Relocate the western free-standing fence at the entrance to the 7-Eleven parking lot away from the street to allow more space for the pedestrian crossing ramp. Amend the affected curb-line and parking spaces accordingly. ** (P&Z)(T&ES)

B. OPEN SPACE/LANDSCAPING:

3. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the

Directors of P&Z. At a minimum the Landscape Plan shall, meet the requirements set out in the City's *Landscape Guidelines*

(http://alexandriava.gov/uploadedFiles/recreation/info/040907_land_guidelines.pdf) and:

- 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 planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers. (P&Z)
4. Provide the following modifications to the landscape plan and supporting drawings:
- a. Provide upright branching species for all street trees located within 100ft of a bus stop location, ensuring that all street trees proposed for the same street of identical species and cultivar.
 - b. For all street trees where the pedestrian clearance between the tree well and any obstructions in the right-of-way is less than 6ft, provide ADA accessible grates for the wells. Ensure that all street trees within the same run between curb cuts have identical tree well treatments. (P&Z)
 - c. For all tree wells requiring grates, provide a dimensioned section detail of the proposed installation per the site conditions which includes detail of how the frame of the grate is supported, and without using planting medium as a method of supporting either the tree grate or the abutting sidewalk edges.
 - d. Provide a suitable termination for the metal fence at the site's eastern boundary to provide security for the rear of the 7-Eleven building.
 - e. At the site's southern boundary provide continuous tall evergreen screen planting to help mitigate light spill to neighboring properties. To that effect include only planting with a minimum projected height of 15 feet.
 - f. Include utility information in gray line-work on all landscape plans.
 - g. Provide information for the planting of the medians in E. Braddock Road impacted by the relocation of the crosswalk.
 - h. Include all Required Notes as specified in Fig I-A of the City's *Landscape Guidelines*
 - i. Provide a planting plan for the median in Braddock Road extending from the concrete median on the west side of the Metro Bridge to Mount Vernon Avenue, subject to the review and approval of the Directors of RP&CA, T&ES and P&Z.
 - j. The applicant shall be responsible for the maintenance of the median as indicated in item #5i above. Prior to the release of the Final Site Plan, the applicant shall enter into an agreement with the City on the maintenance of median. Maintenance of the median shall include tasks typically associated with landscape maintenance including care for and replacement of plantings, application of

seasonal growth media and mulch, leaf removal, trimming and pruning, policing of litter and watering as needed during times of drought. (P&Z) (RP&CA) (T&ES)

5. Provide a site irrigation/water management plan developed installed and maintained to the satisfaction of the Directors of P&Z and Code Administration.
 - a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. All irrigation and water management documents shall be prepared and sealed by an Irrigator with Class certification commensurate with the subject project type in the Commonwealth of Virginia.
 - c. 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.
 - d. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - e. Install all lines beneath paved surfaces as sleeved connections.
 - f. Locate water sources and hose bibs in coordination with City Staff.
(Code Administration) (P&Z)
6. Develop a palette of site furnishings in consultation with staff.
 - a. Provide location and specification for site furnishings that depicts the scale, massing and character of site furnishings to the satisfaction of the Directors of P&Z and T&ES.
 - b. Site furnishings shall include benches, bicycle racks, trash receptacles and other associated features.
(P&Z)(T&ES)
7. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions and handrails if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z, and T&ES. (P&Z)(T&ES)
8. 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)
9. As-built documents for all landscape and irrigation installations are required. Refer to City of Alexandria Landscape Guidelines, Section III A & B. ****(P&Z)
10. The landscape elements of this development shall be subject to the Landscape and Performance Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Landscape and Performance 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)

C. TREE PROTECTION AND PRESERVATION:

11. During the final site plan process, the applicant will work with the City and the adjacent property owner at 507 Mt. Vernon Avenue to determine if a tree conservation and protection program is necessary and appropriate to protect the two trees on that owner's property given the species, health and desirability of the two trees. If required the tree conservation and protection program shall be developed per the City of Alexandria *Landscape Guidelines*.
12. A fine shall be paid by the applicant in an amount not to exceed \$10,000 for each tree that is to be protected by the tree conservation and protection program, if one is required, is destroyed if the tree conservation and protection program methods have not been followed. Alternatively, the City may request that replacement trees of similar caliper and species be provided for destroyed trees. The replacement trees shall be installed and if applicable the fine paid prior to the issuance of the last certificate of occupancy permit.
13. The area of the limits of disturbance and clearing for the site shall be limited to the areas as generally depicted on the preliminary site plan dated April 29th, 2011 and reduced if possible to retain existing trees and grades. (P&Z)

D. BUILDING:

14. Provide the following building refinements to the satisfaction of the Director of P&Z:
 - a. Coordinate with staff on color and detailing of the spandrel glass units;
 - b. Allow three full panels of glass at the doorway to E. Braddock Rd. for the 7-Eleven building;
 - c. Explore provision of an angled or notched corner to the 7-Eleven building at its closest proximity to the rear property line with the building relocated towards the south-east accordingly, in order to allow more sidewalk clearance on E. Braddock Rd;
 - d. In order to avoid non-compliance with the zoning ordinance regarding roof signs, the tower elements on the north-west corners of both proposed buildings shall require the parapet walled areas to be entirely roofed with any proposed signs to be provided below the roofline. (P&Z)
15. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning to the satisfaction of the Director prior to selection of final building materials:
 - a. Provide a materials board that includes all proposed materials and finishes at first final site plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***

- c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. *
 - d. Construct a color, on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to release of building permits. **
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)
16. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver or Equivalent for each base building's core and shell to the satisfaction of the Directors of P&Z and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. Provide evidence of the project's registration with LEED with the submission of the first final site plan.*
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of LEED Silver Certification from USGBC within two years of obtaining a final certificate of occupancy.
 - e. Failure to achieve LEED Silver for the commercial project will be evaluated by City staff prior to release of the Final Site Plan, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staff's determination will apply. (P&Z) (T&ES)
17. The applicant shall work with the City for reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES)(P&Z)
18. The applicant shall use EPA-labeled WaterSense 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](http://www.epa.gov/WaterSense/pp/index.htm). (T&ES)
19. The stairwells within structured parking garages shall be visible, without solid walls, as Code permits. The balusters shall be open to allow for a clear line of vision. Provide guards that are 42" in height along open sides of the stairways and landings which are located 30" above the floor or grade below. The width between the balusters shall be no wider than 4" and the handrails are to be a minimum of 34" and a maximum of 38". (Police)

20. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

E. RETAIL USES:

21. 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 the building is allowed;
 - b. retail shopping establishments shall not include stand-alone 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)
22. Day care centers shall be permitted with an administrative special use permit provided they comply with the criteria listed below. Day care centers that do not meet these criteria may apply for a separate special use permit.
- a. A plan that shows drop off and pick up areas must be provided and must be reviewed to ensure that the drop off and pick up areas will create minimal impact on pedestrian and vehicular traffic and will be safe for the day care users. The plan must be approved by the Directors of P&Z and T&ES.
 - b. Day care uses must not occupy more than 1/3 retail square footage. (P&Z)(T&ES)
23. 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 6:00 am and 11:00 pm Sunday through Thursday, and between 6:00 am and midnight Friday and Saturday.
(Code)(P&Z)(T&ES)
24. Ensure the following for the retail areas within the development, to the satisfaction of the Director of P&Z:
- a. The retail entrance along East Braddock Road for the 7-11 building shall be required to be operable to the maximum possible extent, but may be closed and locked at specific times for security reasons. All other retail entrances along East

Braddock Road proposed as part of this development shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.

- b. The placement or construction of items that block the visibility of the interior of the store from East Braddock Road 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)

F. SIGNAGE:

25. Design and develop a coordinated sign plan, which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics, and business signs. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing, dimensions and character of all proposed signage to the satisfaction of the Directors of P&Z and T&ES.*
 - a. Business signs shall employ variety and creativity of design. Tenant designers shall bring a sculptural and dimensional quality to their signs.
 - b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc.
 - c. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged. Tenants with main storefront entrances on Street(s) shall incorporate a projecting or under-canopy sign (P&Z) (T&ES)
26. Provide an exhibit which indicates how the dimensions of the proposed signage meet the maximum permitted dimensions allowed under the Zoning Ordinance. (P&Z)
27. 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)
28. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
29. Any freestanding signs shall be prohibited. (P&Z)
30. Any signs within the public right-of-way shall be prohibited. (P&Z)

31. 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)

G. HOUSING:

32. A voluntary contribution, due no later than at the Certificate of Occupancy, of \$1.50 on the commercial square footage (23,568), for a total estimated contribution of \$35,352 would be consistent with the "Developer Housing Contribution Work Group Report" dated May 2005 and accepted by the Alexandria City Council on June 14, 2005. (Housing)

H. PARKING:

33. Provide a total of minimum of 76 parking spaces in the surface parking lots and parking structure for the commercial use spaces. (P&Z)(T&ES)
34. Provide 8 bicycle parking space(s) per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. (T&ES)
35. 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.
 - 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.
 - d. A plan to demonstrate which parking spaces are reserved for the exclusive use of a particular business or use and elucidate with a narrative note how those spaces shall be managed.
 - e. Any changes to the allotment of dedicated parking spaces on site will require an amendment to the PMP.* (P&Z)(T&ES)
36. Up to five on-street parking spaces on the south side of E. Braddock Road between Mt. Vernon Avenue and the site driveway shall be allowed if a traffic analysis is submitted prior to submission of the first final site plan. This traffic analysis must demonstrate that the addition of on-street parking will not have significant adverse impacts to the level of service at the site entrance and will not adversely impact sight distance for vehicles exiting the development onto Braddock Road to the satisfaction of the Director of T&ES. (T&ES)

37. 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)

I. BUS STOPS AND BUS SHELTERS:

38. Show all existing and proposed bus stops in the vicinity of the site on the final site plan. (T&ES)
39. Make the eastbound and westbound DASH and Metro bus stops on E. Braddock Road in front of the proposed development ADA compliant. ADA compliance includes:
- a. Install an unobstructed seven (7) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, bus stop passenger loading pad. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. See attached standard details.
 - b. Ensure/create a 120 foot "No Parking, Bus Stop Zone" if the bus stop is located along the curbside. If the bus stop is located on a bulb out / extension into the roadway, the 120 foot "No Parking, Bus Stop Zone" shall not be required. (T&ES)

J. SITE PLAN:

40. Per Section 11-418 of the Zoning Ordinance, the development site plan/ 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)
41. 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)
42. Provide a Unit Numbering Plan for the second floor layout if further division of units is intended. (GIS)
43. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z, 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 new above grade utilities in dedicated open space areas. (P&Z)(T&ES)
44. 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 and P&Z in consultation with the Chief of Police and shall include the following:
- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. A lighting schedule that identifies each type and number of 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. The fixtures should not be flush against the ceiling, unless there are no cross beams, but should hang down at least to the crossbeam to provide as much light spread as possible.
 - l. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(Police)
45. 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)

K. CONSTRUCTION:

46. 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)
47. 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)
48. 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)
49. 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)
50. No major construction staging shall be allowed within the public right-of-way on Braddock Road or Mount Vernon Avenue. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)

51. 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)
52. 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)
53. 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, RP&CA and T&ES. (P&Z)(RP&CA)(T&ES)
54. 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)
55. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

L. SOLID WASTE:

56. Provide \$1,150 per receptacle to the Director of T&ES for purchase and installation of three (3) receptacles, 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)

M. STREETS / TRAFFIC:

57. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and

specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)

58. 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)
59. 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)
60. 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)
61. Show turning movements of standard vehicles in the parking structure and parking lots. Show turning movements of standard vehicles in the parking garage and also, of SU truck for loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
62. 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)

N. UTILITIES:

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

O. WATERSHED, WETLANDS, & RPAs:

64. The storm water collection system is located within the Timber Branch 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)

P. BMP FACILITIES:

65. 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)
66. 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)
 67. 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)
 68. Submit two originals of the storm water quality BMP and Stormwater Detention Facilities 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)
 69. The Applicant/Owner shall be responsible for installing and maintaining storm water Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three years and develop an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)
 70. 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)
 71. 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)

Q. CONTAMINATED LAND:

72. 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)
73. 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)
74. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
 - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with "clean" soil.
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
 - e. The applicant shall screen for PCBs as part of the site characterization to comply with the City's Department of Conservation and Recreation Municipal Separate Storm Sewer (MS4) permit.
 - f. Applicant shall submit 3 hard copies and 2 electronic copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)
75. If warranted by the Remediation Plan, the applicant or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the site, including previous environmental conditions and *on-going* remediation measures. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

R. NOISE:

- 76. All exterior loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
- 77. Supply deliveries, loading and unloading activities shall not occur between the hours of 11:00 pm and 7:00 am. (T&ES)

S. ARCHAEOLOGY:

- 78. 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)
 - 79. 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)
- F1: Sanborn maps indicate that a house was situated on this property by 1931. Although there is no known evidence of earlier buildings on the lot, late nineteenth century maps show structures in the vicinity, and a Civil War map indicates the presence of a Union encampment a few blocks to the west. Construction of a gas station and stores on this property in the mid-20th century would have likely destroyed any significant resources that could have been present. The above Archaeology Conditions shall be applied in the event that deep archaeological features remain below the disturbances.

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.

Transportation and Environmental Services

- F - 1. ASA has no comments on the current design, but requests to review the plan again should a major amendment be proposed.
- F - 2. No comments received from DASH.
- F - 3. Sheet 11: correct the watershed listed in the project description block to Timber Branch (it drains through Hoof's Run to Cameron Run). (T&ES- OEQ)
- F - 4. Sheet 7; the length of the delivery vehicle denoted in the detail is thirty (30') feet however the vehicle used in the turning movement analysis has a length of twenty-four (24'). Coordinate these two components of the plan. (T&ES- Engineering)
- F - 5. The proposed VPD provided with the response letter does not match the proposed VPD shown on the cover sheet. Update the proposed VPD on the cover sheet to show the most current VPD figures. (T&ES- Transportation)
- 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. 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 - 11. 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 - 12. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 13. 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 - 14. The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)
- C - 1. Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2. Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate form 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. (T&ES)

- C - 8. Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Code Administration. (T&ES)
- C - 9. Americans with Disability Act (ADA) ramps shall comply with the requirements of Memorandum to Industry No. 03-07 on Accessible Curb Ramps dated August 2, 2007 with truncated domes on the end of the ramp with contrasting color from the rest of the ramp. A copy of this Memorandum is available on the City of Alexandria website. (T&ES)
- 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. 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. (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. Bond for the public improvements must be posted prior to release of the site plan.*
- C - 14. The sewer tap fee must be paid prior to release of the site plan.*
- C - 15. All easements and/or dedications must be recorded prior to release of the site plan.*
- C - 16. Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.*
- C - 17. Provide a phased erosion and sediment control plan consistent with grading and construction plan.
- C - 18. Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built

process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary.

- C - 19. The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 20. All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 21. No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code.
- C - 22. All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 23. All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 24. The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 25. The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the water quality volume default and stormwater quantity management. (T&ES)
- C - 26. The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 27. All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources shall be in

place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. * (T&ES)

Virginia American Water:

- F-1. Developer shall submit a Code Administration approved ISO calculation in order to verify whether the proposed water main layout can achieve the Needed Fire Flow.
- F-2. Sheet 3 and 4: revise the existing and proposed water line in accordance with the as-built drawing as provided to the applicant.
- F-3. Sheet 4, proposed 8" W/L: avoid lying water main on the side walk. Relocate the water main on the road.
- F-4. Sheet 4: the 3/4" service line shall be installed by wet tapping, instead of tee.
- F-5. Sheet 4: explain how to connect the proposed 6" and 8" water main to the existing 8" water main. Will it be connected by wet tapping or dry tie-in connection via shutting off valves?
- F-6. Sheet 9: explain the construction sequence of demolishing the existing 8" water main and construction of the new 6" and 8" water main. Explain the meaning of "Core and Seal". Does it mean "wet tapping"?

Code Administration:

- 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.
- F-2 It has been reported that the auto repair shop intends to use spent engine oil to fire the building's heating system. Provide details on the storage and delivery for this operation.
- C-1 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-2 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 116.1.
- C-3 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.

- C-4 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Handicapped accessible bathrooms shall also be provided.
- C-5 Required exits, parking, and facilities shall be accessible for persons with disabilities.
- C-6 The developer shall declare on the plans if the parking structure is considered a public parking structure complying with Chapter 4 of the USBC or an open parking structure. If the structure is declared as an open parking structure, the developer shall submit information detailing how the structure meets the openness criteria. If the structure is declared a public parking structure, the plans shall reflect required water and sewer lines, FDC's and oil / water separator locations.
- C-7 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system (USBC 903.2.9).
- C-8 The public parking garage floor must comply with USBC 406.2.6 and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code (USBC 2901). This parking garage is classified as an S-2, Group 2, public garage.
- C-9 Enclosed parking garages must be ventilated in accordance with USBC 406.4.2.
- C-10 Mechanical ventilation for motor vehicle exhaust is required (USBC 2801.1)
- C-11 The required mechanical ventilation rate for air is 1.5 cfm per square foot of the floor area (USBC 2801.1). In areas where motor vehicles operate for a period of time exceeding 10 seconds, the ventilation return air must be exhausted. An exhaust system must be provided to connect directly to the motor vehicle exhaust (USBC 2801.1).
- C-12 Electrical wiring methods and other electrical requirements must comply with ICC Electric Code 2006 for commercial repair garages of automobiles.
- C-13 Oil water separators are required where automobiles are services, greased, repaired, washed, or where gasoline is dispensed. The separator shall be designed and installed in accordance with the plumbing code.
- C-14 Separators are required for repair garages, gasoline stations with grease racks, grease pits, or work racks, and/or where automobiles are serviced, greased, repaired, washed or where gasoline is dispensed.
- C-15 A fire prevention code permit is required for the proposed operation. An egress plan showing fixture location, aisles and exit doors shall be submitted for review with the permit application. An inventory and MSDS sheets for hazardous materials are required.
- C-16 Additional comment expected on re-use of auto oil for the building's heating system.

Fire Department:

- C-1 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located between forty (40) and one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a width of eighteen (18) feet (one way) and twenty-two (22) feet for two-way traffic, the EVE as depicted on the Preliminary plan submission is sufficient; f) all Fire Service Plan elements are subject to the approval of the Fire Official.
- C-2 The final site plans shall show placement of fire easement signs. See City of Alexandria Code guidelines for sign details and placement requirements.
- C-3 A fire prevention code permit is required for the proposed operation. An egress plan showing fixture location, aisles and exit doors shall be submitted for review with the permit application. An inventory and MSDS sheets for hazardous materials are required.

Police:

Parking Garage Recommendations

- R - 1. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R - 2. 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 - 3. 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.

Miscellaneous

- R - 4. 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 - 5. 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.

Health Department:

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

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

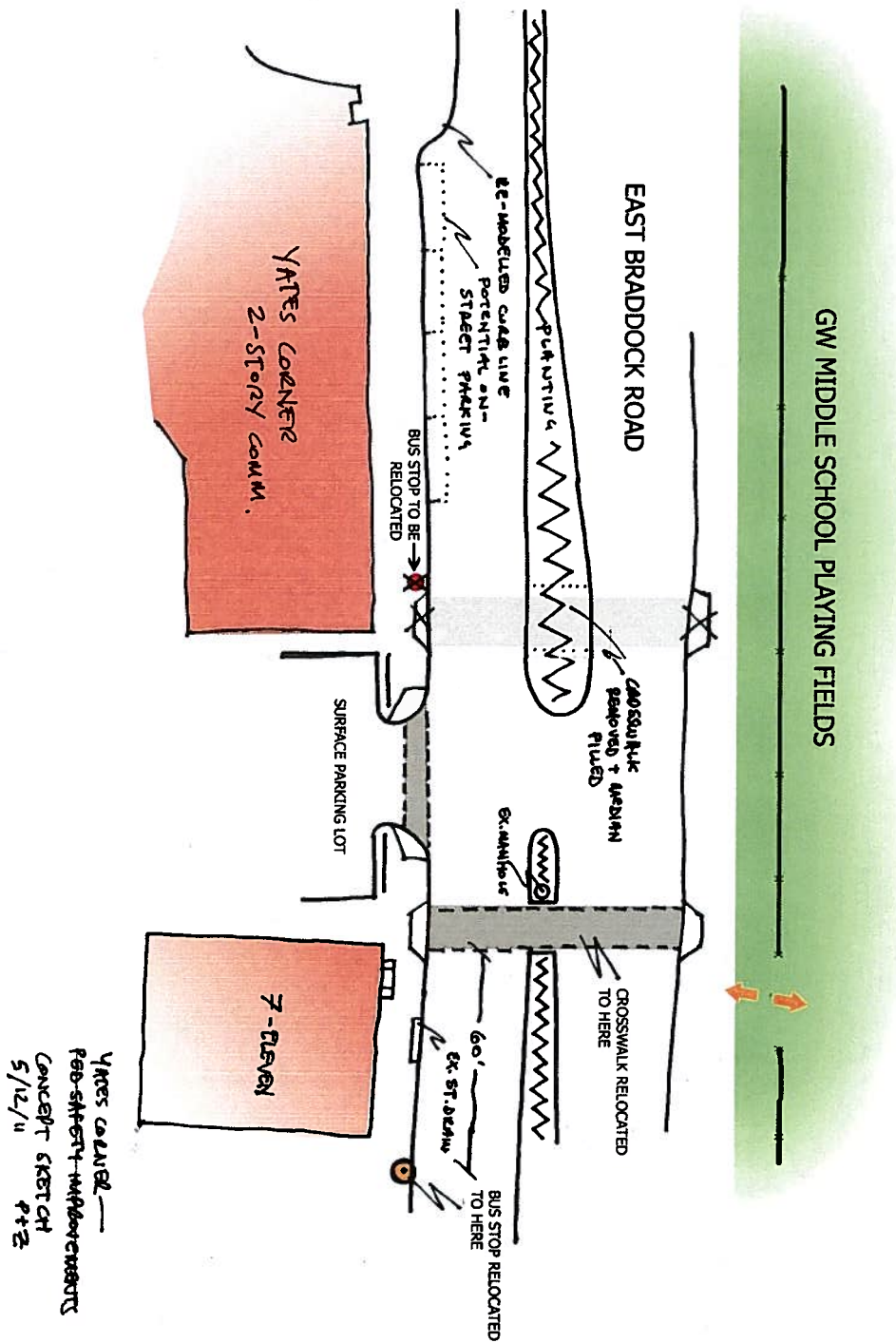


Exhibit 01: Pedestrian Safety Improvements on E. Braddock Rd.



APPLICATION

DEVELOPMENT SITE PLAN

DSP # 2010-0023

Project Name: Yates Corner

PROPERTY LOCATION: 515 and 511 Mt. Vernon Avenue, 401, 405, 407 and 411 East Braddock

TAX MAP REFERENCE: 53.04 06 01, 02 & 03 ZONE: CSL Commercial Road.

Service Low

APPLICANT

Name: Yates Holdings, L.L.C.

Address: 317 East Braddock Road, Alexandria, Virginia 22301

PROPERTY OWNER

Name: Yates Holdings, L.L.C.

Address: 317 East Braddock Road, Alexandria, Virginia 22301

SEE ATTACHED SCHEDULE A: ADDITIONAL OWNERS

PROPOSED USE: Development Site Plan approval with modification of Section 7-902(B) zone transition setback on Mt. Vernon Avenue frontage.

THE UNDERSIGNED hereby applies for Development Site Plan 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.

Duncan W. Blair

Print Name of Applicant or Agent

524 King Street

Mailing/Street Address

Alexandria, VA 22314

City and State

Zip Code

Signature

703 836-1000

Telephone #

703 549-3335

Fax #

dblair@landclark.com

Email address

May 9, 2011

Date

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: _____

X 4a

ALL APPLICANTS MUST COMPLETE THIS FORM.

The applicant is: (check one)

the Owner * Contract Purchaser** Lessee or Other Offeror unsolicited offer*** 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.

Yates Holdings, L.L.C. is a Virginia limited liability company. Jason A. Yates is the only person owning an interest of more than 10% in the company.
7-Eleven, Inc. is a Texas corporation. IYG Holding Co., 4-1-4 Shibakoen, Minato-Ku, Tokyo, Japan 105 is the only entity owning an interest in excess of 10% of the corporation.

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.

* 515 Mt. Vernon Avenue
** 403 Mt. Vernon Avenue
*** 401 Mt. Vernon Avenue

X 43

Development ~~Special Use Permit~~ with Site Plan (DSUP) # 2010-0023

SCHEDULE A

ADDITIONAL PROPERTY OWNERS

Property Owner: 403 East Braddock Road, Alexandria, Virginia 22301

7-Eleven, Inc.
P. O. Box 711
Dallas, Texas 75221-0711

Property Owner: 401 East Braddock Road, Alexandria, Virginia 22301

City of Alexandria
P. O. Box 178
Alexandria, VA 22313-1500

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

OWNERSHIP AND DISCLOSURE STATEMENT
Use additional sheets if necessary

1. Applicant. 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. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Yates Holdings, L.L.C.	317 East Braddock Road Alexandria, VA 22301	100%
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 515 Mt. Vernon Avenue, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1.		
2.		
3.		

3. Business or Financial Relationship. Each person or entity listed above (1 and 2), with an ownership interest in the applicant or in the subject property is required to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review.

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Yates Holdings, L.L.C.	None	Alexandria Planning Commission and Alexandria City Council
2.		
3.		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

4/1/2011
Date

Jason Yates
Printed Name

Jason Yates
Signature

Del Ray Citizens Association

Established 1954
delraycitizens@yahoo.com

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

June 5, 2011

Farol Hamer, Director of Planning and Zoning
City Hall, Room 2200
Alexandria, VA 22314

Subject: Docket item #11, City Charter Section 9.06 Case #2011-0002, Development Site Plan #2010-0023, Encroachment #2011-0002, SUP #2011-32-34, 511, 515 Mount Vernon Avenue, 401, 405, 407 and 411 E Braddock Road - Yates Corner

Dear Ms. Hamer,

As we understand, the applicant requests to construct an approximately 23,706 square foot commercial development consisting of 2 buildings and on-site surface and structure parking lots. The complete application consists of a Development Site Plan, Encroachment, and three Special Use Permit Applications.

The main building at the corner of E. Braddock Road and Mt. Vernon Ave will be a commercial mixed use building that is 35 feet tall at its highest point. The basement of the building will be used for automotive repair and related uses. The first floor will be used for auto repair, a sandwich shop, and a dry cleaner. The second floor will be used for commercial or office. The second building will house a 7-Eleven. It will be 21.9 feet tall. There will also be a 2 level parking structure providing 77 spaces and a loading space. The FAR for this project is .50.

The Zoning modifications, permits and waivers being requested include:

1. Development Site Plan to achieve a coordinated development of the three land parcels at 501 E. Braddock Road, 403 E. Braddock Road and 515 Mt. Vernon Avenue;
2. New SUP's for Light Auto Repair Facility (Yates), Convenience Store (7-Eleven), and Dry Cleaners. These uses are allowed in CSL zone with a SUP;
3. Modification of the Zoning Transition Setback along Mt. Vernon Avenue from 25 feet to 17 feet (Residential zone);
4. Modification of the required Surface Parking Setback along Mt. Vernon Avenue from 6 feet to 5 feet;
5. Encroachment into the Public Right of Way to construct a wall enclosing the plaza.

The Del Ray Citizen Association Land Use Committee (DRCA LUC) discussed the application at its regular April Meeting with Mr. Jason Yates and his attorney Mr. Duncan Blair. In general LUC is supportive of the application and recommended the DRCA membership immediately support the City disposal of 501 E. Braddock Road by sale to Mr. Yates. However, the committee had concerns about pedestrian safety and final review of proposed landscaping that it felt should be addressed. The WMATA bus stops on E. Braddock Road are located in front of the cross walk. Vehicles in the left lane cannot see around stopped busses to be able to determine if there are pedestrians attempting to cross the street. The bus stop and/or crosswalk could be relocated to improve pedestrian safety. Land Use also felt that landscape plan and street scape should be reviewed by citizen groups for this location since it is an important gateway into 3 neighboring communities: Del Ray, Rosemont, and Parker Gray.

Celebrating 100 years of the Town of Potomac
1908 - 2008

Subject: Docket item #11, City Charter Section 9.06 Case #2011-0002, Development Site Plan #2010-0023, Encroachment #2011-0002, SUP #2011-32-34, 511, 515 Mount Vernon Avenue, 401, 405, 407 and 411 E Braddock Road - Yates Corner

Land Use made the following recommendations for general membership vote on:

- Approve the sale of City owned property at 501 E. Braddock Road to Mr. Jason Yates for consolidation with adjacent parcels for the proposed Yates Corner DSP;
- Approve the SUP for a 7 Eleven convenience store and make no comment on the remaining SUP requests;
- Approve the DSP with the following conditions:
 1. The City will work with the applicant and the DRCA LUC on street scape design.
 2. The City will work with the applicant and the DRCA LUC to refine traffic calming measures and the pedestrian crosswalk design.
 3. The City will look into and report back to the DRCA LUC regarding the possibility of closing the cut in the median for automobiles.

At their regular membership meeting of May 9, 2011, a presentation was provided to the membership that included the Land Use Committee recommendations for discussion. Attending were Mr. Yates, his attorney Mr. Blair and members of City staff. A few DRCA members expressed concern about adding language to the DSP permit to allow citizen review of landscape plans or address pedestrian safety improvements that may be adjacent to but are not part of the development project; they believed this would unduly burden a small businessman. A spirited discussion ensued after which the membership voted to request the Planning Commission and City Council to:

- Support the DSUP for Yates Corner;
- Support the SUP application for 7 Eleven.
- In a separate motion, the membership voted to request the City to address pedestrian safety issues we had discussed such as a relocation of the bus stop in relation to the crosswalk and vehicular entrance on E. Braddock Road.

Thank you for your consideration.

Sincerely,
Sarah Haut
Co-Chair
Land Use Committee

cc:
Planning Commission

Kendra Jacobs

From: Gwen Wright
Sent: Monday, June 06, 2011 12:27 PM
To: Gary Wagner; James Roberts; Kendra Jacobs
Subject: FW: COA Contact Us: Yates Corner Project
Attachments: ATT00001..txt

FYI...

Gwen Wright
Division Chief, Development
City of Alexandria Department of Planning and Zoning
301 King Street, Suite 2100
Alexandria, VA 22313
703-746-3811
571-329-3053
gwen.wright@alexandriava.gov

From: Michele Evans
Sent: Friday, June 03, 2011 4:54 PM
To: Jeremy McPike; Gwen Wright
Subject: FW: COA Contact Us: Yates Corner Project

From: Rose Boyd
Sent: Friday, June 03, 2011 4:14 PM
To: Mark Jinks; Michele Evans
Cc: Christopher Bedwell
Subject: FW: COA Contact Us: Yates Corner Project

From: Yonie Dow [<mailto:yonie@pollardcon.com>]
Sent: Friday, June 03, 2011 11:22 AM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Elaine Scott; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Yates Corner Project

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

Time: [Fri Jun 03, 2011 11:21:57] Message ID: [30603]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Yonie
Last Name: Dow
Street Address: 633 Prospect Place
City: Alexandria
State: Virginia

Zip: 22304

Phone: 703-549-1545

Email Address: yonie@pollardcon.com

Subject: Yates Corner Project

I am writing in support of the "Yates Corner" project. Yates Automotive provides a necessary service to Alexandrians in a convenient location. Our

family cars have been faithfully serviced by Yates for almost thirty years.

I live in the City of Alexandria (West End) and am employed by a business in Alexandria (near King Street Metro). Yates is an asset to our

community, supportive of our local schools (car washes by student clubs many weekends), contributing to local charities (Yates has sponsored me for

Comments: the Alive Walkathon on numerous occasions) and maintaining a clean and exceptionally well landscaped and decorated property.

I hope that you

will support the Yates Corner project. That corner has been an eyesore for years – please let Yates fix it!

Thank you,

Yonie Mela Dow
633

Prospect Place
Alexandria, Virginia 22304