

**Docket Item #12A-F**  
**Master Plan Amendment #2011-0002**  
**Rezoning #2011-0001**  
**CDD Concept Plan #2011-0001**  
**Text Amendment #2011-0009**  
**Development Special Use Permit #2010-0027**  
**Special Use Permit/Transportation Management Plan #2011-0001**

<u>Application</u>	<u>General Data</u>	
<u>Project Name:</u> Harris Teeter of Old Town North	PC Hearing:	June 7, 2011
	CC Hearing:	June 25, 2011
	If approved, DSUP Expiration:	June 25, 2014 (three years)
<u>Location:</u> 717, 719, 723, 735 N. St. Asaph Street; 716, 724, N. Pitt Street	Zone:	Existing: CD, Commercial Downtown Proposed: CDD#20
	Proposed Use:	Mixed Use (retail and residential)
<u>Applicant:</u> Buchanan Partners, represented by Kenneth Wire, McGuire Woods	Small Area Plan:	Old Town North
	Historic District:	Not Applicable
	Green Building:	EarthCraft for Residential and LEED Silver or equivalent for Retail

<u>Purpose of Application</u>
A consideration for requests to implement the following: <ol style="list-style-type: none"> <li>1. Amend the Master Plan to create Coordinated Development District #20;</li> <li>2. A rezoning request to change the land use classification from Commercial Downtown to Coordinated Development District #20;</li> <li>3. Text Amendment to include CDD #20 in the Zoning Ordinance;</li> <li>4. A Coordinated Development District Concept Plan to allow for a 3.0 Floor Area Ratio for a full-service grocery store and residential units;</li> <li>5. A development special use permit with site plan to construct an approximately 52,000 sq. ft. grocery store and approximately 175 residential units.</li> </ol>
<u>Staff Recommendation:</u> APPROVAL WITH CONDITIONS
<u>Staff Reviewer(s):</u> Dirk Geratz, AICP; dirk.geratz@alexandriava.gov Colleen Willger, AICP, LEED AP BD+C; colleen.willger@alexandriava.gov

## **I. SUMMARY**

### **A. *Recommendation***

Staff recommends **approval** of the associated development applications proposing a grocery store and multi-family apartments at 735 North Saint Asaph Street, subject to compliance with the staff recommendations. The proposal provides a number of benefits for the City and surrounding community, including:

- Provision of a grocery store to serve the surrounding neighborhood;
- Removal of vacant buildings and surface parking lots;
- Enhanced streetscape along St. Asaph, Madison and Pitt Streets;
- Attractive architectural design of the new development;
- Contribution to open space and affordable housing.

### **B. *Summary of Issues***

The applicant and developer, Buchanan Partners, has submitted a request for redevelopment of five parcels bounded by St. Asaph Street to the west, Madison Street to the north, Pitt Street to the east and an existing office building to the south in Old Town North. The proposal consists of a 52,000 square foot grocery store, approximately 175 rental apartments above the store and two levels of underground parking. To construct this project, the applicant has requested approval of the following:

- Master Plan amendment;
- Rezoning of the property with associated Zoning Code Text Amendment;
- Development Special Use Permit with Site Plan;
- Transportation Management.

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

- Location and impacts of retail loading;
- Architecture and building design;
- Provision of adequate parking in appropriate locations;
- Upgrade of the pedestrian environment and streetscape;
- Design and function of open space; and
- Analysis of potential traffic issues.

## **II. BACKGROUND**

### **A. *Site Context***

The site is located in the Old Town North area of the city and is comprised of five lots of record that will be consolidated into one property with this proposal. The project area is approximately 1.5 acres, or 65,000 square feet, and is bounded by Madison Street to the north, St. Asaph Street

to the west, Pitt Street to the east, and the Riverport Office Condominium building to the south. The site is located approximately a quarter mile from the Potomac River and about a half mile from the Braddock Metro Station. Residential, retail and office uses, as well as public open spaces are in the immediate proximity of this site, including The Royal Restaurant, Sheraton Hotel, Alexandria House, Portner's Landing, and Saul Center. The project area is predominantly vacant. Remnant warehouse buildings on the site are from the Alexandria Gazette newspaper. The vacant Artery 717 Gallery and a Michael III Drycleaners currently occupy the site as well.

### **III. PROJECT DESCRIPTION**

This proposal is for a mixed use building that includes a street level grocery store with four floors of multi-family dwelling units, all of which is above two levels of below grade parking. Specifically, the grocery store will occupy nearly the entire first floor of the new building with approximately 52,000 square feet of floor area. The approximately 175 rental dwelling units will occupy floors 2 – 5 and account for roughly 165,000 square feet of the building. The residential portion of the building is designed in a "U" shape wrapping a central open space accessible to tenants of the building.

#### ***Grocery Store***

Harris Teeter has been identified as the grocer that will lease the first floor retail space from Buchanan Partners, the developer of the project. Harris Teeter plans a full service grocery store with a deli, bakery, pharmacy and café among other specialty areas. Outdoor café seating is planned along St. Asaph Street and possibly along Madison Street. The main pedestrian entry from the street will be at the corner of St. Asaph Street and Madison Street. Vehicular access to the below grade parking will be from Pitt Street. This entry will allow access to both the retail and residential parking levels, with the parking for Harris Teeter being on the first below grade level.

Pedestrian access from the garage into the store will be available via elevators and an escalator. Grocery carts can be moved between the grocery store and the retail parking level by a cartalator. Truck deliveries and trash removal will take place in an enclosed loading dock proposed for St. Asaph Street. The depth of the loading dock will be large enough and deep enough to support two tractor trailer trucks and a third smaller truck to park completely within the building. This configuration will prevent any truck from encroaching on to the sidewalk or into the street while making deliveries.

#### ***Residential Units***

The rental apartments will include a mix of efficiency, one-bedroom, one-bedroom with den and two bedroom units. The sizes will range from 449 square feet for the smallest efficiency unit to 1,327 square feet for the largest 2-bedroom unit. The main residential lobby will be located at the corner of Madison Street and Pitt Street. Parking will be provided at the lower level of the parking garage. An elevator will connect the residential parking to the residential lobby and to the residential floors above. Amenity spaces for the residents will include a fitness center, club

room with adjoining rooftop terrace, as well as the central courtyard. A loading area for moving trucks and associated freight elevator will be located off of Pitt Street. A trash room with compacter for residents will be located in this area as well.

### ***Building Design***

As designed, this project will consist of a grocery store which will occupy much of the first floor of the new building with a ceiling height of approximately 20 feet. Above the grocery store, four stories of residential units are proposed, creating a total building height of 5 stories or approximately 67 feet. Though not a tall building compared to other nearby buildings, it does have three long facades fronting St. Asaph, Madison and Pitt Streets. The architect proposes to break up these facades by creating what will appear as a grouping of smaller buildings. The exterior architecture is based on traditional building forms and period styles found in Old Town. However, the buildings are not intended to replicate any particular historic period or building, but rather are intended to create a transitional design solution that bridges the older, traditional design of Old Town with the more eclectic buildings of Old Town North.

The St. Asaph Street façade is designed to appear as three buildings increasing in scale moving from south to north. The largest of the three, wraps half way down Madison Street and is identified as the Harris Teeter portion of the building. The design suggests an older mercantile building converted to a residential use, similar to the successfully converted Crilly Warehouse building located in the 300 block of N. Lee Street. The remainder of the building that occupies half of Madison Street and wraps around to Pitt Street was designed to appear more residential and serves as the main entry to the residential portion.

To further break up the mass along Pitt Street, the architect has a series of bay forms that relate to the townhouses at Portner's Landing and create a more pedestrian-focused scale. The remainder of the building height along Pitt Street is stepped back approximately 7 feet to lessen the impact of the full height of the building on the pedestrian scale of the street.

### ***Streetscape and Pedestrian Environment***

Improvements to the streetscape include entirely new sidewalks and street trees. In particular, all concrete sidewalks will be replaced with brick and will be increased in width up to 15 feet with no width less than the 6-foot minimum clearance required. New pedestrian bump outs will be provided on Madison Street intersections allowing for more sidewalk space adjacent to the grocery store and residential entries and to improve safety at street crossings for pedestrians. The bump out at Madison and Pitt Streets will be of an appropriate size for loading and unloading of DASH bus passengers.

All three block faces will include new street trees spaced according to the City landscape guidelines. The tree wells will be interconnected to create as much room for root growth as possible. Foundation planting will be provided, where room allows, softening the edges of the three building faces.

### *Parking*

Two levels of below grade parking are proposed with access from Pitt Street. The first below grade level will contain 150 parking spaces to serve the grocery store. The second below grade level will include, at a minimum, one space per dwelling unit with approximately 175 parking spaces for exclusive use of the rental apartments. Of these spaces, approximately 79 spaces will be compact and 8 spaces are set aside as accessible spaces. An agreement with the Sheraton Hotel will provide an additional 62 parking spaces that will be used by Harris Teeter employees and will be made available with a voucher for visitors of the residential building. A total of 52 bicycle spaces are provided, with locations on each level of the parking garage as well as on-street near the grocery store entry.

The number of on-street parking spaces will generally remain unchanged. The property has several curb cuts along both St. Asaph and Pitt Streets that will be removed allowing for new on-street parking spaces. Two new curb cuts will be constructed as part of this development, including the retail loading dock and a combined curb cut for the residential loading dock and the parking garage access. The loading docks will require that some adjoining on-street spaces will be eliminated to allow the turning movements that are necessary for the delivery trucks to back in and pull out of the loading dock. This reduction will occur primarily on St. Asaph Street. The net change in on-street spaces will be one or two spaces less than current conditions depending on the final configuration and loading docks.

## **IV. ZONING**

### ***A. Zoning History***

The project site has been zoned for commercial development since being annexed into the City. Prior to the City's update of the 1992 Zoning Ordinance, the block was classified as C-2, a commercial zone, and could develop at a 3.0 FAR for commercial purposes. Subsequently, the 1992 updates to the City's Master Plan and Zoning Ordinance reduced density throughout the city, which impacted the allowable FAR on the block. The type of land uses suggested for the area, however, never changed and commercial or mixed use development remain as appropriate uses for the area.

The existing zoning classification of the land on the subject property is Commercial Downtown (CD). This zone was created, "with the intent to provide for an urban mix of retail, office, service, hotel, residential, and civic functions for the city's downtown business core" (Section 4-501). The zone, also primarily located in and near the Old and Historic Alexandria District, requires uses to be compatible with the surrounding neighborhood, including nearby residential uses. The CD zone permits a floor area ratio (FAR) of 1.5 or up to 2.5 with approval of a special use permit (SUP). For more detailed information describing what the zone allows, see Table #1 below.

**B. Proposed Zoning**

The current zoning does not allow for a 3.0 FAR, which is requested due to the size of the floor plate of the proposed full-service grocery store. In order to accommodate this amount of density, a rezoning classification of the land is proposed. The proposed zoning is for a Coordinated Development District (CDD). This zoning classification was chosen because the proposal meets the requirements of a CDD. For example, five parcels are being assembled to create a unified development which includes a mix of uses. This type of development meets the goals of the Master Plan. In 1992, CDDs were devised, “for those areas which are of such size or are so situated as to have significant development related impacts on the city as a whole or a major portion thereof and in order to promote development consistent with the master plan” (Section 5-601). Land zoned CDD should have a mix of land uses and include open space and recreational amenities that serve the project users and city residents. Another purpose of CDD zones is to encourage the assemblage of multiple properties to promote joint planning efforts where there are multiple owners in the zone. Additionally, a review process, such as the City’s Development Special Use Permit with Site Plan mechanism, is established to ensure high quality architectural and urban design and compatibility with the existing neighborhood context.

The CDD proposed would become CDD #20 and would allow for a 3.0 FAR with the provision of a full-size grocery store and 2.5 FAR if there is not a grocery store. The maximum height being proposed for the CDD is 77 feet, although the actual project is approximately 67 feet tall.

The table below outlines the development currently permitted under the CD zone and the proposed CDD#20 zoning provisions.

**Table #1. Zoning Tabulations**

Property Address:	717, 719, 723, 735 N. St. Asaph Street; 716, 724, N. Pitt Street	
Total Site Area:	65,800 sq. ft.	
Zone:	CD (Current) / CDD#20 (Proposed)	
Current Use:	Vacant Property	
Proposed Use:	Mixed Use (retail and residential)	
	Permitted/Required – CD Zone	Proposed – CDD Zone
FAR:	Nonresidential: 1.5 or 2.5 w/SUP Residential: 1.25 for multifamily (not to exceed 35 DU/acre or 54.45 DU/acre w/SUP)	2.5 FAR or 3.0 FAR w/SUP for Full Service Grocery Store
Height:	50 feet maximum	77 feet maximum
Setbacks:	Front: Same as lot line Side: 25 feet minimum or 1:3 ratio Rear: 25 feet minimum or 1:1 ratio	None
Open Space:	40%	40%
Parking:	Residential - townhomes: 2 spaces / unit Residential – multifamily: 1.3 spaces / 1BR unit; 1.75 spaces / 2BR units; 2.2 spaces / 3BR units Retail: 1 space / 230 sq. ft.	Residential: 1 space/dwelling Retail: 1 spaces / 250 sq. ft. Non Retail: 1 space / 400 sq. ft.
Loading spaces:	Residential: 0 Retail: 3	Residential: 1 Retail: 3

The rezoning and creation of the new CDD will add language to the Zoning Ordinance, which requires the review and approval of a text amendment. This will be processed by the City as TA# 2011-0009. The text amendment will amend the CDD section of the Zoning Ordinance to add the following table.

**Table #2. Proposed Zoning Code Description of Harris Teeter of Old Town North CDD**

CDD #	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			<i>Maximum FAR and/or Development Levels</i>	<i>Maximum Height</i>	<i>Uses</i>
20	Harris Teeter of Old Town North	CD/Commercial Downtown Zone regulations shall apply	The development controls, including FAR and number of units for land within this CDD, as shown in the approved CDD-20 Concept Plan, in addition to the provisions in the Old Town North Small Area Plan. Any proposed development shall conform to the Old Town North Design Guidelines.	The maximum heights shall conform to the CDD-20 Concept Plan	Mix of residential (multifamily and/or townhouse) and retail uses

## V. STAFF ANALYSIS

### A. *Master Plan Amendment and Rezoning Request*

The proposal requires an amendment to the Old Town North Small Area Plan chapter of the Master Plan to change the land use designation of the property from the Commercial Downtown (CD) zone to Coordinated Development District #20 (CDD#20). Projects developed under the parameters of a CDD must obtain approval of a conceptual plan, in addition to approval of a preliminary plan. In conjunction with the requests for the master plan amendment and rezoning, the applicants have submitted a CDD Concept Plan. As stated in the Zoning section of the report, the proposed FAR of 3.0 exceeds the current zone provisions, which allow for 2.5 FAR with a SUP.

The 3.0 density is primarily driven by the applicant's proposal for a full-service grocery store, which takes up the entire first floor (1.0 FAR in total), and essentially ¾ of the block. The remaining 2.0 in residential density is appropriate to the surrounding neighborhood and helps to support the provision of underground parking and a new full-service grocery store.

In December of last year, City Council adopted criteria as to rezoning land with or without conducting a master plan study that are to be used for development sites requesting a rezoning. Based on the provisions set forth in the Old Town North Small Area Plan, the type of area, and the consistency with the City's goals, the subject rezoning in this particular proposal meets the criteria to forgo a master plan study and proceed with the rezoning. A specific analysis of the proposal as related to the Council's criteria is included below:

The proposal is consistent with the Old Town North Small Area Plan and the intent of the master plan for the area, even though the zoning needs adjustment to allow for a greater FAR. The plan designates the project area as a major development and redevelopment site, as well as a retail focus area on the north end of the block. The block is identified as appropriate for a mix of uses at relatively high or moderate densities. Additionally, the plan supports higher density only in cases which include a mixed use development.

The proposal is consistent with the type of area, or neighborhood context, which is characterized by a mix of uses. The building that results from a 3.0 density is modest in relation to nearby buildings because of its height and massing, which seamlessly integrates the new building with the existing building on the south end of the block, as well as other buildings across St. Asaph Street. Several high rise condominium and office buildings located in the area are built at a greater density (allowed for prior to the 1992 Zoning Ordinance update) and significantly taller, some more than 100 feet, than the proposed 67+/- foot tall building. The proposed grocery store use on the first floor and residential units above are compatible land uses with the surrounding neighborhood. The building's orientation addresses the street with main pedestrian entrances at prominent street corners and building up to the property lines. The scale of the building's facades will be pedestrian-oriented by having large storefront windows, residential entrances from the sidewalk, and a continuous street wall.

In addition to the proposal's consistency with the Small Area Plan and general compatibility with the neighborhood, the proposal is also in line with many City goals and policies. The project area is well served by mass transit, specifically the DASH bus system. The AT 5 bus route travels past the site along Madison Street and has a stop located on the adjacent block west of the site. The applicant has agreed to a Transportation Management Plan which will supplement the existing mass transit opportunities for residents and employees.

The proposal complies with the City's guidance related to the green building policy for new construction. The applicant is pursuing green building certification for both the residential and retail components of the building.

The applicant has offered to make a voluntary housing contribution in the amount of \$592,221. This amount is consistent with one interpretation of the City's voluntary affordable housing contribution policy. An alternative interpretation that has been used in the calculations for some, but not all, prior projects would yield a contribution of \$702,186. The interpretation and application of the policy will need to be clarified as part of the review of the housing contribution policy, currently underway, so it is consistently understood going forward.

Finally, the proposal will fulfill the City's policy of being economically sustainable. The project will bring approximately \$1 million net in property tax revenue to the City and will most likely provide additional financial benefits from sales tax generated by the grocery store. Additionally, the grocery store component will create approximately 150 new jobs. According to the 2005 Retail Market Analysis done for the Braddock Road Metro Area, as well as the 2009 King Street Retail Analysis, a grocery store of the size proposed could be absorbed and supported in this general neighborhood.



Thus, based on the proposal's consistency with the Old Town North Small Area Plan, the rezoning criteria, the compliance with various City goals and policies, and general compatibility with the neighborhood, staff finds this compliance supports the rezoning of the subject property from CD to CDD#20.

### ***B. Retail Loading Dock***

Among the most challenging issues surrounding this application is the placement of the retail loading dock because of the noise and increased traffic created by the associated delivery trucks. As originally submitted, the plans proposed the loading dock for the grocer be located on Pitt Street adjacent to the entry to the below grade parking. However, after extensive discussion with staff and the community, the applicant very recently agreed to move the retail loading dock to St. Asaph Street and submitted revised plans. Staff will provide a detailed discussion of all loading dock options but supports the St. Asaph Street location.

#### ***Number of Trucks***

According to the applicant, upwards of 120 delivery trucks can be expected each week. On a daily basis this would amount to approximately 20 delivery trucks. Of these 20 trucks, approximately 2 would be full sized tractor trailer trucks operated by Harris Teeter. The other trucks would be smaller 40-foot long trucks that are operated by individual vendors delivering things such bread, soft drinks, alcoholic beverages and a host of other products sold at the store that are not delivered by Harris Teeter.

#### ***Environmental Concerns***

Staff research has found that Harris Teeter uses a fleet of Volvo trucks which are designed to be more fuel efficient with reduced emissions. The diesel engines have particulate filters to remove soot from the exhaust to keep emissions low. Since 2007, Harris Teeter trucks began using ultra low sulfur diesel fuel, which is a cleaner burning fuel. Furthermore the diesel truck's engine is designed to cut off if it idles for more than six minutes, which improves upon the 10-minute idling policy adopted by the City. Reduced idling will also reduce the noise impacts.

#### ***Alternative Locations***

The Pitt Street retail loading dock location was a great concern to some neighborhood residents including those living in Alexandria House and to some living in the townhouse section of Portner's Landing, as well as others. Concerns expressed by these residents include added traffic congestion, traffic delays caused by trucks backing into the loading dock and general noises and other environmental concerns associated with large delivery trucks. Other residents urged that the retail loading not be relocated to St. Asaph Street as that street is already burdened by the poor loading conditions associated with Trader Joes. A location on Madison Street was also considered but has not been well received by the community because this street is used as a primary walking street to the waterfront and a loading zone here would be disruptive and less safe for pedestrians.

As a result of these concerns, City staff requested that the applicant provide a detailed analysis of several alternate locations for the retail loading in an effort to see which location would have the least impact on the surrounding community. Thus, four different scenarios were studied and a brief description of each follows:

***Pitt Street*** – This is the location proposed with the preliminary site plan and the location preferred by Harris Teeter. The loading dock would be located north of and adjacent to the entry to the parking garage, clustering all vehicular traffic related to this project at this location. Residential loading and trash pickup would be on St. Asaph Street.

***St. Asaph Street*** – In this scenario the loading dock would be located where the residential loading was proposed. Residential loading would be moved to Pitt Street. The parking garage entry would remain at the Pitt Street location.

***Madison Street*** – In this scenario the loading dock would be located just to the west of the residential lobby facing Madison Street. The residential loading and the access to the parking garages would remain unchanged.

***Through Block Alley*** – With this scenario a through block alley would be created between Pitt and St. Asaph Streets. The loading dock would be located off of the alley, placing it out of sight of the adjoining streets. For this scenario the applicant studied two options. Both options would create a one-way alley for delivery trucks having them enter from Pitt Street and existing onto St. Asaph Street. The compactor remains facing Pitt Street in both options. The main difference between the two options is that in one case an additional parallel alley is created for cars exiting and entering the parking garage. Similar to the delivery alley, this alley is one-way operating in the same direction as the delivery alley. In the second option the garage access remains unchanged and remains on Pitt Street.

Staff studied the pros and cons of each location and a summary of the results of this analysis is provided in the table below:

**Table #3. Analysis of Loading Dock Locations**

Location	Pros	Cons
Pitt Street	<ul style="list-style-type: none"> <li>• Consolidates loading with garage entry and parking entry of adjoining building;</li> <li>• Most practical location for store layout and function</li> </ul>	<ul style="list-style-type: none"> <li>• Opposite residential use;</li> <li>• Concerns about use of Alexandria House driveway for truck movements;</li> <li>• Possible conflicts between delivery vehicles and automobiles entering and existing the parking garage;</li> </ul>
St. Asaph Street	<ul style="list-style-type: none"> <li>• Locates loading opposite office uses, not residential;</li> <li>• Avoids conflict between loading dock and entry/exit to below grade parking;</li> </ul>	<ul style="list-style-type: none"> <li>• Adds to existing loading zones on or adjoin this street;</li> <li>• Possible conflicts with driveway entries across the street;</li> <li>• 2,000 square feet of retail lost.</li> </ul>
Madison Street	<ul style="list-style-type: none"> <li>• Avoids any conflicts with Trader Joes loading;</li> </ul>	<ul style="list-style-type: none"> <li>• Bi-furcates sidewalk between residential lobby and grocery store</li> </ul>

	<ul style="list-style-type: none"> <li>• Is not a residential street ;</li> <li>• Places loading opposite a hotel with unoccupied lower levels;</li> </ul>	<ul style="list-style-type: none"> <li>entry;</li> <li>• Identified as a main walking street to waterfront;</li> <li>• Delivery trucks would block intersection of Madison &amp; Pitt to back into the loading dock;</li> <li>• Conflict with bus stop located at corner of Madison &amp; Pitt.</li> </ul>
<p>Through Block Options A &amp; B</p>	<ul style="list-style-type: none"> <li>• All loading operations are internal to site;</li> <li>• Delivery noises from trucks, loading and trash removal take place internally;</li> </ul>	<ul style="list-style-type: none"> <li>• 5,000 – 7,000 square feet of grocery store space is lost primarily due to need to build a fairly wide alley;</li> <li>• Truck traffic would occur on both Pitt and St. Asaph Streets;</li> <li>• Retail &amp; apartment parking spaces lost;</li> <li>• Delivery trucks will be using both Pitt and St. Asaph Streets</li> </ul>

No single location will solve all the impacts identified. Of the alternative locations studied, staff found that placing the retail loading on St. Asaph Street would create the least impact and would be least disruptive to traffic and pedestrian traffic while still meeting the square footage requirements of a full-service grocer and operational efficiency of the loading dock. A significant improvement to relocating the retail loading is that it removes all conflict between delivery trucks and passenger vehicles entering and exiting the parking garage. This change in location also avoids placing all the traffic impact on Pitt Street by directing the delivery trucks to St. Asaph and the grocery store customers and apartment residents on Pitt Street. However, regardless of where the retail loading is placed certain impacts are unavoidable, such as stopping traffic as delivery trucks back into and pull out of the loading dock.

***Urban Design Advisory Committee (UDAC)***

In addition to the staff review, the Urban Design Advisory Committee, a citizen’s advisory committee that focuses on North Old Town and is appointed by City Council, held three public meetings to discuss the project. The focus of their review has been on the building and streetscape design and a detailed discussion of their design review is provided in Section F of this report. However, it is worth noting here that the Committee also reviewed the concerns centering on the loading dock. At their May 11<sup>th</sup> meeting the applicant presented a more detailed description of the various locations for the loading dock operations.

Following the presentation UDAC members asked a number of questions and made several comments related to the loading dock location and its impacts on the community. Comments were also made by several residents of the neighborhood that were in attendance at the meeting. These comments focused on the negative impacts the loading dock would have on Pitt Street and whether another location could be considered. After consideration of all the presentations and comments, UDAC unanimously approved a motion supporting the project and its design. Then, a second motion was approved unanimously that recommended relocation of the loading dock to St. Asaph Street. A copy of the complete minutes of this meeting is attached (attachment #1).

### ***Conclusion***

Thus, based on staff analysis, input from UDAC and negotiations with the applicant, staff is recommending that the loading dock be located on St. Asaph Street. To further mitigate the impacts of the loading operation in general, staff is recommending a group of conditions that together will reduce potential impacts and include the following:

***Loading Hours of Operation*** – In an effort to limit the impacts on the neighborhood due to delivery trucks making their way to the grocery store, staff is recommending that the days and hours of delivery be restricted. On weekdays staff is recommending that deliveries be limited from 7:00am – 10:00pm. Harris Teeter has indicated that the majority of their daily deliveries are completed by 2:00pm with only a few trucks arriving late in the day. Saturday and Sunday delivery hours are limited from 8:00am to 7:00pm. Trash pick-up will be restricted from 10:00am to 4:00pm which avoids potential conflicts with the morning and evening rush hours. No trash removal will be permitted on weekends.

***Truck Delivery Routes*** – To address concerns raised by residents about the delivery truck routes, staff has recommended that delivery trucks operated by Harris Teeter be restricted to traveling only on certain streets through the neighborhood on the way to and from the store. Thus staff is recommending that the delivery route to the site be limited to Route 1, Madison Street, and St. Asaph Street. The trucks leaving the site will be limited to northbound St. Asaph Street, Montgomery Street and Route 1.

***Traffic Control*** - To ensure that delivery trucks are complying with the above conditions and are not creating traffic tie ups or other impacts, a traffic control person will be required for the first three (3) months of operation. This person will monitor all truck turning movements in and out of the loading dock for a specified period of time, and may be called back into use if problems occur after the initial period of operation.

### ***C. Pedestrian and Streetscape Improvement***

The pedestrian experience will be greatly improved from the current situation which consists of narrow concrete sidewalks interrupted by several curb cuts. The proposed improvements should improve pedestrian safety as well as the aesthetics of the streetscape environment. The old concrete sidewalks will be replaced with brick sidewalks that range between 12 – 15 feet in width doubling the width of the current sidewalks. Additional sidewalk area will be added at each end of the block fronting on Madison Street in the form of two bump outs. One is proposed at the corner of St. Asaph and Madison Streets to allow for more pedestrian space at the only street level entry into the grocery store. A similar bump out is proposed at the other end of Madison Street at the intersection with Pitt Street. At this location the bump out provides extra space at the main entry to the residential building and also serves as a bus landing area where the bus does not need to pull over to the curb to pick up passengers. In both cases the bump outs reduce the distance one must cross to the other side of the street making for a safer crossing. A condition of approval will be the addition or replacement of the white thermoplastic crosswalk markings as well as the installation of pedestrian countdown signals at the St. Asaph and Madison Streets intersection.

The pedestrian experience will also be enhanced by separating the retail loading dock and garage entrance. Grouped together, the width of these two areas and the number of deliveries and passenger vehicles would create potential conflicts for pedestrians. By separating them, the width of the curb cut is reduced, allowing for a more continuous walkway. Furthermore the vehicular traffic is dispersed, lessening this point of conflict. Overall, the improvements to the pedestrian environment are another reason to support the retail loading dock location on St. Asaph Street.

Other aesthetic improvements include the addition of landscaping. Street trees will be planted along each of the three street frontages creating a future tree canopy that will shade the street and sidewalk. The tree pits will be interconnected to one another allowing greater room for root growth which will foster healthier trees. Foundation plantings are also proposed along the base of the building along all three facades. With the recommended conditions, staff finds that a safer and more interesting streetscape will be provided.

#### ***D. Parking***

As part of the rezoning to a Coordinated Development District, the applicant proposes to establish parking standards as part of the rezoning. The proposed standards will be at a lower parking ratio than is currently allowed under the current Zoning Ordinance. Under the current Zoning Ordinance, a total of 468 parking spaces are required for the site. This number includes 240 parking spaces for the residential units and 228 parking spaces for the retail use. The proposal provides a total of approximately 325 parking spaces for the site, which includes 150 spaces for the use of retail patrons, and a ratio of one parking space per residential unit, approximately 175 of which are currently proposed. No on-site parking is proposed for visitors or retail employee parking. Instead, the applicant is proposing to provide the required 15% visitor parking (27 spaces) in addition to retail employee parking (35 spaces) at the Sheraton's underutilized parking garage located across Madison Street from the site, for a proposed total of 62 off-site parking spaces.

A parking study was conducted to justify the request for provision of a lower parking ratio for the residential and retail uses. For the residential portion of the site, the study identifies a comparable site that is located almost a mile from a Metro station. The actual resident parking demand at the comparison site is shown to be 0.99 parking spaces per residential unit. The Harris Teeter site, which is served by DASH and Metro buses, is located less than 0.6 miles from the Braddock Road Metro Station. Staff believes that the proposed 1.0 parking ratio for the residential units would satisfy the anticipated residential parking demand at this transit-oriented site. Visitors can be accommodated in excess on-site residential spaces or in the nearby off-site spaces. The applicant will provide a parking plan that includes how visitors will be notified and encouraged to use the off-site visitor parking, which will be offered free of charge. This plan incorporates the use of shared parking, a welcome concept in an urban area where existing parking assets can be better utilized through the use of private agreements. In this instance, shared parking allows excess parking availability in close vicinity of the site to be utilized instead of unnecessarily adding to the parking supply. Staff finds the proposed parking

arrangement to be an acceptable application of the shared parking concept in this urban neighborhood.

The retail parking plan also incorporates the use of shared parking to achieve an acceptable parking ratio for the site. The parking study showed that the average parking ratio for Harris Teeter stores in the Northern Virginia area is 3.49 parking spaces per square foot of retail space. The proposal offers a parking ratio of 3.53. This ratio includes 35 off-site spaces for retail employees located in the nearby parking garage, which will be offered at no charge to the employee. Again, the use of a shared parking arrangement in this proposal is in line with the goal of maximizing existing parking assets within the City. Staff finds that the proposed ratio, with the inclusion of the off-site spaces, provides an adequate supply of parking spaces for the retail use in this pedestrian- and transit-friendly area.

Finally, this area is well served by Metro and Dash bus, which helps the developer as well as the City to encourage the residents to use alternate transportation.

### ***E. Traffic Study & Transportation Management Plan***

#### ***Traffic Study***

A traffic study was completed by the applicant to measure the impacts of the proposed development on the surrounding roadway network. Based on the applicant's traffic study, the development will generate 178 AM peak hour trips, 434 PM peak hour trips, and 411 weekend peak hour trips. The peak hour trip numbers above assume a 25 percent reduction in vehicle trips for the residential portion of the site, and a 40 percent reduction in vehicle trips for the retail portion of the site when compared to unfactored trip generation numbers. With proximity to several bus lines and the Braddock Road metro station, staff believes the 25 percent reduction for the residential trips is appropriate. Census data for this area shows 33% of residents do not commute to work via automobile, which supports a 25% reduction factor. The 40% reduction in retail trips includes a 25% reduction for pass-by trips (vehicles that would have already been passing by the retail on another trip, and decide to stop), and a 15% reduction for patrons and employees who may walk, bike, or take transit to the store. Both of these reduction percentages for the retail portion are appropriate based on the urban location of the store and existing traffic patterns.

#### ***Comparison of Average Daily Traffic (ADT)***

The applicant analyzed average daily traffic (ADT) for the roadway blocks surrounding the site. Comparisons of ADT traffic volumes for the surrounding roadways are shown in Table 4 below:

**Table #4. Average Daily Traffic (vehicles per day) for surrounding Streets**

Study Intersection	Existing Conditions 2011	2014 without Harris Teeter Development	2014 with Harris Teeter Development
Madison Street	2,100	2,300	3,200
Wythe Street	4,200	4,400	5,600
N. Pitt Street	4,900	5,000	7,300
N. St. Asaph Street	4,100	4,200	4,300

The increase in the average daily traffic is primarily due to the retail component of the development. Approximately 80% of the traffic generated by the development will be trips to and from the grocery store, with the remaining 20% of traffic generated by the 175 residential units.

***Comparison of Peak Hour Traffic Conditions***

The applicant analyzed peak hour volumes using appropriate procedures, as detailed in the 2000 Edition of the Highway Capacity Manual. Traffic analysis results are summarized in Table #xx below for key area intersections.

**Table #5. Peak Hour Level of Service and Delay (in seconds per vehicle) for Key Intersections**

Study Intersection	Existing Conditions 2011			2014 without Harris Teeter Development			2014 with Harris Teeter Development		
	AM	PM	Sat	AM	PM	Sat	AM	PM	Sat
Madison Street & N. Pitt Street (All-way stop control)	C 17.4	B 11.8	A 8.3	C 18.7	B 12.2	A 8.4	C 24.2	C 15.7	A 9.8
Wythe Street & N. Pitt Street (All-way stop control)	B 15.0	B 13.0	A 8.5	C 15.9	B 13.5	A 8.6	C 20.9	D 32.6	B 10.7
N. Pitt Street and Site Entrance*	N/A	N/A	N/A	N/A	N/A	N/A	B 12.8	E 49.2	C 18.0
Madison Street & N. St. Asaph Street (Signalized)	B 11.9	B 10.5	A 9.8	B 11.9	B 10.7	A 9.9	B 11.7	B 10.8	B 10.3
Wythe Street & N. St. Asaph Street (All-way stop control)	B 14.6	B 10.4	A 9.1	B 14.9	B 10.6	A 9.2	B 16.0	B 11.8	B 10.7

\*Note: North Pitt Street at the site entrance is proposed to remain un-signalized; therefore, the reported delay is only for traffic exiting the site. Vehicular traffic on North Pitt Street at the site entrance will operate at Level of Service (LOS) A with minimal delay.

The intersections with the most impacts to level of service are along N. Pitt Street. The impacts to the intersections along N. Pitt Street are more pronounced because the parking garage entrance to the development is located on N. Pitt Street. All associated car traffic entering or exiting the development must pass through either the intersection of Madison Street and N. Pitt Street or Wythe Street and N. Pitt Street. Even with the additional traffic generated by the proposed development, all intersections will continue to operate at an acceptable level of service. The intersection of Wythe Street and N. Pitt Street is the only intersection with a level of service D, during the weekday PM peak, which is an acceptable level of service for an urban intersection. All other intersections on the blocks surrounding the development operate at level of service C or better. There is a level of service E for traffic exiting the development during the weekday PM peak. It should be noted that this level of service is for traffic exiting the development only. The exit for the development will be stop sign controlled, and N. Pitt Street will have the right-of-way, with very minimal delays to N. Pitt Street traffic. While the site exit will operate at level of service E, the N. Pitt Street approaches will operate at level of service A.

### ***Traffic Impact Study Conclusions***

The addition of a full size grocery store will generate significant new traffic to the roads surrounding the development site. However, there is sufficient existing capacity on the surrounding roadway network to support the proposed uses. All intersections on the blocks adjoining the development will continue to operate at an acceptable level of service at development build out.

### ***Transportation Management Plan***

The applicants have agreed to participate in a goal-based Transportation Management Plan (TMP) to encourage modes of transportation other than the single occupancy vehicle (SOV). Though a TMP is only required for development projects with 250 dwelling units or more, the applicants have agreed to develop a TMP to help support a reduction in use of SOV's and encourage greater use of other forms of transportation including bus and metro. To support such a plan, the applicants have agreed to initial yearly rates of \$80 per residential unit and \$0.25 per square foot of retail space. The TMP will require a coordinator to implement and oversee the TMP program for both the rental units as well as for the grocery store. This position usually becomes a part of the rental management function. Specific elements of plan implementation include a ridesharing program, a careshare program such as Zipcar, discounted bus and rail fare media (up to 20%) available to tenants and employees for purchase on-site and distribution and display of transportation options to tenants and employees. Specifics of the TMP for this project are outlined in attachment #2.

The TMP program, when combined with the proposed reduced parking ratios, is likely to significantly reduce the number of SOV trips and the overall number of car based trips. The SOV trip reduction goal for the site is 40 percent, which is an achievable goal considering the site's mixed use nature and proximity to both transit and the Mt. Vernon bike trail.

The development conditions require the applicant to participate in the updated Transportation Management Plan when implemented. Currently, the TMP program is undergoing a major update, with the update projected to be complete and approved by City Council in Spring 2012. Requiring participation in the updated TMP program will allow this development to join with other nearby TMPs, creating economies of scale and more effective use of TMP monetary resources.

## ***F. Building Design/Architecture***

### ***Architects Proposal***

Rust-Orling Architecture is the architectural firm designing this building. The overall design approach is traditional in both design and scale of the project. The design attempts to be a blend of the more traditional architectural design located to the south in Old Town with the more modern or international styles located to the north, east and west. Though the applicant is seeking an increase in the floor area ratio (FAR) from 2.5 to 3.0, this increase will not be visible since the added floor area, associated solely with the grocery store, is in the center of the project and not visible from any street. The central floor area of the grocery occupies the area that typically would be an internal ground level courtyard in a residential development. Thus, the



increase in floor area does not result in a taller building. Though the building is not tall, it is broad with façade lengths measuring approximately 266 feet along St. Asaph and Pitt Streets and about 246 feet long for the Madison Street façade. To mitigate the horizontal dimensions of the project, the architect has designed the facades to appear as a series of smaller buildings, visually reducing the size of the building. These smaller buildings are each differentiated from one another by introducing variations in architectural styles, colors and use of materials.

### ***Compliance with Old Town North Design Guidelines***

The subject property is located within the Urban Overlay District (Zoning Code Section 6-500). The purpose of this district is to create additional design criteria that are intended to supplement the traditional zoning in Old Town North. A set of specific design guidelines were created for Old Town North that are used to implement the design review process. A citizen advisory committee, known as the Urban Design Advisory Committee (UDAC), is charged with reviewing all development proposals within the boundaries of Old Town North for compliance with the design guidelines. Key goals of the design guidelines include the following:

- Foster a sense of place, arrival and community;
- Orient buildings to the street;
- Create an attractive pedestrian environment;
- Encourage compatible development with parking underground or concealed.

Staff has worked closely with the architect to ensure that the design guidelines have been addressed. In particular, staff met with the architect to create a grocery store façade that is adequately articulated with transparent glazing and active uses behind the windows, such as the interior café space and open display areas. Upper level facades have been articulated with the use of brick, many windows, balconies and architectural details that create a comfortable scale that will be suitable to the surrounding neighborhood. All of the parking spaces on this site are proposed to be underground, eliminating any service or above grade parking structures. Below grade parking is seen as an amenity as it greatly improves the appearance of a development site and a concept valued in Alexandria. Streetscape improvements have included added landscaped areas, wider sidewalks and the inclusion of public art in the form of panels, prepared by an artist, to be added to one of the building facades, likely along Madison or Pitt Street.

During the course of this review, the UDAC committee met three times to review and comment on the design plans. As a result of these meetings numerous refinements were made to various details of the building and the streetscape. The Committee was concerned with the use of the Second Empire architectural style on the residential component of the building in one of the earlier schemes, noting the need to maintain Old Town North's eclectic and more contemporary urban fabric as compared to Old Town. The applicant addressed these concerns by revising the roof form and articulation of the façade. The Committee also recommended a higher quality of streetscape enhancements as a way of mitigating the lack of open space in the public realm. At their meeting on May 11, UDAC heard a final presentation on the project elevations which had been revised to address the concerns and comments as addressed by UDAC at the previous meeting. After several questions, associated with the revised building elevations and the characteristics/quality of the streetscape were posed, the Committee passed a motion unanimously endorsing the revised building design. A second motion, previously discussed

under Section B of this report, was endorsed by the Committee to relocate the retail loading dock operations to St. Asaph Street.

With the recommendation to relocate the loading dock to St. Asaph Street, the design of the building elevations will have to be adjusted accordingly. A condition related to this has been added that will require additional design review during the final site plan review. In conclusion, staff finds that the building and site design are in compliance with these design guidelines.

### ***HVAC Systems***

The building will be equipped with air-condition, ventilation and exhaust systems (HVAC). Exhaust ventilation for the below grade parking garage will be located on the St. Asaph side of the project. Individual heating and cooling units for each apartment will be placed on the roof of the residential building.

Harris Teeter will group their HVAC systems behind a screening wall on the rooftop. With regard to noise the applicant is researching the type of equipment that will be used and sound absorbing solutions to lessen the impacts of noise on future tenants of the building as well as to surrounding properties. Harris Teeter already employs an exhaust system used for cooking that is designed to operate only during cooking events and thus does not run continuously.

All of these systems must meet all modern code requirements and may not exceed the City's noise regulations as measured from the subject property's property line.

### ***G. Green Building***

The building will be consistent with the City's Green Building Policy. The placement of a grocery store within an existing urban environment, with proximity to transit, existing utilities and roads, is in-of-itself an environmentally sustainable decision. The applicant plans to utilize green building and sustainable design techniques to achieve certification of both the multifamily and retail components of the building.

Similar to other mixed-use projects in the city, the applicant intends to combine two green building programs into one building. For example, the Station at Potomac Yard used the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) rating system for the fire station portion of the building and EarthCraft was used for the residential element. At the time there was no LEED rating system for multifamily or single-family homes. EarthCraft was actually developed in response to the need for sustainable building standards in residential development. Recently, the USGBC has adopted a LEED for Homes rating system for single-family, group (i.e. dormitory, assisted living facilities, if a building has nine units or fewer), and multi-family (a building with ten or more units) buildings. In this instance, the applicant intends to use EarthCraft for the residential component and USGBC's LEED or an equivalent green rating system for the retail portion of the building. Through these options, the applicant plans to achieve green building certification for the multi-family and retail portions of the building.

## *H. Open Space*

Both the existing CD commercial zoning and the proposed CDD zone require a total of 40% open space, a significant portion of which should be at ground level and available to the public. The applicant is proposing 25% open space, above-grade, on the rooftop of the grocery store. This reduced amount of open space presented a challenge to the staff. Although staff usually does not support open space reductions with new development this application created a unique situation. In order to accommodate a typical full service grocery store, a total floor area of between 50,000 to 55,000 square feet is needed which results in a structure occupying nearly the entire site, leaving no room for open space at street level. Instead the applicant proposes to place open space on the roof of the grocery store. This space will be fully landscaped and will include seating areas and other passive amenities restricted to residents of the building only.

Pursuant to Section 5-307 of the Zoning Code, the Planning Commission may recommend and the City Council may accept the inclusion of comparable amenities and/or facilities provided in lieu of green space if such facilities meet or exceed the beneficial purposes which such green spaces would accomplish. Rooftop amenity spaces are becoming a common feature in residential developments throughout the area. The Whole Foods mixed use project on Duke Street provided rooftop open space and contributed to the East Eisenhower Avenue Open Space fund in lieu of ground level open space. The Madison project is a recent example of another rooftop amenity space that was approved as contributing to a projects' open space requirement.

Thus, staff finds that the rooftop amenities add meaningful open space and should count towards the 40% open space requirement. Thus, a total of 15% open space must be provided for with off-site improvements or a fee in lieu. Through negotiations with City staff, the applicant has agreed to make improvements to nearby Montgomery Park in lieu of providing all of the open space on their site. Montgomery Park occupies an entire city block and is a popular destination for area residents of all ages. The park has various amenities including a children's play area (used by St. Anthony's Day School during the week day), tennis courts, a fenced dog exercise area, public gathering space and parking.

A plan to upgrade the park was developed a few years ago with input from the community. A number of enhancements and related infrastructure improvements will be needed to implement the plan. The applicant proposes to make improvements to the Montgomery Park through implementation of the plan in an effort to fulfill their open space obligations. Particulars of the improvements will be determined during the final site plan review process but are to include the following (see condition #108 for detailed list of improvements):

- Reconfigured dog park with new fencing, shade trees and a water fountain;
- Enhanced landscaping and pathways;
- Widen access path at north end of park to 6 feet for adequate maintenance access;
- Increased landscaping for screening the parking area;
- Border/retaining wall north and east boundaries of dog exercise area;
- Provide two correct dog park gate entrances (double gates) at north and south end of the dog exercise area;
- Upgrade to park signage;

Staff finds that the long sought after improvements to Montgomery Park will serve as an appropriate contribution to the open space requirement. Staff is recommending a condition that requires the park improvements and identifies the specific improvements to be implemented at the park.

In addition to providing the open space improvements at Montgomery Park, staff is recommending the applicant provide a monetary contribution towards maintenance. The park improvements will create a higher quality open space, which requires additional maintenance. Staff wants to ensure the park is maintained at a level commensurate with or better than what the community currently experiences.

### *I. Community Outreach*

There have been multiple community meetings held with various neighborhood groups and residents throughout the review of the proposal. The project was presented to Alexandria House, Portner's Landing Townhomes, Portner's Landing Condominiums, Port Royal Condominium, the Federation of Civic Associations, and the Urban Design Advisory Committee, among others. Portner's Landing Townhomes and Condominium Homeowners Associations generally supported the proposal but noted areas of concern to their respective communities. Alexandria House voiced concerns about the location of the retail loading dock, the amount of traffic generated by a full-service grocery store, and questioned the hours of operation.

The Urban Design Advisory Committee (UDAC) met informally on the project once and formally on the proposal two times. These meetings were open to the public and several residents of the neighborhood attended these meetings and were encouraged to speak during the public comment period. They focused their comments on the exterior design of the building, streetscape and loading dock location. A formal recommendation by UDAC was made at their May 11 meeting endorsing the project design and recommending the loading dock be relocated.

City staff also held a general community meeting on May 5 at City Hall. This meeting was intended to provide an update on the project for those that had already taken part in one of the individual association meetings as well as reach out to those residents that had not yet seen a presentation on the proposal. Nearly 100 residents attended this meeting with approximately one hour devoted to answering questions and listening to comments from the community. A large number of the speakers voiced concerns related to impacts associated with the loading dock, delivery trucks and traffic.

## **VI. CONCLUSION**

Staff recommends **approval** of the development special use permit with site plan and all related applications subject to compliance with all applicable codes and the following staff recommendations. These recommendations include a specific condition that requires the retail loading dock to be moved to St. Asaph Street and several conditions intended to limit the impacts associated with the loading operations.

Staff: Faroll Hamer, Director of Planning and Zoning;  
Gwen Wright, Division Chief, Development;  
Dirk Geratz, AICP, Principal Planner;  
Colleen Willger, AICP, LEED AP BD+C, Urban Planner;  
Matt Melkerson, Civil Engineer IV, T&ES/Transportation

## **VII. STAFF RECOMMENDATIONS:**

### **CDD CONDITIONS**

1. The CDD Concept Plan shall have the same validity period as the development special use permit. However, the CDD zoning (CDD#20) that is proposed in Text Amendment #2011-0009 shall remain valid and active with the land. (P&Z)

### **DSUP CONDITIONS**

2. The Final Site shall be in substantial conformance with the preliminary plan dated April 21, 2011 and as revised with the supplemental design plans prepared by Rust Orling Architects and Christopher Consultants, dated May 20, 2011, and comply with the following conditions of approval. (P&Z)
3. The development special use permit shall expire three (3) years after the date of City Council approval if a building permit has not been issued for the first phase of the building to be constructed pursuant to the approved plan. (P&Z)

#### ***A. PEDESTRIAN/STREETSCAPE:***

4. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
  - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
  - b. Install ADA accessible pedestrian crossings serving the site.
  - c. All brick sidewalks shall comply with the City's Memo to Industry 05-08 and shall comply with the widths shown on the preliminary plan.
  - d. Sidewalks shall be flush across all driveway crossings.
  - e. The retail loading driveway apron shall be concrete.
  - f. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
  - g. 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.
  - h. Provide and install eight (8) pedestrian countdown signals and eight (8) pedestrian activated push-buttons in accordance with City Standards at the intersection of

North Saint Asaph Street and Madison Street. All pedestrian-activated push buttons shall be accessible per ADA Accessibility Guidelines (ADAAG).

- i. Provide bump outs at corner of Madison and Saint Asaph Streets and corner of Madison and Pitt Streets as shown conceptually on the preliminary site plan.\*\*\* (P&Z)(RP&CA)(T&ES)

**B. PUBLIC ART:**

5. Incorporate public art into the streetscape as indicated in the written documentation provided by the applicant with the preliminary site plan. The public art shall be reviewed by the Public Art Committee prior to release of the final site plan and the applicant shall consider the Committee's comments before making the final selection of the public art components. The art shall be fabricated and installed prior to the first certificate of occupancy.\*\*\* (P&Z)(RP&CA)

**C. OPEN SPACE/LANDSCAPING:**

6. Develop, provide, install, and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and RP&CA. At a minimum the Landscape Plan shall:
  - a. Provide an enhanced level of detail plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
  - b. Ensure positive drainage in all planted areas.
  - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation on-site, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
  - d. Provide detail sections showing above and below grade conditions for plantings above a structure.
  - e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers. (P&Z)(RP&CA)
7. Provide a site irrigation/water management plan at first final site plan that is developed, installed, and maintained to the satisfaction of the Directors of RP&CA and Code Administration.
  - a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
  - b. Provide external water hose bibs continuous at perimeter of building exterior that are sufficient to maintain the landscaping and streetscape with final locations to be determined at final site plan.

- c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
  - d. Install all lines beneath paved surfaces as sleeved connections.
  - e. Locate water sources and hose bibs in coordination with City Staff.
  - f. For this specific project, there shall be no irrigation system installed in the public right-of-way.\* (Code Administration) (RP&CA)
8. Develop a palette of site furnishings in consultation with staff.
    - a. Provide location and specification for site furnishings that depicts the scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, P&Z and T&ES.
    - b. Site furnishings shall include benches, bicycle racks, trash receptacles, and other associated features. (RP&CA)(P&Z)(T&ES)
  9. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails, if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)
  10. Hire a professional consultant to work with staff and the landscape designers to incorporate and interpret elements of the historical character and archaeological findings into the design of the open space and to prepare interpretive elements, which shall be erected as part of the development project. The site plan shall indicate themes and locations of interpretive elements. Prior to release of the final site plan, the consultant shall provide text and graphics for the signage subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z and RP&CA.\* (Arch)(P&Z)(RP&CA)
  11. 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)
  12. As-built documents for all landscape and irrigation installations are required. Refer to City of Alexandria Landscape Guidelines, Section III A & B. \*\*\*\*\*(P&Z)
  13. 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)



**D. BUILDING:**

14. Provide the following building refinements to the satisfaction of the Director of P&Z:
  - a. Continue to work with staff to refine the proposed building elevations and architectural details. (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, or in close proximity to the site with the location to be determined during final site plan, through the duration of construction until the first certificate of occupancy. \*\*\* (P&Z)
  
16. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver or Equivalent for the grocery store and Earthcraft or Equivalent for the residential units to the satisfaction of the Directors of P&Z, RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
  - a. Provide evidence of the project's registration with LEED or Equivalent, as applicable, 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 Earthcraft and LEED Silver Certification within two years of obtaining a final certificate of occupancy.
  - e. Failure to achieve Earthcraft Certification for the residential project and /or LEED Silver for the commercial project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staff's determination will apply. (P&Z)(RP&CA)(T&ES)

17. Ensure the following for the retail areas within the development, to the satisfaction of the Director of P&Z:
  - a. Provide a minimum 15 feet floor to floor height.
  - b. All retail entrances along Madison Street and North Saint Asaph Street shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.
  - c. The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the future leases for each tenant. (P&Z)
18. 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)
19. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
20. The applicant shall use EPA-labeled WaterSense fixtures for the residential units to minimize the generation of municipal wastewater from the site and explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could possibly reduce the wastewater generation from this site. A list of applicable mechanisms can be found at <http://www.epa.gov/WaterSense/pp/index.htm>. (T&ES)
21. 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 allows to be worked out during final site plan review. (Police)(P&Z)

**E. SIGNAGE:**

22. Design and develop a coordinated sign plan, which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics, business signs, and interpretive signage that highlights the history and archaeology of the site. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of Archaeology, P&Z, RP&CA, and T&ES.\*
23. Design business and identification signs to relate in material, color and scale to the building 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)
- 24. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
- 25. 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)

**F. HOUSING:**

- 26. The developer shall make a voluntary affordable housing contribution of \$592,221 to the City's Housing Trust Fund. \*\*\* (Housing)

**G. PARKING & LOADING:**

- 27. Locate approximately 325 parking spaces in the underground garage consisting of 1) residential parking spaces of not less than 1 parking space per residential unit and; 2) 150 retail parking spaces. Residential parking spaces shall be separated from office / retail spaces. Any unassigned spaces in the residential portion of the garage shall be made generally available to residential visitors. (P&Z)(T&ES)
- 28. Provide 72 bicycle parking space(s). Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: [www.alexandriava.gov/bicycleparking](http://www.alexandriava.gov/bicycleparking). (T&ES)
- 29. 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 residential portion of the underground garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the underground parking for residential visitors.
  - b. A plan of the garage facility, a description of access control equipment and an explanation of how both on-site and off-site parking will be managed.
  - c. Appropriate signage shall be provided for the retail parking indicating hours which are reserved for retail patrons.
  - d. A detailed plan for the off-site parking located within 500 feet, including, but not limited to, notifying residents of long-term lease availability, notifying visitors of parking availability, and refunding or validating parking passes if applicable. A minimum of 35 off-site parking spaces for retail employee parking shall be provided at no charge to the employee. The spaces shall be initially leased by the

applicant for a minimum five year period. Subsequent leases with a minimum duration of one year shall be required after the expiration of the initial lease period. Adjustment to the minimum required number of off-site retail employee spaces may be requested beginning three years after the initial lease period. Adjustment of the minimum number of retail employee parking spaces shall only be approved if a parking study justifying the proposed adjustment is submitted that is to the satisfaction of the Directors of P&Z and T&ES.

- e. A minimum of 27 off-site parking spaces for residential visitor parking shall be available at no charge to the visitor. The spaces shall be initially leased by the applicant for a minimum five year period. Subsequent leases with a minimum duration of one year shall be required after expiration of the initial lease period. Adjustment of the minimum required number of residential visitor spaces may be requested beginning three years after execution of the initial lease. Adjustments shall only be approved if a parking study justifying the proposed adjustment is submitted that is to the satisfaction of the Directors of P&Z and T&ES.
  - f. One year after residential occupancy exceeds 90% or three years after the initial certificate of occupancy, whichever occurs first, the applicant shall submit a parking study for the residential portion of the project. This parking study shall compare residential parking demand with residential parking supply and shall be to the satisfaction of the Directors of P&Z and T&ES. If it is determined that demand exceeds supply, the owner of the residential portion of the property shall be responsible for securing additional off-street parking within 500 feet of the site sufficient to meet the parking demand. This additional parking secured by the applicant shall then be offered to residential tenants at a rate not to exceed the rate charged for on-site residential parking. If the parking study determines supply equals or exceeds demand, no additional action shall be required of the applicant and the off-site parking requirement may be reduced subject to approval by the Directors of P&Z and T&ES.\* (P&Z)(T&ES)
30. 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)
31. The retail loading dock with trash compactor shall be relocated from Pitt Street to Saint Asaph Street to eliminate potential conflicts between delivery vehicles and passenger cars entering and exiting the parking garage as well as reduce impacts to nearby residential properties. The residential loading dock shall be relocated from Saint Asaph Street to Pitt Street. Applicant shall revise the building elevations accordingly with staff during final site plan review. (P&Z)(T&ES)
32. The arrival and departure of delivery vehicles for the retail loading shall be limited from 7:00am to 10:00 pm Monday through Friday and 8:00 am to 7:00 pm on weekends. Trash compactor deliveries shall be limited to Monday through Friday from 10:00 am to 4:00 pm. (P&Z)(T&ES)

33. Retail loading shall only be permitted from 9:00 am to 4:00 pm from the designated curb side loading spaces located along Saint Asaph Street immediately to the north and south of the retail loading dock. (P&Z)(T&ES)
34. For the tractor trailer trucks (WB-62 or larger), provide a traffic control person to monitor truck turning movements in and out of retail loading dock for first three months of retail occupancy, and additional time if needed as determined by the Directors of T&ES and P&Z. (T&ES)(P&Z)
35. The delivery route for tractor-trailer trucks (WB-62 or larger) traveling to the retail use shall be limited to Route 1, eastbound Madison Street, and southbound St. Asaph Street. The delivery route for tractor-trailer trucks (WB-62 or larger) traveling from the retail use shall be limited to northbound St. Asaph Street, westbound Montgomery Street, and Route 1. (P&Z)(T&ES)
36. A no left turn sign shall be mounted within the loading dock to prohibit exiting delivery vehicles from turning left onto St. Asaph Street. (T&ES)
37. The applicant shall provide a closed circuit video monitoring system to monitor the loading dock operations. The recorded video shall be stored for a minimum of thirty (30) days and shall be used by the grocery store operator to verify loading dock complaints received by either the City or the grocery store operator. The applicant shall be required to video said loading dock 24 hours a day, seven days a week and, if requested, the applicant shall provide recorded video files to the City. Requested files shall be provided by the grocery store operator within three (3) business days. (T&ES)
38. If there are more than two (2) violations of Conditions 34 and 35 in any month, the Director of T&ES will notify the grocery store operator in writing. The grocery store operator will have 30 days to implement a Corrective Action Plan as approved by the Director of T&ES, which may include the reinstatement of a traffic control person to monitor the delivery operations at the Director of T&ES's finding. If there are any violations of Conditions 34 and 35 during a six month period subsequent to the enactment of the Corrective Action Plan, the grocery store operator shall pay a fine to the City for each violation. The fine for the first five violations in any month shall be \$250.00 per violation. The fine for each violation in excess of five violations in any month shall be \$500.00 per violation. These fines are exclusive of traffic violations as ticketed for illegal movements and/or zoning violations. (T&ES)

**H. *TRANSPORTATION MANAGEMENT PLAN:***

39. According to Article XI of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to persuade residents and employees to take public transportation or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in the TMP Attachment #2 to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)

40. Any special use permit granted by City Council under this section 11-700, unless revoked or expired, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all of their heirs, successors and assigns. Any use authorized by a special use permit granted under this section 11-700 shall be operated in conformity with such permit, and failure to so operate shall be deemed grounds for revocation of such permit, after notice and hearing, by the city council. (T&ES)
41. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)
42. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met and will provide an opportunity to adjust the rates up or down up to a percentage cap. The revised TMP program will go before the City Council for approval. Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language to be approved by City Council at a future date (T&ES)
43. The applicant shall contribute \$40,000 to the city prior to Final Site Plan release for transit related improvements in the vicinity of the development site or provide the following transit improvements to the satisfaction of the Director of T&ES:
  - a. Provide a bus stop bench for the bus stop at Madison Street & N. Pitt Street. The bus stop bench shall not be installed within the 7' long by 8' wide unobstructed ADA loading pad area. The bus stop bench can be installed adjacent to or behind the 7'X8' unobstructed passenger loading pad area and must be at minimum 5' from the back face of the curb.
  - b. Provide a bus stop bench for the existing bus stop at Montgomery Street & N. Pitt Street. The bus stop bench shall not be installed within the 7' long by 8' wide unobstructed ADA loading pad area. The bus stop bench can be installed adjacent to or behind the 7'X8' unobstructed passenger loading pad area and must be at minimum 5' from the back face of the curb.
  - c. Make the existing bus stop at Montgomery Street & N. Pitt Street ADA compliant by adding a 30' long by 8' wide bump out at the northeast corner of the intersection of Montgomery Street & N. Pitt Street. The required unobstructed 7' long' x 8'wide ADA loading pad shall be incorporated into the bump out. The bump out design shall be included with the first Final Site Plan submission. \*\*\* (T&ES)

44. The applicant shall work with the City to install a bike share station on their site frontage as part of a coordinated City bike share program. In the event a bike share station cannot be located along the site frontage, an alternate off-site location within a two block radius of the project may be selected. The applicant shall be responsible for funding the station up to \$40,000. The bike share station shall be constructed within one year of the issuance of the last certificate of occupancy permit. In the event the City has not established a coordinated City bike share program that is either operating or scheduled to begin operation within one year of the last certificate of occupancy permit, the applicant shall not be required to install a bike share station or make a monetary contribution towards a bike share station. \*\*\*\*(T&ES)
45. A TMP Coordinator shall be designated for the entire project upon application for the initial building permit. The name, location and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. (T&ES)
46. An annual TMP fund shall be created, based on the TMP reduction goal of 40% of residents/employees not using single occupant vehicles, established for the Harris Teeter of Old Town North, the project's size and the benefits to be offered to participating residents. The rate to be charged for this development shall be \$80.00 per residential unit and \$ 0.25 per occupied square foot of retail space. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The TMP fund shall be used exclusively for the approved transportation activities detailed in the attachment. (T&ES)
47. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site. (T&ES)
48. The TMP Coordinator will submit an initial work report, annual reports, fund reports and modes of transportation surveys to the Transportation Planning Division as detailed in the attachment. (T&ES)
49. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 50%, and submission of raw data). The fee shall be in the amount of five hundred (\$500.00) for the first 30 (thirty) days late and two hundred and fifty dollars (\$250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward. (T&ES)

**I. BUS STOPS AND BUS SHELTERS:**

50. Make bus stops at the intersection of Madison and North Pitt Street and Montgomery Street and North Pitt Street 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 on the proposed bulb out. 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. 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. (T&ES)

**J. SITE PLAN:**

51. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status. (P&Z)
52. 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)
53. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of RP&CA, 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 above grade utilities in dedicated open space areas. (RP&CA)(P&Z)(T&ES)
54. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and RP&CA in consultation with the Chief of Police and shall include the following:
- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
  - b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
  - c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.



- d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
  - e. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
  - f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
  - g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
  - h. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
  - i. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
  - j. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
  - k. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
  - l. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)
55. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)

***K. ENCROACHMENT:***

56. The applicant (and his/her successors, if any) must obtain and maintain a policy of general liability insurance in the amount of \$1,000,000, which will indemnify the applicant (and his /her successors, if any) and the City of Alexandria, as an additional named insured, against all claims, demands, suits, etc., and all costs related thereto, including attorney fees, relating to any bodily injury or property damage which may occur as a result of the granting of this encroachment. (T&ES)
57. Neither the City nor any Private utility company will be held responsible for damage to the private improvements in the public right-of-way during repair, maintenance or

replacement of any utilities that may be located within the area of the proposed encroachment. (T&ES)

58. In the event the City shall, in the future, have need for the area of the proposed encroachment, the applicant shall remove any structure that encroached into the public right-of-way, within 60 days, upon notification by the City. (T&ES)

**L. CONSTRUCTION:**

59. 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)
60. 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)
61. 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)

62. 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)
63. No major construction staging shall be allowed within the public right-of-way on North Saint Asaph Street, Madison Street, or Wythe Street. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. \*\* (T&ES)
64. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
65. 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)
66. 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)
67. 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)
68. 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)
69. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. \*\*\* (P&Z)
70. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as

depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)

71. Submit a height certification and a location survey for all site improvements to the Department of P&Z as part of the request for a certificate of occupancy permit. The height certification and the location survey shall be prepared and sealed by a registered architect, engineer, or surveyor. The height certification shall state that the height was calculated based on all applicable provisions of the Zoning Ordinance. \*\*\* (P&Z)

**M. WASTEWATER / SANITARY SEWERS:**

72. The project lies within the Combined Sewer District, therefore, stormwater management and compliance with the City's Chesapeake Bay Program shall be coordinated with the City's policy for management of stormwater discharge within the Combined Sewer District. (T&ES)

**N. SOLID WASTE:**

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

**O. STREETS / TRAFFIC:**

74. 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)
75. 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)
76. 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)

77. 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)
78. Show turning movements of standard and compact vehicles in the parking structure and/or parking lots. Show turning movements of standard vehicles in the parking garage and also, of tractor with trailer for loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
79. 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)

**P. UTILITIES:**

80. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)

**Q. WATERSHED, WETLANDS, & RPAs:**

81. The storm water collection system is located within the (Potomac River) 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)

**R. BMP FACILITIES:**

82. 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)
83. 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)

84. 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)
  
85. Submit two originals of the storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.\* (T&ES)
  
86. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. \*\*\*\*(T&ES)
  
87. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
  - a. The Applicant shall furnish the Homeowner's Association with an Owners Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
  - b. The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowners Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners.

Otherwise the following condition applies:

- c. The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)
88. 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)
89. 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)
90. 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)

**S. CONTAMINATED LAND:**

91. 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)
92. 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)

93. Due to historic uses on or immediately adjacent to the Site, 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.
- The following are required pending the results of the Characterization Report:
- b. Submit a Risk Assessment indicating any risks associated with the contamination.
  - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with "clean" soil.
  - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
  - e. Applicant shall submit three (3) hard copies and two (2) electronic copies of the above. The remediation plan must be included in the Final Site Plan. \* (T&ES)

***T. NOISE:***

94. Prepare a noise study identifying the levels of noise residents of the project will be exposed due to loading and unloading activities, idling, refrigeration and traffic. Identify options to minimize noise and vibration exposure to future residents at the site, particularly in those units closest to the loading areas and garage entrances including triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)
95. Present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of T&ES and the City Attorney: That the residential units are located above a commercial grocery store and that some noise associated with day to day store operations is common and is expected to continue indefinitely. (T&ES) (P&Z)
96. The noise study shall be submitted and approved prior to final site plan approval.\* (T&ES)
97. All exterior loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)



98. Truck staging, loading and unloading activities within the loading dock area shall not occur between the hours of 11:00 pm and 7:00 am. Movement of merchandise from the staging area into the store shall be accomplished with non-motorized equipment between the hours of 11:00 pm and 7:00 am. (T&ES).
99. Outdoor grease trap cleaning operations shall not occur between the hours of 11:00 pm and 7:00 am. (T&ES)
100. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post a minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)
101. Diesel or gasoline powered refrigeration system(s) for trailers or other storage containers are prohibited on site in the loading dock area. (T&ES)

***U. AIR POLLUTION:***

102. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
103. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
104. No material may be disposed of by venting into the atmosphere. (T&ES)
105. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)
106. Exhaust vents or fans shall be located in manner as to not impact the intake vent of adjacent properties. (T&ES)

***V. CONTRIBUTIONS:***

107. Living Landscape fund contribution – In lieu of planting trees on-site to comply with the 25% tree crown coverage requirement, the applicant shall pay \$5,100 into the City's Living Landscape fund or plant an equivalent number of trees at Montgomery Park in addition to the ten trees recommended in Condition 108. (RPCA)\*\*

108. Open Space contribution – In lieu of providing the entire 40% publicly accessible open space on-site, the applicant shall design and construct and obtain appropriate permits for the following improvements to Montgomery Park to the satisfaction of the Director of Recreation, Parks and Cultural Activities:
- a. Connect trail/path from parking lot (on N. Royal) to N. Fairfax Street including any necessary grading and/or stairs;
  - b. Widen 110' linear foot of the access path and remove existing asphalt at north end (First and Royal Streets) of park to 6' for adequate maintenance access;
  - c. Provide one 20 amp 110v circuit from the existing Tennis Court lighting to the gazebo;
  - d. Provide an allowance of \$3,500 to preserve and improve the canal stone marker;
  - e. Provide a row of shrubbery and associated irrigation along the north side of the parking lot to screen parking lot;
  - f. Provide an allowance of \$3,000 to improve park signage;
  - g. Inventory existing trees and provide a minimum of (10) 3" shade trees (tree plan must be approved by the City Arborist prior to installation); and
  - h. Provide the following improvements to the designated fenced dog park:
    - i. Realign/slightly expand dog park up to an additional to 2,500 square feet ("L" shape) and replace existing irrigation lines accordingly;
    - ii. Replace existing fence with park standard fencing (specifications to be provided by RPCA staff);
    - iii. Resurface the 2,500 square feet expanded dog exercise area;
    - iv. Provide the following dog park gate entrances (as required by Dog Park Master Plan): a separate double gate access for service entrance, a double gate access and 7' x 7' staging area at the north entrance gate, and a second double access gate on the south end;
    - v. Provide border/retaining wall along north and east boundaries of the dog exercise area or suitable alternative measure to control erosion and seepage from embankments and correct ponding on adjacent sidewalk;
    - vi. Provide and install dog water fountain to be serviced via existing water fountain service line; and
    - vii. Provide (2) benches for dog park. (RPCA)\*\*\*
109. The applicant shall provide a \$100,000 park maintenance endowment for Montgomery Park to mitigate significant intensification of use associated with use by new residential development. Monies from this fund will be spent by RPCA Park Operations in order to continue providing an appropriate level of maintenance for this heavily used neighborhood park. (RPCA).\*

**W. ARCHAEOLOGY:**

110. Hire an archaeological consultant to complete a Documentary Study and an Archaeological Evaluation. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource

Management Plan, as approved by the City Archaeologist, will be implemented.  
(Archaeology)

111. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place to recover significant resources in concert with construction activities.\*  
(Archaeology)
112. 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)
113. 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)
114. Certificates of Occupancy shall not be issued for this property until interpretive elements have been constructed, interpretive markers have been erected, and the final archaeological report has been received and approved by the City Archaeologist.\*\*  
(Archaeology)

**X. DISCLOSURE REQUIREMENTS:**

115. If applicable, the Condominium / Homeowners Association (HOA) documents shall incorporate language that requires the following elements and other restrictions deemed necessary by the City Attorney to ensure that the trees proposed to be saved are retained including:
  - a. Require property owners to sign a disclosure statement acknowledging the presence and required protection of the trees.
  - b. The trees to be protected as depicted on the approved site plan shall be required to be retained unless otherwise permitted to be removed by the City Arborist due to the health and safety of the tree.
  - c. Any proposal to remove a tree that is designated to be retained on the approved site plan for reasons other than health or safety shall require unanimous approval by the Homeowners Association and a site plan amendment. (P&Z)
116. If applicable, all condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to

applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.

- a. The principal use of the underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
- b. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
- c. No more than two parking spaces shall be assigned to a specific condominium unit until all settlement on the units are complete; all unassigned spaces in the garage shall be made generally available to residents and/or visitors.
- d. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
- e. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
- f. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit.  
\*\*\* (P&Z)

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

CITY DEPARTMENT CODE COMMENTS

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

Transportation and Environmental Services

- F - 1. The 'rebuilt' ADA bus stop shown on the bulb out area on sheet C5.0 in the Preliminary 1 plan is generally acceptable and should be reflected on the Final 1 submission. (T&ES-Transit)
- F - 2. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F - 3. The plan must be prepared in compliance with the requirements of Memorandum to Industry 02-09 dated December 3, 2009. The memorandum is available at the following web address of the City of Alexandria (T&ES):
- <http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 4. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F - 5. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 6. Include all symbols, abbreviations, and line types in the legend. (T&ES)

- F - 7. 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 - 8. 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 - 9. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)
- F - 10. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have

adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)

- F - 11. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F - 12. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F - 13. 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 - 14. The applicant shall provide a transportation study that examines the impacts of proposed development on pedestrian, transit and vehicular traffic. (T&ES)
- F - 15. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 16. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 17. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 18. The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)

- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 5 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services.  
(b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the



streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)

- C - 6 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 7 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. The memorandum is available at the following web address of the City of Alexandria (T&ES):
- [http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20\(02-07\).pdf](http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20(02-07).pdf)  
(T&ES)
- C - 8 Americans with Disability Act (ADA) ramps shall comply with the requirements of VDOT Standard CG-12, revision 10/. (T&ES)
- C - 9 The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: [www.alexandriava.gov](http://www.alexandriava.gov) or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)
- C - 10 The applicant shall be responsible to deliver the solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 11 The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle.

- C - 12 Bond for the public improvements must be posted prior to release of the site plan.\*
- C - 13 The sewer tap fee must be paid prior to release of the site plan.\*
- C - 14 All easements and/or dedications must be recorded prior to release of the site plan.\*
- C - 15 Provide a phased erosion and sediment control plan consistent with grading and construction plan.
- C - 16 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 - 17 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 - 18 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 - 19 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 20 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 21 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 - 22 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 - 23 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 24 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)
1. 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 703-746-4901 or [thomas.sciulli@alexandriava.gov](mailto:thomas.sciulli@alexandriava.gov).
- C - 1 Six complete sets of sealed drawings will be required to be submitted along with schedule of special inspections for review and approval prior to the issuance of any construction permits.

## Police

### *Parking Garage Recommendations*

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

*Landscape Recommendations*

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

*Parks*

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

*Miscellaneous*

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

Archaeology

- F - 1. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.
- F - 2. A draft Documentary Study for this project was submitted and is currently under review.
- F - 3. This block, bounded by N. St. Asaph, Madison, N. Pitt, and Wythe streets has high potential to yield significant archaeological resources. Eighteenth century maps of the City show that a stream cut through the northeast corner of the property, and it may have been the site of early filling activities. The G.M. Hopkins Insurance Atlas indicates that the northern half of the block had been subdivided by 1877, and two structures were present in the northwest quadrant. The Sanborn Insurance Maps show that the ice plant, car shop and cooper shop of the Robert Portner Brewing Company were located on the southern half of the block by 1907 and that a planing mill was present on the northern

half by 1921. Subsequently, buildings on the property served as a laundry, U.S. government warehouse, dye factory, and beverage warehouse. The property therefore has the potential to yield archaeological resources that could provide insight into domestic activities prior to 1877 and into industry in Alexandria during the 20<sup>th</sup> century.

- C - 1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

# URBAN DESIGN ADVISORY COMMITTEE

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TO: Old Town North Urban Design Advisory Committee

SUBJECT: Minutes of May 11, 2011 Meeting

DATE: 16 May 2011

FINAL

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The Urban Design Advisory Committee met on Wednesday, May 11 at 9:00am at the Council Work Room in City Hall at the request of P&Z Staff. UDAC members in attendance included:

Elisabeth Lardner	703.739.0972	<a href="mailto:elardner@lardnerklein.com">elardner@lardnerklein.com</a>
Bruce Machanic	703.768.8675	<a href="mailto:bmachanic@mreproperties.com">bmachanic@mreproperties.com</a>
Marie McKenney Tavernini	703.519.0155	<a href="mailto:mtavernini@aol.com">mtavernini@aol.com</a>
Roger Waud	703.838.7603	<a href="mailto:waudr@comcast.net">waudr@comcast.net</a>
Daniel Straub	703.684.8575	<a href="mailto:dnstraub@netscape.net">dnstraub@netscape.net</a>

The following were also in attendance:

Gwen Wright	Chief of Development, P&Z	<a href="mailto:gwen.wright@alexandriava.gov">gwen.wright@alexandriava.gov</a>
Dirk Geratz	Principal Planner, P&Z	<a href="mailto:dirk.geratz@alexandriava.gov">dirk.geratz@alexandriava.gov</a>
Colleen Willger	Urban Planner, P&Z	<a href="mailto:colleen.willger@alexandriava.gov">colleen.willger@alexandriava.gov</a>
Bob Buchanan	Buchanan Partners	<a href="mailto:b.buchanan@buchananpartners.com">b.buchanan@buchananpartners.com</a>
Steven Hubert	Buchanan Partners	<a href="mailto:s.hubert@buchananpartners.com">s.hubert@buchananpartners.com</a>
Ken Wise	McGuire Woods	<a href="mailto:kwise@mcguirewoods.com">kwise@mcguirewoods.com</a>
John Rust AIA	Rust Orling Architecture	<a href="mailto:jrust@rustorling.com">jrust@rustorling.com</a>
Scott Fleming AIA	Rust Orling Architecture	<a href="mailto:sfleming@rustorling.com">sfleming@rustorling.com</a>
Michael Wenk	Alexandria House	<a href="mailto:mgwscrp03@aol.com">mgwscrp03@aol.com</a>
David Weinman	Alexandria House	<a href="mailto:ombudinc@aol.com">ombudinc@aol.com</a>
John Rahming	Alexandria House	<a href="mailto:j.rahming@att.net">j.rahming@att.net</a>
Nancy Kincad	Alexandria House	<a href="mailto:nancyk764@verizon.net">nancyk764@verizon.net</a>
Betty Kuehule	Alexandria House	<a href="mailto:bettykuehule@comcast.net">bettykuehule@comcast.net</a>
Jonathan Kerester	Alexandria House	<a href="mailto:jonathankerester@comcast.net">jonathankerester@comcast.net</a>
Elizabeth Warner	Alexandria House	<a href="mailto:warnerem@astro.umd.edu">warnerem@astro.umd.edu</a>

## INTRODUCTION

- The meeting was called to order at 9:00am. The purpose of the meeting was to review the revised Concept and Preliminary Plan submitted by the Applicant. According to the last UDAC review meeting on this project (April 6): "UDAC members suggested that this project cannot receive Concept Plan approval as currently conceived and presented. The committee thanked the Applicant for their presentation and encouraged them to return after working with Staff. Staff indicated that this project will return to UDAC for Concept Plan approval after a community presentation." The community presentation was conducted on May 5.

# URBAN DESIGN ADVISORY COMMITTEE

---

## PROJECT PRESENTATION & DISCUSSION

- **The Androus Site: 735 North Saint Asaph Street**

The Applicant is proposing a mixed-use building with a first floor grocery store (Harris Teeter), 4 levels of above ground residential, and 2 levels of below ground parking - please see earlier minutes for specific data on the project. The Applicant then addressed the following major planning and design issues:

1. Architectural Design, Street and Store Frontage. The Applicant explained that the project elevations have been revised to address the concerns and comments as addressed by UDAC. Several questions associated with the revised building elevations and the characteristics/quality of the streetscape were posed. At the conclusion of the questions, the following motion was offered and seconded: **"UDAC favorably approves and endorses the design revisions to the building elevations that have been proposed by the Applicant"**. The motion was approved.
2. Loading Dock. The Applicant presented the various layout options for the location and operation of the Loading Dock that have been discussed and evaluated with Staff. The Applicant also indicated that the layout and operational efficiency of the loading dock and service area is very important to the grocery store. As such, the Applicant believes the Pitt Street location is the best location for the Loading Dock. They also indicated that they are continuing to look at opportunities to reduce any negative impact associated with the Loading Dock as located on Pitt Street.

Several questions associated with the various layout options for the Loading Dock were posed; and a compromise was offered by UDAC that would allow for the reduction of first floor square footage for the Residential Area to be used to offset any "reduced" floor area for the Grocery Area that would be associated with the re-location of the Loading Dock to either Madison or St Asaph Streets. Several members of the community also addressed UDAC - all were opposed to the current proposed location of the Loading Dock on Pitt Street. Finally, Planning Staff suggested that the location of the Loading Dock on Pitt Street appears to work best from all of the studies that have been conducted. At the conclusion of the questions and comments, the following motion was offered and seconded:

**"UDAC is opposed to the location of a loading dock on Pitt Street. Instead, UDAC suggests that the loading dock and service area should be located on Saint Asaph Street, or possibly Madison Street. In order to allow the Applicant sufficient flexibility to adjust the Grocery Area floor plan, UDAC is in favor of encouraging a compromise that would allow the Applicant to reduce a portion of the first floor of the Residential Entry Area to compensate the Grocery Area for any potential reduced floor area square footage resulting from any loading dock design changes"**. The motion was approved.

## NEW COMMITTEE BUSINESS

- No new business.

## ADJOURNMENT

- The Committee adjourned at approximately 10:00am. The next meeting will be announced after consultation with Staff.

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**Attachment # 2**

**Transportation Management Plan SUP #2011-00011**

The Harris Teeter Mixed Use Development site is located within 0.6 mile of the Braddock Road Metro Station. In view of this location, below are the Transportation Management Plan (TMP) conditions that the Transportation Planning Division requires for The Harris Teeter Mixed Use redevelopment (Harris Teeter):

The Transportation Management Plan (TMP) program was enacted by the Alexandria City Council on May 16, 1987 and is now part of the Alexandria Zoning Code (Chapter 6, Title 7). The ordinance requires that office, retail, residential and industrial projects which achieve certain square footage thresholds submit a special use permit application which must include a traffic impact analysis and a transportation management plan (TMP). The Planning Commission and the City Council consider all special use permit applications, and the City Council makes the final decision on the approval of the applications. Any project requiring a TMP must receive the TMP special use permit, before the project can proceed. The TMP Program is a comprehensive effort to increase the use of transit and reduce the number of single occupant vehicles (SOVs) in the City.

The Transportation Management Plan for The Madison consists of 6 parts:

1. Goal and Evaluation of the TMP
2. Organization and Funding
3. Transportation Management Plan
4. Evaluation of the Effectiveness of the TMP
5. Revision to the TMP
6. Permanence of the TMP Ordinance

**1. Goal and Evaluation of the TMP**

- a. The Harris Teeter site is located within 0.6 mile from the nearest Metro Station. The DASH line AT5 services the site providing connection to Braddock Road and King Street Metro Stations and the VRE commuter station. Additional WMATA bus routes are available two blocks away on Washington Street and at the Braddock Road Metro station. In view of this accessibility to transit, the TMP goal for the project is established at 40% non-SOV travel for mixed uses such as the Harris Teeter site.
- b. The achievement of this goal will be demonstrated by the performance of the TMP based on the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report



should demonstrate that enough activities are being conducted to persuade residents and tenants, as well as retail employees, to switch to transit as opposed to using their personal vehicles. The survey should progressively show that the strategies financed through the TMP fund are increasing the number of transit users in the site up to the goal, which is 40% non-SOV. The fund report and survey are covered under part 3, sections f, g, and h.

- c. The TMP fund rate and program shall be evaluated 2 years after the issuance of the first certificate of occupancy and every 3 years thereafter, The rate shall be increased or decreased (as appropriate) based on factors including: ability to achieve goals, varying transit costs, etc. and programs adjusted as appropriate. All adjustments to the rates and programs shall be approved by the Director of T&ES.

## **2. TMP Organization and Funding**

- a. The developer has agreed to appoint a Transportation Management Plan Coordinator (the TMP Coordinator) to manage and implement the TMP on behalf of the residents of the project. The Transportation Planning Division may assist the TMP Coordinator.
- b. An Initial Work Plan will be developed by the TMP Coordinator and approved by the Transportation Planning Division. This work plan should be submitted with the issuance of the first Certificate of Occupancy. To fund the ongoing operation and management of the TMP, the property owner will contribute a yearly amount of \$80.00 per occupied residential unit and \$0.25 per square foot of retail space. The amount shall increase annually in an amount equal to the Consumer Price Index (CPI) to be used exclusively for the transportation activities listed below. If requested by the Directors of T&ES and P&Z, the applicant shall contribute the required transportation management plan monetary contribution to a neighborhood Transportation Management Plan.
- c. The applicant shall participate and cooperate with other developments in the Old Town North area in a mutually agreed upon cooperative planning and implementation of transportation activities.

**3. Transportation Management Plan**

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

Use	Units	Square Feet
Residential	175	—
Retail	—	52,476

b. According to the guidelines of Zoning Ordinance Chapter 11-700, the above level of development requires a Transportation Management Program (TMP). Such plan may include the following elements:

- i. A TMP Coordinator shall be designated for the entire project *upon application for the initial building permit*. The name, location and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.
- ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements shall be promoted to prospective tenants and to employers and their employees.
- iii. Information about transit, ridesharing, and other TMP elements shall be distributed and displayed to residents — including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a web site with this information and appropriate links to transit providers will be provided and maintained.
- iv. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program but also site-specific matching efforts.
- v. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.
- vi. A carshare program shall be established as part of the ridesharing and transit marketing efforts for the building. At least one parking space within the parking garage should be made available for the exclusive use of a carshare vehicle. This space should be in a convenient location for residents and the TMP Coordinator will arrange with carshare companies

serving the area (currently Zipcar provides service in the City of Alexandria), for placement of the vehicle(s) in this project. For those individuals who take transit, carpool, vanpool, walk, or bike to work, the TMP program shall pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.

- vii. Discounted bus and rail fare media shall be sold on-site to residents of the project including during hours that are convenient for them. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by residents and/or the Transportation Planning Division. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
- c. **TMP Fund:** Based on a 40% non-SOV goal for the proposed project, an annual rate of \$80.00 per occupied residential unit and \$0.25 per occupied square foot of retail uses are established for this project. Payment shall be the responsibility of the developer until such time as this responsibility is transferred by lease or other legal arrangement to the property owner and/or condominium and/or retail association. These contributions will be adjusted yearly as per the consumer price index (CPI). *The first payment to the fund shall be made with the issuance of initial Certificate of Occupancy.* Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation in the Consumer Price Index (CPI) for the previous year, unless a waiver is obtained from the Director of T&ES. The TMP fund shall be used exclusively for these approved activities:
- i. Purchase, installation, maintenance and operation of electronic data centers for transit information to facilitate and promote the use of public transportation and, therefore, the TMP goals.
  - ii. The purchase of Smartrip cards loaded with at least \$25.00 in fare to be included in move-in package for new residents.
  - iii. Up to 20% of the annual contribution may be used as reimbursement of the salary cost for the TMP Coordinator.
  - iv. Discounting the cost of bus and transit fare media for on-site employees and residents. **Exception:** The fund shall not be utilized to subsidize the cost of transit for employees whose employers already reimburse them for their transit cost.
  - v. Subsidies to transit providers.
  - vi. Marketing activities, including advertising, promotional events, etc.
  - vii. Bicycle lockers for residents.

- viii. Membership and application fees for carshare vehicles.
  - ix. Participate in air quality/ozone action day programs.
  - x. Any other TMP activities as may be proposed by the TMP Association and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.
- d. *As part of the Initial Work Plan and with the issuance of the first Certificate of Occupancy, the developer will submit a statement with a breakdown of the expenses to be funded by the TMP contribution.* The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.
- e. **Unencumbered Funds:** Any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or may be paid to the City for use in TMP support activities which benefit the site. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Association has not made reasonable effort to use the funds for TMP activities.
- f. The TMP Coordinator shall provide semi-annual TMP Fund reports to the Transportation Planning Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. *The first report will be due six months following the issuance of the first certificate of occupancy.*
- g. The TMP Coordinator shall conduct an annual survey, with a minimum response rate of 50%, of the modes of transportation of residents and employees, and other commuting information, as requested by the City, and submit the results and the raw data to the Transportation Planning Division. *The initial survey shall be submitted 1 year from the time of 60% occupancy of The Harris Teeter Mixed Use Development.*
- h. In conjunction with the survey, the TMP Coordinator shall provide an Annual Report to the Director of T&ES, identifying, as of the end of the reporting period, the units and square feet of occupied retail space, a summary result of the annual survey including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic. The annual report shall also contain a review of the TMP program as well as information on the compliance with the approved parking management program for the project.
- i. **Administrative Fee for Non-Compliance:** An administrative fee shall be assessed to the governing entity for lack of timely compliance with the

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

**4. Evaluation of the Effectiveness of the TMP**

- a. The goal of 40% non-SOV for transit mode share and auto occupancy established in paragraph 1.a of this document will be used in evaluating the performance and effectiveness of the TMP. The annual survey will be used to continually determine whether the development is meeting these targets.
- b. The City of Alexandria, in conjunction with the TMP Coordinator, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TMP. The performance of The Madison in meeting these objectives will be evaluated in the annual report prepared by the TMP Coordinator, and will be used in developing the Annual Work Plan for the association.
- c. This TMP has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) strategies and tactics to be implemented in the Work Program. The combination of size, scale of buildings, mixed-uses and phasing of development and transportation infrastructure requires that the TMP have flexibility to respond to the various challenges posed by changes in tenant mix, supply of parking, transit system capacity, transit fares, construction staging and traffic, fuel prices, regional transportation policies and projects, and changes in travel behaviors, prevalence of Metrochek subsidies, telework and flexible work hours, and changes in surrounding developments. By linking evaluation to work planning, the TMP standards of performance will also change throughout the development cycle as the "right" solutions are adjusted in response and anticipation of changes in transportation conditions.

**5. Revision to the Transportation Management Program**

- a. The owner shall participate in the revised Transportation Management Program if established. Participation in the program does not automatically increase the contribution established in this SUP.

**6. PERMANENCE OF THE TMP ORDINANCE**

- a. As required in Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assignees with whom sale or lease agreements are executed subsequent to the date of this approval.
- b. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office *with the issuance of the first certificate of occupancy*.
- c. The Director of T&ES may approve modifications to agreed TMP activities and funds, provided that any changes are consistent with the goals of the TMP.
- d. In the case of any conflicts between the conditions of approval for The Madison and this attachment, the conditions will govern.

RESOLUTION NO. MPA 2011-0002

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City of Alexandria and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, an application for amendment to the Old Town North Small Area Plan section of the 1992 Master Plan was filed with the Department of Planning and Zoning on April 4, 2011 for changes in the land use designations to the parcels located at 717, 719, 723, 735 N. St. Asaph Street; 716, 724, N. Pitt Street; and

WHEREAS, the Department of Planning and Zoning has analyzed the proposed revision and presented its recommendations to the Planning Commission; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on June 7, 2011 with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendment is in keeping with the character of the Taylor Run/Duke Street Small Area Plan;
2. The proposed amendment will meet the goals for the area and the Alexandria Open Space Plan; and
3. The proposed amendment is generally consistent with Planning Commission's long-range recommendations for the general development of the Old Town North Small Area Plan.

Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendment to the Old Town North Small Area Plan section of the 1992 Master Plan will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City.

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RESOLUTION NO. MPA 2011-0002

Page 2

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

1. The following amendment is hereby adopted in its entirety as an amendment to the Old Town North Small Area Plan section of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia:

Change the designation of parcels located at 717, 719, 723, 735 N. St. Asaph Street; 716, 724, N. Pitt Street from CD/Commercial Downtown to CDD 20/Coordinated Development District 20.

2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the Seventh Day of June 2011.

\_\_\_\_\_  
John Komoroske, Chairman

ATTEST:

\_\_\_\_\_  
Faroll Hamer, Secretary

X 63





**APPLICATION**

**CDD DEVELOPMENT CONCEPT PLAN**

**CDD #** 2011-0001

[must use black ink or type]

**PROPERTY LOCATION:** 716 North Pitt Street; 717, 719, 723 & 735 North St. Asaph

**TAX MAP REFERENCE:** 054.04-10-01 through 05      **ZONE:** New CDD Zone

**APPLICANT'S NAME:** Alexandria Old Town North LLC

**ADDRESS:** c/o Buchanan Partners, 9841 Washington, Blvd, Suite 300  
Gaithersburg, MD 20878

**PROPERTY OWNER NAME:** Alexandria Old Town North LLC

**ADDRESS:** c/o Buchanan Partners, 9841 Washington, Blvd, Suite 300  
Gaithersburg, MD 20878

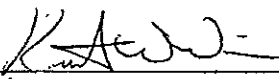
**REQUEST** Request for a CDD Concept Plan for a mixed use development including residential and retail uses.

**THE UNDERSIGNED** hereby applies for CDD Development Concept Plan approval in accordance with the provisions of Section 5-600 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

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

Kenneth W. Wire, Esquire, Agent  
Print Name of Applicant or Agent

  
Signature

McGuireWoods LLP  
1750 Tysons Boulevard, Suite 1800  
Mailing/Street Address

(703) 712-5362  
Telephone #

(703) 712-5222  
Fax #

McLean, VA  
City and State

22102  
Zip Code

3/4/11  
Date

**DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY**

Application Received: \_\_\_\_\_  
ACTION - PLANNING COMMISSION: \_\_\_\_\_

Date and Fee Paid: \_\_\_\_\_ \$ \_\_\_\_\_  
ACTION - CITY COUNCIL: \_\_\_\_\_

x 64



**APPLICATION**

Master Plan Amendment MPA# \_\_\_\_\_  
 Zoning Map Amendment REZ# \_\_\_\_\_

**PROPERTY LOCATION:** 716 North Pitt Street; 717, 719, 723 & 735 North St. Asaph

**APPLICANT**

Name: Alexandria Old Town North LLC  
Address: c/o Buchanan Partners, 9841 Washington Blvd, Suite 300 Gaithersburg, MD 20878

**PROPERTY OWNER:**

Name: Alexandria Old Town North LLC  
Address: c/o Buchanan Partners, 9841 Washington Blvd, Suite 300 Gaithersburg, MD 20878

**Interest in property:**

- Owner       Contract Purchaser  
 Developer     Lessee             Other \_\_\_\_\_

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

- yes: If yes, provide proof of current City business license.  
 no: If no, said agent shall obtain a business license prior to filing application.

**THE UNDERSIGNED** certifies that the information supplied for this application is complete and accurate, and, pursuant to Section 11-301B of the Zoning Ordinance, hereby grants permission to the City of Alexandria, Virginia, to post placard notice on the property which is the subject of this application.

Kenneth W. Wire, Esquire, Agent  
Print Name of Applicant or Agent

*Kenneth W. Wire*  
Signature

McGuireWoods LLP  
1750 Tysons Boulevard, Suite 1800  
Mailing/Street Address

(703) 712-5362      (703) 712-5222  
Telephone #              Fax #

McLean, VA                      22102  
City and State                      Zip Code

3/4/11  
Date

**DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY**

Application Received: _____	Fee Paid: \$ _____
Legal advertisement: _____	_____
ACTION - PLANNING COMMISSION _____	ACTION - CITY COUNCIL: _____

MPA # 2011-0002

REZ # 2011-0001

**SUBJECT PROPERTY**

Provide the following information for each property for which an amendment is being requested. (Attach separate sheets if needed.)

Address Tax Map – Block Lot	Land Use Existing - Proposed		Master Plan Designation Existing – Proposing		Zoning Designation Existing – Proposing		Frontage (ft.)
							Land Area (acres)
1. <u>054.04-10-01</u>	Vacant Commercial	Mixed use	Commercial	Mixed use	CD	New CDD	14,766 s.f.
2. <u>054.04-10-02</u>	Vacant Commercial	Mixed use	Commercial	Mixed use	CD	New CDD	16,236 s.f.
3. <u>054.04-10-03</u>	Commercial	Mixed use	Commercial	Mixed use	CD	New CDD	6,150 s.f.
4. <u>054.04-10-04</u>	Unimproved	Mixed use	Commercial	Mixed use	CD	New CDD	6,150 s.f.
5. <u>054.04-10-05</u>	Vacant Commercial	Mixed use	Commercial	Mixed use	CD	New CDD	22,140 s.f.

**PROPERTY OWNERSHIP**

Individual Owner

Corporation or Partnership Owner

Identify each person or individual with ownership interest. If corporation or partnership owner, identify each person with more than 10% interest in such corporation or partnership.

1. Name: See Attached Extent of Interest: \_\_\_\_\_  
Address: \_\_\_\_\_
2. Name: \_\_\_\_\_ Extent of Interest: \_\_\_\_\_  
Address: \_\_\_\_\_
3. Name: \_\_\_\_\_ Extent of Interest: \_\_\_\_\_  
Address: \_\_\_\_\_
4. Name: \_\_\_\_\_ Extent of Interest: \_\_\_\_\_  
Address: \_\_\_\_\_

X 66

MPA # 2011-0002  
REZ # 2011-0001

**JUSTIFICATION FOR AMENDMENT**

(attach separate sheets if needed)

1. Explain how and why any proposed amendment(s) to the Master Plan are desirable, beneficial to surrounding properties, in character with the applicable Small Area Plan and consistent with City policies:

The proposed mixed use project will provide a full service 50,000 square foot grocery store which is a much needed community amenity. The design of the building meets many of the design guidelines contained in the Small Area Plan including, building height and façade articulation of a project which compliments the design of other buildings in North Old Town.

2. Explain how and why the proposed amendment to the Zoning Map(s) is consistent with the proposed amendment to the Master Plan, or, if no amendment to the Master Plan is being requested, how the proposed zoning map amendment is consistent with the existing Master Plan:

The proposed amendment to the Master Plan is needed to permit a CDD zone for the property which will enable the owner to construct a project with a 3.0 FAR. Approximately 1.0 of FAR will be used for the grocery store and 2.0 FAR for the residential units. This ratio of commercial to residential units makes the cost of underground parking for the grocery store financially viable.

3. Explain how the property proposed for reclassification will be served adequately by essential public facilities and services such as highways, streets, parking spaces, police and fire, drainage structures, refuse disposal, water and sewers, and schools.

The DSUP application and traffic study demonstrates adequate service by public facilities.

4. If this application is for conditional zoning approval pursuant to Section 11-804 of the Zoning Ordinance, identify all proffered conditions that are to be considered part of this application (see Zoning Ordinance Section 11-804 for restrictions on conditional zoning):

N/A

REVISED



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSP # 2010-0027 Project Name: Harris Teeter

PROPERTY LOCATION: 716 North Pitt Street; 717, 719, 723 & 735 North St. Asaph

TAX MAP REFERENCE: 054.04-10-01 through 05 ZONE: CD

APPLICANT:

Name: Alexandria Old Town North LLC

Address: c/o Buchanan Partners, 9841 Washingtonian Boulevard, Suite 300, Gaithersburg, MD 20878

PROPERTY OWNER:

Name: Alexandria Old Town North LLC

Address: c/o Buchanan Partners, 9841 Washingtonian Boulevard, Suite 300, Gaithersburg, MD 20878

SUMMARY OF PROPOSAL Construction of a mixed use project with a full service grocery store on the first floor with four stories of residential units above and two levels of below grade parking.

MODIFICATIONS REQUESTED Waiver of crown coverage and vision clearance, and encroachment.

SUPs REQUESTED

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

[X] 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.

[X] 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.

Kenneth W. Wire, Esquire, Agent

Print Name of Applicant or Agent

McGuireWoods LLP, 1750 Tysons Boulevard, Suite 1800

Mailing/Street Address

McLean, VA 22102

City and State Zip Code

[Handwritten Signature]

Signature

(703) 712-5362 (703) 712-5222

Telephone # Fax #

kwire@mcguirewoods.com

Email address

4/1/11

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: \_\_\_\_\_

ACTION - CITY COUNCIL: \_\_\_\_\_

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REVISED

Development SUP # 2010-0027

**ALL APPLICANTS MUST COMPLETE THIS FORM.**

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

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

the Owner     Contract Purchaser     Lessee or     Other: \_\_\_\_\_ of the subject property.

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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.

X 69

REVISED

DSP 2010-0027

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.

Table with 3 columns: Name, Address, Percent of Ownership. Row 1: 1. See attached. Rows 2 and 3 are empty.

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at \_\_\_\_\_ (address), 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.

Table with 3 columns: Name, Address, Percent of Ownership. Row 1: 1. See attached. Rows 2 and 3 are empty.

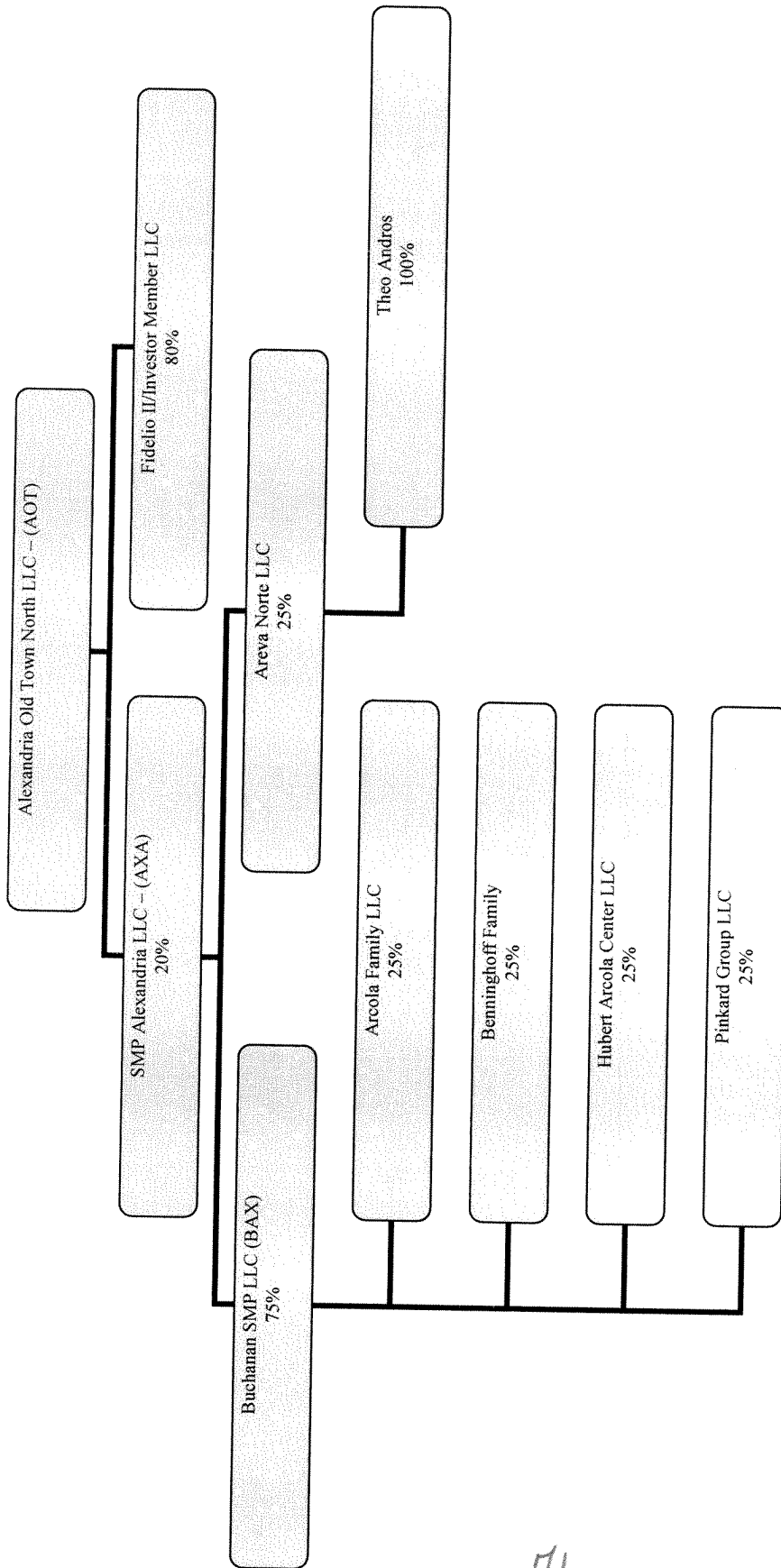
3. Business or Financial Relationships. Each person or entity listed above (1 and 2), with an ownership interest in the applicant or in the subject property is required to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this 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.

Table with 3 columns: 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.). Row 1: 1. See attached, None. Rows 2 and 3 are empty.

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.

4/1/11 Date Kenneth W. Wire, Esquire, Agent Printed Name [Signature] Signature





REVISED

Development SUP # 2010-0027

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

The Applicant proposes constructing a 5 story mixed-use project on the property. A 50,000 square feet full service grocer will occupy the first floor with 4 levels of residential units above and 2 levels of below grade parking. The first level of below grade parking will be reserved for the grocery store patrons and the second level of below grade parking will be for the residential units. The project will also provide a 16,000 square foot community space for the residents on the interior courtyard location above the grocery store.

The grocery store will provide a pharmacy, deli counter, beer & wine sales and prepared foods along with a full assortment of grocery goods. The grocery store operator anticipates a maximum need for 35 employee parking spaces which will be provided at the Sheraton. The anticipated initial store hours are from 7 a.m. - 11 p.m., with the store open for employees 24/7.

X 72

Development SUP # 2010-0027

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

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

Approximately 2,500/day with 70 % between 10:00 a.m. and 9:00 p.m.

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

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

Approximately 110 - 1st shift, 1/2 2nd shift, 40 late evening, 10 late night.

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

Day	Hours	Day	Hours
Residential 24/7			
Retail 24/7 for employee stocking.			
Anticipated store hours	7 a.m. - 11 p.m.		

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

- A. Describe the noise levels anticipated from all mechanical equipment and patrons.  
Noise levels anticipated will be normal noise levels for residential and retail use and will comply with the City of Alexandria Noise Control Code. Anticipated noise level of 60 dBA at property line.
- B. How will the noise from patrons be controlled?  
Any noise will be contained inside the buildings and monitored by the grocery store manager and apartment manager.

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

Baked/fried foods exhausted to roof. Trash compactor is self-contained, deodorized and will be emptied regularly.

Development SUP # 2010-0027

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

- A. What type of trash and garbage will be generated by the use?  
Food waste, plastic, cardboard, paper, film.  
\_\_\_\_\_
- B. How much trash and garbage will be generated by the use?  
Approximately 90 cubic yards/week plus recyclables.  
\_\_\_\_\_
- C. How often will trash be collected?  
2-3 times/week - compactor roll offs are scheduled.  
\_\_\_\_\_
- D. How will you prevent littering on the property, streets and nearby properties?  
Waste generated interior to the Premises gathered frequently, baled or compacted.  
\_\_\_\_\_

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

Yes.  No.

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

Yes.  No.

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

REVISED

Development SUP # 2010-0087

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

Fire alarm and fire suppression, CCTV, emergency pull boxes/telephones, emergency generator, safety training for all associates.

**ALCOHOL SALES**

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

Yes.    [ ] No.

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

Beer & wine for off-premises, beer & wine tastings on-site. Store will obtain a license for on-premises consumption and restaurant classification.

**PARKING AND ACCESS REQUIREMENTS**

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

- A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?  
469
- B. How many parking spaces of each type are provided for the proposed use:
 

238	Standard spaces
79	Compact spaces
8	Handicapped accessible spaces
	Other

75

Development SUP # 2010-0027

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

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

\_\_\_\_\_

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

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

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

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

- B. How many loading spaces are available for the use? 3; 2 tractor trailers, 1 compactor

- C. Where are off-street loading facilities located? Residential loading on North St. Asaph; retail loading on North Pitt Street

\_\_\_\_\_

- D. During what hours of the day do you expect loading/unloading operations to occur? 7:00 a.m. - 11:00 p.m.

\_\_\_\_\_

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

Approximately 20 trucks/day, includes 2-4 tractor trailer/day; balance are 30-ft "box" trucks.

\_\_\_\_\_

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

Loading zones/no parking sections on Pitt.

\_\_\_\_\_



**From the Desk of: Michal Shepard – Director of Energy**

March 3, 2011

**Green Position Statement for Plan Development, Construction and Maintenance**

Harris Teeter is committed to sustainable energy efficient designs and practices that are economically prudent for our company.

**Systems that are currently in our portfolio**

- White reflective TPO roofing system with R-20 insulation
- Energy Efficient HVAC systems
- Direct Digital Control systems (DDC) for HVAC, Lighting and Refrigeration Systems
- Building Commissioning program
- Non-Ozone Depleting (HFC) Refrigerants in our refrigeration systems
- Auto Flush valves, Low water use Toilets and Water saving devices at all sinks.
- High Efficiency Water Heaters
- Heat reclaimed from refrigeration systems provide heat for water and space conditioning
- Electronic refrigeration control valves
- CFC and HCFC refrigerant conversions to HFC refrigerants in major remodels
- Proper disposal of all refrigeration oil and CFC and HCFC refrigerant
- LED Lighting
- Refrigeration floating set points
- Cooking hood temperature control system



# APPLICATION SPECIAL USE PERMIT

**SPECIAL USE PERMIT #** 2011-00011 (TMP)

**PROPERTY LOCATION:** 716 North Pitt Street; 717, 719, 723 & 735 North St. Asaph

**TAX MAP REFERENCE:** 054.04-10-01 through 05 **ZONE:** New CDD Zone

**APPLICANT:**

Name: Alexandria Old Town North, LLC

Address: c/o Buchanan Partners, 9841 Washington, Blvd, Suite 300, Gaithersburg, MD 20878

**PROPOSED USE:** Transportation Management Plan.

**THE UNDERSIGNED**, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

**THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.

**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 IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

Kenneth W. Wire, Esquire, Agent  
Print Name of Applicant or Agent

*Kenneth W. Wire*  
Signature

3/4/11  
Date

McGuireWoods LLP  
1750 Tysons Boulevard, Suite 1800  
Mailing/Street Address

(703) 712-5362  
Telephone #

(703) 712-5222  
Fax #

McLean, VA  
City and State

22102  
Zip Code

kwire@mcguirewoods.com  
Email address

<b>ACTION-PLANNING COMMISSION:</b>	<b>DATE:</b>
<b>ACTION-CITY COUNCIL:</b>	<b>DATE:</b>

SUP # 2011-00011

**PROPERTY OWNER'S AUTHORIZATION**

As the property owner of 716 North Pitt Street; 717, 719, 723 & 735 North St. Asaph I, hereby  
(Property Address)

grant the applicant authorization to apply for the Transportation Management Plan use as  
(use)  
described in this application.

Name: \_\_\_\_\_ Phone: \_\_\_\_\_  
Please Print

Address: \_\_\_\_\_ Email: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

1. Floor Plan and Plot Plan. As a part of this application, the applicant is required to submit a floor plan and plot or site plan with the parking layout of the proposed use. The SUP application checklist lists the requirements of the floor and site plans. The Planning Director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver.

Required floor plan and plot/site plan attached.

Requesting a waiver. See attached written request.

2. The applicant is the (check one):

- Owner
- Contract Purchaser
- Lessee or
- Other: Developer of the subject property.

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

See Attached  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_





**USE CHARACTERISTICS**

4. The proposed special use permit request is for (check one):  
 a new use requiring a special use permit,  
 an expansion or change to an existing use without a special use permit,  
 an expansion or change to an existing use with a special use permit,  
 other. Please describe: Transportation Management Plan

5. Please describe the capacity of the proposed use:

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

N/A

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

N/A

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

Day:

Hours:

N/A

N/A

7. Please describe any potential noise emanating from the proposed use.

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

N/A

- B. How will the noise be controlled?

N/A

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

N/A

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9. Please provide information regarding trash and litter generated by the use.

A. What type of trash and garbage will be generated by the use? (i.e. office paper, food wrappers)

N/A

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B. How much trash and garbage will be generated by the use? (i.e.# of bags or pounds per day or per week)

N/A

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---

C. How often will trash be collected?

N/A

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

N/A

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

Yes.                       No.

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

N/A

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

Yes.       No.

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

N/A  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

N/A  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**ALCOHOL SALES**

**13.**

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

Yes       No

If yes, describe existing (if applicable) and proposed alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales.

N/A  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### PARKING AND ACCESS REQUIREMENTS

The CDD concept plan application provides information about the total maximum number of parking spaces for this CDD. The specific information about parking will be determined at the DSUP stage.

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

<u>238</u>	Standard spaces
<u>79</u>	Compact spaces
<u>8</u>	Handicapped accessible spaces
<u>          </u>	Other.

Planning and Zoning Staff Only

Required number of spaces for use per Zoning Ordinance Section 8-200A \_\_\_\_\_

Does the application meet the requirement?  
 Yes  No

B. Where is required parking located? (check one)  
 on – site  
 off – site

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

\_\_\_\_\_

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

C. If a reduction in the required parking is requested, pursuant to Section 8-100 (A) (4) or (5) of the Zoning Ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

Parking reduction requested; see attached supplemental form

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

A. How many loading spaces are available for the use? 3

Planning and Zoning Staff Only

Required number of loading spaces for use per Zoning Ordinance Section 8-200 \_\_\_\_\_

Does the application meet the requirement?

Yes  No

B. Where are off-street loading facilities located? \_\_\_\_\_

N/A

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

N/A

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

N/A

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

N/A

**SITE CHARACTERISTICS**

17. Will the proposed uses be located in an existing building?       Yes       No

Do you propose to construct an addition to the building?       Yes       No

How large will the addition be? \_\_\_\_\_ square feet.

18. What will the total area occupied by the proposed use be?

\_\_\_\_\_ sq. ft. (existing) + \_\_\_\_\_ sq. ft. (addition if any) = \_\_\_\_\_ sq. ft. (total)

19. The proposed use is located in: (check one)

- a stand alone building
- a house located in a residential zone
- a warehouse
- a shopping center. Please provide name of the center: \_\_\_\_\_
- an office building. Please provide name of the building: \_\_\_\_\_
- other. Please describe: \_\_\_\_\_

## CDD Concept Plan Section 5-604(H) Responses

### Section 5-604(H)(1)

The proposed development shall substantially conform to the city's master plan with respect to the general type, character, intensity and location of uses, as reflected in the CDD guidelines of the applicable area plan.

**Response:** This application proposes a new CDD zone for the properties which comprise the project area. The application complies with the parameters of the North Old Town design guidelines and will be providing a much needed full service grocery store within a retail focus area.

### Section 5-604(H) (2)

The proposed development shall preserve and protect to the extent possible all scenic assets and natural features of the land.

**Response:** The property is currently improved with a mix of smaller and vacant buildings. None of the existing structures will be retained.

### Section 5-604(H) (3)

The proposed development shall be designed to mitigate substantial adverse impacts to the use and value of surrounding lands.

**Response:** By removing the vacant buildings and providing a much needed full service grocery store, the proposed development will increase the value of the surrounding properties.

### Section 5-604(H) (4)

The proposed development shall be designed in accordance with public facilities, services, transportation systems and utilities which are adequate for the development proposed, and which are available, or reasonably probable of achievement, prior to use and occupancy of the development.

**Response:** The proposed developed will be served by adequate public facilities as is demonstrated in the attached DSUP submission set and traffic study.

### Section 5-604(H) (5)

The proposed development shall be designed to provide adequate recreational amenities and, if appropriate to the site, a comprehensive system of pedestrian, bicycle or other recreational paths which shall be carefully coordinated with the provision of open spaces, public facilities, vehicular access routes and mass transportation facilities.

**Response:** The proposed development will occupy the entire site with the first floor being entirely occupied by the grocery store with a 16,000 square foot tenant amenity space provided on the second floor. The applicant has proposed upgrading the dog park at Montgomery Park in lieu of providing on-site publicly accessible open space.



Section 5-604(H) (6)

The proposed development shall provide a substantial amount of residential units, including an affordable housing component.

**Response.** The proposed development will be providing approximately 175 market rate residential units. The applicant will be making a voluntary affordable housing contribution of \$453,443 based on the following calculation.

Existing CD Zone permits a 1.25 FAR for multifamily residential, which equates to 82,250 square feet of by right residential. The proposed development consists of 197,400 square feet of development, 51,013 square feet of commercial development and 146,387 square feet of residential development.

By Right Residential 82,250 s.f. x \$1.50 =	\$123,375
Residential Above By Right 64,137 s.f. x \$4.00 =	\$256,548
Commercial Floor Area 51,013 s.f. x \$1.50 =	<u>\$76,520</u>
	\$453,443

30320182.1

## Public Art Proposal

**Objective:**

Specify art for the new Buchanan Partners Harris Teeter /Residential Development Project, Alexandria VA that will enhance the pedestrian experience.

**Site:**

A five story mixed use development incorporating a grocery store and residential units. Architecture is designed to fit with both the surrounding buildings and the overall feeling of the City of Alexandria. Varying roof lines and other architectural details create the appearance that the building(s) have grown gradually, over time. The parcel is bordered by Madison St., St. Asaph St. and N. Pitt on three sides and existing building on the fourth side. Pedestrian traffic is active, especially on Madison, the resulting draw of the Potomac River and Metro access.

**Scope:**

Due to a limited amount of available sidewalk square footage for a free standing sculpture, the most compelling and likely site for public art is on the vertical face of the building at the pedestrian level. The building facade that runs along Madison Street presents the best opportunity for incorporating artwork into the project. The corner of Madison and St. Asaph will feature the Harris Teeter entry with its traditional signage and storefront window display. That corner will have too much visual activity to interject an artwork. The artwork should be unencumbered by the grocery signage and window graphics and therefore we recommend a buffer zone between the store front windows and the art area.

There are several architectural details Rust Orling has incorporated into the street level design that create ideal places for integrating art into the public experience. Between the grocery

# Artists Circle

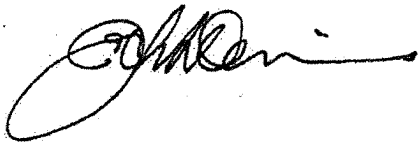
FINE ART

*fine art solutions*

windows and the residential entry are a series of niches that are well suited for mounting artwork. The niches will allow the art to feel a part of the plan of the building while the perimeter of the niche will create a frame for the piece. Appropriate lighting would enhance the installation. Although the specific artwork is still to be chosen, Buchanan Partners is conscious of choosing a piece(s) of art that will harmonize with the building architecture and the surrounding neighborhood while still allowing the artist their creative freedom. Additionally, ownership is aware that choosing a weather-worthy material as the artist's medium will promote a signature statement to be appreciated by views for many years to come as well as minimizing the need for frequent maintenance.

#### Process:

The artist(s) working on the project will coordinate with both the developer and Alexandria City staff throughout the design development process. Design development and review are likely to last 4 to 8 weeks. Fabrication and installation are estimated at 4 -5 months, however could vary depending on the chosen artist.



Jack Devine

Principal

Artists Circle Fine Art

13501 Travilah Road  
N. Potomac, MD 20878  
301.947.7400 tel  
301.947.9222 fax  
[www.ARTCFA.com](http://www.ARTCFA.com)

## Kendra Jacobs

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**To:** Dirk Geratz; Gwen Wright  
**Subject:** FW: COA Contact Us: Harris Teeter Loading Dock  
**Attachments:** Cicely B Woodrow PHR.vcf

FYI

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**From:** Cicely Woodrow  
**Sent:** Tuesday, April 26, 2011 12:56 PM  
**To:** Cherie Redlinger  
**Cc:** Graciela Moreno; Kendra Jacobs  
**Subject:** RE: COA Contact Us: Harris Teeter Loading Dock

Dear Ms. Redlinger

Thank you for your comments. By copy of this email, I'm forwarding your message to Kendra Jacobs, Administrative staff to the Planning Commission who will make your comments available to the Planning Commission. You are welcome to attend the hearing and express your views also.

Best regards,  
Cicely Woodrow

**Cicely B. Woodrow, PHR**  
Department of Planning & Zoning  
Management Analyst III  
Planning and Zoning  
(703) 746-3810 Work  
cicely.woodrow@alexandriava.gov  
301 King Street, #2100  
Alexandria, Virginia 22314  
www.alexandriava.gov/planning

---

**From:** Cherie Redlinger [mailto:rcredlinger@comcast.net]  
**Sent:** Monday, April 25, 2011 8:47 AM  
**To:** PnZFeedback; Cicely Woodrow; Graciela Moreno  
**Subject:** COA Contact Us: Harris Teeter Loading Dock

### COA Contact Us: Planning and Zoning General Feedback

Time: [Mon Apr 25, 2011 08:46:45] Message ID: [29432]

**Issue Type:** Planning and Zoning General Feedback  
**First Name:** Cherie  
**Last Name:** Redlinger  
**Street Address:** 619 N. Saint Asaph Street  
**City:** Alexandria  
**State:** VA  
**Zip:** 22314

✓ 91

Phone: 703.684.0269

Email Address: [rcredlinger@comcast.net](mailto:rcredlinger@comcast.net)

Subject: Harris Teeter Loading Dock

There is a meeting planned at City Hall to discuss the where Harris Teeter

will put there loading dock May 5. It is stated in the documents that

were emailed to me the best place to put the loading dock is on Pitt. I

agree

with HT because the traffic we now have on Saint Asaph is enough. I

live at the Brewery across from Trader Joe's. Their trucks pass our

windows every night to unload on Wytte and during the day from 8 AM - 9PM

there is traffic going into TJ parking lot on Saint Asaph. Let's not

forget about the auto accidents that come out of that.

**Comments:**

I chose to live

here knowing TJ is across the street from where I would live. I do not have

a problem with that.

I will have a problem if HT loading will be put on

Saint Asaph even if it is a block away. Because the traffic from trucks

and cars will increase on Saint Asaph and Wytte is usually blocked during

the day and night because TJ loading dock.

Thank you,  
Cherie M.

Redlinger

**Kendra Jacobs**

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**Subject:** FW: May 5 Community Meeting

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**From:** Tom Hickok [mailto:tomtennis3@yahoo.com]  
**Sent:** Saturday, April 30, 2011 3:42 PM  
**To:** Dirk Geratz  
**Cc:** Brian Rokus; Pat Cassidy  
**Subject:** Re: May 5 Community Meeting

Dirk,

Thank you for adding me to your community leader e-mail list. We will prominently post a sign announcing the meeting in the main lobby at Port Royal. As I mentioned to you, I was surprised by the strong turnout that we got at our meeting at Port Royal; I would not be surprised if you heard from some Port Royal residents at the May 5 meeting.

Because of a teaching commitment, I will not be at the May 5 meeting, but I would like to make some comments for the record. As you know, I am president of the Port Royal condo association, but I am only speaking for myself with these remarks.

I strongly support the Harris Teeter project, as I think it offers a tremendous amenity to the neighborhood when complete. At the same time, there is a substantial community impact based on two years of construction, and the two communities most directly impacted are Port Royal and the Alexandria House. Noise, dust, and traffic congestion and alterations are to be expected. On that basis, I would like to see a specific amount of funding set aside for each of these two condominiums for improvements to either their landscaping or outdoor infrastructure, to include drive-way and pathways.

Also, I support set-asides for the two adjacent parks on Royal Street. A windscreen for the tennis courts would improve playing conditions, and a really good backboard wall would get much use. Also, while the tennis courts were re-furbished two years ago, they will stay in great shape only if they are attended to properly (re-paint, new nets, etc. on scheduled basis)\*. Perhaps that could be funded over a period of several years.

Hope the meeting goes well. I am happy to follow up with you on my ideas or be part of an implementation team.

Best,

Tom Hickok  
801 N. Pitt St. # 1703  
703-587-9663 begin\_of\_the\_skype\_highlighting 703-587-  
9663 end\_of\_the\_skype\_highlighting

\* I do not want to pass up a chance to thank the Parks and Rec. Dept. for the absolutely superb job they did in re-furbishing the tennis courts.

## Kendra Jacobs

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**From:** Cicely Woodrow  
**Sent:** Monday, May 02, 2011 12:01 PM  
**To:** Alan Shark  
**Cc:** Graciela Moreno; Kendra Jacobs  
**Subject:** RE: COA Contact Us: Harris Teeter Project

Dear Mr. Shark,

Thank you for your comments. By copy of this email, I'm forwarding your message to Kendra Jacobs, Administrative staff to the Planning Commission who will make your comments available to the Planning Commission. You are welcome to attend the hearing and express your views also.

Best regards,  
Cicely Woodrow

---

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

### ECO-CITY ALEXANDRIA

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**From:** Alan Shark [mailto:arshark@gmail.com]  
**Sent:** Sunday, May 01, 2011 1:40 PM  
**To:** PnZFeedback; Cicely Woodrow; Graciela Moreno  
**Subject:** COA Contact Us: Haris Teeter Project

### COA Contact Us: Planning and Zoning General Feedback

Time: [Sun May 01, 2011 13:40:24] Message ID: [29632]

**Issue Type:** Planning and Zoning General Feedback  
**First Name:** Alan  
**Last Name:** Shark  
**Street Address:** 500 Wythe Street  
**City:** Alexandria  
**State:** VA  
**Zip:** 22314  
**Phone:** 703-517-0691  
**Email Address:** [arshark@gmail.com](mailto:arshark@gmail.com)  
**Subject:** Haris Teeter Project

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Allowing the Harris Teeter project to go as planned might be the first time ever, where the City of Alexandria would allow a large food-chain store to locate a large truck loading dock within 250 to 350 feet from the entrances to some 400+ residential taxpayer homes. I seriously regret I will miss the upcoming hearing regarding Harris Teeter in the North end of Alexandria, as

I will be out of the county on business. Let me state that while there may be mixed emotions regarding whether the project should be built at all - there is unanimous consent that if the project is to be built as planned, it simply cannot be allowed to do so with a loading dock so close to the front entrances to our homes and neighborhood. Many of us have endured

the Metro Bus Barn for twenty some years with repeated promises of a soon-to-be quitter neighborhood. Now, if Harris is Teeter is allowed to go

**Comments:** ahead with its flawed plans, the infamous and noisy 18-hour a day bus route

will be replaced with an endless truck route with increased congestion, emission pollution, noisy airbrakes, as they come down Wythe Street, and the annoying backup beeps that we will hear all night long. The trucks will be far worse than the soon to depart buses. We know there are no

residents across the street if a truck loading dock was placed on St. Asaph Street. In addition, there are no residences across from Madison Street if the loading dock was placed there. In fact, it would be facing the side of a hotel.

Harris Teeter must seriously amend its plans and keep North

Pitt residential as it is now. There cannot be a loading dock or car entrance on North Pitt. If they cannot change their plan- then their plan must be outright rejected.



## Kendra Jacobs

---

**From:** Cicely Woodrow  
**Sent:** Tuesday, May 03, 2011 8:37 AM  
**To:** Kenneth Hoffmann  
**Cc:** Graciela Moreno; Kendra Jacobs  
**Subject:** RE: COA Contact Us: May 5 Meeting, Harris Teeter Proposal

Dear Mr. Hoffman,

Thank you for your comments. By copy of this email, I'm forwarding your message to Kendra Jacobs, Administrative staff to the Planning Commission who will make your comments available to the Planning Commission. You are welcome to attend the hearing and express your views also.

Best regards,  
Cicely Woodrow

---

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

### ECO-CITY ALEXANDRIA

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**From:** Kenneth Hoffmann [mailto:k.hoffman3@comcast.net]  
**Sent:** Monday, May 02, 2011 5:48 PM  
**To:** PnZFeedback; Cicely Woodrow; Graciela Moreno  
**Subject:** COA Contact Us: May 5 Meeting, Harris Teeter Proposal

### COA Contact Us: Planning and Zoning General Feedback

Time: [Mon May 02, 2011 17:47:43] Message ID: [29675]

**Issue Type:** Planning and Zoning General Feedback  
**First Name:** Kenneth  
**Last Name:** Hoffmann  
**Street Address:** 400 Madikson Street  
Apt 407  
**City:** Alexandria  
**State:** Virginia  
**Zip:** 22314-174  
**Phone:** 703-836-2646

f 96

**Email Address:** [k.hoffman3@comcast.net](mailto:k.hoffman3@comcast.net)

**Subject:** May 5 Meeting, Harris Teeter Proposal  
Re: Proposed Harris Teeter store in north Alexandria

Because I may be

unable to attend the May 5th meeting I am sending you my reasons for opposing the proposal of Harris Teeter to build a store on the St. Asaph, Madison, and Pitt Street plot.

First, the proposed store would be

within one-two blocks of two other food markets. This area cannot support three food markets so close together. Harris Teeter may be hoping for significant drive-in traffic, but the narrow streets in this area and the resulting traffic jams would discourage that.

Second, the large

delivery trucks arriving and departing throughout the day would turn a narrow residential street into a commercial nightmare and block access to the Alexandria House much of the time. Those trucks, blocking the street, would also limit drive-in shopper access. I hope there is an ordinance

**Comments:** against night deliveries. Truck noises at night would greatly disturb the nearby residents.

Third, Harris Teeter has proposed a building design

that is not only ugly, it violates the Alexandria Zoning Ordinance ,

paragraph 2-138, "Dwelling, Townhouses – One of a series of three or more

dwelling units separated from one another by continuous vertical party

walls without openings from basement to roof or roofs." The so-called

townhouses of the plan violate the "without openings from basement to roof

or roofs" part of the definition. Calling them 'townhouses' is a bad

joke.

I urge the Board to reject the referenced proposal in its

entirety.

I further urge the Board to request Harris Teeter to consider

placing their new store farther West near Route 1, where there are many residences and few food stores. In addition, proximity to Route 1 would be a great convenience to drive-in shoppers.

## Kendra Jacobs

---

**From:** Faroll Hamer  
**Sent:** Wednesday, May 04, 2011 11:10 AM  
**To:** Gwen Wright; Kendra Jacobs  
**Subject:** FW: COA Contact Us: Appartments/Harris Teeter on Madison Street between St. Asaph and Pitt Streets  
**Attachments:** ATT00001..txt

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**From:** Rose Boyd  
**Sent:** Wednesday, May 04, 2011 6:55 AM  
**To:** Mark Jinks; Michele Evans; Faroll Hamer; Christopher Bedwell  
**Subject:** Fw: COA Contact Us: Appartments/Harris Teeter on Madison Street between St. Asaph and Pitt Streets

*Connected by DROID on Verizon Wireless*

-----Original message-----

**From:** Stan and Beverley Borgia <sjborgia@yahoo.com>  
**To:** William Euille <William.Euille@alexandriava.gov>, Frank Fannon <Frank.Fannon@alexandriava.gov>, Kerry Donley <Kerry.Donley@alexandriava.gov>, Alicia Hughes <Alicia.Hughes@alexandriava.gov>, Del Pepper <Del.Pepper@alexandriava.gov>, Paul Smedberg <Paul.Smedberg@alexandriava.gov>, Rose Boyd <Rose.Boyd@alexandriava.gov>, Jackie Henderson <Jackie.Henderson@alexandriava.gov>, Elaine Scott <Elaine.Scott@alexandriava.gov>, Rob Krupicka <Rob.Krupicka@alexandriava.gov>, Linda Owens <Linda.Owens@alexandriava.gov>, Elizabeth Jones <Elizabeth.Jones@alexandriava.gov>  
**Sent:** Wed, May 4, 2011 02:06:34 GMT+00:00  
**Subject:** COA Contact Us: Appartments/Harris Teeter on Madison Street between St. Asaph and Pitt Streets

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

Time: [Tue May 03, 2011 22:06:27] Message ID: [29711]

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Stan and Beverley  
**Last Name:** Borgia  
**Street Address:** 502 Wythe Street  
**City:** Alexandria  
**State:** Virginia  
**Zip:** 22314  
**Phone:** 703-647-9802  
**Email Address:** [sjborgia@yahoo.com](mailto:sjborgia@yahoo.com)  
**Subject:** Appartments/Harris Teeter on Madison Street between St. Asaph and Pitt Streets  
**Comments:** Streets  
Mr. Mayor, Vice Mayor and members of the Alexandria City Council,  
You

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will be considering a proposal on the arrangement of a new building between

St. Asaph and Pitt Streets at Madison which will be the site of an apartment building and a proposed Harris Teeter Grocery Store. At issue is

the location of the loading dock to supply this building and the grocery store.

We support investment and development in our area. However, the traffic and associated noise in the area will increase dramatically. Living close to the effected area, and having surveyed the location, we believe the only locations which should be considered for the loading dock is either the St. Asaph Street side of the new building, where there is existing business traffic, or from Madison where truck traffic will not disturb several hundred residents living on Pitt and Wythe Streets.

Additionally, future planning promises to raise the bus barn and develop the property with town homes and a high rise residential complex., This will naturally add even more traffic to Pitt and Wythe Streets.

#### Building

in our residential community should account for the existing residential quality of life as well as the expectation of improving that same quality of life in this quiet and safe neighborhood. The adverse impact of the wrong decision in this matter will, without question, create a dangerous and disruptive environment which will be detrimental to families and pedestrians.

As constituents who take great pride in this community,

these actions, taken in the name of progress, should reflect and reasonably

acomodate our current standard of living. We are relying on you to represent our interests in the design of this development. As noted above,

loading docks should be considered only on the St. Asaph Street or Madison

Street sides. Further, we would ask you to restrict all truck traffic from travel on Wythe Street.

Sincerely,

Stan and Beverley

Borgia

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## Kendra Jacobs

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**From:** Cicely Woodrow  
**Sent:** Wednesday, May 11, 2011 5:16 PM  
**To:** herbharmon@msn.com  
**Cc:** Faroll Hamer; Gwen Wright; Kendra Jacobs; Graciela Moreno  
**Subject:** RE: COA Contact Us: Harris Teeter project

Dear Mr. Harmon

Thank you for submitting comments to the Department of Planning and Zoning. By copy of this email, I'm forwarding your message to Kendra Jacobs, Administrative Staff to Planning Commission, who will make your comments available to the Planning Commission as part of the official record. You are welcome to attend the hearing on June 7, where you may express your views also.

Best regards,

Cicely Woodrow

---

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

### ECO-CITY ALEXANDRIA

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**From:** Herbert Harmon [mailto:herbharmon@msn.com]  
**Sent:** Wednesday, May 11, 2011 1:03 PM  
**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: Harris Teeter project

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

Time: [Wed May 11, 2011 13:03:18] Message ID: [29937]

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Herbert  
**Last Name:** Harmon  
**Street Address:** 400 Madison St # 2207  
**City:** Alexandria  
**State:** VA  
**Zip:** 22314-1736  
**Phone:** 7035490031

1/100

**Email Address:** [herbharmon@msn.com](mailto:herbharmon@msn.com)

**Subject:** Harris Teeter project

We believe it is hypocritical for you to consider suing the DOD over

traffic and pollution on Seminary Rd and  
I395 when YOU are deciding to

**Comments:**

inflict the same problems with the Harris Teeter Project as it is now

planned.

## Kendra Jacobs

---

**From:** Dirk Geratz  
**Sent:** Thursday, May 12, 2011 12:27 PM  
**To:** Kendra Jacobs  
**Subject:** FW: The Harris Teeter Effect on Alexandria

For the official Harris Teeter file!

Thanks,

Dirk

Dirk H. Geratz, AICP  
Principal Planner  
703.746.3815

---

**From:** Bob Kuehnle [mailto:bobkuehnle@comcast.net]  
**Sent:** Wednesday, May 11, 2011 9:28 PM  
**To:** Dirk Geratz  
**Cc:** Colleen Willger; Gwen Wright  
**Subject:** The Harris Teeter Effect on alexandria

Dear Mr. Geratz,

I write in strong protest to the building of the Harris Teeter project.

The three loading docks on Pitt St., the inadequate parking for both residents and customers in the design, and the noise and pollution it creates in the general area should indicate that the project should be abandoned. It changes the feel of the neighborhood without offering advantages. That land could be used in another way that would benefit all. We do not need a grocery store since there are two - one in each direction less than a block from the proposed site. Banning parking on Pitt st. so the trucks can be accomodated presents a safety hazard to emergency vehicles trying to rescue people in Alexandria House. A minimum compromise would be to move the loading docks to St. Asaph St. .

I urge your considering demanding changes to the developer's proposal that would benefit Alexandria and not the developers. We are citizens whose health, safety and life style are at stake.

I appreciate the conduct of the meetings that have already been held which allows full disclosure and discussion of the issues.

Most sincerely,                      Robert and Betty Kuehnle

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

Time: [Thu May 12, 2011 15:02:28] Message ID: [29979]

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Robert  
**Last Name:** Laszewski  
**Street Address:** 400 Madison St.  
#605  
**City:** Alexandria  
**State:** VA  
**Zip:** 22314  
**Phone:** 703-727-9517  
**Email Address:** [lasz15@hotmail.com](mailto:lasz15@hotmail.com)

**Subject:** Teeter Project

I am a resident/owner at Alexandria House.

I am baffled as to why the

Teeter project, in its present form, is being seriously considered.

I

have spent 25 years in Old Town--including a stint on the Chamber Board and

as a major employer.

All of this time, it has been my sense that any new

development was not allowed to add to the already problematic parking

situation or bring a heavy commercial footprint into a residential

area.

Yet, this project has inadequate parking spaces--unless you

**Comments:** presume each resident will have only one car.

More importantly, the

project would subject our homes to a loading dock area that would

accommodate 20 40' trucks per day. It is likely that we would see these

trucks parked on our streets waiting their turn to unload. In addition to

these, we would expect many more delivery trucks--soda, beer, etc., filling

up the neighborhood.

Many of the area residents have requested a design

change for the loading dock to either the already commercial (in this

block) Madison Street or St. Asaph. Yet, we are told the developer won't

budge on this.

Without significant changes, I expect you to take the

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actions necessary to continue to preserve the character of Old Town as a  
predominantly residential area.

Robert Laszewski

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

Time: [Mon May 16, 2011 10:49:20] Message ID: [30136]

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Allyn  
**Last Name:** Trautman  
**Street Address:** 400 Madison St. #1308  
**City:** Alexandria  
**State:** Va  
**Zip:** 22314  
**Phone:** 703 838 8046  
**Email Address:** [allynhtrautman@yahoo.com](mailto:allynhtrautman@yahoo.com)

**Subject:** Proposed Harris-Teeter  
Dear Mr. Mayor and City Council Members:

I am writing to voice my

strong opposition to the proposed Harris-Teeter store in the 700 block of  
N. Pitt Street. At a meeting on May 7, many city residents were stunned  
as one horror after another came out with questioning. For example:

Harris-Teeter said that of its approximately 20 delivery trucks a day, only  
2 to 4 would be tractor trailers. A former Giant manager in the audience  
pointed out that at his store, in addition to the daily 2-4 Giant tractor  
trailers, there were tractor trailers delivering beer, soft drinks,  
snacks, and refrigerated foods. This would undoubtedly cause back-ups  
on

Pitt Street. The Harris-Teeter representative did not dispute this.

**Comments:**

Also when questioned, Harris-Teeter said that there would be three dump  
trucks a day hauling away trash.

Jim Lacey, Assistant Manager of the

Giant on First Street, told me on May 9, that at his 32,000 sq ft store,  
they have about 10 to 15 daily trucks, of which about 5 are tractor  
trailers.

In addition, there are only 175 parking spaces for the 175

rental units, so those residents with two cars will have to find street

parking in an area where it is already difficult.  
Alexandria House

has 7 guest parking spaces, and on any given day, there are numerous  
contractors, cleaners and gardeners, as well as other visitors who need  
street parking.

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At the meeting, the developers gave many reasons why neither St. Asaph nor Madison Streets could be used for their loading dock. I agree with this. The whole plan is not viable in any way for this area with its narrow streets. It's like the ugly step sisters trying many ways to fit into Cinderella's glass slipper. It just won't work!

Please vote no for this plan that I and many other residents think would be a nightmare for our area.

Sincerely,

Allyn H. Trautman

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

Time: [Mon May 16, 2011 21:59:18] Message ID: [30166]

**Issue Type:** Mayor, Vice Mayor, and Council Members

**First Name:** Barbara

**Last Name:** Rosenfeld

**Street Address:** 202 S. Saint Asaph St.

**City:** Alexandria

**State:** VA

**Zip:** 22314

**Phone:**

**Email Address:** [bbr59@comcast.net](mailto:bbr59@comcast.net)

**Subject:** Opposition to proposed Harris Teeter

I am a long-time resident of Old Town and plan to move in the fall to an apartment in Alexandria House. I have looked forward to moving to this quiet, excellent location. I am very concerned about the impact of the proposed Harris Teeter. The traffic and trucks and noise this huge project will deposit at the front door of Alexandria House will completely change the character of the block and the neighborhood. We face the prospect of there being huge trucks entering and exiting at all hours and creating noise and disturbance where now there is very little, as well as constant customer and resident traffic. The project has inadequate parking for the number of customers and apartment residents it will have, and that will have a huge impact on all the surrounding blocks, leaving nowhere for guests and visitors of Alexandria House residents to park. This project is completely insensitive to the needs and quality of life of the Alexandria citizens who already live on this block. It should be placed elsewhere, where it will not destroy the good quality of life of so many residents. I ask City Council not to approve the planned Harris Teeter.

**Comments:**

Barbara

Rosenfeld

Subject: Proposed Alexandria Harris Teeter – Apartment Project

I am an owner/resident in the Alexandria House, 400 Madison Street, Unit 1902. This correspondence is to inform the Alexandria City Council that I think there are many very significant problems with the proposed Alexandria Harris Teeter – Apartment Project:

- Traffic Congestion: A real problem on top of the congestion that already exists from the N Pitt and N Royal Streets due to commuter traffic wanting to avoid Washington Street. Now add the Harris Teeter three truck loading docks and an additional 2,000 cars a day.
- Loading Dock and All Entrances/Exits Located on N Pitt Street: Estimated (minimum) 20 supply trucks, including 18 wheelers, will be a huge problem. The developer wants a variance to eliminate auto parking on N Pitt Street that will allow trucks to back into the loading docks. This will eliminate approximately 15 parking spaces that we currently have on N Pitt Street. Before any approval of the project plan is considered, the Loading Dock and Parking Entrance/Exit should be redesigned for N St Asaph Street.
- Size of Development: The developer is pushing for the large size of the store (58,000 Square Feet), plus 175 apartments in a very small site that will destroy the current pleasing community environment.
- Not Enough Parking Spaces Provided for Retail Shoppers, Harris Teeter Employees, 175 Apartments, and Apartment Visitors: The plan is totally inadequate and this is a serious problem that Harris Teeter has not realistically addressed.
- Noise: A totally new disruptive environment for this Alexandria community.
- Commercial Lights 24 Hours a Day: A totally new disruptive environment for residents of Alexandria House.

Because of the major realistic problems described above, I am absolutely opposed to the proposed Harris Teeter – Apartment project as currently planned. The existing reputation of Alexandria House as a family, community, and environment friendly place to live in Old Town will be negated if this project is authorized to proceed by the City Council. Please reconsider!

Signed,  
COL Victor E. Stamey, US Army, Retired

Cc:  
Planning Department: [gwen.wright@alexandriava.gov](mailto:gwen.wright@alexandriava.gov)  
President of Harris Teeter, Mr. Fred Morganthal, II

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

Time: [Tue May 17, 2011 16:26:42] Message ID: [30199]

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Victor G.  
**Last Name:** Springer  
**Street Address:** 400 Madison St  
Apt 1702

**City:** Alexandria  
**State:** VA  
**Zip:** 22314-1728  
**Phone:** 703-768-8234

**Email Address:** [springerv1@comcast.net](mailto:springerv1@comcast.net)

**Subject:** Proposed Harris Teeter grocery store  
Honorable members of the City Council of Alexandria

I oppose the proposed building of a major Harris Teeter (HT) grocery store topped by four floors comprising 175 apartments on most of the Alexandria City block area bounded on three sides by Pitt, Madison, and St. Asaph streets. I oppose this proposed development because it inserts an obtrusively high-traffic increase, high noise-and-light polluting condition, and severe parking-space demand in the midst of a low-traffic, quiet, and primarily residential neighborhood with minimal parking areas (which areas HT proposes to eliminate). The most greatly affected area of this development is the portion facing Pitt St, and it will severely affect the quality of life for the residents in this area.

Alexandria City government makes a point of preserving the residential quality of life for its residents. To permit HT to proceed with its plans would be a clear violation of this principle and, in particular, what the residents of the most affected area hold dear.

Thank you,  
Victor G. Springer

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## Kendra Jacobs

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**From:** Dirk Geratz  
**Sent:** Tuesday, May 17, 2011 10:27 AM  
**To:** Kendra Jacobs  
**Subject:** FW: harris teeter

Please include this email in the Harris Teeter file.

Thanks,

Dirk H. Geratz, AICP  
Principal Planner  
703.746.3815

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

From: Gwen Brotzman [mailto:glbrotzman@gmail.com]  
Sent: Tuesday, May 17, 2011 10:08 AM  
To: Dirk Geratz  
Subject: harris teeter

my name is gwen brotzman  
i live in apt 1604  
alexandria house

i am totally opposed to harris teeter building on madison street. this is a residential neighborhood. the thoughts of the loading docks being located across the street from the alexandria house is mind boggling. i can not imagine 20 semi trucks a day entering pitt street.  
the whole project is NUTS!

hope you will consider my complaint.

sincerely,  
gwen brotzman

**TO: Alexandria Planning Commissioners**

**May 18, 2011**

**FROM: Marianne Ginsburg, Alexandria House #1303**

**RE: Harris Teeter Development**

When first I learned of the Harris Teeter development plans across the street - a 58,000 sq. ft. supermarket in the heart of Old Town Alexandria, one of this country's historic pearls - I thought I had heard a cruel joke. As I learned more about it, reality sank in and the joke turned to serious concerns for the future of Alexandria - particularly for the people living in the North end, and especially for the 300 or so residents of the Alexandria House, of which I'm one.

My husband David and I have lived in Alexandria since the early 1970s, for the first 32 years on 619 South Lee Street, in the most beautiful 18<sup>th</sup> century house and garden - since 2006 in the Alexandria House, smack in the face of the proposed North Pitt Development. The move to the apartment - so feared by us - turned into a wonderful surprise: the apartment with its splendid views day and night all around, the enveloping balcony that extends our living space to the outdoors, and the fact that we are in the middle of town, within walking distance to shops, restaurants, banks, etc., in an urban environment cherished by everyone around us - what more could we want?

The proposed development in the North St. Asaph, Madison, North Pitt and Wythe street corridor is simply out of scale. We all agree that the block needs development. Everyone would welcome a mixture of residences and commercial, with some greenery in between to encourage even more people to walk. None of us, though, could look forward to a 58,000 sq. ft. store with all its consequences, as the recently expanded Trader Joe's (14,000 sq. ft.) in the immediate neighborhood only too vividly demonstrates. Harris Teeter is among the best stores of its kind. We all know because we have at least three within a four-mile radius which many of us visit.

Here are highlights of the problems threatened by a store of the proposed size in the heart of Old Towne:

- **TRAFFIC IMPACT:** North Pitt, St. Asaph, and Royal Streets are already thoroughfares for commuters in morning and evening rush hours trying to circumvent the Washington Street congestion. The 20 daily Harris Teeter trucks, the coming and going of Harris Teeter employees, shoppers and residents of some 175 apartments on top of the planned mega store, will have to fit into an already tight space (as someone said, they will be *"trying to fit a 10 lb sausage into a 5 lb skin"*).
- **LOADING DOCK/PARKING ENTRANCE:** proposed to be located at the south side of North Pitt Street facing the driveway entrance to the Alexandria House across the street.

Imagine 20 trucks daily: 2-4 t tractor trailers, and the balance 30' box trucks backing in and out into a loading dock (weekdays: 7am-10pm; weekends 8am-7pm); waiting trucks idling on neighborhood streets; the comings and goings of the large number of customers plus residents and their cars: (daily estimates: 2500 customers; 1500 cars); a tight number of parking spaces available for everyone in the new development and the overflow on the streets surrounding it will turn this development into a highly resented nightmare. (On-street parking during the day is almost impossible now.)



- **AIR/NOISE POLLUTION AND SAFETY:** We are already surrounded by other significant sources of noise and air pollution (including the bus barn between Wythe and Pendleton Streets, the loading dock of the Sheraton Suites on Madison and North Pitt Streets, Trader Joe's loading dock on Wythe Street, and, of course, the GenOn Power Plant four blocks away). We accept that as a necessary part of urban living in progress. To consciously and deliberately multiply these pollution and safety sources, however, with such an out-of-scale development for this area, goes against everything we have learned over the past few decades about basic requirements for the very healthy "quality of life" environment for which the City of Alexandria and its citizens are known.

As a resident of the Alexandria House, I am concerned that the proposed development constitutes a serious threat to the value of our property. A smaller scale development that takes the limitations of our area fully into account would be welcome and would satisfy the needs of those who would like to have a Harris Teeter closer to home.

We appreciate your serious considerations of the concerns expressed by citizens in this neighborhood, and, especially, the Alexandria House.

[mlginsburg@comcast.net](mailto:mlginsburg@comcast.net)

## Kendra Jacobs

---

**From:** Cicely Woodrow  
**Sent:** Wednesday, May 18, 2011 4:18 PM  
**To:** Mr. and Mrs. robert Kuehnle  
**Cc:** Graciela Moreno; Kendra Jacobs  
**Subject:** RE: COA Contact Us: Harris Teeter does not belong  
**Attachments:** image003.png

Dear Mr. and Mrs. Kuehnle,

Thank you for submitting comments to the Department of Planning and Zoning. By copy of this email, I'm forwarding your message to Kendra Jacobs, Administrative Staff to the Planning Commission, who will make your comments available to the Planning Commission as part of the official record. You are welcome to attend the hearing on June 7<sup>th</sup>, at which you may express your views also.

Best regards,  
Cicely Woodrow

---

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

**ECO-CITY** ALEXANDRIA

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**From:** Mr. and Mrs. robert Kuehnle [mailto:bettykuehnle@comcast.net]  
**Sent:** Wednesday, May 18, 2011 3:33 PM  
**To:** PnZFeedback; Cicely Woodrow; Graciela Moreno  
**Subject:** COA Contact Us: Harris Teeter does not belong

### COA Contact Us: Planning and Zoning General Feedback

Time: [Wed May 18, 2011 15:33:02] Message ID: [30227]

**Issue Type:** Planning and Zoning General Feedback  
**First Name:** Mr. and Mrs. robert  
**Last Name:** Kuehnle  
**Street Address:** 400 Madison St. appt. 2102  
**City:** Alexandria  
**State:** Virginia  
**Zip:** 22314

13  
/

**Phone:** 703-836-6778

**Email Address:** [bettykuehnle@comcast.net](mailto:bettykuehnle@comcast.net)

**Subject:** Harris Teeter does not belong  
THAT MASSIVE GROCERY STORE DOES NOT BELONG IN THE  
SMALL SPACE IT IS TRYING

TO CONVINCING US THAT IT SHOULD BE IN. This project requires two  
special

rulings - one on density and one on traffic - and therefore speaks itself  
of the inappropriateness of its placement. A ruling of a one way street  
on Pitt to accommodate 16 wheelers which thereby cuts off parking or  
emergency access (at least part of the time ) to Alexandria House makes  
self evident that this is a wrong project in the wrong space. There are

**Comments:**

two grocery stores within a block on either side of the proposed store and  
another one five blocks down. The space Harris Teeter's want to occupy  
could easily house another builder more compatible with the neighborhood  
and one that would give the City the income that would not cannibalize  
other stores around. The pollution, the bottlenecks, the density, the  
change of feeling in the area does not warrant approval of this  
project.

Thank you for your consideration,

Robert Kuehnle Betty Kuehnle

## Kendra Jacobs

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**From:** Colleen Willger  
**Sent:** Thursday, May 19, 2011 4:24 PM  
**To:** Kendra Jacobs  
**Cc:** Dirk Geratz; Gwen Wright  
**Subject:** FW: Independent unbiased input to the "Harris Teeter project"

Hi Kendra:

Can you please add this email to the official file?

Thanks,  
Colleen

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

**From:** Felix Rausch [mailto:felix@feacinstitute.org]  
**Sent:** Thursday, May 19, 2011 2:28 PM  
**To:** Dirk Geratz; Colleen Willger; Gwen Wright  
**Cc:** Barbara Charuhas; Kara Clemens; z3bum@yahoo.com  
**Subject:** Independent unbiased input to the "Harris Teeter project"

We attended your meeting on May 5th at City Hall and heard all of the comments for and against. We live on Euille St in Chatham Square.

What struck me and my wife was the fact that from an Urban Planning point of view, one would think that all aspects of the surrounding environment would be considered in such an undertaking, not tackle this as an isolated stovepipe project.

One must consider the people first, then the environment and then the infrastructure, but in a holistic way since all of this is one living organism, interacting and integrated and dependent on on another. Notice I left out money since that should never be a motivation for "improving" anything. In our immediate neighborhood we have the Bus Barn, the decrepit Giant (BTW the Safeway in the south end isn't much better.) and the soon to be replaced Liquor store. You also have an unbelievable low density housing on one of the most expensive real estate rectangles in the entire city between Princess and Pendleton and N Royal and N Fairfax. If you do not consider all of this and more in the equation, you are doing a great disservice to the citizens, the City and the businesses. All of these things must be looked at in planning for the future of Alexandria Old Town. For most people I would think (and the feedback in the meeting confirmed this), another Grocery store would be superfluous because when one shops for the week, and I would imagine this goes for the AlexHouse residents also, you have to drive. If I have to drive we go to Trader Joes, Balducci's, yes the Giant, and the Whole Foods store. Walking to the groceries is only possible for a few items that can be carried. So this selling point of having another Grocery just by itself at that location does not make any sense. We also have to put up with all of the traffic rushing down N Pitt and N Royal for several hours per day when people go to work and come back wanting to avoid Washington Street. In addition cruise line Busses have not been banned yet by you so they rumble thru the neighborhood destroying roads and old buildings not built for the weight and impact, and polluting the Old Town with diesel smoke and noise. This "Harris Teeter" proposal would definitely make these situations even worse and would contribute nothing to the well being of the residents. We sincerely ask you to reject the co-location of the Harris Teeter with the new residential complex. As a matter of fact stepping back and looking at this from a distance there are many things that can be done to improve this part of Old Town but adding another grocery is not one of them. Not needed, not logical, not wanted, not environmentally friendly, and not traffic friendly. So what's there to discuss - the little bit of money you are taking in from taxes?

Thanks for your consideration

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1

Felix Rausch  
Ph. 703-836-1002  
Cell: 202-251-9512

116  
2

## Kendra Jacobs

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**From:** Gwen Wright  
**Sent:** Wednesday, May 25, 2011 8:41 PM  
**To:** Dirk Geratz; Colleen Willger; Kendra Jacobs  
**Subject:** FW: COA Contact Us: Planned Harris Teeter Project or BRAC 2?  
**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](mailto:gwen.wright@alexandriava.gov)

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**From:** Rose Boyd  
**Sent:** Wednesday, May 25, 2011 3:41 PM  
**To:** Mark Jinks; Michele Evans; Gwen Wright  
**Subject:** FW: COA Contact Us: Planned Harris Teeter Project or BRAC 2?

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**From:** Alan Shark [<mailto:arshark@gmail.com>]  
**Sent:** Wednesday, May 25, 2011 11:00 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: Planned Harris Teeter Project or BRAC 2?

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

Time: [Wed May 25, 2011 11:00:11] Message ID: [30389]

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Alan  
**Last Name:** Shark  
**Street Address:** 500 Wythe Street  
**City:** Alexandria  
**State:** VA  
**Zip:** 22314  
**Phone:** 703-519-0691  
**Email Address:** [arshark@gmail.com](mailto:arshark@gmail.com)  
**Subject:** Planned Harris Teeter Project or BRAC 2?  
**Comments:** I am very concerned that the planning process has gotten this far with all  
it serious flaws in planning. Neighbors like me who live within a few

1 117

hundred feet of the proposed loading docks and trash compactor area are strongly opposed to the plans as presented. At the same time we actually support having a Harris Teeter store - but a scaled down version. Many citizens do realize the size and dimension of this project. For example, the current Trader Joe's is a nice 14,000 sq. ft., Giant is 30,000 sq. ft., and the Harris Teeter on Route one and Glebe road is only 40,000 sq. ft. The planned project calls for an amazing 58,000 sq. ft.! All of in the immediate area are quite happy with the Route 1 HT store and size.

Here

are the project flaws and deficiencies that must be positively addressed:

1. The proposed loading docks can not be allowed to be facing tax-paying citizen's homes. Harris Teeter whose motto is "the Neighborhood Food Market" should instead be required to have truck entrances on either St Asaph or Madison streets where there are no homes.

2. The Trash Compactor area is the same as the first item.

Trucks make lot's of noise - especially trash trucks.

3. Parking plans

are totally unrealistic. The developer of the overall project has provided faulty and unrealistic parking plans and to make matters worse, it is based on highly deficient assumptions that do not come close to reality.

4.

Parking spaces on N. Pitt should not be eliminated for this project as a waiver. The neighborhood requires all the parking spaces we can get. We do

have guests and guest like to go out and shop and eat at local establishments. We need more than less.

5. A realistic traffic study

must be conducted for a project of this scale. Some have estimated that an

additional 2,000 or more car trips a day would be added to the local streets making this a likely BRAC 2 project gone wrong. Once the current Bus Barn moves out there will be more residences and increased traffic - which is already congested. Add to this the number of semi-trucks and we

will have noise, pollution, gridlock and everyone loses.

The current

plan has so many serious flaws that many of us are surprised that this project has gotten this far in planning - and quite frankly we are alarmed by this.

We urge that the points raised be positively addressed and it is in everyone's interest to keep our neighborhood vibrant and sustainable.

Sincerely yours,

Alan Shark



## Kendra Jacobs

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**Subject:** FW: COA Contact Us: Harris Teeter  
**Attachments:** ATT00001..txt

**From:** Faroll Hamer  
**Sent:** Friday, May 27, 2011 9:09 AM  
**To:** Gwen Wright  
**Subject:** FW: COA Contact Us: Harris Teeter  
**From:** Brent Gilroy [mailto:brentgilroy@gmail.com]  
**Sent:** Friday, May 27, 2011 9:06 AM  
**To:** Faroll Hamer; Barbara Carter; Graciela Moreno; Cicely Woodrow  
**Subject:** COA Contact Us: Harris Teeter

### COA Contact Us: Director Faroll Hamer

Time: [Fri May 27, 2011 09:06:06] Message ID: [30439]

**Issue Type:** Faroll Hamer  
**First Name:** Brent  
**Last Name:** Gilroy  
**Street Address:** 828 Madison St.  
**City:** Alexandria  
**State:** VA  
**Zip:** 22314  
**Phone:** 571-970-5616  
**Email Address:** [brentgilroy@gmail.com](mailto:brentgilroy@gmail.com)

**Subject:** Harris Teeter

We recently moved from Silver Spring to Old Town, eager to enjoy the urban

lifestyle for which this community is known. We were delighted to learn

that a large, full-service supermarket was planned nearby. Frankly, we

were shocked to see how under-served this entire community is in terms of

mainstream grocery stores.

We are ery surprised by the opposition to the

**Comments:** Harris Teeter store in North Old Town -- most of which seems to come from

people living at Alexandria Hose. I attended the public meeting earlier

this month at City Hall; the Alexandria House residents' complaints about

potential traffic and congestion associated with the store were perplexing,

since this after all is an URBAN neighborhood where one must expect a

degree of congestion in exchange for the easy access to amenities both on

foot or via a short car trip. I also found their complaints about density

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amusing, given that their block represents the highest concentration of residents in the immediate area.

From what i have learned of the history

of this proposal, Harris Teeter and its developer have gone to considerable

pains to accommodate community concerns. The recent agreement to re-position the store's loading dock is a good example. There is no ideal place for such a busy facility in this neighborhood, and the St. Asaph St. site for the dock will create more challenges for store personnel, yet Harris Teeter agreed to the change to address the Alexandria House residents' concerns.

In short, I believe the City should consider

this an adequate accommodation of community concerns and allow the project

to move ahead as currently planned. One reason I left Silver Spring after

25 years was that vital community development projects were held hostage

for years at a time (and sometimes killed outright) by the intransigence of a handful of people who wanted to protect outdated, low-density

development. i have always heard that Alexandria understands how to

balance old and new, and how to build workable URBAN environments. I trust that my new hometown will not disappoint me.

## Kendra Jacobs

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**Subject:** FW: COA Contact Us: Proposed Harris Teeter

**From:** Cicely Woodrow  
**Sent:** Tuesday, May 31, 2011 11:58 AM  
**To:** Allyn Trautman  
**Cc:** Graciela Moreno; Kendra Jacobs  
**Subject:** RE: COA Contact Us: Proposed Harris Teeter

Dear Mr. Trautman,

Thank you for submitting comments to the Department of Planning and Zoning. By copy of this email, I'm forwarding your message to Kendra Jacobs, Administrative Staff to the Planning Commission, who will make your comments available to the Planning Commission as part of the official record. You are welcome to attend the hearing where you may express your views also.

Best regards,  
Cicely Woodrow

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**From:** Allyn Trautman [mailto:[allynhtrautman@yahoo.com](mailto:allynhtrautman@yahoo.com)]  
**Sent:** Friday, May 27, 2011 10:56 AM  
**To:** PnZFeedback; Cicely Woodrow; Graciela Moreno  
**Subject:** COA Contact Us: Proposed Harris Teeter

### COA Contact Us: Planning and Zoning General Feedback

Time: [Fri May 27, 2011 10:55:38] Message ID: [30452]

**Issue Type:** Planning and Zoning General Feedback  
**First Name:** Allyn  
**Last Name:** Trautman  
**Street Address:** 400 Madison St #1308  
**City:** Alexandria  
**State:** Va  
**Zip:** 22314  
**Phone:** 703 838 8046  
**Email Address:** [allynhtrautman@yahoo.com](mailto:allynhtrautman@yahoo.com)

**Subject:** Proposed Harris Teeter  
Dear Planning Commission Members:

I am writing to voice my strong  
opposition to the Harris Teeter proposal for a store in the 700 block of N.  
Pitt Street. At a meeting on May 7, many residents were stunned to learn  
**Comments:** of the impact this development would have on our community.  
Harris  
Teeter representatives said that of its approximately 20 delivery trucks a  
day, only 2 to 4 would be tractor trailers. A former Giant manager in the

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audience pointed out that at his store, there were beer trucks, soft drink trucks, snack trucks and refrigerated trucks--all tractor trailers- that made daily deliveries in addition to Giant's own tractor trailers. Harris Teeter did not dispute this. In addition, Harris Teeter said that they would have 3 dump trucks a day hauling away trash.  
Jim Lacey, manager

of the Giant (32,000 sq ft) at First Street and N. St. Asaph, told me that at his store, of the 10-15 daily trucks, about 5 are 18 wheelers.

Harris Teeter also wants to put the garage entrance for their up to 2,000 daily customers and apartment residents on Pitt Street, as well as taking away Pitt Street parking. Alexandria House, across the street, has 7 guest parking spaces. On any given day, there are numerous contractors, cleaners, gardeners, and other visitors who need street parking. Add to this the 175 rental units above Harris Teeter with only 175 parking spaces ( no allowance for two-car families), and you have a real parking nightmare.

At the meeting, Harris Teeter reps gave many reasons why

Madison and N. St. Asaph could not be used for their loading dock. I agree

with this. The whole plan is not viable in any way for this area with its narrow streets. Reducing the size of the store would have minimal impact.

It's like the ugly step sisters trying to fit into Cinderella 's glass

slipper. It just won't work!  
Please vote no for this plan that I

and many residents think would be a nightmare for our area.  
Sincerely,  
Allyn H. Trautman

## Kendra Jacobs

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**Subject:** FW: COA Contact Us: Harris Teeters In North Old Town

**From:** Cicely Woodrow  
**Sent:** Tuesday, May 31, 2011 11:59 AM  
**To:** Ruth McKenty  
**Cc:** Faroll Hamer; Barbara Carter; Graciela Moreno; Kendra Jacobs  
**Subject:** RE: COA Contact Us: Harris Teeters In North Old Town

Dear Ms. McKenty,

Thank you for submitting comments to the Department of Planning and Zoning. By copy of this email, I'm forwarding your message to Kendra Jacobs, Administrative Staff to the Planning Commission, who will make your comments available to the Planning Commission as part of the official record. You are welcome to attend the hearing where you may express your views also.

Best regards,  
Cicely Woodrow

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**From:** Ruth McKenty [mailto:Ruth@mckenty.us]  
**Sent:** Friday, May 27, 2011 11:36 AM  
**To:** Faroll Hamer; Barbara Carter; Graciela Moreno; Cicely Woodrow  
**Subject:** COA Contact Us: Harris Teeters In North Old Town

### COA Contact Us: Director Faroll Hamer

Time: [Fri May 27, 2011 11:35:32] Message ID: [30454]

**Issue Type:** Faroll Hamer  
**First Name:** Ruth  
**Last Name:** McKenty  
**Street Address:** 331 N. Pitt Street  
**City:** Alexandria  
**State:** Virginia  
**Zip:** 22314  
**Phone:** 7036837588  
**Email Address:** [Ruth@mckenty.us](mailto:Ruth@mckenty.us)  
**Subject:** Harris Teeters In North Old Town  
I'd like to communicate my support for the proposed development in North Old Town with a Harris Teeter store. I have lived in Old Town for 10 years and worked for 18 years. The proposed site of the development is currently an eyesore and the proposed development will certainly improve the appearance of the neighborhood. Additionally Old Town needs a quality grocery/pharmacy store.

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I attended the most recent meeting regarding

this situation and was appalled by the behavior of some of the residents

of the Alexandria House. It is apparent that the residents of Alexandria

have been fortunate to live in an area that is not as developed as other

parts of Old Town. However they need to understand that they live in an

urban area. The proposed development area will be developed sooner or

later. The current proposed development appears to be a quality project

which I think will be beneficial to our neighborhood.

Many of my

neighbors and myself consider the Alexandria House to be an eyesore. It's appearance is not conducive to Old Town. The building stands really does not belong in Old Town.

## Kendra Jacobs

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**Subject:** FW: COA Contact Us: Harris Teeter

**From:** Cicely Woodrow  
**Sent:** Wednesday, June 01, 2011 9:39 AM  
**To:** Cynthia Major  
**Cc:** Faroll Hamer; Barbara Carter; Graciela Moreno; Kendra Jacobs  
**Subject:** RE: COA Contact Us: Harris Teeter

Dear Ms. Major,

Thank you for submitting comments to the Department of Planning and Zoning. By copy of this email, I'm forwarding your message to Kendra Jacobs, Administrative Staff to the Planning Commission, who will make your comments available to the Planning Commission as part of the official record. You are welcome to attend the hearing where you may express your views also.

Best regards,  
Cicely Woodrow

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**From:** Cynthia Major [mailto:cynthiamajor@hotmail.com]  
**Sent:** Tuesday, May 31, 2011 7:03 PM  
**To:** Faroll Hamer; Barbara Carter; Graciela Moreno; Cicely Woodrow  
**Subject:** COA Contact Us: Harris Teeter

### COA Contact Us: Director Faroll Hamer

Time: [Tue May 31, 2011 19:03:29] Message ID: [30504]

**Issue Type:** Faroll Hamer  
**First Name:** Cynthia  
**Last Name:** Major  
**Street Address:** 333 N Pitt St  
**City:** Alexandria  
**State:** VA  
**Zip:** 22314  
**Phone:** 703 549 6763  
**Email Address:** [cynthiamajor@hotmail.com](mailto:cynthiamajor@hotmail.com)

**Subject:** Harris Teeter

I would like to voice my support for the the proposal to improve the property on the 700 block between North St. Asaph and North Pitt. A full service grocery and pharmacy within walking distance of my home is

**Comments:** something that I look forward to with a great deal of pleasure.  
Thank

you,  
Cynthia Major

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## Kendra Jacobs

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**Subject:** FW: COA Contact Us: Opposition to proposed Harris Teeter  
**Attachments:** ffa700946790d3df9831c1fd0ef03c4d.rtf

**From:** Cicely Woodrow  
**Sent:** Tuesday, May 31, 2011 1:55 PM  
**To:** Barbara Rosenfeld  
**Cc:** Graciela Moreno; Kendra Jacobs  
**Subject:** RE: COA Contact Us: Opposition to proposed Harris Teeter

Dear Ms. Rosenfeld,

Thank you for submitting comments to the Department of Planning and Zoning. By copy of this email, I'm forwarding your message to Kendra Jacobs, Administrative Staff to the Planning Commission, who will make your comments available to the Planning Commission as part of the official record. You are welcome to attend the hearing where you may express your views also.

Best regards,  
Cicely Woodrow

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**From:** Barbara Rosenfeld [mailto:bbr59@comcast.net]  
**Sent:** Tuesday, May 31, 2011 1:51 PM  
**To:** PnZFeedback; Cicely Woodrow; Graciela Moreno  
**Subject:** COA Contact Us: Opposition to proposed Harris Teeter

### COA Contact Us: Planning and Zoning General Feedback

Time: [Tue May 31, 2011 13:50:36] Message ID: [30495]

**Issue Type:** Planning and Zoning General Feedback  
**First Name:** Barbara  
**Last Name:** Rosenfeld  
**Street Address:** 202 S. Saint Asaph St.  
**City:** Alexandria  
**State:** VA  
**Zip:** 22314  
**Phone:** 703-836-0485  
**Email Address:** [bbr59@comcast.net](mailto:bbr59@comcast.net)  
**Subject:** Opposition to proposed Harris Teeter  
**Comments:** For review prior to Harris Teeter meeting  
**Attachment:** ffa700946790d3df9831c1fd0ef03c4d.rtf

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BARBARA B. ROSENFELD

703-836-0485

[barbararosenfeld@comcast.net](mailto:barbararosenfeld@comcast.net)

TO: Planning Commission members

RE: Harris Teeter proposal

I will be moving into Alexandria House in September. I have lived at 202 S. Saint Asaph St. for 20 years, and was looking forward to enjoying my carefully selected, pleasant new apartment in a peaceful but still close-in Old Town location.

Now I face the distinctly unpleasant prospect of the huge Harris-Teeter project right across the street. From what I have learned about the proposal, I have concerns about traffic in and out of the building, parking, noise and general impact on residents in this part of North Old Town, and most particularly on the residents of Alexandria House.

Impact of traffic: The huge number of trucks and cars that will be entering and exiting this building daily will have a huge negative impact on us. Even if the loading dock for trucks is shifted to St. Asaph St. (which at least is better than Pitt), we will still have a huge amount of noise and traffic. Even if only residential traffic uses Pitt, the number of cars going in and out will have an enormous effect on us. During the day it will be unpleasant. If this traffic is permitted during hours when people are normally expecting to sleep, it will be doubly disturbing. Many residents of Alexandria House are older people whose health will certainly be adversely affected by this.

Inadequate parking for shoppers, employees and residents: I believe Harris Teeter is grossly underestimating the amount of vehicular traffic and assuming that many shoppers will come on foot. Anyone who observes the shoppers at Trader Joe's or the Giant will see that only a small percent of the shoppers walk. I happen to like to walk to Trader Joe's if I just have 2 or 3 items to buy -- but more often than not, I buy more than I can comfortably carry and so I take my car -- that will undoubtedly be the case with many shoppers at Harris-Teeter.

I believe nowhere near enough parking is being provided to accommodate shoppers. The number of spaces is approximately twice as much as at Trader Joe's, a store that is 1/4 of the size of the proposed H-T. The plans to provide parking for employees also sounds less than adequate -- possibly 50 spaces for 150 employees. Where will the others park?

As for resident parking: if only 1 space is allotted for each of 175 units, where will apartments with residents who have more than 1 car, or who have guests, park? Presumably, on the already fully occupied streets in the area.

Impact on availability of parking for current residents and their guests: I am a frequent visitor to Alexandria House. I often have to park on the street -- possible, though not always easy. While I will have parking in the building, with the additional huge number of persons that this development will bring to street parking in the area, I wonder where our guests and service people will park. What provision is being made for that? Will Harris-Teeter allow our guests to park in their spaces?

Noise and general environmental impact: It is hard to imagine how unpleasant this will be. In my current location, there is one dumpster pickup a week across the street from me, and it wakes me up in the middle of the night every time. H-T will undoubtedly have many more pickups, providing constant noise and disturbance. Between the trucks, the traffic, the noise and the number of people, this area of Old Town will be transformed -- definitely for the worse.

Wrong-size project for this site: I have nothing against Harris-Teeter, but this is the wrong location for a project of this size. The lot between St. Asaph and Pitt will eventually be developed -- we all understand that, but why does a development have to destroy the quality of life of the people who already live there?

I appreciate your taking my views -- and those of my future neighbors -- into consideration. I want to look forward to living in Alexandria House for many years. I love Old Town, and this is the place I choose to stay. Please help us keep it the livable pleasant place that it is.

Sincerely yours,

Barbara Rosenfeld

## Kendra Jacobs

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**Subject:** FW: COA Contact Us: Harris Teeter / Old Town North

**From:** Cicely Woodrow  
**Sent:** Wednesday, June 01, 2011 5:05 PM  
**To:** Amy Smith  
**Cc:** Faroll Hamer; Barbara Carter; Graciela Moreno; Kendra Jacobs  
**Subject:** RE: COA Contact Us: Harris Teeter / Old Town North

Dear M. Smith,

Thank you for submitting comments to the Department of Planning and Zoning. By copy of this email, I'm forwarding your message to Kendra Jacobs, Administrative Staff to the Planning Commission, who will make your comments available to the Planning Commission as part of the official record. You are welcome to attend the hearing where you may express your views also.

Best regards,  
Cicely Woodrow

**From:** Amy Smith [mailto:amy.smith3@mail.house.gov]  
**Sent:** Wednesday, June 01, 2011 4:47 PM  
**To:** Faroll Hamer; Barbara Carter; Graciela Moreno; Cicely Woodrow  
**Subject:** COA Contact Us: Harris Teeter / Old Town North

**COA Contact Us: Director Faroll Hamer**

Time: [Wed Jun 01, 2011 16:47:09] Message ID: [30551]

**Issue Type:** Faroll Hamer  
**First Name:** Amy  
**Last Name:** Smith  
**Street Address:** 606 Tivoli Passage  
**City:** Alexandria  
**State:** VA  
**Zip:** 22314  
**Phone:** 703-836-2868

**Email Address:** [amy.smith3@mail.house.gov](mailto:amy.smith3@mail.house.gov)

**Subject:** Harris Teeter / Old Town North

**Comments:**

I wanted to send a note in strong support of the project. Development of this nature is exactly what Old Town North needs - it would be an absolute tragedy (and I would be strongly opposed) if the property on the block in question was converted only into an apartment or condo complex WITHOUT

giving the community any commercial benefit such as the presence of a Harris Teeter.

I think that Harris Teeter in that location will add

value to our homes in the area and I encourage you to approve the project.

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## Kendra Jacobs

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**Subject:** FW: COA Contact Us: Harris Teeter Development @ Madison + N. St Asaph  
**Attachments:** ATT00001..txt

**From:** Rose Boyd  
**Sent:** Wednesday, June 01, 2011 5:56 PM  
**To:** Mark Jinks; Michele Evans; Gwen Wright  
**Cc:** Christopher Bedwell  
**Subject:** FW: COA Contact Us: Harris Teeter Development @ Madison + N. St Asaph

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**From:** Robert Rowe [mailto:roweflight@mindspring.com]  
**Sent:** Wednesday, June 01, 2011 2:50 PM  
**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: Harris Teeter Development @ Madison + N. St Asaph

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

Time: [Wed Jun 01, 2011 14:49:46] Message ID: [30547]

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Robert  
**Last Name:** Rowe  
**Street Address:** 507 Princess St.  
**City:** Alexandria  
**State:** VA  
**Zip:** 22314  
**Phone:** 703-683-6496  
**Email Address:** [roweflight@mindspring.com](mailto:roweflight@mindspring.com)  
**Subject:** Harris Teeter Development @ Madison + N. St Asaph  
I am writing to urge all the Council members to approve this proposed  
  
Harris Teeter development for  
Madison & St. Asaph St. This will offer  
  
the greater N. Old Town community a much needed grocery  
alternative to  
  
Giant and will redevelop a blighted block in a high-density area. I can't  
  
**Comments:** imagine why this  
wouldn't be welcome addition to our community. Please do  
  
not let the minor traffic concerns of Alexandria  
House trump the needs of  
  
the greater community.  
  
Thanks.  
  
Robert Rowe.

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## Kendra Jacobs

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**Subject:** FW: COA Contact Us: Harris Teeter in Old Town

**From:** Cicely Woodrow  
**Sent:** Wednesday, June 01, 2011 4:16 PM  
**To:** Greg Hill  
**Cc:** Faroll Hamer; Barbara Carter; Graciela Moreno; Kendra Jacobs  
**Subject:** RE: COA Contact Us: Harris Teeter in Old Town

Dear Mr. Hill,

Thank you for submitting comments to the Department of Planning and Zoning. By copy of this email, I'm forwarding your message to Kendra Jacobs, Administrative Staff to the Planning Commission, who will make your comments available to the Planning Commission as part of the official record. You are welcome to attend the hearing where you may express your views also.

Best regards,

Cicely Woodrow

**From:** Greg Hill [mailto:ghill203@comcast.net]  
**Sent:** Wednesday, June 01, 2011 1:34 PM  
**To:** Faroll Hamer; Barbara Carter; Graciela Moreno; Cicely Woodrow  
**Subject:** COA Contact Us: Harris Teeter in Old Town

**COA Contact Us: Director Faroll Hamer**

**Time:** [Wed Jun 01, 2011 13:34:04] **Message ID:** [30541]

**Issue Type:** Faroll Hamer

**First Name:** Greg

**Last Name:** Hill

**Street Address:** 422 Princess St

**City:** Alexandria

**State:** VA

**Zip:** 22314

**Phone:** 703-836-0571

**Email Address:** [ghill203@comcast.net](mailto:ghill203@comcast.net)

**Subject:** Harris Teeter in Old Town

Good afternoon. Reference the 7 June hearing regarding Harris Teeter

possibly coming to Old Town. I am very much in favor of this. Adding a

Harris Teeter to North Old Town would not only be a significant upgrade for

**Comments:** the area, it would bring in much needed competition against the Giant and Trader Joe stores. With the additional tax revenue it would generate for the city, the neighborhood upgrade of adding a higher end store, and competition against the two other grocers this is a complete win-win for the city and its residents.

x 132

## Kendra Jacobs

---

**Subject:** FW: COA Contact Us: Harris Teeter Development

**From:** Cicely Woodrow  
**Sent:** Wednesday, June 01, 2011 12:25 PM  
**To:** Christine Hill  
**Cc:** Faroll Hamer; Barbara Carter; Graciela Moreno; Kendra Jacobs  
**Subject:** RE: COA Contact Us: Harris Teeter Development

Dear Ms. Hill,

Thank you for submitting comments to the Department of Planning and Zoning. By copy of this email, I'm forwarding your message to Kendra Jacobs, Administrative Staff to the Planning Commission, who will make your comments available to the Planning Commission as part of the official record. You are welcome to attend the hearing where you may express your views also.

Best regards,  
Cicely Woodrow

**From:** Christine Hill [mailto:christineohill@gmail.com]  
**Sent:** Wednesday, June 01, 2011 12:20 PM  
**To:** Faroll Hamer; Barbara Carter; Graciela Moreno; Cicely Woodrow  
**Subject:** COA Contact Us: Harris Teeter Development

### COA Contact Us: Director Faroll Hamer

Time: [Wed Jun 01, 2011 12:19:34] Message ID: [30533]

**Issue Type:** Faroll Hamer  
**First Name:** Christine  
**Last Name:** Hill  
**Street Address:** 422 Princess St  
**City:** Alexandria  
**State:** VA  
**Zip:** 22314  
**Phone:** 703-283-3506  
**Email Address:** [christineohill@gmail.com](mailto:christineohill@gmail.com)  
**Subject:** Harris Teeter Development

I am writing with regard to the 700 block between North St. Asaph and North

Pitt being considered for development. The proposal is for condos with a Harris Teeter grocery and pharmacy store as the anchor on the first floor.

**Comments:** Not only would this development rid north Old Town of one of the last blighted blocks in our community but it would also provide a valuable retail and, based on review of the existing plans, residences that reflect the feel and ambiance of our historic area. I STRONGLY support this

X 133

proposal. The Giant in Old Town is inadequate. Trader Joes caters to a niche market, that would actually complement a Harris Teeter.

As a

long time resident I am excited about having a quality full service grocery store within walking distance to my home. As I understand, there are some

residents of the neighboring condo building (Alexandria House) who are against the development. It would be quite unfortunate should their

objections jeopardize this development. The reality is that the site will

be developed at some point (or left as an ugly underutilized lot) and the

proposed plan is attractive while also providing a good service to the

community. This voter recommends that you support this smart growth

initiative.

**Kendra Jacobs**

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**Subject:** FW: COA Contact Us: Harris Teeter Development  
**Attachments:** ATT00001..txt

**From:** Rose Boyd  
**Sent:** Wednesday, June 01, 2011 12:27 PM  
**To:** Mark Jinks; Michele Evans; Gwen Wright  
**Cc:** Christopher Bedwell  
**Subject:** FW: COA Contact Us: Harris Teeter Development

**From:** Randy Lindner [mailto:randylindner@hotmail.com]  
**Sent:** Wednesday, June 01, 2011 10:19 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: Harris Teeter Development

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

**Time:** [Wed Jun 01, 2011 10:19:27] **Message ID:** [30521]

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Randy  
**Last Name:** Lindner  
**Street Address:** 329 N Pitt Street  
**City:** Alexandria  
**State:** VA  
**Zip:** 22314  
**Phone:** 703-519-8088  
**Email Address:** [randylindner@hotmail.com](mailto:randylindner@hotmail.com)  
**Subject:** Harris Teeter Development

I want to express my strong support for the Harris Teeter development planned for the north end of Old Town. We badly need a full service high quality grocer in the north end and this development would certainly enhance the our community. It would also provide attractive housing units to support a vibrant resident population that will add additional patron

**Comments:** support to our Old Town business community. The development is certainly in keeping with the type and mix of development in this area. I encourage you to support this important development.

Thank you,  
Randy Lindner



## Kendra Jacobs

---

**Subject:** FW: COA Contact Us: Harris Teeter Dev @ Madison + N St Asaph

**From:** Cicely Woodrow

**Sent:** Wednesday, June 01, 2011 11:45 AM

**To:** Cathleen Curtin

**Cc:** Faroll Hamer; Barbara Carter; Graciela Moreno; Kendra Jacobs

**Subject:** RE: COA Contact Us: Harris Teeter Dev @ Madison + N St Asaph

Dear Ms. Curtin,

Thank you for submitting comments to the Department of Planning and Zoning. By copy of this email, I'm forwarding your message to Kendra Jacobs, Administrative Staff to the Planning Commission, who will make your comments available to the Planning Commission as part of the official record. You are welcome to attend the hearing where you may express your views also.

Best regards,

Cicely Woodrow

**From:** Cathleen Curtin [mailto:ccurtin1@comcast.net]

**Sent:** Wednesday, June 01, 2011 11:38 AM

**To:** Faroll Hamer; Barbara Carter; Graciela Moreno; Cicely Woodrow

**Subject:** COA Contact Us: Harris Teeter Dev @ Madison + N St Asaph

**COA Contact Us: Director Faroll Hamer**

Time: [Wed Jun 01, 2011 11:37:47] Message ID: [30527]

**Issue Type:** Faroll Hamer

**First Name:** Cathleen

**Last Name:** Curtin

**Street Address:** 501 Princess st

**City:** Alexandria

**State:** VA

**Zip:** 22314 2332

**Phone:** 7039309322

**Email Address:** [ccurtin1@comcast.net](mailto:ccurtin1@comcast.net)

**Subject:** Harris Teeter Dev @ Madison + N St Asaph

Dear Planning Board + Staff,  
After much review of the proposal for the

above noted city block I cannot see any reason not to approve what Buchanan

**Comments:** Developers has so reasonably proposed to create in North Old Town.  
1. this

block is one of the last blighted blocks btwn the river and Washington

Street, perhaps over 20 yrs neglected other than a dry cleaner and the

Wythe St. Office building.

2. the neighborhood of the proposed development

x 136

is already a high density community with the 23 story Alexandria House,  
its hi rise north neighbor at the 800 blk of N. Pitt, the Sheraton Suites,  
and the multi story commercial buildings along Wythe and N. St Asaph  
St.

3. the request for a change in density is one of improvement equal to  
the land use in the neighborhood, but not one of maxmizing to the denisty  
seen at the surrounding 3 north and east corners.

4. the apt units will be

sought after by a younger and older tenant, a transient tenant and more  
than likely a majority that telecommute and or utilize the very available  
public transportation so car traffic from that component is less a  
negative.

5. the intentions of Harris Teeter as a quality grocer to

become a part of our neighborhood with a pharmacy is very good for  
North

Old Town as the Giant remains a customer to its former lower income  
community and Trader Joes though a quality value grocer can only meet  
market needs at a certain level.

6. there is no question there will be

additional traffic...we live in an urban area, its part of the fabric.

Buchanan has worked tirelessly to accomodate Alex. House Residents  
and

those residents still resist change perferring a blighted block to view  
from on high.

I have attended a public hearing, viewed their porposal

on line and have met with Buchanan to understand their proposal. I see it

as a value added to this community as well as to the city coffers with a

projected revenue added to the city of \$1m annually.

This is not the time

to say "no" to a developer nor allow Alexandria House to squash

this developement.

All best,  
Cathleen Curtin RA AIA  
Alexandria

Beautification Commissioner

**Krisna Earley**

---

**Subject:** FW: COA Contact Us: Harris Teeter Development

**From:** Rose Boyd  
**Sent:** Thursday, June 02, 2011 12:26 PM  
**To:** Mark Jinks; Michele Evans; Gwen Wright  
**Cc:** Christopher Bedwell  
**Subject:** FW: COA Contact Us: Harris Teeter Development

**From:** Kirsten Kulis [mailto:kirstenbrinker@hotmail.com]  
**Sent:** Wednesday, June 01, 2011 8:50 PM  
**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: Harris Teeter Development

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

**Time:** [Wed Jun 01, 2011 20:49:55] **Message ID:** [30557]

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Kirsten  
**Last Name:** Kulis  
**Street Address:** 1218 West Abingdon Drive  
**City:** Alexandria  
**State:** VA  
**Zip:** 22314  
**Phone:**  
**Email Address:** [kirstenbrinker@hotmail.com](mailto:kirstenbrinker@hotmail.com)  
**Subject:** Harris Teeter Development  
I would like to voice my support for the proposed Harris Teeter development near Trader Joe's and my home in Nethergate. The Giant is dangerous at night based on the [CrimeReports.com](http://CrimeReports.com) map, their store is too small to offer the variety of products my household needs, and I've unwittingly purchased expired food there a few times. I currently spend my grocery dollars at the Harris Teeter in Arlington, at the Eclipse by Potomac Yards. (Love that covered parking.) I also shop at Trader Joe's and Whole Foods, and will continue to shop at all three grocers...

I'd rather stay in

Alexandria, though, and have a true full-service grocery store within walking distance to my home.

The developer should take special care (and funds) to air condition the garbage area, so it doesn't stink up the neighborhood, and deliveries should occur during the working day so that residents aren't awakened at night. Traffic studies should address the impact of the development on Washington Street, as light and pedestrian sign timers may need to be adjusted. The Harris Teeter lease from the developer should include a provision for security detail (personnel) at night (for the entire term of their lease, including renewals); that way, they can avoid turning into another Giant and causing a drain on the local police force (and neighbors).

If the office building on the site is historic but not significant, perhaps the bricks could be cleaned and donated to the city as part of a "green" effort? Maybe they could be used by the city for city landscaping projects?

In any case,

please count mine as a "yes" vote for Harris Teeter. Thanks.

**Krisna Earley**

---

**Subject:** FW: COA Contact Us: Harris Teeter

Sent from my iPhone

Begin forwarded message:

**From:** Cicely Woodrow <[Cicely.Woodrow@alexandriava.gov](mailto:Cicely.Woodrow@alexandriava.gov)>  
**Date:** June 2, 2011 3:35:03 PM EDT  
**To:** Elizabeth Youles <[betty\\_sayler@hotmail.com](mailto:betty_sayler@hotmail.com)>  
**Cc:** Faroll Hamer <[Faroll.Hamer@alexandriava.gov](mailto:Faroll.Hamer@alexandriava.gov)>, Barbara Carter <[Barbara.Carter@alexandriava.gov](mailto:Barbara.Carter@alexandriava.gov)>, Graciela Moreno <[Graciela.Moreno@alexandriava.gov](mailto:Graciela.Moreno@alexandriava.gov)>, Kendra Jacobs <[Kendra.Jacobs@alexandriava.gov](mailto:Kendra.Jacobs@alexandriava.gov)>  
**Subject:** RE: COA Contact Us: Harris Teeter

Dear Ms. Youles,

Thank you for submitting comments to the Department of Planning and Zoning. By copy of this email, I'm forwarding your message to Kendra Jacobs, Administrative Staff to the Planning Commission, who will make your comments available to the Planning Commission as part of the official record. You are welcome to attend the hearing where you may express your views also.

Best regards,

Cicely Woodrow

---

**From:** Elizabeth Youles [[mailto:betty\\_sayler@hotmail.com](mailto:betty_sayler@hotmail.com)]  
**Sent:** Thursday, June 02, 2011 3:20 PM  
**To:** Faroll Hamer; Barbara Carter; Graciela Moreno; Cicely Woodrow  
**Subject:** COA Contact Us: Harris Teeter

**COA Contact Us: Director Faroll Hamer**

Time: [Thu Jun 02, 2011 15:20:03] Message ID: [30592]

Issue Type: Faroll Hamer  
First Name: Elizabeth  
Last Name: Youles  
Street Address: 408 North Pitt Street  
City: Alexandria  
State: VA  
Zip: 22314

Phone: 703 963-3265

Email Address: [betty\\_sayler@hotmail.com](mailto:betty_sayler@hotmail.com)

Subject: Harris Teeter

We are VERY MUCH in favor of Harris Teeter coming into Noth Old Town.  
We

recognize that there may be additional traffic, but we live in an urban area and traffic should be expected. We do not have a true quality tradional grocery store in the area - the Giant is not good and seems dirty and lacking. Trader Joe's is great - as is Balducci's - but you cannot do one stop shopping at either store as their inventory is limited. The Safeway just relocated its dirt and did not seem to improve after the renovation.

Comments:

The area in question looks negelected and messy. The additional of Harris Teeter will add revenue to the city and is greatly needed. I am sure Alexandria House residents will be found in large numbers in the new store...

Please let me know if you have any questions.

Best,

Betty Youles  
Old Town Homeowner and Resident

**Subject:** FW: COA Contact Us: Harris Teeter Mixed Used Retail Residential support

Begin forwarded message:

**From:** Cicely Woodrow <[Cicely.Woodrow@alexandriava.gov](mailto:Cicely.Woodrow@alexandriava.gov)>  
**Date:** June 2, 2011 4:01:06 PM EDT  
**To:** Steve Wieder <[swieder@sheratonalexandria.com](mailto:swieder@sheratonalexandria.com)>  
**Cc:** Faroll Hamer <[Faroll.Hamer@alexandriava.gov](mailto:Faroll.Hamer@alexandriava.gov)>, Barbara Carter <[Barbara.Carter@alexandriava.gov](mailto:Barbara.Carter@alexandriava.gov)>, Graciela Moreno <[Graciela.Moreno@alexandriava.gov](mailto:Graciela.Moreno@alexandriava.gov)>, Kendra Jacobs <[Kendra.Jacobs@alexandriava.gov](mailto:Kendra.Jacobs@alexandriava.gov)>  
**Subject:** RE: COA Contact Us: Harris Teeter Mixed Used Retail Residential support

Dear Mr. Wieder,

Thank you for submitting comments to the Department of Planning and Zoning. By copy of this email, I'm forwarding your message to Kendra Jacobs, Administrative Staff to the Planning Commission, who will make your comments available to the Planning Commission as part of the official record. You are welcome to attend the hearing where you may express your views also.

Best regards,

Cicely Woodrow

---

**From:** Steve Wieder [mailto:[swieder@sheratonalexandria.com](mailto:swieder@sheratonalexandria.com)]  
**Sent:** Thursday, June 02, 2011 3:48 PM  
**To:** Faroll Hamer; Barbara Carter; Graciela Moreno; Cicely Woodrow  
**Subject:** COA Contact Us: Harris Teeter Mixed Used Retail Residential support

**COA Contact Us: Director Faroll Hamer**

Time: [Thu Jun 02, 2011 15:48:17] Message ID: [30594]

Issue Type: Faroll Hamer  
First Name: Steve  
Last Name: Wieder  
Street Address: 801 N. St. Asaph Street  
City: Alexandria  
State: VA  
Zip: 22134  
Phone: 703-518-8781  
Email Address: [swieder@sheratonalexandria.com](mailto:swieder@sheratonalexandria.com)

**Subject:** Harris Teeter Mixed Used Retail Residential support

The proposed plan to develop 716 North Pitt Street and North Saint Asaph street for a Harris Teeter and Residential Units has the full support of

**Comments:** the Sheraton Suites Old Town Alexandria. As neighbors we would greatly benefit from this development that will help support the beauty and services that are needed in the area.



**Krisna Earley**

---

**Subject:** FW: HARRIS TEETER AT OLD TOWN NORTH

Begin forwarded message:

**From:** Dirk Geratz <Dirk.Geratz@alexandriava.gov>  
**Date:** June 3, 2011 7:37:11 AM EDT  
**To:** Matt Melkerson <Matt.Melkerson@alexandriava.gov>, Daphne Kott <Daphne.Kott@alexandriava.gov>  
**Cc:** Colleen Willger <Colleen.Willger@alexandriava.gov>, Gwen Wright <Gwen.Wright@alexandriava.gov>, Kendra Jacobs <Kendra.Jacobs@alexandriava.gov>  
**Subject:** FW: HARRIS TEETER AT OLD TOWN NORTH

Hi All:

Just wanted to pass this on concerning parking at Harris Teeter.

Dirk

Dirk H. Geratz, AICP  
Principal Planner  
703.746.3815

---

**From:** Powell, Janet [mailto:jpowell@bakerdonelson.com]  
**Sent:** Thursday, June 02, 2011 5:47 PM  
**To:** Dirk Geratz  
**Subject:** HARRIS TEETER AT OLD TOWN NORTH

Hi Dirk,

I have been reviewing the staff memorandum recommending approval of the Harris Teeter project with conditions.

I am very pleased that staff is recommending that the Harris Teeter loading dock be relocated to North St. Asaph Street across from commercial uses.

I am very concerned, however, that the City is prepared to accept reduced parking at this development. Even with the additional spaces leased off-site, the total parking spaces proposed are still inadequate for this development and my concern is that this will result in even greater demand for the limited street parking available in our neighborhood.

We already have a problem at Portner's Landing Townhomes with finding adequate street parking for our guests and service providers. At the moment, this is primarily due to the Royal Street bus barn whose employees arrive early and occupy most available on street parking for the entire day. Our requests to have time limits imposed on street parking in our vicinity have been refused by the City, and we are not eligible for on street resident parking stickers because we have two-car garages.

Given this concern, I respectfully request that, in conjunction with Planning Commission action on this zoning application, you recommend another condition for approval, the implementation of a policy which would (a.) place time limits on street parking, and which would (b) make tenants at the Harris Teeter complex also ineligible for on street residential parking permits.

Thank you very much for your consideration.

Janet Powell  
506 Wythe Street  
Alexandria, VA 22314

**Janet L. Powell**

Baker, Donelson, Bearman, Caldwell & Berkowitz, PC  
920 Massachusetts Avenue, N.W., Suite 900  
Washington, DC 20001  
Direct: 202.508.3400  
Fax: 202.220.2264  
[jpowell@bakerdonelson.com](mailto:jpowell@bakerdonelson.com)  
[www.bakerdonelson.com](http://www.bakerdonelson.com)

Baker, Donelson, Bearman, Caldwell & Berkowitz represents clients across the U.S. from offices in Alabama, Georgia, Louisiana, Mississippi, Tennessee and Washington, D.C.

The Firm was recently listed as one of FORTUNE magazines "100 Best Companies to Work For."

**PLEASE BE SURE TO MAKE NOTE OF OUR NEW MAILING ADDRESS. TELEPHONE NUMBERS AND EMAIL REMAIN THE SAME.**

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Under requirements imposed by the IRS, we inform you that, if any advice concerning one or more U.S. federal tax issues is contained in this communication (including in any attachments and, if this communication is by email, then in any part of the same series of emails), such advice was not intended or written by the sender or by Baker, Donelson, Bearman, Caldwell & Berkowitz, PC to be used, and cannot be used, for the purpose of (1) avoiding penalties under the Internal Revenue Code or (2) promoting, marketing or recommending to another party any transaction or tax-related matter addressed herein.

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It is not intended for transmission to, or receipt by, any unauthorized persons.

If you have received this electronic mail transmission in error, please delete it from your system without copying it, and notify the sender by reply e-mail, so that our address record can be corrected.

**From:** kimberly symes [mailto:mitstop@gmail.com]  
**Sent:** Friday, June 03, 2011 6:24 AM  
**To:** Faroll Hamer; Barbara Carter; Graciela Moreno; Cicely Woodrow  
**Subject:** COA Contact Us: harris teeter, st. asaph st.

**COA Contact Us: Director Faroll Hamer**

**Time:** [Fri Jun 03, 2011 06:24:06] **Message ID:** [30600]

**Issue Type:** Faroll Hamer  
**First Name:** kimberly  
**Last Name:** symes  
**Street Address:** 1210 w. abingdon dr.  
**City:** alexandria  
**State:** va  
**Zip:** 22314  
**Phone:** 703-299-6289  
**Email Address:** [mitstop@gmail.com](mailto:mitstop@gmail.com)  
**Subject:** harris teeter, st. asaph st.

**Comments:** I learned today there was a Harris Teeter possibly going in on St. Aspah  
St.. I am very much in support of that. We lack a reasonably priced  
grocery store in the area that actually carries a wide variety of fresh  
fruits and vegetables and a vast array of other products.

**Subject:** FW: COA Contact Us: harris teeter

Begin forwarded message:

**From:** Cicely Woodrow <[Cicely.Woodrow@alexandriava.gov](mailto:Cicely.Woodrow@alexandriava.gov)>  
**Date:** June 3, 2011 2:30:39 PM EDT  
**To:** charles gregorios <[nhyankee@comcast.net](mailto:nhyankee@comcast.net)>  
**Cc:** Faroll Hamer <[Faroll.Hamer@alexandriava.gov](mailto:Faroll.Hamer@alexandriava.gov)>, Barbara Carter <[Barbara.Carter@alexandriava.gov](mailto:Barbara.Carter@alexandriava.gov)>, Graciela Moreno <[Graciela.Moreno@alexandriava.gov](mailto:Graciela.Moreno@alexandriava.gov)>, Kendra Jacobs <[Kendra.Jacobs@alexandriava.gov](mailto:Kendra.Jacobs@alexandriava.gov)>  
**Subject:** RE: COA Contact Us: harris teeter

Dear Mr. Gregorios,

Thank you for submitting comments to the Department of Planning and Zoning. By copy of this email, I'm forwarding your message to Kendra Jacobs, Administrative Staff to the Planning Commission, who will make your comments available to the Planning Commission as part of the official record. You are welcome to attend the hearing where you may express your views also.

Best regards,

Cicely Woodrow

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**From:** charles gregorios [mailto:[nhyankee@comcast.net](mailto:nhyankee@comcast.net)]  
**Sent:** Friday, June 03, 2011 1:19 PM  
**To:** Faroll Hamer; Barbara Carter; Graciela Moreno; Cicely Woodrow  
**Subject:** COA Contact Us: harris teeter

**COA Contact Us: Director Faroll Hamer**

**Time:** [Fri Jun 03, 2011 13:19:07] **Message ID:** [30607]

**Issue Type:** Faroll Hamer  
**First Name:** charles  
**Last Name:** gregorios  
**Street Address:** 420 north lee  
**City:** alexandria  
**State:** va  
**Zip:** 22314  
**Phone:** 703-706-4234  
**Email Address:** [nhyankee@comcast.net](mailto:nhyankee@comcast.net)  
**Subject:** harris teeter

**Comments:** I support the construction of a Harris teeter grocery store on N. St Asaph

# City of Alexandria, Virginia

## MEMORANDUM

DATE: JUNE 3, 2011

TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

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

SUBJECT: RECOMMENDED CHANGES TO CONDITIONS FOR DSUP #2010-0027  
HARRIS TEETER REDEVELOPMENT

---

Subsequent to the completion of the staff report and mailing to the Planning Commission, City staff determined that a few revisions to the recommended conditions were necessary, and include the following;

- Elimination of three conditions related to encroachments into the public right-of-way;
- Correction to a condition related to enforcement of the loading conditions.

Each proposed revision or addition to the existing conditions has been shared with the applicant and they have expressed no objections. The revisions are discussed in greater detail below.

### ENCROACHMENT:

#### **Conditions #56 -58 – Discussion**

*The original application included an encroachment request for several stairs and related stoops that were proposed to encroach into the public sidewalk. After several design changes, the stairs and stoops were no longer deemed necessary. Thus, the applicant withdrew the encroachment request from consideration. However, the three standard conditions related to encroachments were inadvertently not removed from the staff recommendation. Staff recommends that these conditions be removed as proposed below:*

- ~~56. The applicant (and his/her successors, if any) must obtain and maintain a policy of general liability insurance in the amount of \$1,000,000, which will indemnify the applicant (and his /her successors, if any) and the City of Alexandria, as an additional named insured, against all claims, demands, suits, etc., and all costs related thereto, including attorney fees, relating to any bodily injury or property damage which may occur as a result of the granting of this encroachment. (T&ES)~~

~~57. Neither the City nor any Private utility company will be held responsible for damage to the private improvements in the public right-of-way during repair, maintenance or replacement of any utilities that may be located within the area of the proposed encroachment. (T&ES)~~

~~58. In the event the City shall, in the future, have need for the area of the proposed encroachment, the applicant shall remove any structure that encroached into the public right-of-way, within 60 days, upon notification by the City. (T&ES)~~

## **PARKING & LOADING**

### **Condition #38 – Discussion**

*In consultation with the City Attorney's Office and T&ES staff it was determined that this condition, concerning enforcement of conditions related to the proposed retail loading operation, needed to be revised to be consistent with City Code. The objective of this condition is to establish a process by which City staff can enforce the loading conditions which are intended to limit negative impacts of the loading operations on the surrounding neighborhood. The proposed changes clarify what types of fines may be imposed and the allowed amount these fines may be. The changes proposed are as follows:*

38. If there are more than two (2) violations of Conditions 34 and 35 in any month, the Director of T&ES will notify the grocery store operator in writing. The grocery store operator will have 30 days to implement a Corrective Action Plan as approved by the Director of T&ES, which may include the reinstatement of a traffic control person to monitor the delivery operations at the Director of T&ES's finding. If there are any violations of Conditions 34 and 35 during a six month period subsequent to the enactment of the Corrective Action Plan, ~~the grocery store operator shall pay a fine to the City for each violation. The fine for the first five violations in any month shall be \$250.00 per violation. then, in addition to penalties issued pursuant to Section 11-207(A)(10) for violations of the conditions of a development approval (currently \$50 for first violation, \$100 for each subsequent violation), the violation shall be considered a traffic infraction punishable with a fine of \$200 per violation pursuant to Section 10-1-19 of the City Code. This condition shall not limit the use any other enforcement mechanism available pursuant to the Zoning Ordinance or City Code. These fines are exclusive of traffic violations as ticketed for illegal movements and/or zoning violations.~~ (T&ES)

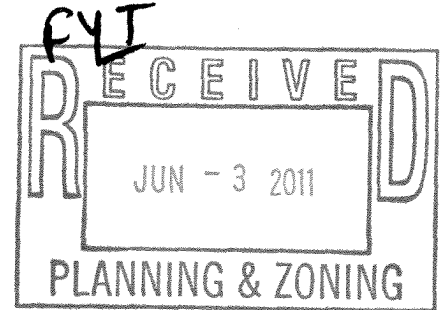


6.2.11 To: The Honorable Members of Council

ROBERT B. SIGAFOES, M.D.  
1456 CAMINO LUJAN  
SAN DIEGO, CALIFORNIA 92111-7647

Bruce Johnson  
Farroll Hamer  
Rich Bauer  
Mark Jinks

JUN - 1 2011



26 May 2011

Honorable William D. Euille, Mayor  
Mayor's Office, City of Alexandria, VA  
301 King Street, Suite 2300  
Alexandria, VA 22314

RE: Harris Teeter/ Apartment Project bounded by Wythe, Saint Asaph, Pitt and Madison Streets

Dear Mayor Euille:

I live in San Diego, California and Alexandria, Virginia and regard Virginia as my home, since I was born in Old Town. My address there is at 621 N. Saint Asaph Street, so I will be directly affected by the Harris Teeter/ Apartment Project which will be before City Council next month for a final vote. I have no problem with the Buchanan Partners or Mr. Theo Androus making a profit off the sale of the land there or building a profitable project on the site, nor do I have a problem with the City increasing its tax base by such a project. I do have a problem with the size and scope of the project now planned for that lot and how it will impact the residents in that area of Old Town. These residents pay high property taxes to the city already so they/we are a source of revenue to the City also, plus the residents do vote.

My main concerns center on three issues: Parking Problems, Street Congestion, and Noise. As you know 175 Apartments are planned to be built above the Harris Teeter store with only 175 spaces for the apartment renters to park underground. I think it is reasonable to assume that in many of the apartments, especially the two bedroom units, there will be two adults living in each unit and therefore two cars. Where will the second car be placed? It will have to go on the streets. We have been told that the Sheraton Hotel will provide a few additional parking spots, but at a cost, and those spots are not guaranteed forever. I can see these apartments being flipped into condominiums in the not too distant future, and at that point the now owner occupant will have the option to purchase a City #9 Area Bumper Sticker and then be parking on the streets at all times, since there are not enough spaces under the building when two people in one unit each have a car.

The second concern is Street Congestion. As you know, these are narrow streets with one lane in each direction. There will be only ONE single entrance off of Pitt Street to the underground garage to accommodate the 175 Apartment dwellers returning from work plus all the Harris Teeter shoppers at the end of the day,

creating tremendous congestion on Saint Asaph, Wythe, Madison and Pitt Streets both in the morning and afternoon and early evening. There are only two bays off of Pitt Street for 18 wheel truck rigs to back into and unload store supplies. I enclose a picture of the Giant Food Store parking lot, where they have direct access to their loading dock now, so their trucks are not parking on the street. One picture was taken at 8 AM in the morning in May of this year showing, not one or two, but a total of five trucks waiting to unload at the Giant. The Harris Teeter Store is going to be at least four times bigger than Giant, so one could certainly expect more trucks trying to unload with two in the loading dock and many more on the streets. The builders have asked for three 18 wheel rig parking spots on Pitt Street, thereby taking up 12 parking spots for cars. See the picture of the 18 wheeler parked on Saint Asaph Street and count the cars taken up by the length of the truck. If the trucks cannot get into the two unloading docks planned, they will definitely be sitting on the streets and more often than not IN the streets.....see the one for Trader Joes blocking one lane of Wythe Street in May. It has been proposed that the loading docks be placed on Saint Asaph Street instead of Pitt Street, but that would mean that not only would the loading docks for the store be on Saint Asaph Street but also the loading dock for moving furniture into and out of the apartments would also be on Saint Asaph Street. In addition to that, the air conditioning system for the entire project is on the Saint Asaph Street side, creating more noise. The loading docks are not wanted on Pitt Street nor on Saint Asaph Street.

My last concern is that of noise pollution and I might add diesel emission pollution. The 18 wheel rigs make a loud beeping sound when they back into their loading docks, loud enough to wake up anyone from a sound sleep, plus they are unloading in the mornings usually. If the rigs cannot get into their loading dock, because other trucks are already there, they will be sitting on the streets with their compressors and engines running, so that cold food does not spoil, but they will increase the noise and diesel pollution by doing so. I cannot tell you the number of times that the residents in Portner House have called the Alexandria Police department because Trader Joe's trucks are sitting in the street with their engines and compressors running very early in the morning. I am sure Captain Reyes, could back me up on this problem since he has handled many of the complaints.

President Calvin Coolidge said, "the business of America is business," and I could not disagree, so I see no problem with businesses making a profit from their endeavors or the City making tax revenue BUT I feel that the current Harris Teeter/ Apartment Project is not well conceived for the area where it is planned and I feel it will significantly impact the current residents there in a very negative way regarding traffic congestion, lack of on street parking, and noise pollution. Plus, it is not in keeping with the general character of Old Town: free from huge mega stores that could be more easily placed in a shopping mall, and a town free from apartment units where renters do not have adequate parking for the number of renters with cars. To me, a better use for the block would be a smaller retail store or several small retail stores, even an office building with adequate parking for



**customers and employees plus the total elimination of the 175 apartment units and substitute some condominiums which would be owner occupied...each paying taxes to the City, plus they would have two parking spaces per condo unit and would not be parking on the City streets. Also to be considered would be a much needed City office building or, being noble, a City park.**

**Please share this letter and pictures with the Vice Mayor and the five other members of City Council and I would urge all to vote against this project until a better plan could be developed which would preserve the character of Old Town and its historic streets and would not impact its neighbors in such a negative way.**

**Thank you for your consideration.**

**Sincerely,**

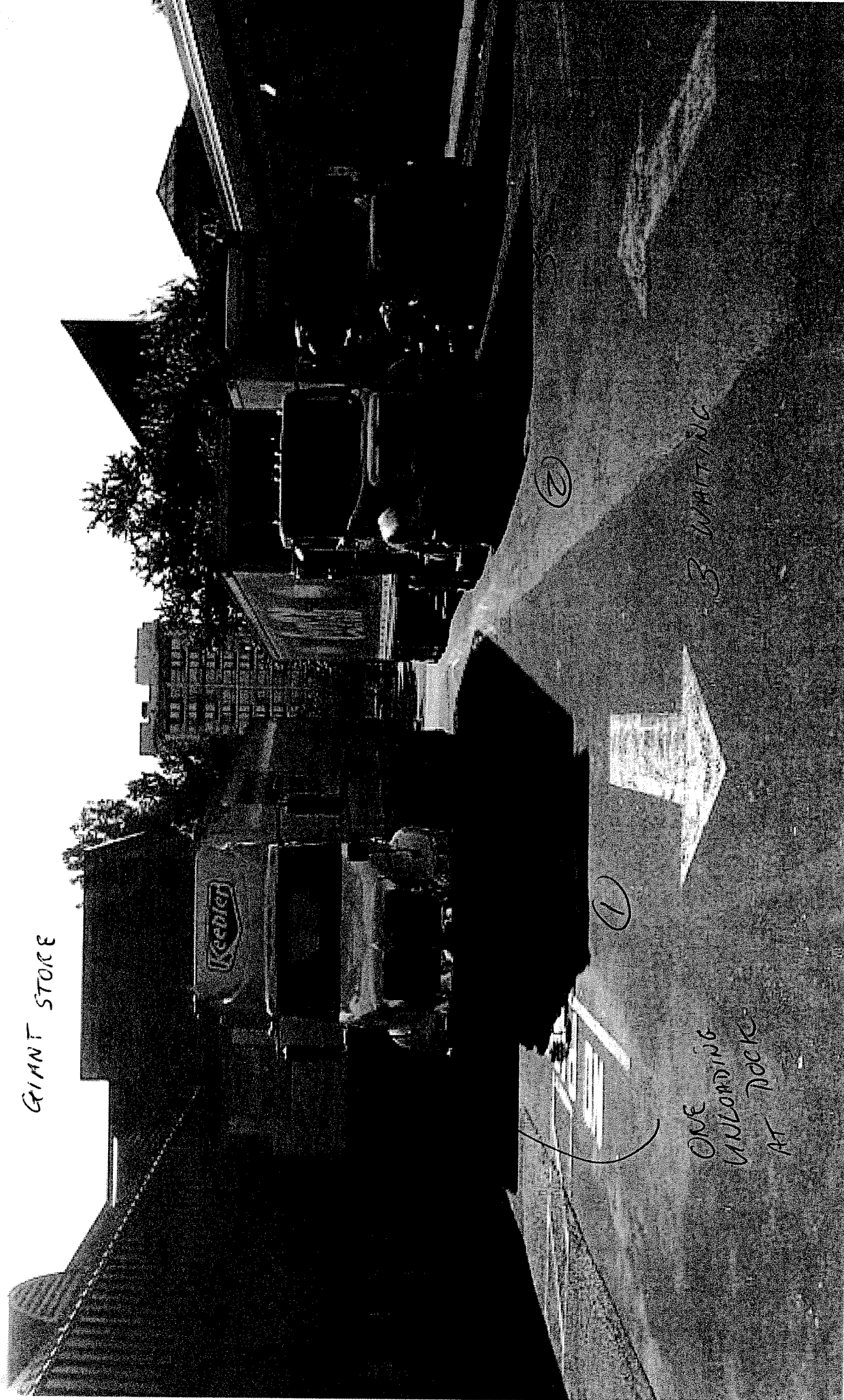
A handwritten signature in cursive script that reads "Robert B. Sigafos". The signature is written in black ink and is positioned above the printed name.

**Robert B. Sigafos, M.D.**

GIANT STORE TRUCKS  
PARKING AT 8 AM  
12 May 2011

3 18 WHEEL TRUCKS PLUS  
1 18 WHEEL CAB UNLOADING  
AT DOCK ON LEFT

GIANT STORE

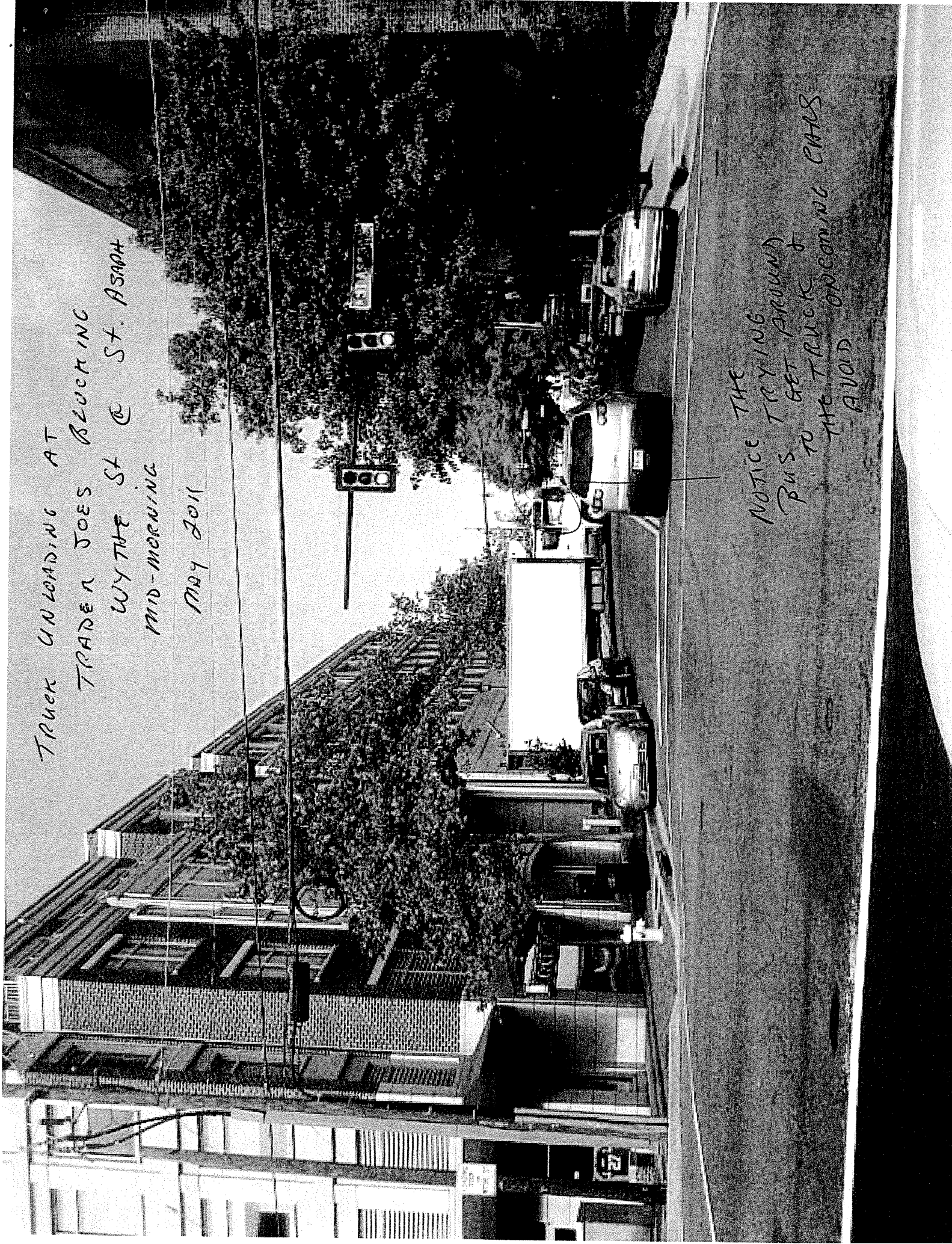


THIS TRUCK WAS AT THE  
STOP LIGHTS AT ST ASAPH ST & WYATT ST  
BUT @ 5 AM THEY PARK WHERE  
THE 4 CARS ARE LOCATED WITH  
THEIR COMPRESSORS & ENGINES RUNNING  
WHILE WAITING TO GET INTO  
A STORE LOADING DOCK

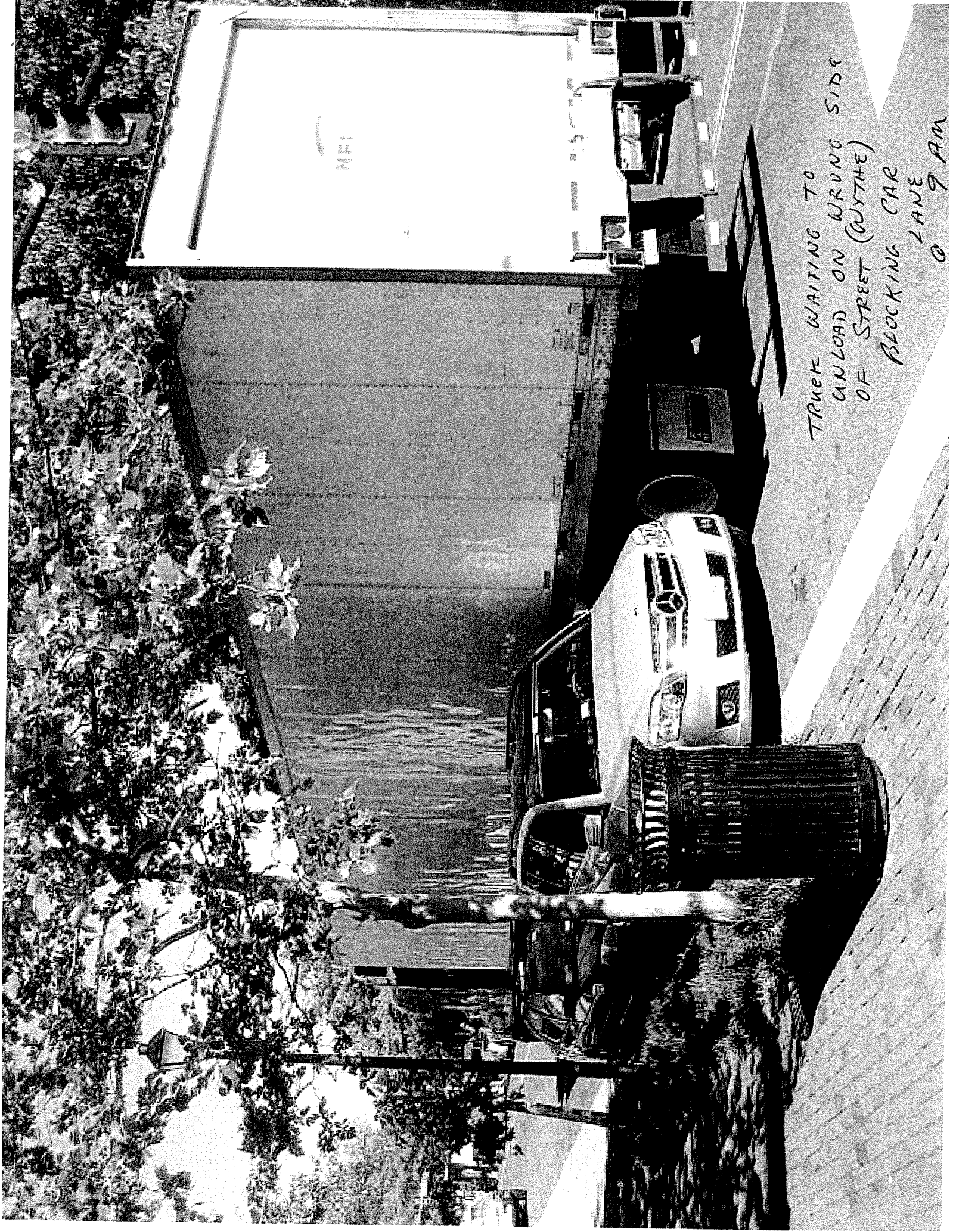
5401001

25C 101

TRUCK UNLOADING AT  
TRADE JOES BOOKING  
WYTHE ST @ ST. ASAPH  
MID-MORNING  
MAY 2011



NOTICE THE  
BUS TRYING AROUND  
TRUCK TO GET AROUND  
AVOID ONCOMING CARS

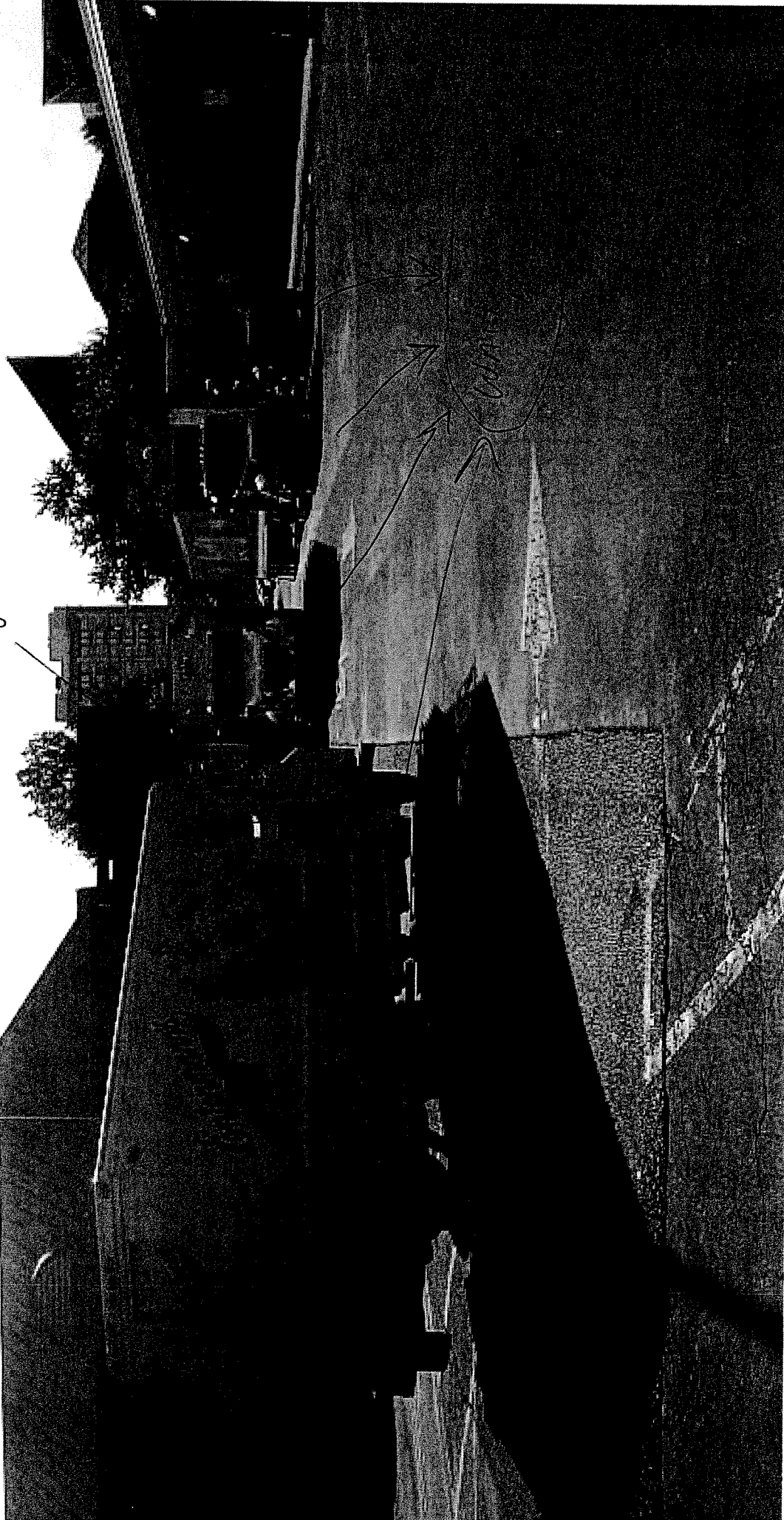


TRUCK WAITING TO  
UNLOAD ON WRONG SIDE  
OF STREET (WYTHE)  
BLOCKING CAR  
LANE  
@ 9 AM

GIANT STORE TRUCKS  
ARRIVING @ 8:10 AM  
ON 12 MAY 2011

Now -  
1 TRUCK UNLOADING AT  
THE LEFT DOCK PLUS  
4 TRUCKS NOW WAITING  
TO UNLOAD.  
UNLOADING

GIANT STORE



## Kendra Jacobs

---

**Subject:** FW: COA Contact Us: Harris Teeter  
**Attachments:** ATT00001..txt

-----Original message-----

**From:** Carol Van Horn <carolvanhorn@aol.com>  
**To:** William Euille <William.Euille@alexandriava.gov>, Frank Fannon <Frank.Fannon@alexandriava.gov>, Kerry Donley <Kerry.Donley@alexandriava.gov>, Alicia Hughes <Alicia.Hughes@alexandriava.gov>, Del Pepper <Del.Pepper@alexandriava.gov>, Paul Smedberg <Paul.Smedberg@alexandriava.gov>, Rose Boyd <Rose.Boyd@alexandriava.gov>, Jackie Henderson <Jackie.Henderson@alexandriava.gov>, Elaine Scott <Elaine.Scott@alexandriava.gov>, Rob Krupicka <Rob.Krupicka@alexandriava.gov>, Linda Owens <Linda.Owens@alexandriava.gov>, Elizabeth Jones <Elizabeth.Jones@alexandriava.gov>  
**Sent:** Sat, Jun 4, 2011 21:52:20 GMT+00:00  
**Subject:** COA Contact Us: Harris Teeter

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

Time: [Sat Jun 04, 2011 17:52:20] Message ID: [30636]

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Carol  
**Last Name:** Van Horn  
**Street Address:** 1102 W. Abingdon Drive  
**City:** Alexandria  
**State:** VA  
**Zip:** 22314  
**Phone:** 703-548-8698  
**Email Address:** [carolvanhorn@aol.com](mailto:carolvanhorn@aol.com)  
**Subject:** Harris Teeter  
**Comments:** Please support bringing Harris Teeter to North Old Town

## Kendra Jacobs

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**From:** rick400 <rick400@verizon.net>  
**Sent:** Saturday, June 04, 2011 1:26 PM  
**To:** Kendra Jacobs  
**Subject:** Objections to the Harris Teeter Project

Dear Ms. Jacobs,

I emailed the below objections to the Harris Teeter Project to the Planning and Zoning city officials and to the mayor, vice mayor and city council members via [contactus@alexandriava.gov](mailto:contactus@alexandriava.gov).

A few days ago, I submitted a request to speak at the 7 June Planning Commission meeting, and intend to summarize in three minutes what is written below.

Thank You.

Rick Gutwald  
400 Madison Street, #502  
Alexandria, VA 22314  
703-549-8223  
[rick400@verizon.net](mailto:rick400@verizon.net)

We are owners-residents in Alexandria House. We are opposed to the Harris Teeter (H-T) project in toto and strongly recommend the project be disapproved. Overall the grocery store size and the impact of its business on the quality of life does not fit the current neighborhood or the aesthetics of Old Town as we know and love it. We strongly urge the Planning Commission to disapprove amending the Master Plan to change use classification from Commercial Downtown to Coordinated Development District.

We reviewed the Alexandria staff's report and we disagree with its recommendation to approve the development applications. Although the report is well written and proposes solutions to many issues that we and our neighbors have raised in meetings, the recommendations omit or fail to sufficiently address important factors and risks.

We strongly recommend the planning committee reject the Alexandria staff report on the H-T project until the following factors are addressed more thoroughly and until a comprehensive risk assessment is conducted that includes risk mitigation procedures.

### 1. Residential loading dock.

- a. Issue: Locating the residential loading dock to Pitt Street from St. Asaph Street is a safety risk.
- b. Discussion: We commend the staff for insisting the retail dock be moved to St. Asaph Street. Nevertheless, moving the residential dock to Pitt Street will increase risks to vehicle and pedestrian safety, especially during peak traffic hours on Pitt St., and will hamper the exiting of residents and customers from underground parking. It will also adversely affect the Alexandria House driveway and increase noise pollution. The residential loading dock should remain on St. Asaph Street as depicted in the 5 May 2011 Buchanan Partners Retail Loading Option #2 (slide 15) as shown on the Alexandria.gov website and presented to us at the 5 May meeting for local residents. Retail Loading Option #2 was designed and proposed by the developers and it shows both the retail and residential docks on St. Asaph Street.
- c. Recommendation: We strongly urge the Planning Commission to adopt as primary option the Retail Loading Option #2 as presented on the Alexandria Website with both the retail and residential docks on St. Asaph Street.

### 2. Retail Parking



a. Issue: The impact of insufficient retail parking is not addressed in the report.

b. Discussion: The Alexandria staff recognized and required mitigating procedures to address the possibility of insufficient residential underground parking and the lack of visitor parking. The Staff did not perform the same due diligence regarding retail parking. Consequently, no procedures have been identified in the event the amount of retail parking is insufficient. The staff recognized that the planned retail parking space does not meet the minimum spaces required by zoning ordinance, but accepted the retail parking experience of other H-T stores to mitigate this shortage. Doing so assumes that the Old Town location will be identical to other neighborhoods serviced by H-T. What if that assumption is wrong? The first paragraph of page 13 in the Alexandria staff report, mentions H-T using “shared parking” to achieve an acceptable parking ratio. This paragraph needs clarification to clearly explain how this shared parking ratio works. Additionally, a recent Washington Post article (Tuesday, 31 May 2011, Metro, Page 1) highlighted significant problems with garage parking that should be considered and addressed by the Alexandria Staff. The article includes a problem with the Whole Foods store on Duke Street that seems to apply to this H-T project. The experience of Trader Joes also suggests the H-T retail parking plan is not sufficient.

c. Recommendation: Collect and analyze data from the experiences of other grocery stores with underground parking garages and apply results of assessment to this situation. Conduct a risk assessment and develop courses of action to address the potential that 150 retail parking spaces is insufficient.

### 3. Value of residential property adjacent to the Harris Teeter location.

a. Issue: The report does not address the expected impact that the H-T full-service grocery will have on the value of residential property adjacent to the H-T location.

b. Discussion: Negative factors affecting residential property values include an increase in traffic; an increase in noise, light, and air pollution; an increase in litter and other refuse, an increase in competition for on-street parking, increase in risks to safety, “wandering” shopping carts, increased neighborhood activity from apartments, encroachment on Alexandria House plaza parking, and others. The staff report does not address how H-T affected property values in other neighborhoods. We fear our property value will drop for the above reasons, which also will mean a drop in property taxes for the city.

c. Recommendation: Conduct a study to determine the probable effects of the H-T project on adjacent residential property values. Collect data from other H-T neighborhoods. Include the study results in the Alexandria staff report. Provide procedures to mitigate factors that would adversely affect property values, such as noise abatement requirements for exhaust fans and air conditioning towers when adjacent to high rise buildings, control of litter and other refuse, control of grocery carts, etc.

### 4. Presence of an aquifer or underground stream

a. Issue: The report does not address the aquifer or underground stream located on the west side of Alexandria House (the Harris Teeter side)

b. Discussion: The Alexandria House underground parking is plagued by the rise of water from an aquifer or underground stream beneath Pitt Street. The Alexandria staff report states that eighteenth century maps depict a stream located on the north east portion of the proposed H-T location. This likely is the reason Alexandria House has flooding issues in its underground garage. The Alexandria staff report does not account for the potential effects that construction or the presence of the H-T building may have on the aquifer or underground stream, and subsequent effects on the Alexandria House or other nearby property.

c. Recommendation: Acknowledge that an aquifer or underground stream exists in the vicinity of the proposed H-T location, and address what procedures shall be followed to preclude increasing the risks of flooding in Alexandria House or damage to other property.

### 5. Comprehensive risk assessment

a. Issue: The staff report on H-T does not include a comprehensive risk assessment to address the potential negative outcomes associated with the H-T project.

b. Discussion. The H-T presentation highlights the positive financial effects of locating its store in the proposed location, including new jobs and significant new revenue for the city. The Alexandria staff report does not balance this with the potential negative financial risks that come with this project. This is another example of the need for a thorough and comprehensive risk assessment to address “what ifs.” Since nothing is absolute in business, what happens if H-T goes

bankrupt or is purchased by another company that operates differently? What happens if this immense store goes out of business, becomes vacant, yet has 175 apartments above it? What affect will H-T have on nearby Trader Joes and Giant? Is it better to have Harris Teeter than to lose these two competitors? Are two more vacant buildings acceptable? Is the resultant job loss acceptable? What about the effects the full-service grocery with café and deli will have on the local “mom and pop” cafés, coffee shops, and small fast food outlets? Is it more beneficial for the city and neighborhood to have these small businesses to go out of business and their buildings become vacant? These are just some of the potential outcomes that must be addressed in a comprehensive risk assessment.

c. Recommendation: Conduct a comprehensive risk assessment that includes the potential positive and negative factors of all the issues above to truly determine if the approval of the Harris Teeter project is in the best interest of Alexandria and the neighborhood in which it will reside.

## Kendra Jacobs

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**Subject:** FW: COA Contact Us: Harris Teeter  
**Attachments:** ATT00001..txt

**From:** Rose Boyd  
**Sent:** Sunday, June 05, 2011 7:23 PM  
**To:** Mark Jinks; Michele Evans; Christopher Bedwell; Gwen Wright  
**Subject:** Fw: COA Contact Us: Harris Teeter  
-----Original message-----

**From:** Carol Van Horn <carolvanhorn@aol.com>  
**To:** William Euille <William.Euille@alexandriava.gov>, Frank Fannon <Frank.Fannon@alexandriava.gov>, Kerry Donley <Kerry.Donley@alexandriava.gov>, Alicia Hughes <Alicia.Hughes@alexandriava.gov>, Del Pepper <Del.Pepper@alexandriava.gov>, Paul Smedberg <Paul.Smedberg@alexandriava.gov>, Rose Boyd <Rose.Boyd@alexandriava.gov>, Jackie Henderson <Jackie.Henderson@alexandriava.gov>, Elaine Scott <Elaine.Scott@alexandriava.gov>, Rob Krupicka <Rob.Krupicka@alexandriava.gov>, Linda Owens <Linda.Owens@alexandriava.gov>, Elizabeth Jones <Elizabeth.Jones@alexandriava.gov>  
**Sent:** Sat, Jun 4, 2011 21:52:20 GMT+00:00  
**Subject:** COA Contact Us: Harris Teeter

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

Time: [Sat Jun 04, 2011 17:52:20] Message ID: [30636]

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Carol  
**Last Name:** Van Horn  
**Street Address:** 1102 W. Abingdon Drive  
**City:** Alexandria  
**State:** VA  
**Zip:** 22314  
**Phone:** 703-548-8698  
**Email Address:** [carolvanhorn@aol.com](mailto:carolvanhorn@aol.com)  
**Subject:** Harris Teeter  
**Comments:** Please support bringing Harris Teeter to North Old Town

## Kendra Jacobs

---

**Subject:** FW: COA Contact Us: Support for Harris Teeter development

**From:** Cicely Woodrow  
**Sent:** Sunday, June 05, 2011 10:38 AM  
**To:** Brian Rokus  
**Cc:** Graciela Moreno; Kendra Jacobs  
**Subject:** RE: COA Contact Us: Support for Harris Teeter development

Dear Mr. Rokus,

Thank you for submitting comments to the Department of Planning and Zoning. By copy of this email, I'm forwarding your message to Kendra Jacobs, Administrative Staff to the Planning Commission, who will make your comments available to the Planning Commission as part of the official record. You are welcome to attend the hearing where you may express your views also.

Best regards,  
Cicely Woodrow

---

**From:** Brian Rokus [mailto:brianrokus@hotmail.com]  
**Sent:** Saturday, June 04, 2011 5:19 PM  
**To:** PnZFeedback; Cicely Woodrow; Graciela Moreno  
**Subject:** COA Contact Us: Support for Harris Teeter development

### COA Contact Us: Planning and Zoning General Feedback

Time: [Sat Jun 04, 2011 17:19:23] Message ID: [30635]

**Issue Type:** Planning and Zoning General Feedback  
**First Name:** Brian  
**Last Name:** Rokus  
**Street Address:** 801 N. Pitt St. #1702  
**City:** Alexandria  
**State:** VA  
**Zip:** 22314  
**Phone:** 703-549-3628  
**Email Address:** [brianrokus@hotmail.com](mailto:brianrokus@hotmail.com)  
**Subject:** Support for Harris Teeter development

Hello,  
I'm not sure if this is even allowed to be done via e-mail, but I wanted to voice my support for the proposed Harris Teeter development in North Old Town. This is item 12A-F on the docket for the June 7 meeting. I

**Comments:** am unable to attend the meeting because I will be out of town on assignment

for work.

I have attended the developer's presentation here at my

condominium development (Port Royal) and believe this project will improve

our neighborhood. Not only will the area benefit from a full-service grocery store but I assume it will also provide a needed increase to the city's tax base. The plans I have seen seem to fit in well with the aesthetics of the neighborhood and will obviously be a vast improvement over the empty lot that is such an eyesore on the current site.

Thank

you,  
Brian Rokus  
801 N. Pitt St. #1702

## Kendra Jacobs

---

**Subject:** FW: COA Contact Us: Harris Teeter Project

**From:** Cicely Woodrow  
**Sent:** Sunday, June 05, 2011 10:34 AM  
**To:** Rick Gutwald  
**Cc:** Graciela Moreno; Kendra Jacobs  
**Subject:** RE: COA Contact Us: Harris Teeter Project

Dear Mr. Gutwald,

Thank you for submitting comments to the Department of Planning and Zoning. By copy of this email, I'm forwarding your message to Kendra Jacobs, Administrative Staff to the Planning Commission, who will make your comments available to the Planning Commission as part of the official record. You are welcome to attend the hearing where you may express your views also.

Best regards,  
Cicely Woodrow

---

**From:** Rick Gutwald [mailto:rick400@verizon.net]  
**Sent:** Saturday, June 04, 2011 1:08 PM  
**To:** PnZFeedback; Cicely Woodrow; Graciela Moreno  
**Subject:** COA Contact Us: Harris Teeter Project

### COA Contact Us: Planning and Zoning General Feedback

Time: [Sat Jun 04, 2011 13:08:15] Message ID: [30627]

**Issue Type:** Planning and Zoning General Feedback  
**First Name:** Rick  
**Last Name:** Gutwald  
**Street Address:** 400 Madison Street  
#502  
**City:** Alexandria  
**State:** VA  
**Zip:** 22314  
**Phone:** 703-549-8223  
**Email Address:** [rick400@verizon.net](mailto:rick400@verizon.net)  
**Subject:** Harris Teeter Project  
We are owners-residents in Alexandria House. We are opposed to the Harris Teeter (H-T) project in toto and strongly recommend the project be disapproved. Overall the grocery store size and the impact of its business on the quality of life does not fit the current neighborhood or the aesthetics of Old Town as we know and love it. We strongly urge the Planning Commission to disapprove amending the Master Plan to change use

classification from Commercial Downtown to Coordinated Development

District

We reviewed the Alexandria staff's report and we disagree with

its recommendation to approve the development applications. Although the

report is well written and proposes solutions to many issues that we and

our neighbors have raised in meetings, the recommendations omit or fail to

sufficiently address important factors and risks.

We strongly recommend

the planning committee reject the Alexandria staff report on the H-T

project until the following factors are addressed more thoroughly and until

a comprehensive risk assessment is conducted that includes risk mitigation

procedures.

1. Residential loading dock.

a. Issue: Locating the

residential loading dock to Pitt Street from St. Asaph Street is a safety

risk.

b. Discussion: We commend the staff for insisting the retail dock

be moved to St. Asaph Street. Nevertheless, moving the residential dock to

Pitt Street will increase risks to vehicle and pedestrian safety,

especially during peak traffic hours on Pitt St., and will hamper the

exiting of residents and customers from underground parking. It will also

adversely affect the Alexandria House driveway and increase noise

pollution. The residential loading dock should remain on St. Asaph Street

as depicted in the 5 May 2011 Buchanan Partners Retail Loading Option #2

(slide 15) as shown on the Alexandria.gov website and presented to us at

the 5 May meeting for local residents. Retail Loading Option #2 was

designed and proposed by the developers and it shows both the retail and

residential docks on St. Asaph Street.

c. Recommendation: We strongly

urge the Planning Commission to adopt as primary option the Retail Loading

Option #2 as presented on the Alexandria Website with both the retail and

residential docks on St. Asaph Street.

2. Retail Parking

a. Issue: The

impact of insufficient retail parking is not addressed in the report.

b.

Discussion: The Alexandria staff recognized and required mitigating procedures to address the possibility of insufficient residential underground parking and the lack of visitor parking. The Staff did not perform the same due diligence regarding retail parking. Consequently, no procedures have been identified in the event the amount of retail parking is insufficient. The staff recognized that the planned retail parking space does not meet the minimum spaces required by zoning ordinance, but

accepted the retail parking experience of other H-T stores to mitigate this shortage. Doing so assumes that the Old Town location will be identical to other neighborhoods serviced by H-T. What if that assumption is wrong?

The first paragraph of page 13 in the Alexandria staff report, mentions H-T using "shared parking" to achieve an acceptable parking ratio. This paragraph needs clarification to clearly explain how this shared parking ratio works. Additionally, a recent Washington Post article (Tuesday, 31 May 2011, Metro, Page 1) highlighted significant problems with garage parking that should be considered and addressed by the Alexandria Staff. The article includes a problem with the Whole Foods store on Duke Street that seems to apply to this H-T project. The experience of Trader Joes also suggests the H-T retail parking plan is not sufficient.

c.

Recommendation: Collect and analyze data from the experiences of other grocery stores with underground parking garages and apply results of assessment to this situation. Conduct a risk assessment and develop courses of action to address the potential that 150 retail parking spaces is insufficient.

3. Value of residential property adjacent to the Harris

Teeter location.

a. Issue: The report does not address the expected

impact that the H-T full-service grocery will have on the value of residential property adjacent to the H-T location.

b. Discussion:

Negative factors affecting residential property values include an increase in traffic; an increase in noise, light, and air pollution; an increase in litter and other refuse, an increase in competition for on-street parking, increase in risks to safety, "wandering" shopping carts, increased



neighborhood activity from apartments, encroachment on Alexandria House

plaza parking, and others. The staff report does not address how H-T affected property values in other neighborhoods. We fear our property value will drop for the above reasons, which also will mean a drop in property taxes for the city.

c. Recommendation: Conduct a study to

determine the probable effects of the H-T project on adjacent residential property values. Collect data from other H-T neighborhoods. Include the study results in the Alexandria staff report. Provide procedures to

mitigate factors that would adversely affect property values, such as noise abatement requirements for exhaust fans and air conditioning towers when

adjacent to high rise buildings, control of litter and other refuse,

control of grocery carts, etc.

4. Presence of an aquifer or underground

stream

a. Issue: The report does not address the aquifer or underground

stream located on the west side of Alexandria House (the Harris Teeter side)

b. Discussion: The Alexandria House underground parking is plagued

by the rise of water from an aquifer or underground stream beneath Pitt

Street. The Alexandria staff report states that eighteenth century maps

depict a stream located on the north east portion of the proposed H-T

location. This likely is the reason Alexandria House has flooding issues

in its underground garage. The Alexandria staff report does not account

for the potential effects that construction or the presence of the H-T

building may have on the aquifer or underground stream, and subsequent

effects on the Alexandria House or other nearby property.

c.

Recommendation: Acknowledge that an aquifer or underground stream exists

in the vicinity of the proposed H-T location, and address what procedures

shall be followed to preclude increasing the risks of flooding in

Alexandria House or damage to other property.

5. Comprehensive risk

assessment

a. Issue: The staff report on H-T does not include a

comprehensive risk assessment to address the potential negative

outcomes

associated with the H-T project.

b. Discussion. The H-T presentation

highlights the positive financial effects of locating its store in the proposed location, including new jobs and significant new revenue for the city. The Alexandria staff report does not balance this with the potential negative financial risks that come with this project. This is another example of the need for a thorough and comprehensive risk assessment to

address "what ifs." Since nothing is absolute in business, what happens if H-T goes bankrupt or is purchased by another company that operates differently? What happens if this immense store goes out of business, becomes vacant, yet has 175 apartments above it? What affect will H-T have

on nearby Trader Joes and Giant? Is it better to have Harris Teeter than to lose these two competitors? Are two more vacant buildings acceptable?

Is the resultant job loss acceptable? What about the effects the full-service grocery with café and deli will have on the local "mom and pop" cafés, coffee shops, and small fast food outlets? Is it more beneficial for the city and neighborhood to have these small businesses to go out of business and their buildings become vacant? These are just some

of the potential outcomes that must be addressed in a comprehensive risk assessment.

c. Recommendation: Conduct a comprehensive risk assessment

that includes the potential positive and negative factors of all the issues above to truly determine if the approval of the Harris Teeter project is in the best interest of Alexandria and the neighborhood in which it will reside.

## Kendra Jacobs

---

**Subject:** FW: COA Contact Us: harris teeter

**From:** Cicely Woodrow  
**Sent:** Monday, June 06, 2011 10:28 AM  
**To:** charles gregorios  
**Cc:** Faroll Hamer; Barbara Carter; Graciela Moreno; Kendra Jacobs  
**Subject:** RE: COA Contact Us: harris teeter

Dear Mr. Gregorios,

Thank you for submitting comments to the Department of Planning and Zoning. By copy of this email, I'm forwarding your message to Kendra Jacobs, Administrative Staff to the Planning Commission, who will make your comments available to the Planning Commission as part of the official record. You are welcome to attend the hearing where you may express your views also.

Best regards,  
Cicely Woodrow

---

**From:** charles gregorios [mailto:nhyankee@comcast.net]  
**Sent:** Friday, June 03, 2011 1:19 PM  
**To:** Faroll Hamer; Barbara Carter; Graciela Moreno; Cicely Woodrow  
**Subject:** COA Contact Us: harris teeter

### COA Contact Us: Director Faroll Hamer

Time: [Fri Jun 03, 2011 13:19:07] Message ID: [30607]

**Issue Type:** Faroll Hamer  
**First Name:** charles  
**Last Name:** gregorios  
**Street Address:** 420 north lee  
**City:** alexandria  
**State:** va  
**Zip:** 22314  
**Phone:** 703-706-4234  
**Email Address:** [nhyankee@comcast.net](mailto:nhyankee@comcast.net)  
**Subject:** harris teeter  
**Comments:** I support the construction of a Harris teeter grocery store on N. St Asaph

Statement to the Alexandria City Planning Commission

June 7, 2011

Thomas A. Hickok

Docket Item # 12 A-F, "Harris Teeter Project"

Good evening. I am Thomas Hickok, resident of the Port Royal Condominium at 801 N. Pitt St., unit # 1703. I am the President of the Port Royal Condominium Association, and I am an affiliated faculty member of the Virginia Tech Center for Public Administration and Policy (CPAP) in addition to my regular work as a contractor supporting a Federal Agency.

I speak as a property owner and an interested citizen. The Port Royal Condominium Association has not adopted a position on the proposed project. We hosted a presentation by the developer, attended by City staff, to better inform our community members. I want to commend City staff on its comprehensive review of the developer proposal and community engagement.

My position on the proposed new Harris Teeter is that the store will be a wonderful amenity for the neighborhood. It will enhance the community and benefit the property values. Harris Teeter is an excellent store. The fact that they will bring a pharmacy to the neighborhood will be a plus. I am 100 per cent in favor of the new development.

I commend the developer on the flexibility shown to find an alternate loading dock on St. Asaph Street. I thought that this was the largest concern of the Alexandria House residents, and they got a big win. I was surprised to learn that their opposition to the project is undiminished after this large concession by the developer.

With respect to the developer making improvements to Montgomery Park, I favor the park upgrades, but I note that they are primarily directed to increasing the pleasure of the dog lovers. I have some specific suggestions for improving the tennis court facilities:

- 1) Put a bench outside the courts for the comfort of people waiting to use the courts. Right now people are forced to stand by the door.
- 2) Put a windscreen around the court. Windscreen is a slight misnomer, because the primary effect of the screen is to improve visibility of tennis players, to be able to better see the ball. The Montgomery street background is especially distracting. With cars and pedestrians in close proximity. See this link for further information:  
<http://www.tenniswindscreens.net/>
- 3) Put a backboard on the back (river) side of the court for individuals to practice with when the court is available: <http://www.doittennis.com/courtequipment/backboards.php>

Thank you to the Alexandria Planning Commission members for your time and efforts on behalf of our community.