

Docket Item #8-A&B
DEVELOPMENT SPECIAL USE PERMIT#2004-0025(A)
SPECIAL USE PERMIT (TMP) #2004-0097(B)
FOXCHASE SHOPPING CENTER

Planning Commission Meeting
February1, 2005

ISSUE:

DSUP #2004-0025: Consideration of a request for a development special use permit, with site plan, for redevelopment of a retail use greater than 20,000 square feet, parking reduction and freestanding signs.

SUP #2004-0097: Consideration of a request for a special use permit for a transportation management plan.

APPLICANT: Washington Real Estate Investment Trust
by Catharine Puskar, attorney

LOCATION: 4513-4657 Duke Street
Foxchase Shopping Center

ZONE: CG/Commercial General

DSUP #2004-0025 & SUP(TMP) #2004-0097
FOXCHASE SHOPPING CENTER

SITE GRAPHIC
AVAILABLE IN THE PLANNING AND ZONING OFFICE

I. EXECUTIVE SUMMARY:

The applicant is requesting approval to construct a 55,719 sq.ft. grocery store and a 3,272 sq.ft. retail space on the northern portion of the proposed site and a 2,375 sq.ft. retail space on the southern portion of the proposed site. The proposal will require the demolition of 64,415 sq.ft. of the western portion of the “L” shaped shopping center and removal of the Magruder’s grocery store, theaters, and several smaller commercial spaces. The proposal requires approval of the following:



Aerial View

- Special use permit for a retail shopping establishment greater than 20,000 sq.ft.;
- Parking reduction special use permit;
- Transportation Management Plan (TMP) special use permit; and
- Sign special use permit to permit more than 2 freestanding signs.

The proposal presents an opportunity to redevelop a suburban shopping center that was constructed in the 1950’s into a development that can better accommodate pedestrians, provide building design and landscaping that creates an urban center more characteristic of other redevelopment that has occurred in the City. The challenge has been how to redevelop the site in a way that accomplishes these goals given the fact that the existing gasoline station, the Wachovia bank and approximately 60% of the center is proposed to be retained. The challenges and opportunities include:



Proposed Site Plan

Challenges:

- Parking;
- Traffic;
- Topography;
- Replacement of a grocery store and removal of a laundromat used by the adjoining community; and

- Redevelopment of only a portion of the site, while retaining the existing businesses and approximately 60% of the shopping center.

Opportunities:

- Removal of an adult theater;
- Streetscape along Duke Street;
- Landscaping and canopy coverage within the site;
- Pedestrian circulation on Duke Street and within the site;
- Higher quality building design and materials; and
- Enhanced Holmes Run Park entrance and perimeter.

Staff Recommendation:

Typically, the City works with an applicant and the community to create a sense of place through elements such as the placement of buildings, scale, open space, etc. The difficulty with this proposal has been how to integrate a new grocery store into a center with existing viable businesses such as banks and restaurants. Staff has attempted to balance the needs of the existing tenants and parking while still providing:

- pedestrian improvements;
- building design that provides a more urban appearance; and
- enhancements to the adjacent Holmes Run Park.

Improvements include elimination of the service road on Duke Street, addition of a double row of street trees and wide sidewalk on Duke Street, enhanced pedestrian crossing on Duke Street, enhanced pedestrian connections and enhanced building design.

While staff supports the redevelopment of the site and the proposed grocery store, the approval is contingent upon a significant amount of additional landscaping-buffers, streetscape, building design, mass transit incentives, enhancements to the perimeter and entrance of the Holmes Run park, parking and improved internal pedestrian connections as discussed below. The applicant has worked with staff on the building design to better achieve the City and community's goal for a higher quality urban center. The proposal enables the strengthening of the existing retail uses, enhancing the overall appearance and better accommodations for pedestrians.

II. Issues Addressed With The Staff Recommendations:

A. *Parking:*

The applicant is proposing 583 total parking spaces or 4.00 sp./1,000 sq.ft. of retail. The Zoning Ordinance requires 703 parking spaces. Therefore, the applicant is requesting special use permit

approval for a parking reduction of 120 spaces. The parking study states that the proposed shopping center requires 1 sp/ 250 sq.ft. or the 583 spaces that are proposed on the current plan.

Based on an analysis of comparable facilities such as Pentagon Row, Whole Foods and Bradlee, as discussed below, the proposal is comparable to other centers in the area. Parking within the City is always a balance between landscaping, screening, open space and the provision of an appropriate amount of parking. In this case, given the location, uses and type of center, staff believes the amount of parking provided with the proposal is appropriate.

The applicant is requesting that approximately 140 spaces be provided behind the rear of the buildings, which will accommodate the 100-120 employees anticipated for the entire center. Staff has included a recommendation that requires *all* employees to park in the rear of the building. Therefore, there are 20-40 parking spaces in the rear of the building that could potentially be used for retail parking. While staff believes that the parking within the front parking lot will be sufficient for the proposed center, there may be limited peak periods such as Christmas when it would be beneficial to have the 20-40 spaces more easily accessible. The applicant is proposing a pedestrian connection to these spaces. To make these spaces more accessible, staff initially discussed the possibility of a direct one-way connection from the front lot to the rear lot. The difference in grading, interruption of the sidewalk and handicap access at this awkward location do not make this a difficult location for a direct connection. Alternatively, staff is recommending that the applicant work with the City to create a parking management plan to enable valet parking to make the 20-40 parking spaces more accessible for the retail patrons during peak times if needed. Staff recommends approval of the proposed amount and location of parking contingent upon the parking management plan which requires employees to park in the rear of the center, subsidized bus and transit fare media for all employees, promotion of carpooling by employees and creation of a mechanism to enable valet parking during peak periods. With these conditions, staff supports the proposed parking.

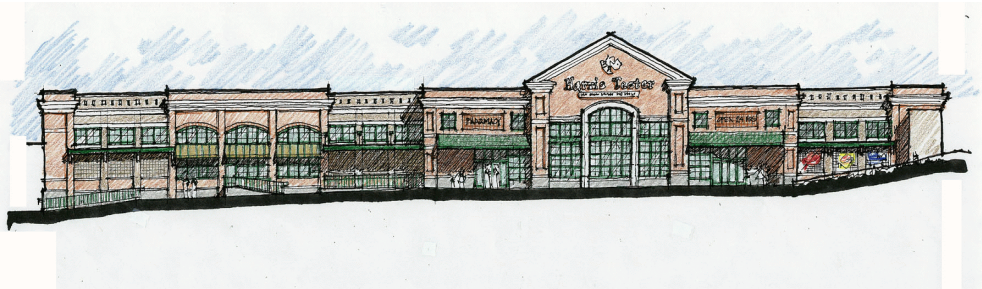
B. Building Design - Compatibility:

The applicant is requesting a special use permit approval for a “big-box” store greater than 20,000 sq.ft. to construct the proposed 55,719 sq.ft. grocery store. The intent of the special use permit is to ensure that large retail stores are compatible with the character and scale of the neighborhood where the use is proposed and is evaluated on a case-by-case basis. In this case, the applicant initially proposed a large building with very little variation in height and large expanses of solid walls creating a hostile environment for pedestrians and a building that was out of scale with the smaller retail bays of the existing center and the character of the neighborhood.

Staff has worked with the applicant to break the building down into a series of smaller retail bays, provide articulation, variation in height and higher quality materials (masonry and stone). Equally important was adding activity and interest at the pedestrian level to activate the adjoining

sidewalk for pedestrians. To accomplish this staff has worked with the applicant to add windows, display windows, murals and variation in materials – all of which will add interest and variety at the pedestrian level. With the proposed variation in forms, scale and interest at the pedestrian level, staff recommends approval with some refinements to the overall design. The existing retail tenants, the freestanding bank and gas station will also have enhancements to the building design. Staff has included recommendations to require high quality materials and designs for these buildings. The overall approach, building design and materials will help to better integrate the proposal with the higher quality redevelopments on Duke Street such as Beatley library and Cameron Station.

Staff has also recommended incorporation of green building technology and materials as part of the proposed buildings.



Proposed Harris Teeter Grocery Store

C. Community:

The applicant and staff conducted community meetings for this project with Cameron Station, Holmes Run Civic, Wakefield-Tarleton and adjoining residents. The community reaction has generally been positive. The primary issues identified by the community include:

- Traffic;
- Parking;
- Pedestrian improvements;
- Landscape-screening improvements;
- Ensuring “high quality” redevelopment;
- Relationship to Holmes Run Park; and
- Loss of neighborhood serving uses such as the laundromat and grocery store.

To address these concerns, staff has included conditions regarding parking, pedestrian improvements, landscaping, building design, and landscape screening and enhancements to the Holmes Run Park.

II. BACKGROUND:

The 10.22 acre Foxchase Shopping Center site is located at the corner of Duke and Jordan streets. The site is adjacent to the eastern boundary of Holmes Run Park. The existing "L" shaped building that lines the west and north sides of the site contains 64,415 sq.ft. of gross retail uses that range from 1,050 sq.ft. to 15,625 sq.ft. Parking for the site is provided primarily in the surface lot between the building and Duke Street. The topography of the site rises approximately 20 feet at the western side of the site from Duke Street to the northern portion of the site along the Foxchase residential development.



Aerial View

The site is surrounded by a variety of residential communities and commercial uses. The Foxchase multi-family residential development is located immediately to the north and east. The 4600 Duke residential building, a restaurant and auto repair facility are on the southern portion of the site. Cameron Station is to the west on Duke Street, and the Wakefield-Tareyton community is located south and east of the site.

III. PROJECT DESCRIPTION:

The proposed redevelopment of the site consists of removal of the western portion of the shopping center, including the demolition of the existing Magruder's grocery store, six smaller retail spaces, the Foxchase Cinema and a dinner theater. The proposal demolishes 64,415 sq.ft. of existing retail along the west side of the development and proposes to replace it with 61,366 sq.ft. of new retail uses, the majority of which is the 55,719 sq.ft. Harris Teeter grocery store. As proposed, the center would consist of a total of 151,077 sq. ft. of commercial use, with 583 parking spaces proposed for the site.

An open area in the northwest corner of the site, previously occupied by the dinner theater, will become additional parking for the shopping center. The proposed buildings are single story and 37 feet in height at the highest point. The retained shopping center wing will be updated and pedestrian improvements provided.

Parking for the shopping center will remain as surface parking with a reconfigured layout and additional tree islands. A main entrance road through the center of the site has been provided with a pedestrian sidewalk leading to the central plaza of the retained north wing of shops. The bank parking lot is also redesigned and connected with the main parking area for the shopping center. The Exxon gas station will be landscaped with removal of the existing curb cuts and

service road in front of the station. The proposed loading for the grocery store will be located on the western portion of the proposed grocery store.

IV. ZONING:

The zoning characteristics of the development are summarized in the table below.

Foxchase:		
Property Address:	4513 Duke Street	
Total Site Area:	444,807 sq.ft.	
Zone:	CG	
Current Use:	Commercial	
Proposed Use:	Commercial	
	<u>Permitted/Required</u>	<u>Proposed</u>
Gross Floor Area	222,404 sq. ft.	151,077 sq.ft.
Net Floor Area		144,627 sq.ft.
FAR	.50	.33
Yards	min. bldg. height (25 ft.)	Rear Yard (north): 180 ft. Front Yard (south): 137 ft. Side Yard (west): 32 ft.
Height	50'	37 ft.
Parking	730	583 (reduction requested)

V. STAFF ANALYSIS:

The proposal for the redevelopment of the Foxchase Shopping Center is a balance between opportunities to provide a desired high quality urban development with active frontages and the site's physical challenges coupled with the fact that 60% of the existing shopping center and existing tenants are proposed to be retained. The existing buildings such as the Exxon gas station, the Wachovia bank building and larger tenants have long term leases.

The City has worked with the applicant to provide updates and improvements to the site including architectural improvements, simplified access and circulation, enhanced pedestrian circulation and streetscape improvements, building enhancements and park improvements. In balance, staff is recommending approval of the proposal, given the site constraints as a reasonable proposal for the site. However, the recommendation for approval is based upon the staff recommendations such as additional landscaping, building design and parking. Staff believes that with the staff recommendations, the proposed development can be a positive addition to Duke Street and provide significant improvements for pedestrians.

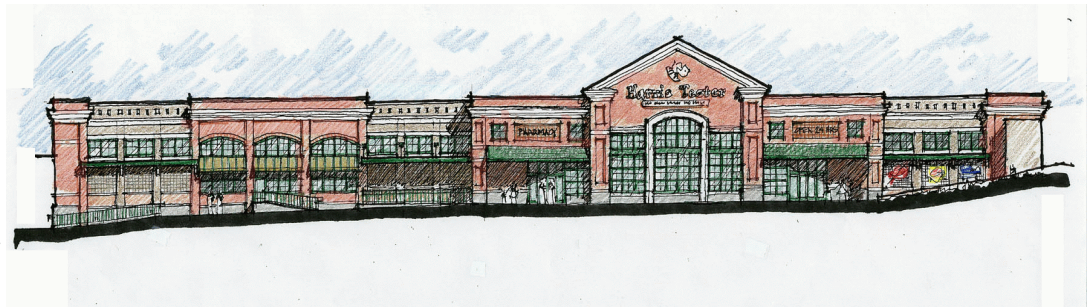
A. "Big Box" - Special Use Permit:

In 2002, City Council passed an amendment to the Zoning Ordinance requiring special use permit approval for new retail shopping establishments greater than 20,000 sq. ft. in size. The intent of special use permit is to avoid the typical large footprints and buildings that could potentially be

inconsistent with the character of the neighborhood and to evaluate any negative impacts. The special use permit requires a discretionary review to ensure that these large footprint "big box" structures are compatible with the character of each neighborhood.



Initial Proposal



Current Proposal

DSUP #2004-0025 & SUP(TMP) #2004-0097
FOXCHASE SHOPPING CENTER

The footprint (280 ft x 180 ft.) is almost the size of a traditional City block. The height of the proposed grocery store ranges from 25 ft. to 37 ft. at the peak of the entrance. The size of the proposed 55,700 sq. ft. grocery store is comparable to many of the new grocery stores which are being constructed today, although the proposed store is considerably larger than most of the existing grocery stores in the City. Staff has worked with the applicant to revise the initial proposal to better accommodate pedestrians on the sidewalk and reduce the perceived length of the building on the eastern facade facing the parking lot and Duke Street.

Originally, the applicant proposed a "standard" suburban grocery store with an entrance and blank walls for the 60%-70% of the remaining length of the grocery store facade. The initial design did not make any attempt to accommodate pedestrians or to reduce the perceived scale or length of the building and was inconsistent with the smaller retail bays of the remainder of the retail center.

To reduce the perceived scale and length, the City has worked with the applicant to create seven smaller bays, applying higher quality materials, murals, display windows and windows at the pedestrian level to establish a more comfortable "pedestrian scale" environment along the sidewalk frontage. The side of the structure will have windows and treatment to reduce the perceived scale from the street and parking areas. With the architectural improvements, the proposed grocery building is also more consistent in character with the proposed new facade of the remaining shopping center. With these considerable changes and some additional refinements staff is recommending approval.

For the remainder of the existing center, the applicant has worked with the City to provide a more open and pedestrian friendly environment with awnings, new frontages, and pedestrian scale improvements for the entire center, including facade improvements to the Exxon and Wachovia bank buildings.

Current Center Design



Proposed Center Design



The north wing of the center that is to be retained currently has a full canopy that covers the store fronts and sidewalk. The building has been revised to provide better visibility and a pedestrian friendly, updated character along the sidewalk frontages. To achieve the update, the existing canopy will be removed, providing light to the store fronts and visibility into the retail spaces. The store facades will be refaced with new materials and colors helping to enliven the pedestrian space and break down the length of the building into smaller pedestrian scale bays. Awnings for each frontage will be added to contribute to the pedestrian scale and to provide shelter from the elements. The plaza spaces and sidewalk will also be enhanced with benches, focal features such as sculpture or art, and additional planters.

One of the questions that has been raised by the community is why would the City allow loading on the western facade adjacent to the Holmes Run Park. One reason is that this is the location of the existing back of the store for the Magruder's grocery store and is a location that would not be visible from an adjoining public street or adjacent to the residents of Foxchase on the northern portion of the site. In addition, the proposed building is setback 140-250 ft. from the trail within the park and there is a considerable amount of landscaping and trees between the building and the existing trail. Staff is also recommending additional landscape screening within the park. Due to the considerable change in topography, the trail within the park is at a lower grade (up to 10-12 ft.) than the proposed grocery store. The setback, change in grade and landscaping create a natural screening for the grocery store and loading area.

B. Pedestrian - Streetscape - Landscaping Improvements:

The proposal incorporates pedestrian improvements throughout the shopping center and along Duke Street. The service road on Duke Street will be eliminated and replaced with an 8 ft. pedestrian sidewalk, continuous planting strips, and a double row of street trees to encourage pedestrian use. Landscape enhancements will also provide an improved streetscape along Duke Street, buffering the exposed surface parking lot from the street and pedestrian. Additional pedestrian improvements include:

- A proposed central vehicular entrance from Duke Street immediately east of the Wachovia bank. This central "street" into the Shopping area will also provide a pedestrian sidewalk to the pedestrian plaza in the center of the north wing;
- New crosswalks at Duke Street and Jordan Street intersections;
- A 15 ft. planting buffer strip along Duke Street;
- A bus bay and bus stop;
- The Duke Street crossing at the main grocery store entrance will include a planted median and pedestrian refuge;
- A sidewalk connection to the grocery store from the closed service lane. Pedestrians will be crossing less traffic and will be provided with a sidewalk to the grocery entrance. Currently, much of the pedestrian access is shared with vehicles at the western entrances of the center;

DSUP #2004-0025 & SUP(TMP) #2004-0097
FOXCHASE SHOPPING CENTER

- The Jordan Street stop bar will be moved to the intersection, providing one stop for vehicles and one crossing point for pedestrians;
- A new pedestrian entrance will be provided to Holmes Run Park from the sidewalk along Duke Street;
- Improvements and enhancements will be made to the existing pedestrian promenade along the north wing of the shopping center, including planting, lighting and pedestrian amenities such as benches and public art-sculpture;
- Improvements will be made to the shopping center's plaza spaces with enhanced planting, lighting, paving and other pedestrian amenities;
- Pedestrian improvements will be made along the Jordan Street frontage; and
- Additional tree planting islands will be provided to help break up the expanse of paving in the parking lot.

The 900 ft. (length of three City blocks) street frontage on Duke Street presents an opportunity to significantly enhance the visual quality and pedestrian environment along one of the City's main east-west streets. The improved streetscape and median will help to visually tie the two sides of the street together and provide a more unified urban streetscape. As part of the special use permit, staff has required the applicant to provide the following streetscape and pedestrian enhancements to Duke Street:

Landscaped Median

A 10 ft. wide planted median will be provided on Duke Street from the traffic signal at the 4600 Duke entrance, also the entrance to the proposed new grocery store. The median will be planted with trees and groundcover and provide a refuge for crossing pedestrians as well as a landscaped median to separate the 6 lanes of traffic.

Closure of the Service Road

The existing service road fronting the shopping center west of Jordan Street will be eliminated and an 8 ft. wide pedestrian sidewalk and landscape strip provided in its place. The sidewalk will be separated from Duke Street by a 15 ft. wide planting strip with shade and ornamental trees softening the streetscape and buffering views to the parking lot from Duke Street traffic. An additional planting strip will separate the sidewalk from the parking lot, also landscaped with additional shrubbery to help screen the parking and provide a comfortable pedestrian connection from Foxchase to the Holmes Run Park.

Service Road to be Eliminated



Service road proposed to be eliminated

Pedestrian Crossing Improvements

New pedestrian countdown signals will be provided at the intersection of Duke Street and Jordan Street, as well as at the intersection to the west at the entrance to the grocery store. Newly striped cross walks will be provided at those locations. Stamped and colored crosswalks will be provided for the internal pedestrian crosswalks and the crosswalks adjacent to Duke Street.



Current Entrance to Park

New Entrance to Holmes Run Park

An enhanced pedestrian connection and entrance to Holmes Run Park will be provided from the Duke Street sidewalk just west of the Foxchase Shopping Center western property line. A new entrance sign will be provided at the entrance on Duke Street. Additional landscaping along the entrance of the park will also be provided. The pedestrian footpath will be relocated to provide an additional landscape buffer between the park entrance and the adjoining gas station.



Proposed Entrance to Park

Parking Lot

With the reconfiguration of the parking lot, the City has worked to provide internal pedestrian connections and crossings with trees for the pedestrian walkways. Staff is also recommending additional landscape islands.

Plaza Area

The proposal identifies landscaping for the existing pedestrian plazas located in the northeast corner of the center, as well as the existing plaza in the central portion of the retained north wing. Staff has recommended that additional trees and plantings be provided within the plaza areas as well as along the pedestrian sidewalks that front the retail stores. The improvements will help to provide a higher quality pedestrian environment and visually enhance the frontage of the building.

C. Parking:

The applicant is requesting approval of a special use permit for a parking reduction from the 703 parking spaces required by the Zoning Ordinance to the 583 spaces as currently depicted on the site plan. As part of the proposal, the City required the applicant to submit a parking study prepared by Wells and Associates, LLC dated November 12, 2004. The findings of the parking study are as follows:

- During a one week study, the current shopping center's peak parking demand is on Saturday with 43% of the parking spaces occupied;

DSUP #2004-0025 & SUP(TMP) #2004-0097
FOXCHASE SHOPPING CENTER

- The future parking demand for the renovated Foxchase shopping center, based on Institute of Transportation Engineer's numbers, is 583 spaces, or 4 spaces per 1,000 sq. ft.
- The Harris Teeter at the 128,106 sq. ft. Lee-Harison Center location provides 3.43 spaces per 1,000 sq. ft. or, 1 space per 291 sq. ft. of commenrcial use
- The free-standing, 49,442 sq. ft. Harris Teeter at Hyde Park Plaza provides 3.6 spaces per 1,000 sq. ft., or, 1 space per 277 sq.ft. of retail.

In addition, as part of the review of the proposal the City also compiled a comparison of comparable grocery or retail locations within the City or the region as outlined below.

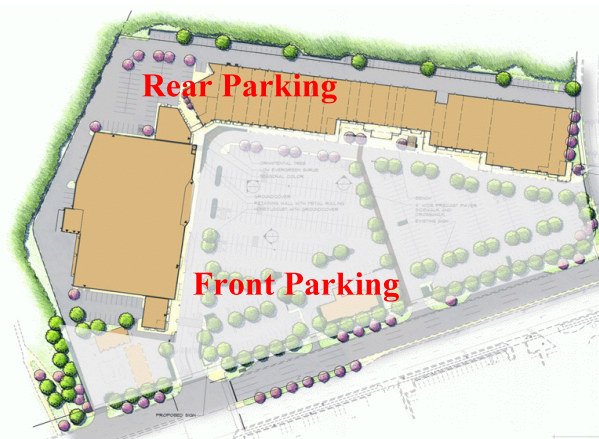
Table # 1
Parking Comparison

PROJECT	RETAIL (SQ.FT.)	TOTAL RETAIL PARKING SPACES	PARKING RATIO
Pentagon Row	300,000	1,225	1/250 sq.ft.
Whole Foods P Street (DC)	37,000	151	1/250 sq.ft.
Whole Foods Clarendon Arlington, Va	33,000	78	1sp/424 sq.ft.
Whole Foods Market Georgetown	35,200	176	1 sp./200 sq.ft
Whole Foods Duke-Holland Alexandria (under construction)	43,342	256	1sp/169sq.ft.
Alexandria Commons Duke Street	146,113	642	1sp/227 sq.ft.
Bradlee	178,197	674	1sp/264sq.ft.
Foxchase	144,627	583	1sp/250 sq.ft.

The parking study reveals that a parking ratio for many of the retail and grocery store uses is approximately 1 sp./ 250 sq.ft. Therefore, the 1sp/250 sq.ft. parking ratio proposed by the applicant is reasonable in this location. However, a concern is not the number of proposed parking spaces, but the location and accessibility of the proposed spaces.

DSUP #2004-0025 & SUP(TMP) #2004-0097
FOXCHASE SHOPPING CENTER

As previously discussed, the applicant is proposing that approximately 140 parking spaces be provided in the rear of the building. Staff acknowledges that the spaces behind the rear (northern portion) of the building can be used by employees and that a limited number of the spaces will be used by the tenants of spaces such as the Curves fitness facility. Staff has included a recommendation requiring that all employees park in the rear of the buildings.



The total parking for retail includes the necessary parking for employees. In this case it is estimated that the number employees for the proposed development will range from 100 to 120, depending upon the type of uses. Therefore, a portion of the rear spaces will be available for retail patrons as overflow parking and the spaces will be accessible by a pedestrian walkway. The Curves fitness facility will also likely use these spaces which are adjacent to their entrance.

While staff believes that the parking within the front parking lot will be sufficient for the proposed center, there may be limited peak periods such as Christmas when it would be beneficial to have the 20-40 spaces more easily accessible. The applicant is proposing a pedestrian connection to these spaces. To make these spaces more accessible, staff initially discussed the possibility of a direct one-way connection from the front lot to the rear lot. The difference in grading, interruption of the sidewalk and handicap access at this awkward location do not make this a difficult location for a direct connection. Alternatively, staff is recommending that the applicant work with the City to create a parking management plan to enable valet parking to make the 20-40 parking spaces more accessible for the retail patrons during peak times if needed. Staff recommends approval of the proposed amount and location of parking contingent upon a parking management plan which requires employees to park in the rear of the center, subsidized bus and transit fare media for all employees, promotion of carpooling by employees and creation of a mechanism to enable valet parking during peak periods. With these conditions, staff supports the proposed parking.

D. Traffic:

Wells & Associates, Inc. performed a traffic impact analysis and parking study for the proposed redevelopment of Foxchase Shopping Center. The traffic impact analysis included reviewing existing vehicular, pedestrian and transit conditions in the area, determining the change in travel demand that would result from the proposed redevelopment plan, and identifying the potential impact of changes in travel demand and site access on area intersections and appropriate mitigation measures.

DSUP #2004-0025 & SUP(TMP) #2004-0097
FOXCHASE SHOPPING CENTER

The analysis concluded that the proposed redevelopment would result in a reduction of approximately two percent in trips made to and from this shopping center during both peak periods and on a daily basis. The study also found, based on existing driveway traffic volume counts, that travel demand at Foxchase Shopping Center is 13 to 75 percent higher than indicated by standard ITE trip generation rates. The traffic impacts of the proposed redevelopment were evaluated based on the higher observed travel demand patterns.

The traffic impact analysis found that the redevelopment plan, including the closing of the existing frontage road along Duke Street, would not adversely impact area traffic movement. The signalized intersections of Duke and Jordan Streets, Duke and Foxchase Shopping Center/4600 Duke Street Apartments, and Jordan Street and Foxchase Shopping Center continue to operate at acceptable levels of service (generally levels B and C, with some level D operation at Duke and Jordan Streets), with average intersection delays increasing no more than ten seconds per vehicle.

Staff was concerned that the queue of vehicles on southbound Jordan Street at Duke Street could block site access and egress at its signalized entrance on Jordan Street. A comparison of existing and future queue lengths on southbound Jordan confirmed that blockages might continue to occur at this location if southbound motorists fail to clear this intersection during the green phase of the signal control cycle. It is not anticipated that the proposed redevelopment would worsen this existing condition.

E. Transportation Management Plan:

The applicant is also requesting approval of a transportation management plan for the site. The conditions recommended by staff include a range of measures, including a TMP coordinator, marketing activities, and a TMP fund to be used to subsidize employee transit passes, which staff believes need to be augmented to increase mass transit ridership. As part of the proposal, a bus bay and new bus shelter are being provided on Duke Street, at the west entrance to the shopping center. The site has immediate access to bus service on Duke Street in front of the Foxchase Center, both east and westbound. This area of Duke Street is served by the AT8 Dash line which runs between Old Town, Landmark, and the Van Dorn Metro, and by the 29 K Metrobus which runs between Old Town and George Mason University in Fairfax, and also, the 29 N Metrobus which services Old Town and Fairfax Circle.

The following chart identifies the service provided by these lines:

Table # 2

Bus Line	Frequency	
AT8 Dash	15 min. rush hour - 45 minutes mid day 1 hour	Weekdays Weekend days
29K,N Metrobus	approx every 40 min 1hour	Weekdays Weekend Days (limited hours on sunday)

Based upon the staff recommendations the applicant would be required to designate a coordinator for the TMP who would be responsible for implementing a parking management program, transit subsidies and promoting mass transit usage for employees. The applicant would also be required to implement strategies to encourage ride sharing and displaying ridesharing promotional material in the building and providing computerized ridematching services to the employees. The material would include transit information, routes, schedules, fare media, and ridesharing brochures. The applicant would also be required to provide shower and locker facilities and bicycle storage for those employees who choose to commute by bicycle. The staff recommendations will require a subsidy to participate in a program to encourage public transit alternatives for commuting to the site.

Staff believes all of these transportation management measures that range from a coordinator, facility improvements such as bicycle racks and significant mass transit subsidies for the employees and residents will increase mass transit ridership for the proposed development.

F. Loading-Unloading Spaces:

The Zoning Ordinance requires three loading bays for a grocery store. The applicant is requesting a modification to reduce the number of provided loading spaces. According to Harris Teeter, only two spaces are needed for the proposed grocery store which is typical for a Harris Teeter store of this size. Loading and unloading for the center will continue to occur by large and smaller vehicles. The loading spaces can accommodate full-size tractor trailers (40-50 ft.) or intermediate size trucks. The vehicles will enter the site from Jordan Street onto the one-way service lane abutting the northern boundary of the site behind the shopping center. The trucks will travel along the rear drive aisle and stop alongside the loading spaces. In the case of the proposed grocery store, the trucks will continue along the service aisle to the southern portion of the site and back up into the angled loading bays. All traffic within the service lane will have to exit the property by making a right hand turn onto Duke Street immediately west of the Exxon Station. Loading spaces are embedded within the site and will not be visible from the adjoining streets.

G. *Freestanding Signs:*

The applicant is requesting special use permit approval for one new sign. In total, there will be five freestanding signs on Duke Street; two signs are permitted by the Zoning Ordinance based on the frontage of the property. Four of the signs (Exxon gas station, Wachovia, and the freestanding pylon sign and a freestanding monument sign at the corner of Duke and Jordan streets) are existing. The applicant is proposing one additional brick monument sign at the main entrance on Duke Street.

The policy of the City has been to minimize signage and provide lower scale monument signs on Duke Street. The two signs proposed by the applicant are brick monument signs, which are approximately 6ft. at the Duke Street entrance to 9 ft. for the proposed sign at the corner of Duke and Jordan streets. Staff supports a new brick monument sign at the entrance to Duke Street and replacement of the monument sign at the corner of Duke Street contingent on the following:

- Reduction in height for both signs to a maximum height of 6 ft. and the materials of the signs shall be brick and stone and the message of the signs limited to “Foxchase” as depicted on the preliminary plans; and
- The base, materials and design of the existing three freestanding signs shall be replaced to provide a more coordinated and architectural sign approach for the center.

The proposed monument signs are consistent with approvals which have required monument signs for new freestanding signs on Duke Street. Coordinating the signs also will better integrate them with the proposed redevelopment and redesign of the proposed buildings.

H. *Compliance with the City Vision:*

The proposal provides an opportunity to provide retail services for the adjoining communities adjacent to extensive bus service and parks, which will add activity and vibrancy for the adjoining neighborhoods. Staff is also recommending streetscape improvements and amenities such as bus shelters to encourage activity. The proposal incorporates many of the fundamental elements of the City Vision that include:

Vibrance

- The redevelopment provides a variety of retail space sizes and will retain a large portion of the existing tenants while drawing additional new tenants, creating vibrant uses.
- The improvements proposed to the existing retail fronts, sidewalks and plaza area will provide a higher visibility and encourage more pedestrian use and outdoor dining by the restaurants, adding vibrance to the center.
- Proposed sidewalk, park entrance, and streetscape improvements along Duke Street will provide a pedestrian character and encourage pedestrian activity between the neighborhoods that surround the center.

Diversity

- The redevelopment provides for a variety of access by: bus-with a new shelter and layby; taxi- providing a new layby; car - providing better access and parking configuration; foot - with significant pedestrian improvements; and by bicycle - with wide sidewalks and bicycle parking. These improvements allow for a wide variety of access options for patrons, as well as employees.

Beauty

- Significant streetscape improvements along Duke Street are proposed along the Foxchase Shopping Center frontage. The tree planted median, double row of street trees and shrubbery proposed will provide a beautification of Duke Street that will be enjoyed by the local and greater community.
- Significant infill planting proposed along the boundary between the park and shopping center, and the proposed landscaped entrance to Holmes Run Park on Duke Street, will provide a strong visual improvement to the area as well as beautification of the park's entrance.
- Refacing of the buildings that are to be retained, including the Exxon and Wachovia bank will provide a modern, attractive center that will improve the visual character of Duke Street.
- A highly architecturally detailed new building of quality materials and design is proposed to replace the current eastern wing of the shopping center. The new architecture will be visible from Duke Street and will visually enhance the streetscape.

Urban Village

- The proposal is accessible by bus service and pedestrians and staff has also recommended incentives for employees to use alternative modes of transport as part of the Transportation Management Plan special use permit.
- The pedestrian improvements, including sidewalks and crosswalk enhancements provide the center with a better connection into the surrounding neighborhoods.
- New park access and connection to the City's overall trail system provides stronger pedestrian and bicycle links in the City.

Great Community

- Redevelopment of the Foxchase Shopping Center is an opportunity to continue to build in the community with enhancement of character and provision of new amenities and services to the neighborhoods.

VI. CONCLUSION:

Staff recommends **approval** with the conditions outlined within the report.

VII. STAFF RECOMMENDATION:

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

SITE PLAN:

1. The applicant shall provide a parking management plan which outlines mechanisms to maximize the use of the parking by the employees and patrons to the satisfaction of the Directors of P&Z and T&ES. At a minimum the plan shall include the following:
 - a. The applicant shall provide discounted bus and transit fare media for all employees. The fare media should include Metrorail, Metrobus, DASH and other public transportation system fare media. The availability of the discounted fare media will be prominently advertised. The level of discount will be approved as part of the final parking management plan.
 - b. All employees shall park in the rear of the building and shall have a tag, decal or similar form of identification to clearly identify employee vehicles. The identification shall be prominently displayed at all times.
 - c. Designated parking spaces for the Curves fitness facility in the rear of the building.
 - d. The applicant shall provide parking during the demolition and construction process for employees and retail patrons.
 - e. The applicant shall provide parking for construction workers without charge to the construction workers.
 - f. The applicant shall provide secure bicycle storage for employees and patrons.
 - g. The applicant shall implement valet parking during peak periods.
 - h. It shall be the sole responsibility of the applicant to monitor and enforce all provisions of the parking management plan. (P&Z)
2. The applicant shall prepare and submit a detailed phasing plan and construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES and Code Enforcement prior to the release the final site plan for the project. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and tenants to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. (P&Z)
3. Temporary construction 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 certificate of occupancy permit for the proposed grocery store. (P&Z)

DSUP #2004-0025 & SUP(TMP) #2004-0097
FOXCHASE SHOPPING CENTER

4. Provide a site lighting plan to the satisfaction of the Director of T&ES in consultation with the Chief of Police. The plan shall show the existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in Lumens or Watts. Provide manufacturer's specifications for the fixtures. Provide lighting calculations to verify that lighting meets city standards and are located to prevent excessive spillover lighting and glare to adjacent properties and park. (T&ES) (P&Z)
5. The developer shall eliminate the proposed exit curb cut onto Duke Street immediately west of the Wachovia bank. (T&ES)
6. Developer shall underground all the overhead utilities along Duke Street and Jordan Street. (T&ES)
7. The applicant shall align handicap curb cuts with handicap parking in parking lot to the satisfaction of the Director of Code Enforcement. Relocate the Wachovia hydrant east to island next to central drive aisle for improved access. Front and rear existing Emergency Vehicle Easements shall be preserved. Staging of materials shall not encroach on, or block, the existing fire lanes. Provide turning radii for northwest corner of rear EVE. Parking tractor trailers shall not encroach upon the emergency vehicle easement . (Code)

BUILDING DESIGN:

8. The final architectural elevations shall be consistent with the level of quality and detail provided in the preliminary architectural elevations dated 01/21/05. In addition, the applicant shall provide additional refinements to the satisfaction of the Director of P&Z that shall include:
 - a. The facade materials for the front and side of proposed grocery store shall be entirely masonry (brick, precast, stone). Trim elements shall be cast, stone, metal or high quality composite material.
 - b. The materials for the existing buildings to be refaced, including the Exxon and Wachovia buildings shall be consistent with the preliminary plans.
 - c. The retail base shall provide low-level pedestrian-scale lighting as an integral part of the facade design to add nighttime visual interest to the buildings.
 - d. Color architectural elevations (front, side and rear) shall be submitted with the final site plan.
 - e. All refinements to the design and materials shall be submitted for review prior to submission of the building permit application.
 - f. The applicant shall provide larger scale drawings to evaluate the retail base, cornice brackets, entrance canopies/awnings and sign bands and that the final detailing, finish and color of these elements is critical and must be studied in context with the overall building. These detail elements shall be

DSUP #2004-0025 & SUP(TMP) #2004-0097
FOXCHASE SHOPPING CENTER

- submitted and approved prior to the release of the final site plan.
- g. The top part of the western elevation of the proposed grocery store shall be a lighter color.
 - h. A metal roof shall be provided for all proposed roof elements for the center. (P&Z)
9. The colors and materials of the retail tenant signs shall be designed of high quality materials and shall be designed as an integral part of the building that shall relate in materials, color and scale to the remainder of the building to the satisfaction of the Director of P&Z.
- a. Sign messages shall be limited to logos, names and street address information.
 - b. Signs applied to storefront windows shall cover no more than twenty percent of the glass.
 - c. Individual channel letters shall be provided for retail tenants. Box signs shall be prohibited. (P&Z)
10. The special use permit for signage shall be contingent on the following for all freestanding signs to the satisfaction of the Director of P&Z:
- a. The two proposed monument signs shall be masonry and stone and shall be limited to a height of 6 ft. tall and the message shall be limited to “ foxchase ” as generally depicted on the preliminary plans.
 - b. The base and materials of the existing sign shall be revised to create a more coordinated sign scheme for the center. (P&Z)
11. The applicant shall demonstrate the use of green building and sustainable techniques for building systems for the proposed building. The applicant shall provide specific examples where this project will incorporate this technology, including low impact development, green roofs, energy efficient materials, low emission paints and high efficiency mechanical equipment in a format acceptable Directors of P&Z and T&ES. (P&Z) (T&ES)
12. A monitored fire alarm system shall be required for the proposed structures. The proposed grocery store and retail spaces shall be equipped with a full automatic sprinkler system in accordance with NFPA 13. (Code)

PEDESTRIAN AND STREETScape:

13. The applicant shall provide pedestrian streetscape improvements that at a minimum shall provide the level of improvements depicted on the preliminary plan and shall also provide the following:
 - a. A 8 ft. wide concrete sidewalk with a 15 ft. landscape strip between the sidewalk and the curb on Duke Street.
 - b. A 6 ft. wide concrete sidewalk with a 5 ft. landscape strip between the sidewalk and the curb on Jordan Street. The existing hardscape between the building and the proposed sidewalk shall be removed and replaced with landscaping.
 - c. Stamped and colored asphalt crosswalks shall be provided for each curb cut on Duke Street and Jordan Street to provide a continuous uninterrupted sidewalk .
 - d. All internal crosswalks shall be stamped and colored asphalt crosswalks.
 - e. Decorative pedestrian scale light poles shall be provided for all internal sidewalks and plaza spaces.
 - f. Pedestrian count-down signal shall be provided for the crosswalk at the western entrance on Duke Street and the intersection of Duke Street and Jordan Street
 - g. The central interior courtyard shall be designed to provide a focal sculpture feature (such as a sculpture), selected by the applicant, and features such as seating, trash receptacles, and pedestrian-scale lighting, varied and amenities such as benches, special paving and landscape planters and additional landscaping to encourage its use. The planters within the courtyard shall be adequate depth to provide trees and shall be brick or stone.
 - h. All pedestrian improvements, not including landscaping, shall be completed prior to the issuance of a certificate of occupancy permit for the grocery store to the satisfaction of the Director of P&Z.(P&Z)
14. The taxi lay-by on Duke Street shall be revised to provide a double row of street trees to the satisfaction of the Director of P&Z and T&ES. (P&Z) (T&ES)
15. Developer shall provide adequate funds to the Director of T&ES for the purchase and installation of four (4) of City standard street cans to be located as directed by the Director if T&ES. (T&ES)
16. The applicant shall provide all pedestrian and traffic signage to the satisfaction of the Director of T&ES. (T&ES)

17. The proposed crosswalks crossing Jordan Street and Duke Streets shall be thermoplastic to the satisfaction of the Director of T&ES. (T&ES)
18. Developer shall install a passenger loading platform between the proposed bus shelter and the curb on Duke Street and the between the proposed sidewalk and the bus shelter pad. Developer shall install access ramps at the walkway leading to the proposed employee parking area between the proposed grocery store and the rear of the Exxon service station. (T&ES)

LANDSCAPING:

19. All final landscape plans shall be provided with the final site plan to the satisfaction of the Director of P&Z and RP&CA. The plans shall include all planting areas and the level of landscaping depicted on the preliminary landscape plan and also provide:
 - a. Revise the shade trees on Duke Street to Willow Oak and the container trees in the plaza to be River Birch.
 - b. Revise spacing of the ornamental cherry street trees on Duke Street to be approximately 15 ft. on center between the sidewalk and the curb.
 - c. Provide 10 columnar trees and ground cover within the proposed central median.
 - d. The trees on the northern portion of the gas station building shall be replaced with 10-15 ft. evergreen trees to provide screening of the proposed building from Duke Street and from the park.
 - e. A new decorative Holmes Run Park monument sign shall be provided.
 - f. Seven additional landscape islands within the front parking lot.
 - g. The shrubs on the perimeter of the parking lot shall be evergreen, 18"-24" tall at the time of planting. The species for the shrubs shall be varied.
 - h. A significant amount of additional shrubs and groundcover shall be provided at the entrance to the park and on the southern portion of the proposed trail.
 - i. An additional 50-55 deciduous and evergreen trees shall be provided within the park on the western portion of the proposed grocery store and other locations to provide additional landscape screening.
 - j. All street trees shall be a minimum 3.5" caliper at the time of planting and shall be limbed up to a minimum of 80" above the sidewalk as the trees mature.
 - k. The planting depth within planters shall be a minimum of 2' for the shrubs and groundcover and a minimum of 4' of soil depth for trees with adequate drainage to support the trees.
 - l. The proposed shrubbery is to have a maximum height of 36 inches when mature.

DSUP #2004-0025 & SUP(TMP) #2004-0097
FOXCHASE SHOPPING CENTER

- m. All landscaping shall be maintained in good condition and replaced as needed. All plant specifications shall be in accordance with the current and most up to date edition of the American Standard For Nursery Stock (ANSI Z60.1) as produced by the American Association for Nurserymen; Washington, D.C.
- n. All work shall be performed in accordance with Landscape Specifications Guidelines 4th Edition as produced by the Landscape Contractors Association (LCA) of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland.
- o. The landscape plan shall be prepared and sealed by a certified landscape architect. (P&Z) (RP&CA) (Police)

HOUSING

- 20. In accordance with the City's Affordable Housing Policy, the applicant shall make a contribution to the City's Housing Trust Fund of \$1.00 per gross square foot of new building area (see definition of gross square footage provided in the Applicant Checklist). The applicant shall pay the contribution to the City prior to the issuance of the certificates of occupancy. (Housing)

TRANSPORTATION MANAGEMENT:

- 21. A TMP Coordinator (TMPC) shall be designated for the Foxchase Shopping Center. The name, address and telephone number of the TMP Coordinator shall be kept on file with the Office of Transit Services and Programs (OTS&P). The Coordinator shall be responsible for establishing and administering the Transportation Management Plan. (P&Z) (T&ES)
- 22. This development shall have a goal of promoting transit, carpooling/vanpooling and ridesharing and discouraging the use of single occupancy vehicles. The goal of this development shall be transit and ridesharing use of a minimum of 20% out of the total number of employees of the development during the peak time period. (P&Z) (T&ES)
- 23. The applicant shall provide annual reports to OTS&P including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic; an accounting of receipts and disbursements of the TMP account; and a work program for the following year. This report, and each subsequent report, shall identify, as of the end of the reporting period, the number of square feet of retail floor area and, if available, the actual number of employees occupying such space. (P&Z) (T&ES)
- 24. Semiannual reports on the receipts and disbursements of the TMP accounts shall be provided using the City's standardized reporting procedures. (P&Z) (T&ES)

FOXCHASE SHOPPING CENTER

25. At occupancy of the building, a survey of employees shall be conducted to determine the number of employees, their place of residence/employment, modes of transportation, arrival and departure times, willingness and ability to use carpooling and public transit, and such additional information as the City may require. This survey will be conducted annually and will become the basis of the Annual Report. (P&Z) (T&ES)
26. The applicant shall promote the use of transit, carpooling/vanpooling and participation in the staggered work hour program and other components of the TMP with the retail employees (P&Z) (T&ES)
27. The applicant shall participate with other projects in the vicinity of the site and OTS&P in the mutually agreed upon cooperative planning and implementation programs and activities. (P&Z) (T&ES)
28. The applicant shall fund at an annual rate of shall be funded annually at a rate of \$0.11 per square foot of occupied retail space to a transportation account to be used exclusively for the following TMP activities:
 - a. Discounting the cost of transit fare media for on-site employees:
 - b. Marketing and promotional materials to promote the TMP or any other TMP activities as are described in the TMP or as may be proposed by the applicant and approved by the Director of T&ES. The annual rate shall be increased by a rate equal to the rate of inflation for the previous year, unless a waiver is obtained from the Director of T&ES. To the extent that the requirements of this TMP impose financial obligations on the applicant, such obligations shall be fulfilled through expenditures from the TMP fund created pursuant to this Paragraph, to the extent funds are available therein, subject to the terms of this Paragraph.
 - c. As determined by the Director of T&ES, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transit and/or ridesharing programs and activities.
 - d. The applicant shall prepare, as part of its employment procedures, appropriate language to inform employees of the Transportation Management Plan program; such language to be reviewed and approved by the City Attorney's Office. (P&Z) (T&ES)
29. The applicant shall provide a minimum of 14 bicycle parking spaces on site, four (4) for employee use and ten (10) for visitor use, and two showers and lockers to the satisfaction of the Director of T&ES and P&Z. (P&Z) (T&ES)

DSUP #2004-0025 & SUP(TMP) #2004-0097
FOXCHASE SHOPPING CENTER

30. Information about all transit, ridesharing, and other TMP elements shall be distributed and displayed to employees--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 provided in prominent locations within the building . (P&Z) (T&ES)
31. A Guaranteed Ride Home Program shall be established and promoted as part of the transit marketing efforts. (P&Z) (T&ES)
32. The applicant shall participate in car share program as part of the ridesharing and transit marketing efforts, at no expense to the applicant. These spaces should be in a convenient location for employees and the TMP Coordinator will arrange with any of the carshare companies for placement of vehicles in the parking lot. [Currently, Zipcar and Flexcar both have vehicles in the Alexandria area.] (P&Z) (T&ES)
33. The applicant shall participate in Ozone Action Days and other regionally sponsored clean air, transit, and traffic mitigation promotions by advertising such promotions in a manner and at such locations within the building acceptable to the developer. (P&Z) (T&ES)
34. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assignees with whom sale or lease agreements are executed subsequent to the date of this approval. (P&Z)
35. Modifications to approved TMP activities shall be permitted upon approval by the Director of T&ES and P&Z, provided that any changes are consistent with the goals of the TMP. (P&Z) (T&ES)
36. Any use other than the grocery store as represented in the preliminary plans shall require an updated traffic analysis and Transportation Management Plan.(P&Z)

MISCELLANEOUS

37. Show all utility structures on the final development plan. All utility structures (except fire hydrants) shall be clustered where possible and located so as not to be visible from a public right-of-way or property All transformers shall be located not to be visable. When such a location is not feasible, such structures shall be located behind the front building line and screened to the satisfaction of the Director of P&Z. (P&Z)

DSUP #2004-0025 & SUP(TMP) #2004-0097
FOXCHASE SHOPPING CENTER

38. The applicant shall submit a final building location survey for the buildings prior to issuance of a certificate of occupancy permit. (P&Z)
39. A temporary informational sign shall be installed by the applicant on the site prior to the approval of the building permit for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions about the project. (P&Z)
40. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z)
41. Show all existing and proposed easements, both public and private. (T&ES)
42. The developer agrees to deliver all solid waste, as defined by the Code of the City of Alexandria, to a refuse disposal facility designated by the Director of T&ES. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
43. Developer shall provide space on site for adequate recycling containers to serve the proposed grocery and retail buildings. The recycling containers shall be screened from view. (T&ES)
44. All driveway entrances and sidewalks in public ROW or abutting public ROW shall meet City standards. (T&ES)
45. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)
46. Provide City standard pavement for emergency vehicle easements. (T&ES)
47. Prior to the start of construction, developer shall submit shop drawings to T&ES for approval for the following equipment: traffic signal poles/masts, LED traffic signals, pedestrian signals, backlit street signs, and traffic and pedestrian signage/poles. (T&ES)
48. Prior to the release of the final site plan, provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging. (T&ES)

DSUP #2004-0025 & SUP(TMP) #2004-0097
FOXCHASE SHOPPING CENTER

49. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
50. The site is located on marine clay areas as delineated on City map of marine clay areas. Provide geotechnical report including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES)
51. The plan does not indicate whether or not there are any known soil and groundwater contamination as required with all preliminary submissions. Should any unanticipated contamination or underground storage tanks, drums and containers be encountered at the site, the applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality.(T&ES)
52. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys, or storm sewers.(T&ES)
53. The applicant shall control odors and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Department of Transportation and Environmental Services.(T&ES)
54. A "Certified Land Disturber" must be named on the Erosion & Sedimentation Control sheets at the pre-construction meeting prior to commencement of activity in accordance with the Virginia Department of Conservation and Recreation guidelines.(T&ES)
55. During the construction phase of this development, the site developer, its contractor, certified land disturber, or owner's other agents shall implement a waste and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them and sanitary waste at the construction site and prevent its off site migration that may cause adverse impacts to the neighboring properties or the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Enforcement. All wastes shall be disposed off site properly in accordance with all applicable federal, state and local laws.(T&ES)

STORMWATER

56. Developer to comply with the peak flow requirements of Article XIII of Alexandria Zoning Ordinance. (T&ES)

DSUP #2004-0025 & SUP(TMP) #2004-0097
FOXCHASE SHOPPING CENTER

57. Plan must demonstrate to the satisfaction of the Director of T&ES that adequate stormwater outfall is available to the site. If adequate outfall is not available, developer is to design and build any on or off- site improvements to discharge to an adequate outfall. (T&ES)
58. The applicant is advised that all stormwater designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require re-submission of all plans that do not meet this standard. (T&ES)
59. The proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
60. The storm water collection system is part of the Cameron Run/Holmes Run watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked to the satisfaction of the Director of T&ES.(T&ES)
61. Provide complete pre and post development drainage maps including topographic information, storm drains, BMP's and either Worksheet A or B.(T&ES)
62. The City's storm water management regulations in terms of water quality are two-fold: phosphorus removal requirements and water quality volume default. Compliance with the phosphorus requirements does not relieve the applicant from the water quality default requirement. The water quality volume from the site's proposed impervious area must be treated in a Best Management Practice storm water facility. Any deviation from this requirement must be addressed through a formal exception letter to the City as discussed in Memorandum to Industry #2002-0001.
63. The proposed plan does not have sufficient information to determine adequacy for compliance with Article XIII of the City's Zoning Ordinance through the use of stream restoration. The applicant shall use one of the following to meet the Water Quality Volume requirements of Article XIII:
 - a. Treat WQV using a storm water BMP (e.g., hydrodynamic)
 - b. Use of stream restoration with documentation of equivalent water quality benefits
 - c. A combination of the aboveThe methods above will be designed and built to the satisfaction of the Director of Transportation and Environmental Services.(T&ES)

DSUP #2004-0025 & SUP(TMP) #2004-0097
FOXCHASE SHOPPING CENTER

64. Descriptive signage for all surface-installed storm water BMPs (e.g., Bio-Retention Filters, Vegetated Swales, Stream Restoration, etc) is required to be installed to the satisfaction of the Director of T&ES.(T&ES)
65. 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)
66. The Applicant shall submit a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.(T&ES)
67. The Developer shall furnish the owners with an Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include 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)
68. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the City on a digital media.(T&ES)
69. 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 the existing storm water management facility adjacent to the project and associated conveyance systems were not adversely affected by the construction and that they are functioning as designed and are in a condition similar to prior to construction began. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance performed.(T&ES)

CITY DEPARTMENT CODE COMMENTS

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

Transportation and Environmental Service:

- F-1 If any additional encroachments are planned for the 50-foot natural intermittent stream buffer or 100-foot Resource Protection Area (RPA) located on the west side of the parcel, then the applicant is required to prepare a Water Quality Impact Assessment in accordance with Article XIII of the City's Zoning Ordinance to the satisfaction of the Director of Transportation and Environmental Services. This information must be submitted prior to the release of the final site plan.
- C-1 An appropriate performance bond for the public improvements must be posted prior to release of the plan.
- C-2 All downspouts must be connected to a storm sewer by continuous underground pipe.
- C-3 The sewer tap fee must be paid prior to release of the plan, if required.
- C-4 All easements and/or dedications must be recorded prior to release of the plan.
- C-5 Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan.
- C-6 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-7 All utilities serving this site to be underground.
- C-8 Provide site lighting plan to meet minimum city standards.
- C-9 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.
- C-10 The applicant must comply with the Article XIII of the City's zoning ordinance, which includes requirements for stormwater pollutant load reductions, treatment of the water quality volume default, and stormwater quantity management.

DSUP #2004-0025 & SUP(TMP) #2004-0097
FOXCHASE SHOPPING CENTER

- C-11 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law.
- C-12 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the new state requirement for a VPDES permit for all construction activities greater than 1 acre.

Code Enforcement:

- F-1 Required exits, parking, and facilities shall be accessible for persons with disabilities. Provide ramp slope information for proposed handicap ramp at grocery store. Provide handicap curb cuts for Wachovia Bank by handicap parking. Provide and align handicap curb cuts with handicap parking in parking lot. **Condition not met.**
- C-1 Emergency Vehicle Easements shall maintain a minimum turning radii of 25 feet.
- C-2 Submitted fire flow calculations are insufficient. See attached guidelines for submission. Prior to submission of the Final Site Plan, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. Acknowledged, applicant states fire flow will be submitted prior to final site plan.
- C-3 Two siamese connections, one at the front and one at the rear shall be installed to the satisfaction of the Director of Code Enforcement. Locations have been resolved. Condition Met.
- C-4 Additional hydrants shall be installed in the front and rear of the proposed structure to meet the following conditions:
 - Hydrants shall be located within 100 feet of each siamese connection. There is a lack of adequate hydrant coverage on the site. Condition met.
 - Hydrant coverage shall not exceed 300 feet, as measured from the hydrant to the most remote point of vehicle access to the site, via the vehicular travel path. There is a lack of adequate hydrant coverage on the site. Condition not met. Hydrant spacing on the entire site exceeds 300 foot travel distance to the Wachovia Bank building (#4601). Provide additional hydrants.

DSUP #2004-0025 & SUP(TMP) #2004-0097
FOXCHASE SHOPPING CENTER

- C-5 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). Condition met. Shown as Note 12 on Sheet 1.
- C-6 Alterations to the existing structure must comply with the current edition of the Uniform Statewide Building Code (USBC). Condition met. Shown as Note 12 on Sheet 1.
- C-7 Before a building permit can be issued on any proposed future alterations, a certification is required from the owner or owner=s agent that the building has been inspected by a licensed asbestos inspector for the presence of asbestos (USBC 112.1.4). Condition met. Shown as note 31 on Sheet 1.
- C-8 A soils report must be submitted with the building permit application.
- C-9 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 119.0. Amend note 19 on Sheet 1 to show USBC 119.0.
- C-10 This structure contains mixed use groups and is subject to the mixed use and occupancy requirements of USBC 302.3.

Health Department:

- C-1 An Alexandria Health Dept. Permit is required for all regulated facilities.
- C-2 Permits must be obtained prior to operation

DSUP #2004-0025 & SUP(TMP) #2004-0097
FOXCHASE SHOPPING CENTER

**REPORT ATTACHMENTS AVAILABLE IN THE PLANNING AND ZONING
OFFICE**