



**Docket Item #7**  
**Development Special Use Permit #2009-0003**  
**4600 and 4604 Eisenhower Avenue-Restaurant Depot**

Application	General Data	
<b>Project Name:</b> Restaurant Depot	PC Hearing:	September 1, 2009
	CC Hearing:	September 12, 2009
	If approved, DSUP Expiration:	September 12, 2012 (36 months)
	Plan Acreage:	Tract A: 150,409 SF (3.45 acre) Tract B: 80,582 SF (1.85 acres) Total: 230,991 SF (5.30 acres)
<b>Location:</b> 4600 and 4604 Eisenhower Avenue	Zone:	Office Commercial –Medium OCM(100)
	Proposed Use:	Wholesale/Warehouse
	Gross Floor Area:	72,333 SF
	Small Area Plan:	Landmark – Van Dorn
<b>Applicant:</b> Restaurant Depot, LLC by Bud Hart, attorney	Historic District:	N/A
	Green Building:	Project will achieve LEED Certification - 40-49 points

<b>Purpose of Application</b>
The applicant proposes to consolidate two contiguous lots and redevelop the consolidated parcel as restaurant wholesale facility within the OCM 100 Zone District.
<b>Special Use Permits and Modifications Requested:</b>
1) Special Use Permit for a wholesale facility within the OCM 100 Zone District and
2) Modification from the City’s Landscape Guidelines requiring a planting island after ten continuous parking spaces.

<b>Staff Recommendation: APPROVAL WITH CONDITIONS</b>
<b>Staff Reviewers: Patricia Escher, AICP <a href="mailto:Patricia.Escher@alexandriava.gov">Patricia.Escher@alexandriava.gov</a> Jessica Ryan, AICP, LEED AP <a href="mailto:Jessica.Ryan@alexandriava.gov">Jessica.Ryan@alexandriava.gov</a></b>



Site Context

## **I. SUMMARY**

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

Staff recommends **approval** of the Development Special Use Permit, with Site Plan, and lot consolidation to allow the construction of a single story wholesale facility that provides supplies for restaurants within the OCM 100 Zone District. The proposal is consistent with the existing surrounding uses and the applicant has agreed to a sunset provision of 25 years so that the warehouse/wholesale use may be discontinued in the future when the area's character has changed enough to warrant different uses such as residential, office and/or retail. Furthermore, the applicant has agreed to a voluntary \$500,000 monetary contribution to the City for capital improvements in the surrounding neighborhood.

Discussion topics include:

- Consistency with the small area plan;
- Interim use with a 25 year sunset clause;
- Consistency with Economic Sustainability;
- Building and site design;
- Traffic impacts; and
- A \$500,000 voluntary monetary contribution.

### ***B. Project Description***

The applicant, Restaurant Depot, LLC, requests the approval of a Development Special Use Permit, with Site Plan, to construct a single story 73,000 ± square foot wholesale establishment with a 203 spaced surface parking lot. The proposed redevelopment would consolidate two contiguous lots located at the southwest corner of the intersection of Clermont and Eisenhower Avenues. The new construction would require the demolition of three existing masonry warehouse buildings.

With this Site Plan proposal, the applicant requests approval of the following:

- Development special use permit to allow a wholesale facility within the OCM – 100 Zone District
- Consolidation of two existing lots; and
- Modification to landscape guideline requirements.

## **II. BACKGROUND**

### ***A. Brief History***

The existing Restaurant Depot resides on a lot to the west of the proposed redevelopment at 4700 Eisenhower Avenue. The original building was constructed in 1972 and in 2000 Restaurant Depot purchased the property from a wholesale pet food distributor. At that time the applicant requested and received an approval for a 10,000 square foot additional/remodel, redesigning the building to meet their specific needs. Restaurant Depot opened their doors in 2002 and continues to thrive, serving the local community with a very unique and much sought-after service. It is estimated that Restaurant Depot serves as many as 250 local restaurants with the sale of food products and restaurant equipment. The facility is not open to the general public and requires membership. Someone has to be a representative of an organization and/or a restaurant owner to become a member and purchase goods.

As business is doing well, despite these economic times, the applicant wants to relocate to the corner of Eisenhower and Clermont Avenues and construct a 73,000 ± square foot facility. The new store would increase the existing store's size/capacity by approximately 25,000 sq ft., allowing for more diverse products and eventually add up to 28 new employees to their existing 92 person workforce. The new location would accommodate a larger parking lot, an additional loading space for truck deliveries and provide enhanced landscaping along both Eisenhower and Clermont Avenues.

### ***B. Site Context***

The proposed relocation and redevelopment is positioned in the western portion of the Eisenhower Valley in a fairly industrialized area. The surrounding context consists of rather nondescript one and two story warehouses, self storage facilities and limited office use. For a point of reference, the Van Dorn Metro is just under a mile to the west, with the Victory Center about midway between the two sites. As demonstrated by the photographs below this is a fairly austere portion of the Eisenhower corridor with vast spans of surface parking, sandwiched between three rail lines and the beltway to the south.

The two parcels at 4600 and 4606 Eisenhower Avenue, have a total of three existing warehouse structures that were built in the late 1960's and early 1970's. The combined square footage of these structures is approximately 86,000 square feet. Both sites are almost entirely covered by impervious material with one story masonry buildings and surface parking lots. Along the eastern edge of the property there exists a fairly wide Clermont Avenue right-of-way, ranging from 120 feet to 170 feet in width, and of that right-of-way, 50 feet to 100 feet is green space. The rear or south of the property has a steep slope, rising quickly to the CSX rail line, the Metro line and the beltway further south. Given that the beltway is approximately 40 feet higher in elevation and over 300 feet away, the proposed development will not enjoy high visibility from the interstate.

### ***C. Project Evolution***

The applicant first presented a plan for a traditional “big box” building with a site layout that included very visible parking areas in front of an unadorned building. During these initial meetings with the applicant, the City discussed that this portion of Eisenhower Avenue is in transition and will eventually change from the existing industrial uses to a more diverse development with office, retail and residential. So in an effort to accommodate a future mixed used development, staff requested that the applicant explore the possibility of designing the building so that it would be able to accommodate a potential four or five story addition with underground parking. The applicant reviewed this option, but soon realized that the structural support needed for the future addition would involve numerous columns and inhibit the efficiency of their store operations which requires a very open floor plan. After additional discussions with staff, the applicant agreed that they would sunset this use within 25 years.

The next series of conceptual site layouts raised concerns as the initial designs were very vehicular oriented proposing:

- Three curb cuts, two cuts on Eisenhower Avenue and the another one along Clermont Avenue, cutting through the green space to the east;
- Orienting the parking lot along the entire Eisenhower Avenue frontage and locating the building at the rear of the site; and
- Orienting the “back of building” along Clermont Avenue with loading docks, wide paved truck access lanes and unscreened mechanical equipment, all highly visible from both public rights of way.

Staff met with the applicant several times to refine the design by:

- Limiting curb cuts to one along Eisenhower Avenue;
- Moving the building closer to both streets, creating a more urban edge;
- Locating the parking along the side of the building;
- Moving the limited parking spaces along Eisenhower Avenue further away from the sidewalk and screening them with a berm and plant material;
- Relocating “back of building” to the less visible, rear portion of the property;
- Screening the loading area with masonry wall along the Clermont Avenue frontage;
- Introducing architectural elements and materials to make the building façade interesting and colorful; and
- Requesting enhanced landscaping along both frontages.

### **III. PROJECT DESCRIPTION**

The proposed redevelopment request is for a single story, 73,000 sq. ft. restaurant wholesale building with a 203 space surface parking lot and 5 loading spaces. The project is within the OCM 100 Zone District, the primary purpose of which is “to allow areas of primarily office use at moderate densities”, but allows the wholesale/industrial use by a special review.

The Restaurant Depot has been operating with a development special use permit within the City for seven years (DSUP #2000-0039) and would like to upgrade and modernize their facility. As the City has grown substantially over the course of the last decade so has the restaurant industry in size and ethnicity. The existing, smaller facility does not provide sufficient space to meet the growing demand for a more diverse product line. The expansion and modernization would not necessarily bring additional customers to the store, but would rather enable the applicant to provide more variety of goods and services.

Demographic trends indicate that the City of Alexandria will continue to grow over the next several decades. Given that the City's boundaries are defined, redevelopment and infill pressure will continue to increase to the extent that low density wholesale uses may not be appropriate in the Eisenhower West area in the future. While the Eisenhower West Industrial Use Study contends that redevelopment will occur in other locations, such as Landmark and Potomac Yard, prior to the west Eisenhower corridor, the City does envision denser, more urban development will eventually occur. In order to accommodate any future potential redevelopment, the applicant has agreed to a sunset clause that would terminate the use in 25 years from the issuance of a Certificate of Occupancy.

In certain parts of the City, such as Braddock Metro and the new 2009 Landmark/Van Dorn Small Area Plans (SAP), new development would be required to provide a monetary contribution to provide a public benefit such as public safety or school facilities, infrastructure, street improvements, recreational amenities, parkland and/or open space. This portion of the City is not within the new Landmark/Van Dorn SAP and does not have that provision. However, the applicant, acknowledging that new development should contribute to the public wellbeing has voluntarily offered a \$500,000 dollar contribution to the City for capital improvements in the neighborhood surrounding the site.

## IV. ZONING

Table 1: Zoning Table

Property Address:	6400 & 6406 Eisenhower Avenue		
	Tax Map # 069.03-01-09		
	# 069.03-01-10		
	150,409 sq. ft. or 3.45 acres		
	<u>80,582 sq. ft. or 1.85 acres</u>		
Total Site Area:	230,991 sq. ft. or 5.30 acres		
Zone:	OCM (100)		
Current Use:	Warehousing		
Proposed Use:	Wholesale		
	<u>Permitted/Required</u>	<u>SUP</u>	<u>Proposed</u>
FAR	1.5	NA	.35
Buffer	NA		NA
Setbacks			
Front	N/A		6'
Side	N/A		4.4', 201'
Rear	N/A		78'
Parking			
Wholesale/warehouse Use:	160 spaces		
Office/Sales Use:	24 / 34		
Total:	184/194 spaces		203 spaces
Loading spaces:	4		5

## V. STAFF ANALYSIS

### *A. Landmark – Van Dorn Small Area Plan – 1992*

This property, and several others, were rezoned from I-Industrial to OCM(100), an office zone district, in 1992. The rezoning was consistent with the Landmark-Van Dorn Small Area Plan's goals for eventual redevelopment to higher density commercial uses. However, the plan also recognized that such redevelopment may not occur for some time and that, in the interim, the continuation of industrial and service commercial uses are appropriate.

#### Sunset Clause

In acknowledgement of the Landmark – Van Dorn's Plan provision that in the future this area should redevelop with higher densities and different uses, the applicant has agreed to a 25 year sunset provision. The provision will require that in 25 years, the wholesale use will come to an end unless the owner of the property requests City Council to extend the development special use

for an additional time period. However, the provision also specifies that the character of the immediately surrounding area and any area changing events will be taken into account in considering any extension request.

### ***B. Pedestrian Connections***

The proposed development is providing a 5 foot wide sidewalk along Eisenhower Avenue that will connect to the existing sidewalk 9 foot wide sidewalk that runs along Clermont, just before the Clermont-Eisenhower intersection. The application proposes to plant a continuous row of street trees along a portion of the Eisenhower Avenue frontage within a 6 foot wide landscape strip that will transition to a sidewalk directly adjacent to the curb with no planting strip. The proposed transition from the narrower 5 foot sidewalk to the wider 9 foot sidewalk along Clermont Avenue is abrupt and eliminates the potential for additional street trees along Eisenhower Avenue.

Staff is recommending that the sidewalk be a minimum of 6 feet wide, that there be a continuous planting strip along the entire Eisenhower Avenue frontage and the proposed transition from the narrower sidewalk to the wider sidewalk on Clermont Avenue be refined with a more gradual transition.

### ***C. Economically Sustainable Development***

The development proposal is aligned with the City Economic Sustainability goals as it is retaining a viable small/medium business that provides the local community with unique and needed services. The proposed development offers employment opportunities and contributes to the City's commercial tax base. The City wants to have a more diverse economic tax base, relieving its reliance on the residential tax base for the majority of the City's tax revenues. Specifically the City wants to rebalance real estate tax base to 50% commercial and 50% residential and, to that end, this development proposal will aid in that rebalancing effort.

### ***D. Monetary Contribution***

With the proposed relocation and redevelopment of Restaurant Depot, the applicant has offered the City a voluntary contribution of \$500,000 for public improvements in the Eisenhower West area. As the proposed development is likely to occur prior to the completion of the Eisenhower West planning process, staff has evaluated a number of public improvements in the Eisenhower West area which would benefit from the voluntary contribution. Such public improvements include but are not limited to; public safety, streetscape improvements on Eisenhower Avenue (some of which were mentioned in the implementation section of the recent Industrial Use Study), and improvements to existing open space/parks in the Eisenhower West Area. The appropriate time to make a final decision on how to allocate the \$500,000 contribution is during the FY 2010-2016 Capital Improvement Program decision-making process.



Although the Council can make a final decision during the CIP decision-making process, staff has laid out several of the advantages and disadvantages associated with each of the aforementioned public improvements:

### **Public Safety**

The Alexandria Fire Department is studying fire station locations and is considering the potential to build a new fire station on Eisenhower Avenue, to the west of the Restaurant Depot site and near the existing Covanta plant.

The western half of the City currently has three fire stations, while the eastern half has six. The new Potomac Yard fire station is scheduled to come on line in the fall, raising the number of stations to nine. This pattern results in a considerable mismatch between supply and demand for service such that units on the western end of the City are busier than units located elsewhere. This situation means that resources are poorly distributed in terms of providing service and assuring utilization of existing resources.

Another reason that the City is considering building a new station on Eisenhower Avenue is that the Eisenhower Valley is geographically isolated by the railroad tracks with limited access points connecting Eisenhower Avenue to other City streets. It requires emergency vehicles take a circuitous route to reach this corridor.

The City has applied for up to \$5 million dollars from the Federal Government's "*Assistance to Firefighter Grants-Stimulus Station Construction Grants*" in an effort help to pay for the estimated \$13.1 million dollar cost of constructing a west end fire station. The City would have to raise the remaining \$8.1 million dollars necessary to complete construction. The \$500,000 monetary contribution may aid with this shortfall, but much more money is required to complete the construction.

### **Eisenhower Avenue Streetscape Improvements**

The streetscape along the western portion of Eisenhower Avenue is largely suburban in nature and is currently characterized by above grade utilities, sidewalks immediately adjacent to large expanses of blank walls or surface parking lots, narrow sidewalks, street trees in poor health and little pedestrian activity on the street. Such conditions are not desirable for pedestrians and substantial improvements are needed to improve both the walkability and the character of the street.

Such improvements could begin with the extension of the streetscape improvements which were required with the redevelopment of Victory Center, located at 5001 Eisenhower Avenue. Consistent with the approved development site plan, Victory Center is required to install a double row of street trees and a provided an uninterrupted 10-foot wide sidewalk for the entire length of the property frontage. These required enhancements will substantially improve both the pedestrian experience and the visual appearance of the public right of way in this area of the City.

Additionally, the Alexandria Industrial Use Study recommended improving existing conditions, including air quality and aesthetics, around the sites that were the main focus of the study

(Vulcan Materials, Virginia Paving, Covanta and Norfolk Southern). The study recommended planting tree buffers to sequester greenhouse gases and improve aesthetics as well as plant additional street trees along Eisenhower Avenue to further improve aesthetics.

Although the streetscape improvements at Victory Center will substantially improved the pedestrian experience along this stretch of Eisenhower, it is important to consider a number of constraints when evaluating whether the voluntary contribution should be directed toward additional streetscape improvements such as those recommended in the Industrial Use Study. Constraints include the significant costs associated with undergrounding utilities, buildings adjacent to the public right of way which may impede the ability to provide a widened sidewalk and the vehicular character of the street.

#### **Improvements to Recreational Parks/Existing Open Space**

Within the Eisenhower West area of the City, there are a number of public open spaces including Armistead Booth Park, Ben Brenman Park, Joseph Hensley Park and Clermont Natural Park. Each park serves different function for City residents; Armistead Booth Park offers a playground for toddlers and young children while Joseph Hensley Park provides sports facilities used by Bishop Ireton Varsity and Junior Varsity softball teams as well as the Adult Sports Leagues. Ben Brenman Park serves as a community park with softball, baseball and soccer fields as well as a lake, pedestrian and bike trails, a dog park, an amphitheater and picnic pavilions. The Clermont Natural Park, due to its location immediately adjacent to Cameron Run, provides an opportunity to enhance the health of Cameron Run and restore habitat adjacent to the stream.

Although there are numerous parks within the west end, the Recreation, Parks and Cultural Activities Division (RP&CA) estimates that the City is deficient Citywide in the spring/summer season by 6 diamond shaped fields and in the peak demand of fall/winter by 11 diamond fields and 8 rectangular fields. Many of the City fields are dual purpose, limiting their usage to one sport event during any given time period. The Park Planning District #3, where the Restaurant Depot development resides, lacks the necessary locational distribution of adult softball fields, 60' baseball fields, regulation soccer fields, lacrosse/rugby/field hockey fields, and football fields to serve the area. With planned development of the Landmark Gateway project (400+ residential units) and pending redevelopment of the lower Van Dorn area per the new Landmark – Van Dorn SAP, the demand for these amenities will increase in an already underprovided area. The construction of one replacement field is approximately \$1.4 to \$1.5 million dollars, so the monetary contribution would pay for approximately 1/3 of the total construction costs.

While the Clermont Natural Park provides an opportunity to restore habitat adjacent to Cameron Run, it is important to note that this park is not very accessible to the public. The park is bordered by the Norfolk Southern rail line to the north, vacant land to the west, warehouse facilities to the south and Cameron Run to the east. Furthermore, a significant portion of the park – nearly 50 percent – is located within a Resource Protection Area.

The applicant has suggested that a portion of the proceeds be used to improve fishing at Cook Lake by constructing a new dock. However, Cook Lake, located in Cameron Run Regional Park is operated by the Northern Virginia Regional Park Authority. Staff is concerned that there

would be difficulty in implementing a capital improvement in a park that is operated by a different entity.

### **Conclusion**

It is apparent that there are competing needs for public improvements in the west end of the City. These needs should to be prioritized during the normal Capital Improvement Program decision-making process to determine how and where the voluntary monetary contribution should be spent to best benefit the public good.

### ***E. Building Design***

The applicant and staff have been working closely to refine the architectural enhancements of the building's over all design. The "wholesale/industrial" nature of the use dictates a very open floor plan, maximizing efficiency by using such design elements as "pass through racks" that allow for both circulation and storage. Likewise, the exterior walls are used for product storage and display, creating long expanses of solid walls. In an effort to mitigate the loss of windows, staff and the applicant decided to enhance the building's exterior by using combination of public art, awnings, canopies, materials and colors, creating interest and diversity of design. The public art is playful in nature as demonstrated by the "knife" columns used to support the entrance canopy or the projecting yellow awnings and the vertical blue panels both with enhanced graphics. The architecture also uses color and patterns to provide relief for these windowless walls with checker board patterns and an abstract design placed behind the entrance curtain wall. The entrance canopy is broken in the middle with a flying arch and directs the user to the entrance doors beyond. The two prominent corners of building on Eisenhower Avenue have oblique angled tower elements with recessed art placed within their curtain walls, providing variety of building height and creating additional interest. By using these various materials and design strategies, the exterior of the building is inviting, pedestrian oriented and provides visual and architectural interest while still meeting the applicant's need to maximize interior storage space.

### ***F. Green Building***

The U.S. Green Building Council established specific criteria to facilitate the construction of energy efficient, environmentally sensitive buildings. These standards, referred to as LEED (Leadership in Energy and Environmental Design), are industry standards that encourage the reuse of construction materials, the reduction of water and power usage and the purchase of regionally produced, environmentally friendly building materials. The system also distinguishes between types of construction using different classifications for commercial and residential buildings. The categorization applies specific criteria within several categories and assigns a numeric value for attainment of these standards. A numeric range is then assigned to each category - Certified, Silver, Gold and Platinum, the later being the highest level of certification.

In April of 2008, the City adopted a Green Building Policy whereby the City set a standard for non-residential public buildings to attain a LEED Silver Certification with the recommendation that the private sector follow suit. The policy also acknowledges that while the Silver Certification should be attained in most instances, flexibility should be allowed to accommodate

the individual circumstances of each proposal. The policy states: *“The types and scale of developments within each category vary greatly, however, and certain building types (for example, medical, hotel, industry, affordable housing, historic buildings, churches, redevelopment of small retail or restaurant establishments, and renovations or small additions to existing buildings) may require a more flexible approach. The Director of Planning and Zoning will consider whether special circumstances in the size, scale, location or use of the building justify an exemption or alternative method of compliance with City policy on a case by case basis and will strive to establish consistent criteria and thresholds for such alternatives based on experience with this policy.”*

Staff and the applicant had a series of meetings in early and mid spring refining the proposal prior to the City adoption of the Green Building Policy. During these discussions, it was recognized that the Restaurant Depot was a wholesale warehouse use and is classified as an industrial use in the City’s Zoning Ordinance. The Landmark-Van Dorn SAP recommends industrial uses be an interim service, and as such, the building would be subject to a sunset provision. Acknowledging both the industrial character and the temporary nature of the building, the applicant indicated that they would be able to attain LEED Certification, but that the attainment of LEED Silver was problematic. The applicant believes that the particular size, scale, location, use and other factors of the building lend themselves to an alternative method of compliance, i.e., LEED certification.

The project is not an office or retail commercial use, but a wholesale warehouse use. A number of items utilized in an office building or retail building aren’t available to a use of this type, limiting the level of certification readily achievable by a wholesale warehouse use. For example:

- Site selection - alternative transportation, energy efficient vehicles, bicycle storage, parking capacity - since customers are buying bulk quantities, these options aren’t appropriate for this use.
- Air quality - some of the controllability points don't pertain for this use because end users aren't individuals in offices but large groups of customers. The control systems are automatic and beyond users' controls.
- Daylight and views is also not applicable due to the large amount of cooler wall and storage along exterior walls.
- Low emitting materials don't all apply because the applicant uses very few floor finishes other than sealed concrete, and few wood products.
- The project is limited in size, only a .30 FAR.
- It is redeveloping an existing industrial use with a wholesale warehouse use, in an area of town that has the potential for redevelopment in 25 year range, hence the sunset clause. The applicant believes the sunset clause should be considered as a reason to justify an exemption because it seeks to limit the useful life of this building to 25 years which limits the timeframe in which environmental and economic efficiencies are achieved under LEED.

While the achievement of LEED Silver Certification would be more desirable, staff does recognize that this is a temporary use, industrial in nature and believes that attaining LEED Certification is appropriate for this application.

### ***G. Open Space /Urban Forestry/ Landscape***

The OCM Zone District does not require open space for non-residential development. This proposal has approximately 8,000 square feet of open space. Most of the open space is located around the perimeter of the site and within the parking lot landscape islands.

This site is unique in that the Clermont Avenue right-of-way contains a fairly large green space, ranging from 50 to 100 feet in width. This situation provides an opportunity for the City to implement some of the policies of the recently adopted Urban Forestry Master Plan which recommends:

- Increasing our depleting urban forestry crown coverage;
- Ensuring that the urban forest is sustainable by maximizing and expanding the urban tree canopy through tree planting to produce a multi-aged and diverse tree community;
- Protecting and enhancing the urban forest and beautification of the City;
- Controlling invasive plant species; and
- Working with civic and business groups to identify opportunities to plant additional trees on public and private lands.

One way to increase the City's tree canopy to the recommended 40% goal is the mass planting of small seedling trees in appropriate open space locations. It is a very economical way to increase the City's urban forest while producing a multi-age stand of trees. Staff is recommending that the existing vegetation be evaluated by the City's arborist and removed if the trees are in declining health or are an invasive species trees. These trees would be replaced with saplings that would start to contribute to a multi-aged and diverse tree community. Along with the saplings, staff is recommending that additional plantings be located directly adjacent to the building to enhance the western elevation and soften the long expanse of the building wall.

The proposal is requesting a modification from the landscape guidelines for the parking lot that require a landscape island after every 10 continuous parking spaces. The areas for requested modifications are in the southern portion of the parking lot where there are 15 and 13 continuous spaces and along the western storefront where the building's canopy extends over the parking lot. Staff supports these modifications.

Although there are some areas where the number of continuous parking spaces exceeds the landscape guidelines; eight of ten proposed landscape islands exceed the minimum eight foot width, providing a better growing environment for the trees. Additionally, the parking lot's north/south vegetative median provides added tree plantings and the proposal exceeds the required 25% crown coverage.

The building's canopy is an important design element of the building's façade and provides shelter to customers during inclement weather. The canopy extends over the first row of 29 parking spaces and would require two additional trees and landscape islands. Staff concurs that planting trees under the building's canopy would not be conducive for healthy tree development and given the other plantings provided by the redevelopment on and off site, staff supports this reduction.

## ***H. Lot Consolidation***

As mentioned earlier, the applicant proposes to consolidate the two contiguous lots located at 6400 and 6404 Eisenhower Avenue. The combined lots would be 5.3 acres and would accommodate the larger structure and the associated parking lot, while allowing for enhanced plantings on and adjacent to the site. Both lots are within the OCM Zone District and will require a lot consolidation plat to be submitted to the City for recordation.

## ***I. Affordable Housing***

This is not a residential development and will not provide any affordable housing units. The applicant will however provide a voluntary contribution of \$108,500, \$1.50 per square foot of proposed gross floor area for the affordable housing fund. This contribution is consistent with City's adopted policies.

## ***J. Parking***

The new parking design is an improvement over the existing, smaller parking lot design that has shared truck/car circulation aisles; creating potential vehicular conflicts with the large delivery trucks and the smaller passenger vehicles. The existing facility has four loading docks requiring trucks to cue along the drive aisle and the truck turn around area is limited, requiring several turning movements to access the most southern loading space. The building is set back on the lot with a large portion of parking in the front of the property. The overall site layout is a very suburban design.

The new parking lot has several enhancements that substantially improve site circulation.

- A dedicated, grade separated, truck travel aisle, reducing truck/passenger car conflicts;
- One more loading dock and three truck cueing spaces, not within the drive aisle;
- And finally the design has more truck turning area, facilitating the vehicular movement for the arriving/departing trucks.

While there is a small amount of parking in the front of the property, it is located behind a planted berm and will be screened from view.

The Zoning Ordinance requires 184 parking spaces and if additional employees are hired in the future the required parking spaces maybe as many as 194 spaces. The applicant is proposing 203 spaces. The additional spaces would accommodate any additional future employees. Also staff believes that this type of use, while classified as an industrial use according to the Zoning Ordinance, is unique and the additional parking spaces are warranted. The parking demands will be occurring at non-peak rush hour times, such as 10 am and 2pm, prior to the lunch and dinner dinning hours. As such, the parking lot will have peak usage during a short time frame, unlike a typical warehouse facility which would see their parking demands spread out over the entire day with some peak usage at lunch time and perhaps at just before closing. Moreover, the users will be transporting their goods in carts and may use a parking space next to their car to load their vehicle, similarly to when customers go to a retail grocery store.

***K. Traffic***

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 68 AM peak hour trips and 47 PM peak hour trips.

Truck deliveries were analyzed as part of the traffic study. On average, five tractor trailer deliveries are expected per day from Monday through Saturday. One tractor trailer delivery was assumed during the AM peak hour and one tractor trailer delivery was assumed during the PM peak hour in the traffic study.

**Comparison of Peak Hour Traffic Conditions**

The applicant also 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 1 below for key area intersections.

*Table 2:  
Peak Hour Level of Service and Delay (in sec) for Key Restaurant Depot Intersections*

Study Intersection	Existing Conditions		2011 without Restaurant Depot		2012 with Restaurant Depot	
	AM	PM	AM	PM	AM	PM
Eisenhower Avenue and Clermont Ave/Connector	B 13.1	C 25.4	B 17.8	D 40.3	B 17.8	D 40.5
Eisenhower Avenue and Site Entrance*	N/A	N/A	N/A	N/A	C 18.8	C 22.3

*\*Note:* Eisenhower Avenue at the site entrance is proposed to remain unsignalized, therefore, the reported delay is only for traffic exiting the site. Vehicular traffic on Eisenhower Avenue at the site entrance will operate at LOS A with minimal delay.

**Traffic Impact Study Conclusions**

Overall, the traffic volumes projected to be generated by the site can be absorbed into the existing roadway network without substantial increases in delay. The overall delay during both the AM peak hour and PM peak hour at the critical intersection of Eisenhower Avenue and Clermont Avenue is expected to increase by less than one second per vehicle.

**VI. COMMUNITY**

The applicant met with Cameron Station Civic Board on June 29<sup>th</sup>. The Board liked the playful architecture and appreciated the sunset provision that would enable different uses and densities in the future. Attached to this report is a letter of support for the project from Cameron Station.

On July 22nd, the applicant held a community meeting at the Eisenhower Partnership conference room and no community members attended.

On August 3<sup>rd</sup>, the applicant met with Summer's Grove HOA board and there was discussion about:

- Timing of construction;
- Truck circulation would be more direct from I-495/I95 by Clermont Avenue;
- Building design;
- Interim use and the sunset clause;
- And donation of money to be used for improvements in the west end.

## **VII. CONCLUSION**

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

Staff: Faroll Hamer, Director, Planning and Zoning;  
Gwen Wright, Chief, Development;  
Patricia Escher, AICP, Principal Planner;  
Jessica Ryan, AICP, LEED AP, Urban Planner.



## Staff Report Exhibits

### Site Context



### Eisenhower Avenue



### The Existing Site



Perspective view from Eisenhower Avenue

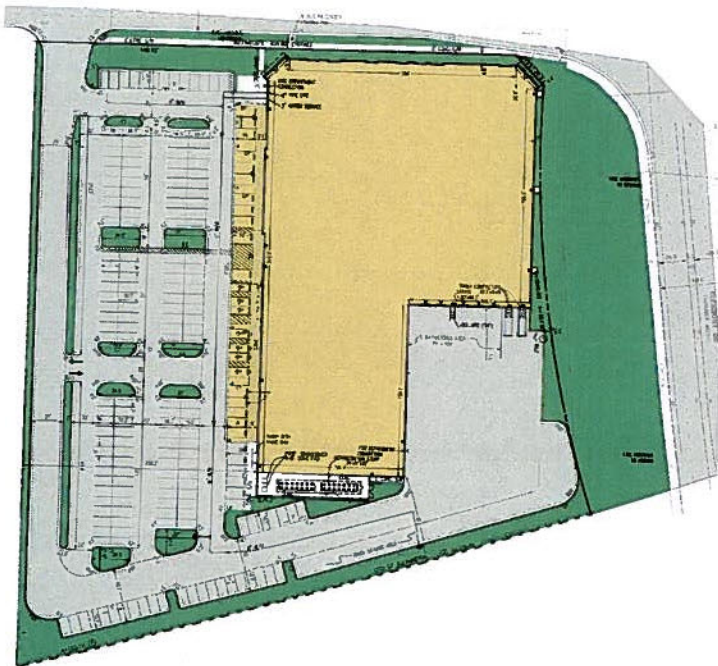


Clermont Right-of-Way

DSUP #2009-0003  
4600 and 4604 Eisenhower Avenue  
Restaurant Depot



Existing Restaurant Depot Site



Proposed Restaurant Depot Site

## **VIII. STAFF RECOMMENDATIONS:**

1. This DSUP approval shall remain in effect until the end of 25 years after issuance of a Certificate of Occupancy. At the end of 25 years but prior to the expiration date, the property owner/applicant may request the City Council to extend the use; however, the character of the immediately surrounding area and any area changing events will be taken into account in considering any extension request.
2. Provide all improvements depicted on the preliminary plan dated June 11, 2009 and August 20, 2009 and comply with the following conditions of approval.

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

3. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
  - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
  - b. Install and maintain ADA accessible pedestrian crossings serving the site.
  - c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet. The sidewalk along Eisenhower Avenue shall be 6 feet wide with a minimum 4 foot wide landscape strip along the entire frontage. The transition to the wider sidewalk along Clermont Avenue shall be more gradual.
  - d. Sidewalks shall be flush (maximum ¼" change in grade) across all driveway crossings.
  - e. Upgrade curb ramp at the corner of Clermont Drive and Eisenhower Avenue with detectable warning surface that conforms to VDOT standards as outlined in a City Memo to Industry (3/07) available on-line: <http://alexandriava.gov/tes/info/default.aspx?id=3522>
  - f. 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. All other crosswalk treatments must be approved by the Director of T&ES.
  - h. Within the parking lot, provide a pedestrian crosswalk that is not inclusive of the gutter pan.
  - i. Install four (4) pedestrian countdown signals and pedestrian activated push-buttons at the intersection of Eisenhower Avenue and Clermont Avenue in accordance with City Standards. All pedestrian-activated push buttons shall be accessible per ADA Accessibility Guidelines (ADAAG). (P&Z)(RP&CA)(T&ES)
  - j. The applicant shall complete 3(f) & (i) for no more than \$10,000.00 dollars.

**B. OPEN SPACE/LANDSCAPING:**

4. The applicant shall provide a voluntary contribution of \$500,000 to be allocated towards priority City capital projects, which will be determined during the Fiscal Year 2011 to Fiscal Year 2016 Capital Improvement Program decision making process. The capital project(s) that is/are selected must have a nexus to and/or be in the area of the City of the Restaurant Depot site. The contribution shall be provided to the City prior to the approval of the mylars of the final site plan for this project. (P&Z)(RP&CA)
5. Develop, provide, install and maintain an integrated Landscape 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 planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers. (P&Z)(RP&CA)
6. Provide the following modifications to the landscape plan and supporting drawings:
  - a. Continue to work with staff to install and maintain an enhanced multi-layered landscape buffer along Clermont Drive inclusive of a reforestation seedling program. Seedlings shall be native hardwoods at a minimum of 1/2 inch in caliper and maximum of 2 inches in caliper at time of installation. The total number of caliper inches shall be no less than 30.
  - b. The eastern façade requires additional landscaping to soften the long expanse of solid wall.
  - c. To ensure an uninterrupted landscape buffer, eliminate the sidewalk proposed between the eastern building elevation and Clermont Drive.
  - d. Provide a mix of evergreen and deciduous shrubs and ornamental plantings along Eisenhower Avenue. Plantings shall be layered and provide a variety of heights.
  - e. Revise the planting plan to replace Red Maples, Cherry trees and mislabeled "PA" with a hardy large canopy shade tree such as Honey Locust or Linden species.
  - f. Coordinate the landscape plan with the civil drawings including all building exits and service access points. Plantings shall not block access points.
  - g. All stormwater inlets shall be located outside of parking islands.
  - h. Explore the possibility of relocating the two stormwater inlets within the north-south planting median to a less prominent location.
  - i. Provide additional screening along the screened refrigeration equipment to the satisfaction of the Directors of RC&PA and P&Z. (RP&CA)(P&Z)
7. Provide a site irrigation/water management plan 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 the perimeter of the building. Provide at least one accessible external water hose bib on all building sides at a maximum spacing of 90 feet apart.
  - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
  - d. Install all lines beneath paved surfaces as sleeved connections.
  - e. Locate water sources and hose bibs in coordination with City Staff. (Code Administration) (RP&CA)
8. 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)

**C. TREE PROTECTION AND PRESERVATION:**

9. Contract with a professional tree preservation company to provide, implement and follow a tree conservation and protection program that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Directors of P&Z, RP&CA and the City Arborist. (P&Z)(RP&CA)

**D. BUILDING:**

10. Provide the following building refinements to the satisfaction of the Director of P&Z:
- a. Provide an aluminum storefront or an aluminum curtain wall with a computer graphic on the eastern building elevation between the checkerboard pattern and the metal wall panel to introduce a vertical break and offer a transition between the north and east building elevations.
  - b. Graphics installed behind the aluminum storefront windows on the western building elevation shall be reviewed and approved by the Director of P&Z.
  - c. Materials shall be consistent with the material sample board dated June 15, 2009 except for the following:
    - i. Revise the blue spandrel glass (G-3) and the blue paint (H-1) (M-4) (P-1) to ensure consistency between the colors. The blue spandrel glass appears too dark to be a continuation of the blue scored panel band.
    - ii. Revise the yellow spandrel glass (G-4) and the yellow paint (M-6) (P-2) to ensure consistency between the colors.
    - iii. Final materials and colors shall be subject to the approval of the Director of P&Z.

- d. Provide an enlarged detail and section of the metal canopy at the main building entrance with the first final site plan. The final detailing of the metal canopy shall be subject to the approval of the Director of P&Z.
  - e. The flush metal panel screens for the rooftop HVAC units shall be factory finished to match the darker scored panel in the checkerboard pattern, labeled H-3 in the materials schedule. (P&Z)
11. The applicant shall construct an on-site mock-up panel prior to vertical construction and approval of the wall check survey.
    - a. The mock-up panel shall replicate a representative portion of the building and include each of the proposed building materials, including but not limited to brick, metal, scored panels in checkerboard pattern, spandrel glass adjacent to a colored band and a computer graphic for review and approval by the Department of Planning and Zoning.
  12. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Certified / Equivalent 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 with the submission of the first final site plan.\*
    - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) prior to issuance of a certificate of occupancy.  
\*\*\*
    - c. Provide evidence of submission of materials for Construction Phase credits to USGBC within six months of obtaining a final certificate of occupancy.
    - d. Provide documentation of LEED Certification from USGBC within two years of obtaining a final certificate of occupancy.
    - e. Failure to achieve LEED Certification 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)
  13. The applicant shall work with the City for reuse of the existing building materials as part of the demolition process, leftover, unused, and/or discarded building materials.(T&ES)
  14. The applicant shall use EPA-labeled WaterSense fixtures to minimize the generation of municipal wastewater from the site and explore the possibilities of adopting water reduction strategies (i.e., use of graywater system on-site) and other measures that could possibly reduce the wastewater generation from this site. A list of applicable mechanisms can be found at [Http://www.epa.gov/WaterSense/pp/index.htm](http://www.epa.gov/WaterSense/pp/index.htm). (T&ES)
  15. All ground level pedestrian exits that open into non-secure areas shall be emergency exits only and fitted with panic bar hardware. (Police)

**E. SIGNAGE:**

16. Design the business sign to relate in material, color and scale to the building to the satisfaction of the Director of P&Z.
  - a. The business sign shall be designed of high quality materials and sign messages shall be limited to logos and names, except the business may provide the graphics shown in the storefront and on the metal awnings, as illustrated in the preliminary plan dated June 11, 2009 and August 20, 2009 (P&Z)
17. A freestanding identification sign shall be prohibited. (P&Z)
18. 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:**

19. A voluntary contribution of \$108,500 (\$1.50 per square foot of proposed gross floor area) would be consistent with the "Developer Housing Contribution Work Group Report" dated May 2005 and accepted by the Alexandria City Council on June 14, 2005. The contribution is to be made prior to the issuance of the Certificate of Occupancy. \*\*\* (Housing)

**G. PARKING:**

20. Locate 195-205 parking spaces in the surface parking lot. (P&Z)(T&ES)
21. Provide four employee bicycle parking space(s) within 50 feet of the building entrance. 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)
22. 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 include the following:
  - a. Total number of parking spaces.
  - b. Dimensions of the parking spaces.
  - c. Total number of ADA spaces with dimensions.
  - d. The name of the towing company the applicant will use and the contact information for the towing company per the City code.\* (T&ES)



**H. SITE PLAN:**

23. 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)
24. Submit the plat of consolidation and all applicable easements prior to the second site plan submission. The plat shall be approved and recorded prior to the release of the final site plan.\* (P&Z)
25. 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.
  - d. Provide additional screening of the compressors in the rear of the property from public right-of-way and the parking lot. (RP&CA)(P&Z)(T&ES)
26. 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. 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)

## **I. CONSTRUCTION**

- 27. 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)
- 28. 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)
- 29. Provide off-street parking for all construction workers without charge. 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 ten (10) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. \* (P&Z)(T&ES)

30. 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)
31. No major construction staging shall be allowed in the rights-of-ways along Eisenhower Avenue and along Clermont Drive. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. \*\* (T&ES)
32. 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)
33. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
34. 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)
35. 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)
36. 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. \*\*\* (P&Z)
37. Submit a wall check prior to the commencement of 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)

38. 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)

**J. *STORMWATER***

39. 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)

**K. *WASTEWATER / SANITARY SEWERS***

40. Per the Alexandria Sanitation Authority (ASA), any new flow into the Holmes Run Trunk Sewer during wet weather will cause downstream surcharging and increase overflow at the Holmes Run Junction Chamber (HRJC). In order to prevent additional overflows at the HRJC, storage from the proposed project (base flow and wet weather) shall be provided during precipitation events, if the municipal wastewater generated from the development is equal to or greater than the equivalent of 400 people. Due to the distance of the site from HRJC, it is recommended that the flow be detained throughout the precipitation event. A standard level of service in the industry is to consider typical precipitation events as 24 hours.

However, if the City of Alexandria and ASA develops an alternate solution(s) to this condition prior to release of the approved Final Site Plan (FSP) then the applicant shall implement the adopted alternate solution(s) under the terms and conditions acceptable to the City and ASA. If the alternate solution is adopted by the City and ASA subsequent to release of the FSP but prior to the construction then the applicant shall submit a revision to amend the approved FSP and implement the solution(s) adopted by the City and ASA. ASA recommends that the project reduce the sanitary sewer flow as much as possible through water conservation and reuse methods. (T&ES)

41. The applicant shall use EPA-labeled WaterSense fixtures to minimize the generation of municipal wastewater from the site and explore the possibilities of adopting water reduction strategies (i.e., use of graywater system on-site) and other measures that could possibly reduce the wastewater generation from this site. A list of applicable mechanisms can be found at [Http://www.epa.gov/WaterSense/pp/index.htm](http://www.epa.gov/WaterSense/pp/index.htm). (T&ES)

**L. SOLID WASTE**

42. Provide \$1,150 per receptacle to the Director of T&ES for purchase and installation of two (2) receptacles per block face Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans by Victor Stanley. The receptacle(s) shall be placed in the public right of way along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment is required prior to release of the final site plan. (A total of three (3) receptacles are required). (T&ES)\*

**M. STREETS / TRAFFIC**

43. 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)
44. 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)
45. 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)
46. 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)
47. Show turning movements of standard vehicles in the parking lot and show turning movements of tractor with trailer for the loading docks. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
48. Furnish and install two 4" conduits with pull wires, and junction boxes located at a maximum interval of 300' underneath the sidewalks on Eisenhower Avenue along the site frontage. These conduits shall terminate in an underground junction box at each end of the site frontage. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES)

**N. UTILITIES**

49. Locate all new private utilities outside of the public right-of-way and public utility easements. (T&ES)
50. Underground all new secondary utilities serving the site. (T&ES)

**O. WATERSHED, WETLANDS, & RPAs**

51. The storm water collection system is located within the Cameron Run watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
52. Project lies entirely within an area described on historical maps as containing marine clays. Construction methodology and erosion and sediment control measures must account for the presence of marine clay or highly erodible soils. (T&ES)

**P. BMP FACILITIES**

53. 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)
54. 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)
55. 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)

56. Submit two originals of the storm water quality BMP and Stormwater Detention Facilities Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.\* (T&ES)
57. 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)
58. 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)
59. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations and that they are functioning as designed and are unaffected by construction activities. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. \*\*\*\*(T&ES)

***Q. CONTAMINATED LAND***

60. Indicate location of 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)
61. 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)
62. Phase I and Phase II Environmental Site Assessment Reports have previously been submitted. 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 Risk Assessment indicating any risks associated with the contamination.
- b. 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.
- c. 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.
- d. Applicant shall submit 5 copies of the above. A summary of the remediation plan and the health and safety plan must be included in the Final Site Plan. \* (T&ES)

**R. NOISE**

63. All exterior loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
64. Supply deliveries, loading and unloading activities shall not occur between the hours of 11:00 p.m. and 3:00 a.m. (T&ES)

**S. AIR POLLUTION**

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



**CITY DEPARTMENT CODE COMMENTS**

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

**Planning and Zoning**

- F - 1. The gross floor area shall include the proposed canopy. Eliminate the gross floor area which does not include the area below the canopy from the tabulations and all applicable plan sheets (currently 72,333 square feet).
- F - 2. The floor area ratio is based on the net square footage and the total site area. Based on the net square footage identified in the tabulations, the FAR is .30.
- F - 3. Height, as defined by section 2-154 of the Zoning Ordinance, is measured from the average finished grade. Eliminate the height which is not measured from the average finished grade in the tabulations and all applicable plan sheets (currently 46 feet).
- F - 4. Revise the height to be measured from the average finished grade to the highest point of the building, shown as 50 feet on sheet A-4.1.
- F - 5. The Development Special Use Permit application indicates that the existing Restaurant Depot currently employs 92 people and may intend to increase employment to 120 people with the proposed expansion. However, the parking tabulations indicate a total of 78 employees. Revise the parking tabulations accordingly to resolve this conflict.
- F - 6. Revise the parking and loading tabulations to be based on total gross floor area, including the area beneath the canopy (80,785 square feet).
- F - 7. Per the Preliminary Development Special Use Permit checklist, indicate the building height and identify the primary and secondary entrances on the dimension plan.
- F - 8. Revise the dimension plan with first final submission to:
  - a. Provide a dimension from the parking lot to the sidewalk on Eisenhower Avenue.
  - b. Dimension the building walls, including any undulations.
  - c. Clarify the 5.3' dimension along the eastern property line.
  - d. Dimension the fence/wall that is screening the refrigeration equipment.
  - e. Dimension the width between the 5' concrete ramp and the building.
  - f. Dimension the width of the sidewalk between the handicap parking signs and the parking spaces in the cart coral area.
  - g. Provide a dimension from the parking lot to the southern property line.
- F - 9. Provide clarification on why the ramp with handrail is necessary on the sidewalk in the southwest corner of the building.

- F - 10. Coordinate sheets.
- F - 11. Remove "City of Alexandria" from rear portion of the property – all sheets.
- F - 12. Call out the entire City Right-Of-Way, including the green space.
- F - 13. The civil and landscape sheets indicate that a segment of railroad tracks are located on the site. Confirm whether this is a drafting error and if so, eliminate the railroad tracks shown on the site from all sheets.
- F - 14. Clarify detail 8 on sheet A-1.3. Detail 8 refers to detail 5 on sheet A-1.5; however sheet A-1.5 is not included in the plan set.
- F - 15. Dimension the width of the ramp in detail 6 on sheet A-1.2.
- F - 16. Provide clarification on the yellow guardrail and location of bollards shown in detail 1 on sheet A-1.3.
- F - 17. The "fish" graphic on the northern building elevation appears to intersect the aluminum storefront glass and the blue spandrel band. According to detail 2 on sheet A-5.2, the graphics are installed 1'-7 1/2" behind the aluminum storefront system. Please clarify how the graphic intersects both surfaces or revise elevations accordingly if this is a drafting error.

### **Transportation and Environmental Services**

- F - 1. The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorous removal requirements and second, water quality volume default. Compliance with the phosphorous 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. Applicant's BMP is treating 3.52 acres of the water quality volume being generated. There remains 1.09 acres of impervious surface, from which the water quality volume is not being treated. Applicant shall explore mechanisms to treat this volume. If the applicant can demonstrate that it is not possible to treat this volume, the applicant is referred to City of Alexandria, Article XIII, Environmental Management Ordinance, Section 13-110(A), alternate stormwater management equivalency options and establishment of the Alexandria Water Quality Improvement Fund. To justify employing the equivalency option applicant shall follow the guidance provided in Section 13-110(D) and submit a letter to Claudia Hamblin-Katnik, Watershed Program Administrator, 301 King Street, Room 3000, Alexandria, VA 22314 outlining this intent. (T&ES)
- 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 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 - 4. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 5. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 6. All storm sewers shall be constructed to the City of Alexandria standards and specifications. The minimum diameter for storm sewers shall be 18-inches in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead shall be 15". The acceptable pipe material will be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. For roof drainage system, Polyvinyl Chloride (PVC) ASTM 3034-77 SDR 35 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.5 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 7. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. The minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6". The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM 3034-77 SDR 35, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); however, RCP C-76 Class III pipe may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Lateral shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)

- F - 8. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.
- F - 9. Maintenance of Vertical Separation for Crossing Water Main Over and Under a Sewer: When a water main over crosses or under crosses a sewer then the vertical separation between the bottom of one (i.e., sewer or water main) to the top of the other (water main or sewer) shall be at least 18"; however, if this cannot be achieved then both the water main and the sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete.
- F - 10. No pipe shall pass through or come in contact with any part of sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place.
- F - 11. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. Sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities.
- F - 12. 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.
- F - 13. 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.
- F - 14. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 15. 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 - 16. 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 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 - 4 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. (T&ES)
- C - 5 Americans with Disability Act (ADA) ramps shall comply with the requirements of Memorandum to Industry No. 03-07 on Accessible Curb Ramps dated August 2, 2007 with truncated domes on the end of the ramp with contrasting color from the rest of the ramp. A copy of this Memorandum is available on the City of Alexandria website. (T&ES)
- C - 6 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 - 7 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 - 8 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 - 9 Bond for the public improvements must be posted prior to release of the site plan.\*
- C - 10 The sewer tap fee must be paid prior to release of the site plan.\*
- C - 11 All easements and/or dedications must be recorded prior to release of the site plan.\*
- C - 12 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 - 13 Provide a phased erosion and sediment control plan consistent with grading and construction plan.
- C - 14 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 - 15 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)

- C - 16 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 - 17 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 - 18 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 19 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 20 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval. (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 must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management. (T&ES)\*
- C - 23 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. (T&ES)
- C - 24 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. (T&ES)\*

**Code Administration:**

- F - 1. If you have any questions related to the Code Administration's Site Plan Review, please contact James Hunt at 703.746.4197 or via email at [james.hunt@alexandriava.gov](mailto:james.hunt@alexandriava.gov)
- F - 2. The heights listed on Sheets A-4.3 and C-1.0 are not consistent.

- F - 3. The development shall comply with the storage requirements of the Statewide Fire Prevention Code.
- C - 1 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located between forty (40) and one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a width of eighteen (18) feet (one way) and twenty-two (22) feet for two-way traffic; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. The plan is provided on sheet C-5.0. There are fire hydrants within the site that are located more than 300 feet from another fire hydrant. According to the existing submitted plan for Preliminary Review, the applicant shall add one additional hydrant between the existing northwest fire hydrant and the southwest fire hydrant. The additional hydrant will allow the project to be compliant with this code requirement. In the event of the failure of the northwestern fire hydrant, Fire Department Personnel will be able to connect to a fire hydrant that is located within 300 feet from the failed fire hydrant. The fire hydrant can be located on a landscaped island along the EVE as long as the fire hydrant's accessibility is not impeded by anything.

### **Police**

- R - 1. 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.

### **Archaeology**

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

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





ACTION - PLANNING COMMISSION: \_\_\_\_\_

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

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Development Special Use Permit with Site Plan (DSUP) # 2009-0003

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 the *(check one)*:

Owner  Contract Purchaser

Lessee  Other: \_\_\_\_\_

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

JRD Real Estate, LLC - 100%, 1524 132nd Street, College Point, NY 11356

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

Yes. Provide proof of current City business license

No. The agent shall obtain a business license prior to filing application, if required by the City Code.

**NARRATIVE DESCRIPTION**

2. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 4-7.  
*(Attach additional sheets if necessary)*

The applicant is seeking to relocate it's existing business from 4700 Eisenhower Ave., to the properties at the intersection of Clermont Ave., and Eisenhower Avenue. This would provide a larger footprint for their operation.

The new building would be approximately 70,000 sq. ft. of wholesale warehouse which sells food to restaurants, including a significant number of Alexandria restaurants, who wholeheartedly support this application. The current location is now too small for them, and they want to make their operation more efficient through the building of this larger facility. In concert with the Staff, the Applicant is proposing to improve this important corner in the City with appropriate architecture that faces the street and enlivens the building.

Currently, they have an average of 830 customers on a daily basis, and the Applicant believes that this number won't change significantly with the new building, it will most likely enable their current customers to purchase more products from them. The current hours of operation are: Monday, Tuesday, Wednesday: 6 a.m. to 6 p.m., Thursday: 6 a.m. to 7 p.m.; Friday, 6 a.m. to 6 p.m., Saturday, 7:30 a.m. to 4 p.m.; and Sunday: 9 a.m. to 2 p.m. They have 87 employees now, which may increase by 8-10 people based on the larger area.

Parking for patrons and employees is provided in the on-site parking lot.

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

5900 on average per week.

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

In shifts, the current 87 people plus potentially 8-10 more.

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

Day	Hours	Day	Hours
Monday	6 a.m. to 6 p.m.	Friday	6 a.m. to 6 p.m.
Tuesday	6 a.m. to 6 p.m.	Saturday	7:30 a.m. to 4 p.m.
Wednesday	6 a.m. to 6 p.m.	Sunday	9 a.m. to 2 p.m.
Thursday	6 a.m. to 7 p.m.		

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

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

Normal amount of noise from patrons entering and exiting the store, and the trucks delivering products to the store on a daily basis.

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B. How will the noise from patrons be controlled?

All operations will be located inside the building.

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

No odors are anticipated from the use.

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

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

Normal type from a wholesale warehouse use: packaging materials, etc.

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

Normal amount for a wholesale warehouse use of this size. Currently, they have a 30 yard self contained trash compactor that is picked up every 10 days or so.

C. How often will trash be collected?

Every ten days, on an as needed basis. Cardboard is baled and picked up by a recycling company on an as needed basis.

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

The site will be monitored by staff to prevent littering.

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:

The Applicant carries about 25 types of degreasers, hand/dish soap, and grill cleaning solutions.

**Development Special Use Permit with Site Plan (DSUP) # 2009-0003**

Inventories vary greatly. About 50 cases of all of these materials may be on site at any one time.

These are similar to items found in a regular grocery store but in larger sizes.

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

The store is monitored electronically, and there will be adequate lighting in the parking lot for the times of the year when necessary.

**ALCOHOL SALES**

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

Yes.       No.

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

**PARKING AND ACCESS REQUIREMENTS**

13. 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?

181 spaces (1/400 square feet)

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

164 Standard spaces

34 Compact spaces

Development Special Use Permit with Site Plan (DSUP) # 2009-0003

7 Handicapped accessible spaces.

\_\_\_\_\_ Other.

- 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? 4

- B. How many loading spaces are available for the use? 5

- C. Where are off-street loading facilities located? in the rear of the proposed new building.

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

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

3 a.m. to 4 p.m. Monday through Friday, 8 a.m. to noon on Saturdays, and none on Sundays.

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

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

15-20 deliveries per weekday, and 3-4 on Saturday, all by appointment only.

\_\_\_\_\_



**Development Special Use Permit with Site Plan (DSUP) # 2009-0003**

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

Street access is adequate.

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# City of Alexandria, Virginia

## MEMORANDUM

DATE: August 27, 2009

TO: THE CHAIRMAN AND MEMBERS OF PLANNING COMMISSION

FROM: FAROLL HAMER, DIRECTOR  
DEPARTMENT OF PLANNING AND ZONING

SUBJECT: DOCKET ITEM #7  
DSUP #2009-0003, RESTAURANT DEPOT  
REVISED CONDITION – RE: MONETARY CONTRIBUTION

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Staff is recommending two changes to Condition # 4: 1.) to designate the monetary contribution to be targeted to a recreational amenity/improvement as opposed to leaving it open ended for any Capital Improvement Program project; and 2.) to have the City receive the contribution at the time of Certificate of Occupancy, which is consistent with other development contributions.

The original condition reads:

The applicant shall provide a voluntary contribution of \$500,000 to be allocated towards priority City capital projects, which will be determined during the Fiscal Year 2011 to Fiscal Year 2016 Capital Improvement Program decision making process. The capital project(s) that is/are selected must have a nexus to and/or be in the area of the City of the Restaurant Depot site. The contribution shall be provided to the City prior to the approval of the mylars of the final site plan for this project. (P&Z)(RP&CA)

The revised condition reads:

The applicant shall provide a voluntary contribution of \$500,000 to be allocated towards priority public parks, trails and/or recreation capital projects in, or adjacent to, the Eisenhower Valley. The specific projects to be funded will be determined during the Fiscal Year 2011 to Fiscal Year 2016 Capital Improvement Program decision making process. The contribution shall be provided to the City prior to the issuance of the Certificate of Occupancy. (P&Z)(RP&CA)



**WEST END BUSINESS ASSOCIATION**  
*City of Alexandria, Virginia*

3213 Duke Street, Box 128  
Alexandria, VA 22314  
E: [info@alexandriaWEBA.com](mailto:info@alexandriaWEBA.com)  
Website: [www.alexandriaWEBA.com](http://www.alexandriaWEBA.com)

July 14, 2009

Mr. John Komoroske, Chairman,  
And Members of Planning Commission  
City of Alexandria  
301 King Street  
Alexandria VA 22314

Re: September 1, 2009, Planning Commission Docket Item DSUP 2009-0003  
Restaurant Depot

Dear Mr. Komoroske and Members of Planning Commission:

The West End Business Association (WEBA) voted at its July 10, 2009 Board of Directors meeting to support Restaurant Depot's application to build a new facility at 4600 Eisenhower Avenue that will allow it to expand its business in the City of Alexandria. Restaurant Depot's food and restaurant supplies are available to registered members only; more than 80% of Alexandria's food service providers are registered as members.

Restaurant Depot provides a lower-cost option for restaurants and other food service providers. As such, it allows small and independent restaurants, cafes, and sandwich shops (and even non-profits who host meetings where food is served) to lower their operating costs and increase their chances of running a profitable business. Restaurant Depot's value as a supplier is evident in the consistent growth in sales they have experienced since locating in their first facility on Eisenhower Avenue just west of the new proposed location. The new location will enable them to further increase their sales, create new jobs, and contribute additional taxes to the City's General Fund budget.

WEBA endorses Restaurant Depot's application for these primary reasons:

- It is important to the City in terms of its economic and fiscal impact (jobs created, taxes paid). Restaurant Depot's operations generate revenues from outside the City as well as from local businesses
- It helps small independent businesses stay in business and prosper
- Its selected site facilitates access by businesses without impacting residential areas; the new site would provide more appropriate access for customers while minimizing the impact on neighbors.
- The site at 4600-4604 Eisenhower Avenue is zoned for commercial activity and WEBA supports business use of commercially-zoned sites.
- Restaurant Depot is a viable and valuable business and should be encouraged to remain in Alexandria.



**WEST END BUSINESS ASSOCIATION**

*City of Alexandria, Virginia*

3213 Duke Street, Box 128  
Alexandria, VA 22314  
E: [info@alexandriaWEBA.com](mailto:info@alexandriaWEBA.com)  
Website: [www.alexandriaWEBA.com](http://www.alexandriaWEBA.com)

- WEBA recognizes that Restaurant Depot has agreed to a “sunset clause”. However, we do not feel such a clause is necessary, and we would support Restaurant Depot’s application in the absence of this condition. Viable and lawfully operating businesses should not be asked to shut down.
- WEBA appreciates Restaurant Depot’s offer of \$500,000 for open space and recreational uses. This fund should be spent in the neighborhood of the new Restaurant Depot facility, as there should be a correlation between the source of funds and where those funds are applied.

We urge Planning Commission to approve Restaurant Depot’s Special Use Permit application.

Sincerely yours,

Kathleen M. Burns, vice president  
West End Business Association  
1036 N. Pelham St.  
Alexandria, VA 22304

Cc: Mayor and Members of City Council  
Farroll Hamer, Director of P&Z  
Hart, Calley, Gibbs & Karp PC