

# City of Alexandria, Virginia

## MEMORANDUM

DATE: SEPTEMBER 7, 2017

TO: CHAIRWOMAN LYMAN AND MEMBERS OF PLANNING COMMISSION

FROM: KARL MORITZ, DIRECTOR OF PLANNING AND ZONING  
YON LAMBERT, DIRECTOR OF TRANSPORTATION & ENVIRONMENTAL SERVICES

SUBJECT: SUP #2017-00079, 727 NORTH HENRY STREET (DOCKET ITEM #4)

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This memorandum contains additional information for SUP #2017-0079 to clarify the specific monetary amount of the contributions for closure of the curb cuts at the property's Madison and N. Henry Street frontages as referenced in Conditions 3 and 4 of the Staff Report. The proposed contribution covers a substantial portion of the amount required to close both curb cut entrances (on Madison Street and North Henry Street), which is commensurate with the proposal.

Prior to the issuance of the first certificate of occupancy for any business in the Application Property, the Applicant shall provide a monetary contribution in the amount of seven thousand dollars (\$7,000.00) to the City of Alexandria to be used for the closures of said curb cuts within a timeframe commensurate with other on-going City public works contracts. In the interim period until completion of curb cut removal, the Applicant shall position the landscape features mentioned in Conditions 3 on its property to block the use of the N. Henry Street curb cut for vehicular access. If this SUP is terminated within one year and the curb cut removal activity has not occurred, the contribution can be refunded to the applicant.



# Braddock Metro Citizens' Coalition

*Working for a Greater Northwest Old Town* | [www.braddockmetro.org](http://www.braddockmetro.org)

1122 Madison Street, Alexandria, VA 22314 | [bmcc@braddockmetro.org](mailto:bmcc@braddockmetro.org)

August 28, 2017

Chairwoman Lyman  
Planning Commission Members

RE: September 7, 2017, Special Use Permit #2017-0079  
1008, 1010, & 1012 Madison Street & 727 N. Henry Street

Dear Chairwoman Lyman and Commissioners;

I am writing in support of Special Use Permit #2017-0079 on behalf of the Braddock Metro Citizens' Coalition (BMCC). The BMCC is delighted to see the proposed changes for this building which has long been underutilized and unkempt. Its location in the very active retail core of the Braddock/Parker-Gray neighborhood has been a concern. We believe the proposed uses are appropriate and we welcome them at this important corner.

The mix of uses at this location fit well into the neighborhood. The small taco restaurant will round out the types of food and price point available in the nearby, dense blocks. The walk-up juice bar is nothing short of brilliant. There will be a line in the morning of people with dogs out for their morning constitutional. It is a very dog-dense area and the walk up window for juice and a scone, as opposed to tying good dogs to street trees to go inside a coffee shop, should be encouraged wherever possible in the urban parts of our city.

Even the tattoo parlor is welcome in our neighborhood. Tattoos are extremely common place and increasingly accepted by the general population. This neighborhood, this particular location, is a perfect fit for this business and it's our hope that this business will do very well here.

While we fully support these uses we have two suggestions for the site. First, you may be aware that this intersection at Madison and N. Henry has some real congestion issues centered on food and beer delivery trucks servicing three adjacent restaurants. When the Belle Pre was redesigned after a development hiatus around 2008 there was no accommodation made for ground floor restaurants, their deliveries and their trash pickup. While the owners of the three restaurants currently operating have coordinated trash and deliveries in as much as is possible, pushing for early morning hours for both, it is not uncommon to see several full size tractor trailers parked in the travel lanes on Madison during morning evening rush hours or parked on Henry with a hood sticking into the crosswalk.

Evening rush hour congestion is the biggest issue and it's exasperated by parents trying to turn off Madison into the day school to pick up their small children, which number more than 120 at this location. The location of the new ADA bus bulb out on Madison made matters far worse. The BMCC met on site recently with the owners of the restaurants and T&ES staff to try to find any solution to ease the congestion. T&ES worked quickly to get two parking spaces opposite of the bulb out designated as truck unloading until 11:00 AM. There is not much more that can be done. The congestion at this corner is the result of a number of flawed planning decisions which looked narrowly at one aspect rather than the broader whole of the several blocks. And now with this SUP, we are adding a new restaurant and a juice bar to the corner.



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We agree with the staff report's recommendation to reduce the full 26 parking spots required at this location under the code. The majority of the patrons of these new businesses will be walking or biking from very nearby areas. We also agree that the two non-conforming parking spots along the N. Henry Street frontage should not be used to park cars. It's dangerous to pedestrians trying to navigate the sidewalk, particularly the patrons of the juice bar.

But what we would suggest instead is that the southernmost of these to non-conforming spaces be use for the Capital Bike Share station currently located on Madison. We strongly suggest that it be moved around the corner against the building façade. Once the bike share station no longer is constricting the Madison sidewalk, we ask that the several parking spaces there be designated as truck loading, at a minimum until 11:00 AM Monday- Saturday. Additionally, a provision can then be added to the SUP to instruct these new business owners to coordinate their deliveries in that morning time frame.

The BMCC wants to make a very strong statement that there must be more accommodation for loading and unloading of trucks at this important and busy corner. This SUP must make some provision to accommodate what these businesses will generate. Loading areas do not have to be just that, all the time. Posting hours for loading and then allowing regular parking at other times seems to be a workable solution.

In closing we ask your support for the renovation of this building for these four new uses, but we ask that you support a timed truck loading area and relocation of the bike share. These things are just common sense.

Sincerely,

Judy R, Guse-Noritake  
President  
Braddock Metro Citizens' Coalition

Cc: BMCC Board & Membership