



Master Plan Amendment #2015-0009

Text Amendment #2016-0001

Rezoning #2015-0005

CDD Concept Plan #2015-0008

Development Special Use Permit #2015-0019

Coordinated Sign Program Special Use Permit #2015-0115

TMP Special Use Permit #2015-0116

Special Use Permit #2016-0001

Encroachment #2016-0001

ABC-Giant/Edens – 530 First Street and 901 North Saint Asaph Street

Application	General Data	
Project Name: ABC-Giant/Edens	PC Hearing:	March 1, 2016
	CC Hearing:	March 12, 2016
	If approved, DSP Expiration:	March 12, 2019 (three years)
	Plan Acreage:	2.00 acres (87,172 SF)
Location: 530 First Street (Parcel Address: 500 First Street) and 901 North Saint Asaph Street	Existing Zone:	CG / Commercial General
	Proposed Zone:	CDD #25 / Coordinated Development District #25
	Proposed Use:	Mixed-Use – Commercial and Residential
	Dwelling Units:	232
	Net Floor Area:	305,106 SF
Applicant: Giant Alexandria E&A, LLC represented by M. Catharine Puskar, attorney	Small Area Plan:	Old Town North
	Historic District:	Not applicable
	Green Building:	LEED Silver or equivalent for non- residential, LEED certified or equivalent for residential

Purpose of Application
The applicant requests approval of a Master Plan Amendment, Text Amendment, Map Amendment (rezoning), CDD Concept Plan, Development Special Use Permit with modifications and associated Special Use Permits, and an Encroachment request in order to construct a mixed-use building with up to 232 dwelling units and approximately 51,000 square feet of commercial uses.
Applications and Modifications Requested:
<ol style="list-style-type: none"> 1. Amendment to the Old Town North Small Area Plan chapter of the Master Plan to amend the land use designation for the site from CG to CDD#25 and to amend the height map for the site from 50 to 77 feet; 2. Text amendment to the Zoning Ordinance to amend the provisions of Section 5-602 to establish CDD #25; 3. Amendment to the official zoning map (rezoning) for 530 First Street and 901 North Saint

Asaph Street from CG to CDD#25/Coordinated Development District #25;

4. Coordinated Development District Concept Plan;
5. Development Special Use Permit, to construct a mixed-use building with 232 residential units and ground-level commercial uses with:
 - a. Modifications of vision clearance and tree crown coverage requirements;
 - b. Special Use Permit for more than one rooftop penthouse;
 - c. Special Use Permit for a parking reduction;
6. Special Use Permit for a Coordinated Sign Program;
7. Special Use Permit for a Transportation Management Plan;
8. Special Use Permit for multiple commercial uses; and
9. Encroachment approval to locate an underground electric transformer in the public right-of-way.

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers:

Robert M. Kerns, AICP, Division Chief robert.kerns@alexandriava.gov

Maya Contreras, Principal Planner maya.contreras@alexandriava.gov

Nathan Randall, Urban Planner nathan.randall@alexandriava.gov

PLANNING COMMISSION ACTION, MARCH 1, 2016:

A motion by Commissioner Dunn to defer consideration of the land-use requests for the project to a future hearing date failed for a lack of a second.

Master Plan Amendment #2015-0009:

On a motion by Commissioner Wasowski, seconded by Vice Chairman Macek, the Planning Commission voted to adopt Master Plan Amendment #2015-0009 to amend the land-use designation in the Old Town North Small Area Plan for the property from CG / Commercial General to CDD#25 / Coordinated Development District #25 and to amend the height map in the Old Town North Small Area Plan to allow a maximum building height of 77 feet at the site. The motion carried on a vote of 6-0-1, with Commissioner Dunn abstaining.

Text Amendment #2016-0001

On a motion by Commissioner Wasowski, seconded by Vice Chairman Macek, the Planning Commission voted to initiate and recommend approval of Text Amendment #2016-0001 to amend Section 5-602 of the Zoning Ordinance to establish the CDD#25 / Coordinated Development District #25 zone. The motion carried on a vote of 6-0-1, with Commissioner Dunn abstaining.

Rezoning #2015-0005:

On a motion by Commissioner Wasowski, seconded by Vice Chairman Macek, the Planning Commission voted to recommend approval of the Rezoning #2015-0005 request to change the zoning designation of the property from CG / Commercial General to CDD#25 / Coordinated Development District #25. The motion carried on a vote of 6-0-1, with Commissioner Dunn abstaining.

CDD Concept Plan #2015-0008, Development Special Use Permit #2015-0019 (with modifications and associated SUPs), Coordinated Sign Program Special Use Permit #2015-0115, TMP Special Use Permit #2015-0116, Special Use Permit #2016-0001, and Encroachment #2016-0001:

On a motion by Commissioner Wasowski, seconded by Commissioner Lyle, the Planning Commission voted to delete recommended Condition #31, which would have excluded future residents of the project from obtaining residential parking permits, from Development Special Use Permit #2015-0019. The motion to delete the condition carried on a vote of 5-2, with Chairwoman Lyman and Commissioner Dunn voting against.

On a motion by Commissioner Wasowski, seconded by Vice Chairman Macek, the Planning Commission voted to recommend approval of the above-referenced requests, with the renumbering and other revisions to recommended conditions of SUP#2016-0001 as noted in staff's February 29th memorandum to the Commission, and subject to compliance with all applicable codes, ordinances and other staff recommendations. The motion carried on a vote of 6-0-1, with Commissioner Dunn abstaining.

Reason: The majority of the Planning Commission agreed with the staff analysis and with the recommended changes to the umbrella SUP conditions as discussed in staff's memorandum. Although some concern was expressed about adequate and meaningful opportunities for community input and about the Urban Design Advisory Committee (UDAC) process, a motion to defer the request was unsuccessful. The majority of the Planning Commission emphasized several benefits of the project during its discussion, such as consistency with the 1992 Old Town North Small Area Plan (OTN SAP) including the Retail Focus Area, the mixed-use nature of the project in general, and the internal loading areas. Additional positive elements of the project, such as the transitional height including a lower height near the corner of First and North Pitt Streets, the varied massing, the provision of open space, and the two levels of underground parking, were also discussed among the Commission members. The majority believed that questions regarding the provision of affordable housing, traffic at North Washington and First Streets, and the requested 3.5 FAR were adequately addressed. Commissioner Wasowski discussed the ongoing Old Town North Small Area Plan update and City Council's prior acknowledgment that projects could move forward prior to any adoption of the updated plan. A majority of the Commission also supported the removal of Condition #31 that would have prohibited residential street parking permits for future residents.

Speakers:

M. Catharine Puskar, attorney representing the applicant, spoke in favor of the request. She provided to the Commission a summary of project which included the evolution of the building's design, a comparison of the number of parking spaces to other sites in the City, and a description of its community benefits. She answered questions from the Planning Commission regarding the parking reduction and encroachment requests. She also noted her agreement with the condition changes for SUP#2016-0001 as noted in staff's memorandum.

Agnes Artemel, Madison Place, spoke in support of the project. She noted that it would fulfill the goals of the 1992 Old Town North Small Area Plan and would introduce new vibrancy to the neighborhood, particularly given the establishment of new commercial uses in the designated Retail Focus Area. She expressed support for the internal loading areas and the varying building heights.

Thomas Hickok, North Pitt Street, expressed concern about not knowing the individual commercial tenants anticipated for the site and about the traffic implications of the proposed higher density. He opposed the parking reduction request and noted his belief that Condition #31, prohibiting future residents from obtaining residential street parking permits, could be easily overturned.

Joan Drury, representing VISION, expressed concerns about traffic and pedestrian safety in connection with the project, particularly at the intersection of North Washington and First Streets. She referenced her community group's December 12th letter to City Council and stated that a new traffic study for the project is needed based on her organization's independent traffic investigation. She also expressed concern about not being afforded adequate opportunities for public input and answered questions from the Planning Commission about the VISION organization.

Ed Wachter, North Pitt Street, spoke in favor of the project and while noting some concern about traffic and pedestrian safety in the vicinity of First Street.

Morrill "Bud" Marston, North Pitt Street, noted his belief that the project is too large in size for the area and for the streets surrounding the site. He spoke against the increase in the height limit to 77 feet and noted concerns about the length of the traffic queue for traffic turning from North Washington Street onto First Street.

Andrea Stower, Tobacco Quay, stated that her concerns, and the concerns of the Tobacco Quay community regarding development in the neighborhood, are being dissed. She expressed her intent to join other community organizations to ensure that residents' voices are being heard by City staff and elected officials.

Daryl Drury, representing VISION, expressed concerns about the traffic modeling and traffic standards that have been used in connection with this project. He referenced his community group's December 12th and March 1st letters and discussed the credentials of the individuals consulted in connection with the organization's independent traffic investigation.

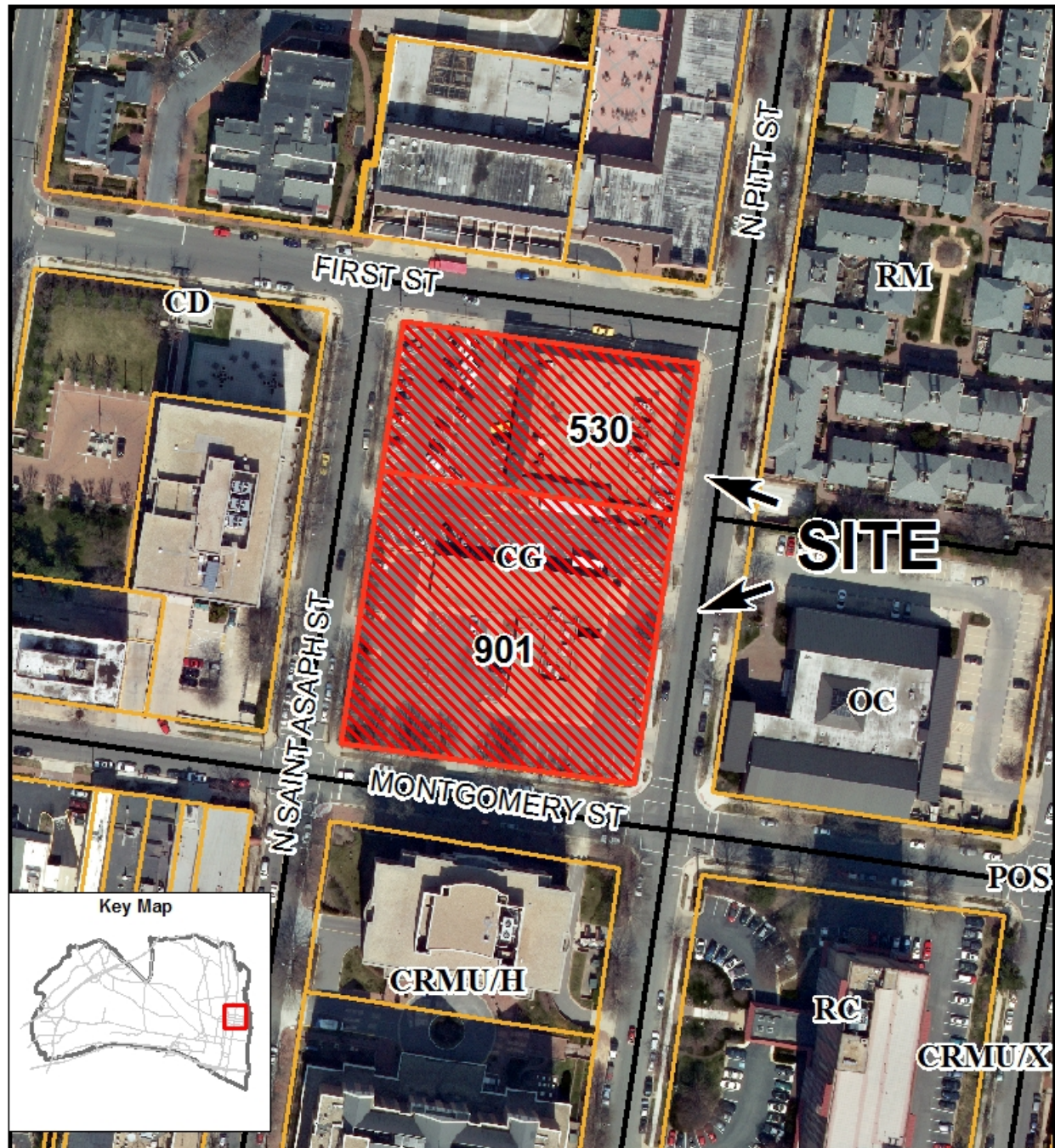
Jim Ewalt, Second Street, spoke about the proximity of the existing ingress/egress driveway for the Liberty Row community to the intersection of North Washington and First Streets. He explained his belief that difficult traffic conditions and dangerous pedestrian conditions exist on First Street.

Tom Soapes, North Pitt Street, spoke about the positive aspects of the project. He noted that the project would add needed services to the community such that the site would no longer be a “dead zone.” He spoke in support of the internal loading area and noted the applicant’s outreach efforts and responsiveness to community concerns. He believed that the traffic improvements associated with the project would help to address traffic concerns.

Dan Straub, Co-Chairman of the Urban Design Advisory Committee (UDAC), spoke about the Committee’s agreement with certain elements of the project, but also noted specific concerns that were raised in Committee meetings that need additional refinement. He disagreed with the representation in the staff report that UDAC has endorsed the project and asked the Commission to require unresolved matters to be considered at another UDAC meeting.

John Aucella, representing Liberty Row Condominium Association, expressed concerns about traffic associated with the project, describing chaotic traffic and dangerous pedestrian conditions on First Street during peak hours. He stated that residents’ concerns were not being heard and that opportunities for feedback were lacking. He asked staff to reconsider this part of the process for future cases.

Linda Lord, representing Liberty Row Condominium Association, stated that her organization is not against redevelopment, but that it has concerns about certain elements of the project that could be cured upon further review. She noted concern that the large scale and mass of project would negatively impact the character of the neighborhood. She also expressed surprise at the number of land-use applications or exceptions to requirements being requested as part of the project.



MPA #2015-0009, TA #2016-0001, REZ #2015-0005, CDD Concept Plan #2015-0008, DSUP #2015-0019, SUP #2015-0115, TMP SUP #2015-0116, SUP #2016-0001, ENC #2016-0001
530 First Street (parcel address: 500 First St) & 901 North Saint Asaph Street



I. SUMMARY

A. *Recommendation*

Staff recommends **approval** of the proposal for a mixed-use development at 530 First Street, subject to compliance with the staff recommendations. The proposal provides a number of benefits for the City and surrounding community, including:

- Redevelopment of an underutilized commercial block;
- Provision of significant new neighborhood-serving commercial uses in a designated retail focus area;
- Internal loading docks and access aisles;
- Enhanced streetscape along all four project frontages;
- Potential cost efficiencies for City, relating to future reconstruction of Montgomery Street;
- Separation of combined sewer system for on and off-site locations (\$200-300,000 value);
- Contribution for the installation of fiber-optic conduit to connect existing traffic signal at First and North Washington Streets to improve traffic flow (\$50,000);
- Contribution for the installation of a Capital Bikeshare station (\$50,000);
- Provision of on-site public art (\$75,000 value);
- Voluntary open space contribution (\$75,000) and planting of new street trees on North Washington Street (\$7,000 value);
- Nine on-site affordable housing units (valued at approximately \$2.4 million.)

B. *Summary of Issues*

The applicant, Giant Alexandria E&A, LLC, has submitted a request for redevelopment of two parcels of land comprising an entire City block. The site is bounded by First Street to the north, North Pitt Street to the east, Montgomery Street to the south and North Saint Asaph Street to the west. The proposal consists of approximately 51,000 square feet of ground-level commercial space, 232 rental apartments on upper floors, and two levels of underground parking. To construct this project, the applicant has requested approval of the following:

- Master Plan amendment;
- Rezoning of the property with associated CDD Concept Plan and Text Amendment;
- Development Special Use Permit with modifications;
- SUPs for a parking reduction, rooftop penthouses, a coordinated sign program, a Transportation Management Plan, and for multiple commercial uses (umbrella SUP); and
- Encroachment approval for an underground electric transformer.

Key issues under consideration and discussed in greater detail in this report include:

- Appropriateness of the Master Plan Amendment and rezoning requests;
- Compatibility of the additional density and height requests with the adjacent neighborhood;

- Consistency with the City's approved plans and policies, including the existing Old Town North Small Area Plan and its urban design guidelines;
- Coordination with ongoing Old Town North Small Area Plan update;
- Location and impacts of retail loading;
- Architecture and building design;
- Design and function of open space; and
- Analysis of potential traffic issues.

II. BACKGROUND

A. Site Context

The site is located in the Old Town North area of the City and is comprised of two lots of record that would be consolidated into one property with this proposal. The project area is approximately two acres, or 87,172 square feet. The site is located one block east of the George Washington Parkway / North Washington Street, approximately a quarter mile from the Potomac River, and just over a half mile from the Braddock Road Metro Station. Residential, commercial, and office uses, are located near this site. The Watergate residential community and the Waterman Place office building are located to the east. The Madison Place office building and commercial uses, including two restaurants, are located to the south. The Armed Forces Benefit Association office building is located to the west. The Liberty Row residential community and a Holiday Inn are located to the north.

The project site is entirely flat and has very few privately-owned trees. It is currently occupied by two one-story commercial buildings that would be demolished as a part of the proposal. A Giant grocery store occupied the northernmost building at the site for over 50 years until it closed in summer 2015. The southernmost building includes a still-operating Virginia Alcohol Beverage Control (ABC) retail store and associated offices.

B. Project Evolution/Procedural Background

This site has been anticipated for redevelopment since the last Small Area Plan update in 1992. Potential applicants have approached the City with redevelopment plans on at least two occasions in the last several years. However, in these instances, the prospective applicants failed to gain ownership of both parcels and no formal applications were submitted.

When the current applicant, also known as Edens, submitted its first concept plan to the City in June 2015, it informed City staff that it had acquired an option to purchase both properties that was set to expire in July 2015. Given the impending expiration of the option, the applicant asked whether the project could proceed ahead of the Old Town North Small Area Plan (SAP) update, scheduled to begin in November 2015 and tentatively to be heard before City Council in early 2017. The Director of Planning & Zoning agreed that the project could proceed in advance of final adoption of the Plan update, given the redevelopment priority for the site in the current Plan and acquisition difficulties that potential buyers experienced in the past. The Director included two important caveats in the decision: 1) that the applicant needed to participate in the ongoing

Plan update process and 2) that the project needs to be consistent with the initial stages of the Plan update, informally described as the “Framework Plan.”

C. Old Town North Small Area Plan Update

An update to the existing 1992 Old Town North Small Area Plan (OTN SAP) is part of the City Council approved Fiscal Year 2016 Interdepartmental Long Range Planning Work Program (FY 2016 Work Program). The anticipated 18-month OTN SAP Update planning process is divided into five phases, as noted below, with the full planning process expected to extend from September 2015 through January 2017:

- **Phase I (September 2015 - December 2015)** – Plan Framework Development (Visioning) Phase
- **Phase II (January 2016 - May 2016)** – Study Phase
- **Phase III (January 2016 - May 2016)** – Testing/Refinement Phase
- **Phase IV (June 2016 - July 2016)** – Recommendations Phase
- **Phase V (August 2016 – January 2017)** – Plan Development Phase

A 21-member Advisory Group was appointed by the City Manager in September 2015 with representation by various community and City-wide stakeholder groups as designated in City Council Resolution 2682. The Advisory Group, led by Planning Commissioner Maria Wasowski, is working in close collaboration with the Interdepartmental City Project Team and the community throughout the anticipated 18-month OTN SAP Update planning process.

The City, the Advisory Group, and the Old Town North community participated in a week-long charrette on November 16-20, 2015 to kick off the OTN SAP update planning process. Phase I was completed in December 2015 with the Planning Commission and City Council’s approval to proceed to Phase II and Phase III, the Study and Testing Phases.

Representatives from the Edens team participated in the November charrette, and the team’s project manager, Krista Di Iaconi, is a member of the OTN SAP Advisory Group. As part of the Economic Development Subcommittee, she has been working to develop recommendations for the group for the larger Plan area.

III. PROJECT DESCRIPTION

The applicant proposes to construct a mixed-use building, ranging from two to six stories in height, with two levels of below-grade parking. The ground level of the building would primarily consist of approximately 51,000 square feet of commercial space along the Montgomery, North Saint Asaph, and First Street frontages of the site, with garage and loading access on First Street, and loading egress on N. Pitt Street. Several townhouse-style dwelling units and two public open spaces would be located at the ground level as well. Four and five floors of multi-family dwelling units would be located above the commercial tenant spaces, with the northern portion of the building having four floors and the southern portions having five floors. The

approximately 232 rental dwelling units would occupy floors two through five/six and account for roughly 254,000 square feet of the building.

Commercial Space

With the exception of the Virginia ABC store, which would return to the site, specific tenants have not yet been confirmed for the proposed ground-level commercial space. The applicant has expressed interest in a range of uses, including restaurants and a small specialty grocery, furniture or home goods store as the anchor tenant. Outdoor café seating is planned for a public plaza on Montgomery Street and potentially along Montgomery or North Saint Asaph Streets, as space allows.

Residential Units

The majority of the rental apartments would be one-bedroom in size, with studios and two bedroom units also proposed. The residential lobby would be located mid-block on Montgomery Street adjacent to the public plaza. Trash storage and utility rooms, as well as loading spaces, would be centralized and shared with commercial tenants. Outdoor amenity spaces are proposed in four locations, in addition to the ground-level open space (“community green”) located at the northeastern portion of the site. The largest of the four amenity spaces is a landscaped central courtyard area on the second level of the building that would feature a swimming pool, passive green space, and sitting areas. Additional terraces on the second floor and the roof of the building are proposed. Several second-level units facing North Saint Asaph Street would feature individual, private terraces as well.

Building Massing and Design

The building is designed with a ground-level footprint encompassing most of the site, with two notable exceptions: the public plaza on Montgomery Street and the community green at the northeastern corner. However, the massing of the building changes significantly for its upper stories, with three larger portions of the building located at the northern, southeastern, and southwestern portions of the site and two narrower connector sections. The design results in varying building heights of 25 feet for the townhouse-style units at the northeastern corner, 67 feet for the northern portions of the main building, and 77 feet for the southern portion. It also carves out significant courtyard and terrace areas, many of which are located on the second floor of the building, where the applicant proposes several outdoor rooftop amenity spaces for the use of building residents. The design also includes a variety of breaks and subtle indentations to vary the massing of the building.

Most of the 20-foot high ground-level façade would be occupied by individual commercial tenants with varying, yet coordinated, signage and window treatments. Exceptions include the visibly distinct residential entrance on Montgomery Street and other building entrances for the residential portion of the building, which have been designed to unify the ground level and upper levels of the building. The upper floors would have high-quality fenestration patterns and material finishes that would allow the different portions of the building to appear distinct from, yet harmonious with, each other. The three major portions of the building (northern, southeastern, and southwestern) would all be clad in different colors of brick. The two connector sections would feature two types of cementitious siding, including one with a wood-grained pattern to be used as an accent color.

Vehicular/Loading Access

Passenger vehicle access to and from the below-grade parking is proposed to occur from First Street for customers, visitors and residents. Delivery trucks would also access the building's interior loading dock from First Street through a separate, but immediately adjacent, entrance. Trucks would travel down a one-way drive aisle, completely enclosed within the building, and then back into one of three truck parking spaces. All three spaces are adequately sized for tractor trailers. Delivery trucks would then exit the building by driving directly forward along another one-way drive aisle to North Pitt Street. In addition to providing an off-street area for loading/unloading activities, delivery trucks would not need to back up on City streets under the proposed configuration.

Parking

Off-street vehicle parking will be provided for commercial and residential tenants in a two-level, below-grade parking garage containing 481 parking spaces in total. Of these spaces, approximately 326 would be standard-sized, 139 would be compact, and 16 spaces would be handicapped accessible. An additional 12 tandem spaces, not technically counting toward off-street parking requirements or included in the 481-space total, are also proposed. Given that the applicant does not meet its 564-space requirement, it is seeking an 85-space parking reduction for the expected commercial uses at the site. Over 100 bicycle parking spaces are also provided, with locations in the parking garage (for residents) and on-street.

The number of on-street parking spaces around the site is expected to increase in connection with this proposal from approximately 34 (including taxi-cab spaces) to 47. The removal of several existing curb cuts along the North Saint Asaph and North Pitt Street frontages of the site would allow for the new on-street parking spaces. Two replacement curb cuts would be constructed as part of this development: the combined passenger vehicle/loading vehicle entrance on First Street and the loading vehicle exit on North Pitt Street.

Streetscape and Pedestrian Environment

Improvements to the streetscape include entirely new sidewalks and street trees for all four frontages. The applicant proposes to replace the existing four to nine-foot wide concrete sidewalks with new hybrid sidewalks and would be increased in total width (curb to building) to between 12.3 feet and 18.9 feet. The sidewalk widths may increase beyond these measurements at final site plan review, to between 16 and 21 feet (curb to building), by narrowing travel lanes for consistency with the City's Complete Streets guidelines. ~~Four~~ Three new pedestrian bump-outs would also be provided at street intersections, on the side of each intersection that is adjacent to the subject site. These new bump-outs would offer reduced pedestrian crossing widths, additional sidewalk space, traffic calming, and, at one intersection, an improved crosswalk alignment.

Encroachment

The applicant has also applied for Encroachment approval to allow an underground transformer to be located in the public right-of-way. The transformer would occupy approximately 772 square feet of space beneath the sidewalk near the corner of Montgomery and North Pitt Streets as shown in the exhibit in Attachment #5 at the end of this report. The need for the encroachment is discussed more fully in the public ROW section of the staff analysis.

IV. ZONING

A. *Current Zoning*

Existing CG Zone

Both parcels at the project site have been commercially zoned for many years, and have been zoned CG / Commercial General since 1992. They are also located outside of the Old & Historic Alexandria District given that they are located more than 250 feet from the George Washington Parkway (North Washington Street).

The CG zone allows multifamily residential uses as well as a range of commercial uses (some of which are permitted uses while others require Special Use Permit approval.) The maximum allowable floor area ratio (FAR) in the CG zone is 0.5 for non-residential and 0.75 for residential uses. The maximum allowable building height in the zone is 50 feet.

Additional Zoning Ordinance Provisions

In addition to procedural requirements regarding Master Plan Amendment, rezoning, and CDD requests, several other provisions within the Zoning Ordinance pertain to the current request. Section 11-400 requires approval of a Development Site Plan (DSP) for projects, like the current request, involving new construction or additions that are not specifically exempt. Section 11-416 provides for the potential modification of certain minimum zoning requirements as part of the DSP approval, including the two requested in this application: vision clearance (Section 7-800) and tree crown coverage (Section 11-410(CC)(2)). In addition, Section 6-403(B) requires Special Use Permit (SUP) approval for more than one rooftop penthouse, and Section 8-100(A)(4) allows for SUP requests for parking reductions. Section 9-105(F) allows for SUP approval of coordinated sign programs. Transportation Management Plan (TMP) SUPs are required pursuant to Section 11-700 of the Zoning Ordinance.

B. *Proposed Zoning (CDD#25)*

Given that CG zoning does not allow for the proposed 77-foot maximum building height or the maximum 3.5 FAR, the applicant has requested approval of a map amendment (rezoning) of the two parcels at the site from CG to a Coordinated Development District (CDD). It has also submitted a CDD Concept Plan consistent with the rezoning request and associated land-use approvals for this project. If approved, the proposed CDD would become CDD #25. CDD#25 would allow for a maximum 3.5 FAR and a maximum height of 77 feet for the entire site. It would also allow multi-family residential and an array of commercial uses by full-hearing SUP.

The rezoning and creation of the new CDD, if approved, would add language to the Zoning Ordinance, which requires the approval of a Text Amendment. This approval is being processed by the City as TA# 2016-0001. The text amendment would amend the CDD section of the Zoning Ordinance (Section 5-602) to add the table contained in Attachment #4 at the end of this report.

C. Zoning Tabulations

Table #1: Zoning Tabulations

Property Addresses:	530 First Street and 901 North Saint Asaph Street	
Total Site Area:	2.0 acres (87,172 SF)	
Zone:	CG / Commercial General (Current) CDD#25 / Coordinated Development District #25 (Proposed)	
Current Use:	Occupied and vacant retail	
Proposed Use:	Mixed-use commercial and residential	
	Permitted/Required (CDD#25)	Proposed
FAR	3.5 max	3.5
Height	77 feet max	27 feet (townhouse-style units) 67 feet (northern portion) 77 feet (southern portion)
Setbacks		
First St. Front	None	0.7 feet
N. Pitt St. Front		0.8 feet
Montgomery St. Front		3.2 feet
N. St. Asaph Front		3.2 feet
Vision Clearance (Corner)	Triangle with 75-foot sides as measured from intersecting street centerlines	Triangle with 70-foot sides (N. Pitt & Montgomery intersection)
		Triangle with 71-foot sides (N. Pitt and First intersection)
		Remaining two corners meet vision clearance requirement
Open Space		
Ground Level	40% of residential portion of project (28,941 SF)*	9.2% (6,637 SF)
Rooftop Amenity		37.3% (26,952 SF)
Total		46.4%** (33,589 SF)
Parking***		
Residential	240 spaces	242 spaces
Commercial	324 spaces	239 spaces
Total	564 spaces	481 spaces (parking reduction requested for commercial uses)
Loading	3 spaces	3 spaces

* Residential portion of project is 83% of entire site as detailed on Page #23 of this report.

** Does not add completely due to rounding.

*** Additional parking tabulations using new multifamily standards may be found on Page 26 of this report.

V. STAFF ANALYSIS

Redevelopment of the subject site into a neighborhood-serving retail base has been anticipated since 1992, and prior to that, the site was zoned for commercial uses. As Old Town North moves into its next phase, there is additional benefit to having unique and convenient commercial businesses for neighborhood residents and workers. These commercial uses would best thrive with sufficient population to use it. Staff supports the requested Master Plan Amendment, rezoning, Development Special Use Permit, and other land-use applications, as described in more detail in this report, finding that the proposed redevelopment offers a long-desired opportunity to meet the goals of the existing and evolving Old Town North Small Area Plan.

A. Master Plan Amendment

Staff supports the Master Plan Amendment request to change the land use designation to CDD#25 and to increase the height limit from 50 to 77 feet. The proposal would support and leave unchanged the goals and objectives of the 1992 Old Town North Small Area Plan. With regard to the broad principles in the Plan, the project and its associated Master Plan Amendment involve the construction of the proposed mixed-use building that includes approximately 51,000 square feet of commercial and retail uses. The introduction of more commercial square footage than has existed recently at the site would support Goal #1 of the Plan, which recommends the *“attainment of a mix of land uses that establishes a healthy neighborhood-serving retail component to complement the residential and office uses”* (1992 OTN SAP Page 25.) Furthermore, the applicant expects to include restaurants (including outdoor dining) and other active retail uses that would be open during evening hours, furthering Goal #4 of the Plan, which suggests the *“promotion of uses and activities which make Old Town North a more lively area including evening hours”* (1992 OTN SAP Page 25.) The proposed building would also be located immediately adjacent to new sidewalks, would include new street trees and lighting, and have attractive, interesting commercial tenant façades. These elements of the proposal are consistent with traditional development patterns found in the heart of Old Town and thereby further Goal #5 of the Plan that recommends the *“creation and reinforcement of a strong and inviting streetscape and a traffic pattern that relates the area visually to the Old and Historic District”* (1992 OTN SAP Page 25.)

The Master Plan Amendment request to increase the maximum building height at the site to 77 feet would remain consistent with the Plan’s broad goal regarding height limitations. Goal #2 recommends the *“establishment of height limitations that protect and preserve low-rise residential scale in most of the area, accommodate appropriate designs for higher scale development in designated retail and commercial areas, and establish transitions between higher and lower height areas”* (1992 OTN SAP Page 25.) The increase from 50 to 77 feet would allow for higher scale commercial development in an area designated for retail while providing an acceptable transition between the significantly taller office buildings to the south and west (which are 112 and 109 feet in height, respectively) and the lower-scale hotel and residential uses to the north and east.

The proposed Master Plan Amendment would also be substantially consistent with specific recommendations for the property found in the 1992 Old Town North Small Area Plan. First, it

would facilitate the redevelopment of a site that was identified as Major Redevelopment Site #7 in the Plan nearly 25 years ago. Second, the proposal would also offer a substantial amount of commercial tenant space on a block, and in an immediate area, that was identified as a “Retail Focus Area” in the Plan.

B. Rezoning

Staff supports the request to rezone the property because: (1) the proposal is consistent with the Master Plan vision, as discussed above; (2) the proposal meets the City’s criteria for rezoning without a Master Plan study for the area; (3) the proposal contains an appropriate mixture of uses, density, and height for this section of Old Town North; and (4) the proposal provides excellent design while meeting multiple goals for the neighborhood at an important site, long anticipated for redevelopment.

Redevelopment of this site continues the next stage in the development of Old Town North as a unique and self-sufficient neighborhood with the introduction of the significant amount of retail that has been anticipated at this location, along with additional residential opportunities to support the retail. The design of the development is respectful of the surrounding context. The proposed amount of residential density is appropriate for the area given the proximity to job centers, transit and neighborhood services. While the proposed heights are higher than what is currently permitted, they have been carefully designed to be compatible with the adjacent uses and existing buildings by providing a variety of heights as part of the building design.

Finally, the rezoning adheres to the criteria set forth by City Council. These criteria were established to provide guidance for rezoning applications in locations that are not designated to undergo a Small Area Plan update in the near future, and are of a lesser scale in that the proposal would not warrant a new plan or study on its own. While this is a unique instance where the Small Area Plan update is underway, it was determined that this redevelopment opportunity should not be put on hold until the Small Area Plan was completed. A more thorough analysis is provided below:

1. Consistency with Small Area Plan

The application is consistent with the intent and goals of the Old Town North Small Area Plan, including provision of a mix of land uses that promote activity, creative building design that provides a variety of heights and open space opportunities, development at a “human-scale” that is compatible with adjacent low-rise residential uses, and creation of an inviting streetscape. The Small Area Plan Design Guidelines call for building heights to descend from Alexandria House, located one block to the southeast at 400 Madison Street (1992 OTN SAP Page 50). This proposal follows that recommendation, with a maximum height of 77’ at the southern end of the site, and 67’ at the northern end of this site.

2. Consistency with Type of Area

The Old Town North area is typified by a mixture of commercial and residential uses, and this parcel has long been identified as a “Retail Focus Area.” The applicant proposes a significant

amount of retail that will wrap two-thirds of the block, creating a new neighborhood center and an inviting pedestrian atmosphere. The residential uses will provide vitality and users for the retail at this center, and elsewhere in the neighborhood.

3. Isolated Parcel

As previously discussed, this project takes up the entirety of the block. To the east are residential townhomes, which are highly unlikely to change in use. On the other three sides are commercial uses, including two office buildings and a hotel. While these uses may change at some point in the future, that shift will be taken into account as part of the ongoing Old Town North Small Area Plan update and no imminent redevelopment is anticipated.

4. Status of Planning for Area

The 1992 Old Town North Small Area Plan remains the governing document for the area. In June 2013, City Council approved the City's Long Range Interdepartmental Work Program, scheduling an update to the Old Town North Small Area Plan which began in late 2015. In the interim, it was determined that rezoning requests would be reviewed on a case-by-case basis.

The applicant determined in spring 2015 that they would have an opportunity to get control of both parcels by July 2015, in advance of the pending Small Area Plan update. They approached staff to determine whether there would be an opportunity to move forward with the redevelopment request in conjunction with, but ultimately, ahead of the Plan.

While this is not the typical progression, it has proven to be beneficial in several ways. As discussed more fully in the next section, the development of this project has been closely coordinated with the update, and the project has served as a test case for the Small Area Plan Advisory Group. The applicant participated in the charrette, and is a member of the Advisory Group. At the request of staff, the applicant also extended the range of several of their traffic and retail studies to provide additional background for the plan update.

Finally, the Old Town North Small Area Plan is an update to an existing plan that is widely considered to be reasonable and well-designed, and the area is not anticipating a broad redesign to a completely new plan. Unlike areas like Potomac Yard, the street network and many of the blocks will remain unchanged. The existing Design Guidelines provide clear direction, and the project has benefited from the design direction provided at the charrette and in the Advisory Group and community meetings.

5. Application's Consistency with City Goals

In addition to being consistent with the vision in the Old Town North Small Area Plan, this proposal meets goals articulated in other City policies, including those related to affordable housing, green building, public art, walkability and urban design.

C. Consistency with Old Town North SAP Framework Plan

As discussed in the Old Town North Small Area Plan Update at the beginning of this report, staff and the applicant have coordinated the development of the project with the introduction and initial planning directions from the process. Redevelopment of this site, consistent with the retail focus area designated in the 1992 Plan, was considered at length during the November 2015 charrette. Key points included the need for a high-quality streetscape design along all frontages, a cohesive commercial plan that would build off of the existing retail on St. Asaph Street and the emerging restaurant cluster at Montgomery Street, and a building that would integrate well into the existing neighborhood.

Another ongoing discussion has been concerns about traffic and loading, particularly along First Street between N. Washington and Pitt Streets. Further information about how this particular site will handle their traffic and loading are provided later in this report. Neighbors at the Liberty Row townhomes have raised concerns about how they may be affected, given the location of their existing curb cut for their ingress and egress, which is located approximately one block west of the subject site. Staff is well aware of the situation, and will be looking at ways to potentially mitigate impacts as part of the overall SAP traffic plan.

D. CDD Concept Plan

Staff supports the proposed CDD Concept Plan request. Although many CDD Concept Plans approved in the City involve multiple project sites that may be constructed at different phases well into the future, the Concept Plan in this instance involves only one building and is identical to the preliminary site plan. The applicant's proposal, while not as large as approved Coordinated Development Districts such as Oakville or Potomac Yard, is nonetheless acceptable given that it is consistent with the two purposes for creating CDDs as described in the Zoning Ordinance. First, CDD Concept Plans are designed for properties "which are of such size or are so situated as to have significant development related impacts on the City as a whole or a major portion thereof and in order to promote development consistent with the Master Plan" (Section 5-601). As described previously, the applicant's proposal is consistent with the goals and objectives of the Old Town North Small Area Plan. It comprises an entire City block, and more than one parcel of land, within an established neighborhood. The site includes a mixture of uses, including residential and retail/commercial uses, and includes a package of appropriate open space and other amenities. Section 5-601 also states that the "CDD zone is intended to encourage land assemblage and/or cooperation and joint planning where there are multiple owners in the CDD zoned area." Although the applicant technically assembled the properties under its ownership prior to requesting CDD approval, the establishment of a CDD here nonetheless supports the joint planning of critical project elements such as parking, loading and continuous commercial uses. It is unlikely, if not impossible, that such elements could be designed to function separately on the two parcels of land as they exist today.

E. CDD Text Amendment

In connection with its recommendations in favor of the CDD Concept Plan and rezoning approvals, staff has drafted regulations for the new CDD#25 zone that, if approved, would be

incorporated into the Zoning Ordinance as a text amendment. The language, shown in Attachment #4 to this staff report, takes the form of a CDD table similar to other CDD approvals and includes a list of development regulations and allowable uses.

Development Regulations

The maximum building height allowed in CDD#25 would be 77 feet, which matches the maximum building height for the property in the Old Town North SAP, if the Master Plan Amendment associated with this project is approved. Similar to the current CG zone at the site, as well as two of the most recent CDD-zoned projects (Oakville and the nearby Harris Teeter), the proposed open space requirement is 40% for residential uses or residential portions of mixed-use projects.

With regard to maximum floor area ratio, staff is recommending a maximum 3.5 FAR in CDD#25. While higher than the maximum 0.5 FAR (commercial) and 0.75 FAR (residential) allowed at the site today under the CG zone, a higher density at this site is supportable for two major reasons. First, higher densities are not unprecedented at this site or in the area. Prior to 1992, the property was zoned C-2 and had a maximum overall site FAR of 3.0. The Madison Place office/hotel complex immediately to the south was approved in 1986 with a combined 2.98 FAR. The Harris Teeter project, two blocks to the south of the subject site, was approved in 2011 with a 3.0 FAR. Second, the greater density is needed to support the significant amount of retail/commercial uses that are recommended in the Old Town North Small Area Plan for this “retail focus area.” An adequate number of nearby residents and workers are needed to patronize businesses throughout the day to ensure successful retail.

Although the current recommendation for CDD#25 is a 3.5 FAR rather than 3.0, staff is recommending that the zone be exempt from the affordable housing bonus density allowance as allowed in Section 7-700 of the Zoning Ordinance. This recommendation is not intended to discourage affordable housing in the CDD#25 zone. Instead, the bonus density would not be needed because the additional FAR (beyond the 3.0 FAR approved at other nearby projects in the past) *would be allowed upfront*, without the need to request the bonus density through a separate Special Use Permit. Staff believes that, in this instance, excluding the affordable housing density bonus makes the requested 3.5 FAR approximately comparable to a 3.0 FAR if bonus density were allowed. For example, applying this provision to the proposed new building at this site, which includes nine on-site affordable units, the 3.5 FAR represents only a 17% bonus compared to a 3.0 FAR, which is only slightly less than the 20% bonus that would be allowed under an SUP according to Section 7-700.

Several additional development-related provisions have been incorporated into the CDD#25 language. The zone is specifically listed as having no yard requirements, although buildings would still need to comply, as applicable, with the special setbacks listed in Section 7-1000 of the Zoning Ordinance and the zone transition setbacks Section 7-900. The height-to-setback ratio required in Section 6-403(A) would specifically not apply in this zone given that the provision often results in buildings needing to be located farther away from the street than is advisable for creating good urban design with safe and active pedestrian streetscapes. All structures within the zone would also be required, rather than only recommended, to meet Old Town North Small Area Plan Design Guidelines.

Allowable Uses

Staff has included a list of allowable uses in the CDD#25 table. Similar to other CDDs, all of the listed uses require approval of full-hearing Special Use Permits. Rather than using a broad grouping of uses, such as “residential” or “mixed-use,” staff has recommended an array of discrete uses as they are listed in other zones in the Zoning Ordinance. The list of uses includes multifamily residential and retail shopping establishment, as well as several other common, popular commercial uses that staff has deemed to be reasonable and compatible with the overall project, including personal service establishment, restaurants and outdoor dining, and health and athletic club.

As discussed later in this report, the applicant has requested a separate “umbrella SUP” for the future uses that would be located in the ground-level commercial space of the proposed building. Staff has excluded several uses requested in the application, such as amusement enterprises and manufacturing uses, from the list of allowable uses in CDD#25. Such excluded uses would therefore be entirely prohibited in CDD#25 and ineligible for future SUP approval. While staff can appreciate the applicant’s desire to retain flexibility for future uses in the ground-level tenant space, it cannot recommend allowing certain businesses that would seem to present significant land-use impacts such that they would be incompatible in a mixed-use building in this location.

F. Building Architecture

The Old Town North neighborhood contains a variety of uses and architectural styles, ranging from Colonial Revival era townhomes to 1970’s era concrete and brick residential towers and 1980’s era office buildings. The developer team from EDENs and their architect, Hord/Coplan/Macht, came to the project with a vision to create a single building that would fill the block, while using stepped massing to defer to the variety of heights around it. The proposed height, scale and mass took careful account of the adjacent properties, and carved and scaled the building frontages to respect the various heights and uses that surround the block. As noted previously, this led to the tallest portions being located at Montgomery and N. St Asaph Streets, with a lower portion along First Street, and a two-story section at N. Pitt Street.

Staff was supportive of the vision of a simple, well-designed architectural style, but wanted to ensure that the building would not read as a single monolith. In design discussions, the goal became a building with three defined sections, connected through materials. The materials palette is primarily brick in shades ranging from white to tan to dark grey, with two dark shades of cementitious panel and a wood-grain panel serving as accent pieces. The entire building has a high proportion of glazing, and each section of the building uses varied window styles to further differentiate the sections from one another. The retail podium break throughout the block is minimized by bringing the materials for each of the three defined sections all the way to the ground.

The primary retail corner at Montgomery and North Saint Asaph Streets is highlighted with a subtle corner tower element and large windows. A section of equal height forms the second residential area, holding the corner at Montgomery and North Pitt Streets. Together, these frame the double height courtyard facing Montgomery Street. This south-facing open space serves as the primary entrance to the residential building, as well as a dining and gathering space for the

neighborhood at the ground level, and as the more public of the above-ground amenity spaces at the upper level. The section fronting First Street, and wrapping around to North Pitt and North Saint Asaph Streets, was intended to be a streamlined and simple design that held the corners.

This third primary building element has been considerably refined, through discussions with staff and working closely with UDAC. It has been subtly but significantly rescaled to provide a sense of gradual scale reduction moving from Montgomery and North Saint Asaph Streets east along First Street to North Pitt and First Streets. This has been accomplished through the addition of a partial building break, more consistent vertical read of supporting piers, and a reduction in the width of the garage/loading entry opening, along with the addition of a glass overhead door at both the entry and exit points from the covered loading area (see below). The applicant will continue to work with Staff to refine these elements during the Final Site Plan process.

Consistency with the Old Town North Design Guidelines

The subject property is located within the Old Town North Urban Overlay District (Zoning Ordinance Section 6-500), which created additional design criteria that are intended to supplement the traditional zoning in Old Town North. The Urban Design Advisory Committee (UDAC) is charged with reviewing all development proposals within the boundaries of Old Town North for compliance with the design guidelines. Over the last several years, UDAC has provided recommendations for a number of important projects in the Old Town North area, including the Kingsley/Harris Teeter project, Robinson Terminal North, the redevelopment of the Towne Motel and the Travel Lodge on North Washington Street, and the new townhomes at the City's former Health Department and parking lot. Key goals of the design guidelines include the following:

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

Given the importance of the full block redevelopment, staff has worked closely with the applicant to ensure that all of the design guidelines are addressed. Building heights, elevations and streetscape elements have been carefully considered to be viewed and utilized from multiple directions, in order to create the sense of arrival. The applicant has also requested a "neighborhood identification" sign, to announce the area as Old Town North. Additionally, each of the elevations has been designed to serve as a "front door" for the project. With the exception of the necessary ingress and egress, discussed in more detail below, the internal loading incorporated within the building replaces the traditional midblock alley for all "back of house" elements, such as truck traffic, loading and trash. As such, each elevation is oriented to the street and will directly interact with the sidewalk, either as the residential entrance, open space, or a retail or restaurant frontage.

Upper level facades have been articulated with the use of brick, a variety of window types, balconies and architectural details have been brought down to the ground. Streetscape improvements have included a variety of open space areas, wide sidewalks that have the potential to be made wider, and the inclusion of public art and historical interpretation. These details will continue to be refined during the Final Site Plan process. Finally, all of the parking is

provided in two levels of underground parking. Several new on-street parking spaces will be created through the elimination of existing curbcuts. In conclusion, staff finds that the building and site design are in compliance with the existing design guidelines.

Loading

The locations of the loading dock and garage entrances were an important element in the design of the building, and have been the topic of much discussion within the neighborhood. The applicant team had observed the challenges with loading functions at the nearby Trader Joe's and Harris Teeter, and wanted to find a way to internalize these necessary uses, in order to minimize the effects on the surrounding streets and neighbors. They proposed a single entry point on First Street for all uses. The right-hand portion of the entrance would be the ingress/egress for all residents and retail users, leading directly to the underground parking garage. The left-hand portion would be the ingress for delivery trucks, leading them to an enclosed loading area. When trucks leave, they pull straight out and turn right onto Pitt Street, eliminating any external maneuvering.

This layout had a number of advantages for the project and the neighborhood. First and foremost, internalizing all of the loading would result in less on-street traffic disruption and noise, particularly the beeping of trucks backing up. The centralized loading area provides efficient unloading for all of the commercial uses and for residential move-ins and outs. If all three of the bays are full, the long corridor from First Street to the loading bays provides enough space for several trucks to wait inside the building, rather than on the street.

The drawback of the single ingress point was that it was initially quite large, at 49.4 feet wide, and created a less appealing pedestrian environment along First Street. In coordination with the neighbors and staff, the applicant proposed a reduced width, bringing the entrance down to 39.4 feet by reducing the truck ingress to a single vehicle at a time. Garage doors with internal illumination have been added to screen the loading dock ingress and egress at the First Street and Pitt Street entrances.

UDAC

During the course of this evaluation, UDAC met six times between April 2015 and February 2016 to review and comment on the building design and streetscape. The applicant received feedback on the design at each of the meetings and refinements were made as a result of these discussions. Meeting minutes for each of the meetings are available on the City website.

As previously discussed, the location of the vehicle and loading docks entrances on First and Pitt Streets has been a point of concern for some of the adjacent neighbors, which was brought to staff's attention at the community meeting on November 23, 2015, and the UDAC meeting on January 6th, 2016. At the direction of staff and UDAC, the applicant returned to UDAC on January 27th, 2016, with several alternatives for the loading dock locations, and a preferred option of retaining the existing locations with design revisions.

The applicant presented the following options:

- Option 1: Moving all passenger vehicle and loading ingress/egress to North Pitt Street;
- Option 2: Retaining passenger vehicles ingress/egress on First Street, moving all loading ingress & egress to North Pitt Street;
- Option 3: Retaining passenger vehicle ingress/egress and loading ingress on First Street, and retaining loading egress on North Pitt Street.

Option 1 would shift all ingress/egress to North Pitt Street, which would provide a benefit from consolidation of these uses. However, it has severe impacts of the internal functionality of the building. Currently, the building provides a centralized loading core with three full-size truck bays, a trash room, and relatively equal service corridors to all of the proposed commercial areas, and the lobby service elevators. By shifting all egress to North Pitt Street, the loading docks and trash room shift to a non-central location, and the internal turning movements become complicated. This results in much longer service corridors, a portion of the retail without direct access to the loading dock, and less convenient residential move-ins and outs. The additional turning movements would also potentially tempt less experienced drivers to illegally unload on the street, resulting in enforcement issues. The three full-size loading bays are reduced to one, because of these turning movements. Finally, the two-story residential portion of the building and associated community green is reduced in size by this option.

Option 2 would retain passenger vehicle ingress/egress on First Street, and moves all loading ingress/egress to Pitt Street. This has fewer impacts on the internal functionality of the building, and only a slight impact on the two-story residential portion. It also reduces the number of loading bays that can be accessed by full-size trucks from three to one. The most problematic aspect of this design is that trucks would be required to back into the loading dock, which eliminates the benefit of the internal loading dock and creates a dangerous pedestrian and vehicular situation. Because of these issues, staff did not support this option.

Option 3 would retain passenger vehicle ingress/egress on First Street, and loading ingress on First Street, with right-only egress on Pitt Street. This is the design as initially proposed and, as outlined in the earlier section, it has benefits for the functionality of the building and the community. The applicant recognized that the wide entrance on First Street did not create an ideal pedestrian environment, and was able to reduce the width by ten feet, which allowed for inclusion of an additional street tree. They further reduced the visual impact by proposing a garage door for the loading area, which would be closed outside of loading dock hours and backlit.

After discussion about the various options, and a proposal to add a garage door at the Pitt Street loading egress, the Committee passed a 3-1 motion endorsing retention of the retail loading dock entrance on First Street and egress on Pitt Street. A second motion by the Committee endorsed the proposed building and streetscape, with the exception of the First Street frontage.

A fourth option has been raised by some of the neighbors to move all ingress and egress from First and Pitt Streets to N. St. Asaph and Montgomery Streets. Staff does not recommend this option, as it would disrupt the planned retail and walking corridors proposed by the applicant and

discussed with the community during the charrette process. UDAC discussed, but did not recommend, this option.

At the February 10, 2016 meeting, the Committee made a recommendation that the applicant should continue to further consider the First Street elevation and streetscape during the Final Site Plan review. A condition related to this has been added to the staff recommendations.

G. Penthouse SUP & Modifications

Penthouse SUP

Staff supports the request, pursuant to Section 6-403(B) of the Zoning Ordinance, for Special Use Permit approval for three penthouses to be located on the roof of the proposed new building. The three proposed penthouses, which would consist of one elevator over-run equipment and the tops of two stairwells, represent reasonable rooftop appurtenances. The Fire Department has recommended having two points of roof access from stairwells. The penthouses would also be no taller, and likely a few feet lower, than the zoning required 15-foot maximum allowable height for penthouses. Like other requests for more than one penthouse, staff recommends that the applicant design the penthouses to match the colors and materials used for the rest of the building.

Modifications

Staff also supports the request for site plan modifications regarding vision clearance (one 70-foot, one 71-foot, and two 75-foot unobstructed triangles instead of 75-foot triangles at all intersections) and tree crown coverage (from 25% to 0.52%) requirements. It finds that the proposal meets the three criteria for modifications pursuant listed in Section 11-416 as described below.

1. Such modifications are necessary or desirable to good site development.

The modification of the vision clearance requirement, which is slight at only four and five feet and would only occur at two out of four intersections around the site, is desirable in this instance. It would help to bring the proposed building closer to the street, thereby supporting the creation of a strong streetwall, which represents both good urban planning practice and a development pattern seen at older buildings in Old Town North and throughout the Old Town neighborhood to the south.

When coupled with an off-site contribution, as staff recommends, the modification of the tree crown coverage requirement from 25% to 0.52% is also desirable here. The modification would allow for the siting of continuous commercial storefronts in highly-visible locations immediately adjacent to streets, conditions that are vital to their overall success.

2. Specific and identified features of the site design make up for those impacts otherwise protected by the regulations for which modification is sought.

The applicant has agreed to install bulb-outs on its corners at all three out of four intersections, which would make up for the negligible impact from the reduced vision clearance by enhancing

pedestrian safety and visibility at street intersections. With regard to tree crown coverage, the applicant has agreed to provide a \$7,000 contribution toward the planting of off-site trees, most likely along North Washington Street. The contribution, which is commensurate with the value of the trees that would otherwise be provided on-site, is also consistent with a preliminary recommendation in the ongoing Old Town North SAP update of enhancing the entrance to the City on North Washington Street.

3. *Such modifications will not be detrimental to neighboring property or to the public health, safety and welfare.*

Given that the vision clearance modification is slight and is mitigated through the installation of bulb-outs, staff does not believe that its approval would be detrimental to neighboring property or to the public health, safety, or welfare. Staff also does not believe that the tree crown coverage modification would be detrimental given the agreement to provide a cash contribution toward the installation of an equal number of off-site trees in the area.

H. SUP for Multiple Commercial Uses (Umbrella SUP)

As was the case for other recent multi-tenant building projects, such as the Robinson Terminals, the applicant was asked to include a separate SUP request for the anticipated ground-level commercial uses as part of its other land-use requests. An advantage to this approach is that, if the project is approved, the applicant would not be required to return to Planning Commission and City Council for SUP approval for each individual commercial use that eventually operates at the site. However, unlike many SUP approvals that occur once a project has been constructed, the applicant has not determined at the present time the specific breakdown of the uses that would be located in the ground-level tenant space and wishes to retain a degree of flexibility as it considers future tenants. Furthermore, the CDD#25 language, like other CDDs, requires full-hearing SUPs for all uses allowed in the zone, which further increases the number of potential uses at the site that would need separate SUP approval.

Staff therefore recommended, and the applicant agreed to request, an “umbrella” SUP for a specific list of uses that could be located in the ground-level commercial tenant space. That list of uses includes nearly all of the non-residential uses that are recommended as being allowed in CDD#25: *day care centers; health and athletic clubs; personal service establishments; massage establishments; pet supplies, grooming, training with no overnight accommodation; private schools, academic or commercial, with more than 20 students on the premises at any one time; restaurants and outdoor dining; and retail shopping establishments.* Only two other non-commercial uses - *light assembly and crafts and valet parking* - would be allowed in the CDD#25 zone but are not recommended for inclusion under the umbrella SUP. If the applicant wishes to operate these uses at the site in the future, it would need to apply for separate SUP approval.

The umbrella SUP would function like other “umbrella” SUPs in the City, such as those for industrial/flex space centers on Eisenhower Avenue, in that one request would cover multiple individual businesses. Like other umbrella SUPs, it would only approve the list of uses to be located in the specified area, which is the 51,000 square feet of ground-level commercial space

in the proposed building. It also includes condition language recommending that the specific mix of individual uses shall not exceed an aggregate parking requirement of 324 off-street spaces (85 of which have been reduced in this proposal) unless additional off-site and off-street parking is provided. In addition, no more than 841 restaurant seats (including indoor and outdoor seats) would be allowed under the umbrella SUP approval, based on the applicant's estimation that as many as 841 restaurant seats would be located in half of the 51,000 square-foot ground-level commercial space. These limitations ensure that the individual mix of future uses would not exceed the applicant's proposed parking program for the site, including its request for a parking reduction.

Staff also notes that, in an effort to better track the uses covered under this umbrella SUP and consistent with standard SUP process regarding ownership changes, individual changes of ownership would be required in the future for each business that operates in the ground-level tenant space at the site. The result of this practice is that multiple SUPs would likely be created in the future from the one current umbrella SUP request. Such individual SUPs would include those conditions approved in the current umbrella SUP request, as they may amended at the time of the change of ownership or other future SUP approval.

Many of the umbrella SUP conditions, which have been included in a separate conditions section in this report, are standard language used for many types of uses. For example, typical stipulations regarding litter, odors, noise, and transit have been included and the hours of operation have been limited to between 5 a.m. and 12 midnight for all uses except for restaurants. With the notable exception of two conditions related to pick-up/drop-off plans at day care centers have been included, all other special conditions relate to restaurants and outdoor dining. A staff-level review of restaurant features, such as outdoor dining and food delivery services, has been established in the language given that those features are common and broadly acceptable even though the specific details are unavailable at the present time. It recommends that restaurants to close at 12 midnight on weeknights and 1 a.m. on the weekends, with an outdoor dining closing time of 11 p.m. every evening. This approach strikes a reasonable balance here particularly given that, while residential uses are located immediately above the restaurants, the applicant also has greater flexibility to solve potential land-use impacts given the ownership structure of the building. Off-premises alcohol is also recommended for approval at restaurants covered under the umbrella SUP, subject to standard condition language prohibiting "single sales."

I. Coordinated Sign Program SUP

Staff supports the current request for a Coordinated Sign Program SUP in connection with this project, finding that the applicant's sign package represents a reasonable approach that would only allow signage beyond standard Zoning Ordinance allowances in special circumstances. The applicant initially proposed a coordinated sign SUP with up to 2.5 square feet of signage for each linear foot of building frontage. However, the applicant has since worked with staff to reduce the SUP request down to 1.5 square feet of signage for every one linear foot of business frontage, and only then in instances of exceptional design. Staff believes that the moderate increase in sign size (compared to the standard Zoning Ordinance requirement of one square foot of signage for each linear foot of building frontage) requested here strikes a reasonable balance given the

project site's arguably lower-visibility location off North Washington Street and, more significantly, the stipulation that larger signs must be well-designed. A similar approach has been approved at other redevelopment projects in the City, including Oakville Triangle, Carlyle, and North Potomac Yard.

In addition to the 1.5 square feet of signage, the coordinated SUP would also allow for two signs, proposed near the corner of North Saint Asaph and Montgomery Streets, which would identify the neighborhood as "Old Town North." Staff believes that these signs are well-designed and would also have a community-serving, place-making function, and their inclusion was supported by review with the community and UDAC.

J. Consistency with Other City Policies

Green Building Policy

The applicant proposes to comply with the City's Green Building Policy, adopted in April 2009, for the new construction. The Policy has established that newly constructed residential buildings should achieve Certification in Leadership in Energy and Environmental Design (LEED) and that non-residential buildings should achieve LEED Silver Certification from the United States Green Building Council (USGBC), or equivalent. The project would meet or exceed these requirements for each of the uses at the site. The project would also meet standard stormwater requirements and is proposing to implement Low Impact Development (LID) techniques through the construction of a vegetated green roof and installation of other green infrastructure.

Public Art

The applicant also proposes to include public art at the project site, at a value of at least \$75,000, pursuant to the City's Public Art Policy adopted on December 13, 2014. The final design and location of public art will be determined during the Final Site Plan process. Staff is supportive of the direction the applicant provided at a December 11, 2015 meeting with staff. While still in early research phase, the applicant intends to provide a significant art piece, potentially relating to the history of the site and the neighborhood and the theme of water, created by a local artist and located at the primary project entrance on Montgomery Street. Final design would be reviewed by staff during the Final Site Plan process.

Affordable Housing

The application's Affordable Housing Plan, which was reviewed and endorsed by the Alexandria Housing Affordability Advisory Committee at its February 4, 2016 meeting, is consistent with the City's Housing Master Plan (2013) which recommends focusing affordable housing efforts in areas near transit and with the greatest potential for increased density and mixed-use development.

In the event of a rezoning or Coordinated Development District application when additional density is being requested (as is the case with the ABC/Giant site), the Housing Master Plan recommends developer contributions take into account that affordable housing is one of the City's highest priorities and that there should be a significant monetary or in-kind contribution to affordable housing in excess of what would normally be required with a Development Special Use Permit.

The developer has agreed to provide a contribution in the form of on-site rental units valued at approximately \$2.4 million, approximately \$1.1 million more than the standard monetary contribution, reflecting the value the City places on affordable housing as part of the community benefits package. This contribution would result in nine units (seven studios and two one-bedrooms) that would be affordable to residents earning at or below 60% of the Area Median Income (\$45,864 and \$65,520 for a household of one and four, respectively) for a period of 40 years. The unit composition (with its emphasis on studio units) was designed to meet the needs of current and future retail, hospitality, and office workers in the Old Town North area and is consistent with the City’s commitment to encouraging residents to live affordably in proximity to their work.

K. Open Space & Amenity Space

Staff supports the applicant’s open space plans for the project, which include at-grade spaces, rooftop amenity spaces, and a monetary contribution toward neighborhood public open space. Approximately 6,600 square feet of ground-level open space is provided at the site in two locations: the “public plaza” at the southern end of the site adjacent to Montgomery Street (nearly 3,100 square feet) and the “community green” located at the northeastern corner of the site adjacent to the townhouse-style residential units (over 3,500 square feet.) Attractively landscaped rooftop amenity spaces would also be provided for residents at four locations, the largest of which is the second-level courtyard area in the middle of the site. As shown in Table #2 below, the applicant proposes 46.4% of the residential portion of the site to be ground-level open space or outdoor amenity space.

Table #2: Open Space Analysis

	Amount of Land	Percentage of Entire Site (87,172 SF)	Percentage of Residential Portion Only (72,353 SF)*	Percentage of Total Open/Amenity Space
Ground-Level Open Space (all public)	6,637 SF	7.6%	9.2%	19.8%
Rooftop Amenity Space (all private)	26,952 SF	30.9%	37.3%	80.2%
Total Provided	33,589 SF	38.5%	<u>46.4%**</u>	100%

* This figure represents 83% of the entire site. The net square footage of the building is 83% residential and 17% commercial.

** Does not add completely due to rounding.

It is important to note that the 46.4% figure expresses what percentage of the *residential portion of the site* is open space, as is the proper measurement in the current CG and proposed CDD#25 zones, rather than what percentage of the *entire site* is open space. Staff determined that the most appropriate representation of “the residential portion of the site” for a mixed-use building such as the current proposal was based on the breakdown of square footage in the building between residential and commercial. It determined that 83% of the net square footage of the site is

residential and 17% is commercial, and 83% of the entire 87,172 square-foot site equals 72,353 square feet. The 33,589 square feet of open space provided represents 46.4% of the 72,353 square foot residential portion of the site.

As shown in the table, although the applicant meets its open space requirement, the majority of the open space provided (80%) is rooftop amenity space rather than ground-level open space (20%). At least some portion of the public plaza on Montgomery Street would also be used for outdoor dining for private businesses as opposed to being completely open to the public. It is true that the provision of significant ground-level commercial uses limits the amount of ground-level open space that can be provided at the site. Staff also believes that outdoor dining is an important use that will enhance the pedestrian experience and promote the visibility and success of commercial uses at the site. These factors largely justify, but do not entirely mitigate, the applicant's at-grade open space proposal.

Staff has therefore recommended, and the applicant has agreed, to an additional open space contribution of \$75,000. This figure was derived from the approximate value of the off-site open space improvements required of the Harris Teeter project and then discounted given that Harris Teeter provided appreciably less open space than the applicant is providing here. Funds received would be available for future public open space projects located within the boundaries of the Old Town North Small Area Plan, including any projects that may be identified as part of the ongoing Plan update.

L. Pedestrian & Streetscape Improvements

Under the applicant's proposal, the pedestrian experience around the block would be greatly improved compared to the current circumstance of narrow concrete sidewalks that are interrupted by several curb cuts. Dynamic commercial storefronts would be created on the North Saint Asaph and Montgomery Street frontages, some of which would include outdoor dining. All existing overhead utility lines would be placed underground. As depicted in the preliminary plan, new hybrid sidewalks ranging between 12.3 and 18.9 feet in total width would be installed, representing an increase of several feet of sidewalk width (the exact increase varies by street frontage).

In conversations with UDAC and the community, appropriate sidewalk widths are an issue of great importance, and would be very important to the success of the proposed retail. As part of the applicant's spring 2015 walking tour, staff and the community reviewed the sidewalk widths and quality of the streetscape provided with the Kingsley/Harris Teeter project, on North Washington Street, and at many of the existing buildings. As a result of these discussions, and the OTN SAP charrette, the applicant has agreed to staff's request to investigate the option to further increase sidewalk widths by shifting its new curbing into the existing travel lane, when feasible, and after additional truck turning movements have been analyzed as part of the final site plan process. This change could result in sidewalks measuring between 16 and 21 feet in total width depending on the street frontage.

Although the applicant's initial proposal is reasonable and would enhance the pedestrian experience on its own, the potential additional sidewalk width and related narrowing of travel

lanes would further enhance pedestrian safety by slowing down traffic on adjacent streets and improve the overall quality of the project. It would also be consistent with the ongoing Old Town North Small Area Plan update and the City's "Complete Streets" efforts.

Additional sidewalk area would be added at all four corners of the block in the form of four bump-outs, which would reduce the distance pedestrians must travel in order to reach to the other side of the street. Staff also recommends, as a condition of approval, the addition or replacement of curb ramps and white thermoplastic crosswalk markings. It should also be noted that the applicant's proposal for a completely interior loading dock, in which delivery trucks would not need to back up at any time on public streets, also reduces the potential for truck-pedestrian conflicts. Another significant streetscape improvement compared to the current condition is additional landscaping. Street trees will be planted in new City-standard tree wells along all four street frontages around the site, creating a future tree canopy that will shade the street and sidewalk. The applicant's proposal and staff's recommendations regarding pedestrian and streetscape improvements offer increased pedestrian safety and enhanced aesthetics compared to the existing conditions around the site today.

M. Public Right-of-Way

Montgomery Street Reconstruction

The City has developed construction plans, currently at 30% design, for the reconstruction of the block of Montgomery Street (from North Saint Asaph to North Pitt Street) directly to the south of the subject site. The street reconstruction is necessary to correct a significant soil settlement issue existing beneath the roadbed. The City is currently in discussions with the applicant to determine if a mutually beneficial agreement can be reached that would allow the City to hire the developer's contractor to perform the required construction services within Montgomery Street. If the applicant's contractor, rather than the City's contractor, were to perform the reconstruction work (pursuant to City of Alexandria contract documents), the City may realize cost savings in certain elements of the project such as construction staging. The applicant may also benefit by having the street project constructed in tandem with their project, thereby minimizing potential disruption to their project both during and after construction. A finding has been included in this report noting that, should an agreement be reached and the anticipated cost savings confirmed, the parties would sign a Memorandum of Understanding (MOU) for this element of the project.

Encroachment

Staff does not object to the applicant's request to install an electric transformer vault in the public right-of-way. Although the request is atypical compared to other development projects, the need to use the right-of-way has arisen due to recent changes in Dominion Virginia Power's transformer vault access requirements that precluded the applicant's original plans. The applicant presented staff with several alternatives to using the public right-of-way, all of which were found to be infeasible or unacceptable either for the City or for the applicant. The current proposal emerged as a compromise solution in which the public right-of-way may be used for the transformer vault and the applicant would, at its expense, separate the existing combined sewer system serving the Holiday Inn property immediately to the north. The applicant bearing this expense provides a financial benefit to the City of \$200,000 to \$300,000 and off-sets its use of the public right-of-way.

N. Parking

The parking for the development consists of a two level, 481-space, underground garage that covers the entire block. The garage is designed to provide separate parking for the uses in the building with the more convenient parking on the first level available for the commercial uses and the more secure parking on the second level for the residents. The development complies with the residential parking requirement in the Zoning Ordinance. If the commercial portion was entirely retail as defined in the Zoning Ordinance, the development would also comply with the parking requirement for this use as well. However, since the developer intends to include some restaurants in the commercial mix, a parking reduction has been requested. More details about the parking requirements for each use are provided below.

Residential

The residential portion of this development is subject to the new multifamily parking ratios approved last April. The site is outside of the half mile Metro walkshed, which means the base ratios of 1.0 space per market rate bedroom and 0.75 spaces per affordable unit apply. The result of these base ratios, with no deductions, would be a maximum of 300 parking spaces permitted for the residential units. However, the subject site is eligible for an adjustment of the base ratio by 20% for the following three reasons: (1) being within the half mile walkshed of the Route 1 BRT, (2) having a Walkscore of 84, and (3) being within a quarter mile of 4 or more bus route stops. The adjusted ratio is 0.8 spaces per market rate bedroom and 0.6 spaces per affordable unit, for a minimum parking requirement of 240 spaces. This represents a ratio of 1.03 spaces per unit. The lowest level of the two-level garage will be for the residents of the development and accommodates a total of 242 spaces which is within the range of required spaces. Table #3 below summarizes the residential parking requirements.

Table #3: Residential Parking Requirements

	Market Rate	Affordable	Total
Number Bedrooms/Units*	293 bedrooms	9 units (60% AMI)	
Base Ratio	1.0 spaces per bedroom	0.75 spaces per unit	
Maximum Parking Requirement	293 spaces	7 spaces	300 spaces
Credits			
Proximity to BRT	10%	10%	
Walkability Index	5%	5%	
4 or more bus routes	5%	5%	
20% or more studios	n/a	n/a	
Total Credits	20%	20%	
Adjusted Ratio	0.8 spaces per bedroom	0.6 spaces per unit	
Minimum Parking Requirement	234 space	6 spaces	240 spaces
Provided Residential Parking			242 spaces
* Ratio based on <i>bedrooms</i> for market rate units, and <i>units</i> for affordable units			

Commercial

The developer anticipates a mix of retail and restaurant tenants in the portion of the ground floor devoted to commercial uses. However, the ultimate combination of uses has not been determined at this time, and the uses will likely change throughout the life of the building as new businesses open and close. As noted, the first level of the underground garage will be available for the commercial uses. A total of 239 spaces are provided on this level.

The parking ratio for retail is one space per 230 square feet (4.3 spaces per 1,000 square feet). If the entire area was occupied by retail uses, a total of 221 spaces would be required and could be entirely accommodated by the first level of the garage. Since the developer intends to have some restaurants with the development, for the purpose of this application and determining a parking requirement, they have stated 26,000 square feet will be retail and the remainder will be restaurant space that could accommodate up to 841 seats. This mix of uses would require a total of 324 spaces under the current Zoning Ordinance requirements. A summary of the requirements for each scenario is provided in Table #4 below.

Table #4: Commercial Parking Requirements

	Ratio	Parking requirement
<i>All Retail Scenario</i>		
50,942 sf retail	1 space per 230 sf	221 spaces
<i>Mix of Retail and Restaurant Scenario</i>		
26,000 sf retail	1 space per 230 sf	113 spaces
841 restaurant seats	1 space per 4 seats	211 spaces
Total		324 spaces (85 space reduction requested)

The developer has requested a parking reduction to the restaurant parking requirement to allow for up to 841 seats and a mix of other commercial uses in the balance of the ground-level tenant space. Staff is supportive of the parking reduction for four reasons. First, the applicant provided a shared parking analysis that outlined the estimated parking demand for this development using seasonal, daily, and hourly parking demand patterns for retail and restaurant uses to determine the maximum parking condition. This shared parking methodology is recommended by the Urban Land Institute (ULI) for developments that include 20% or more restaurant floor area in the commercial floor area and is based on the premise that one parker may visit multiple uses within the building. The results of this analysis determined that this development would need to provide a maximum of 234 spaces for the commercial uses to accommodate the peak parking demand on a weekend evening in December. This peak parking condition could be accommodated in the 239-space commercial level of the garage.

Second, the mixed use nature of the surrounding blocks means many of the patrons of the commercial businesses would be office workers, residents, and hotel guests that prefer to walk rather than drive and therefore not require a parking space at the site. This trend is supported by the Harris Teeter development two blocks south of the site which has seen a higher percentage of the retail patrons arriving by foot than anticipated in the design of the project.

As noted in many previous development cases, the commercial parking requirements of the Zoning Ordinance are very outdated and do not take into account current parking trends. In addition, there is no distinction between requirements for mixed use neighborhoods that are well served by transit and pedestrian access and more suburban locations that are predominately accessed by cars. A review and update of these standards, similar to the recent work done for the residential requirements, is expected to begin this fall.

Finally, the actual parking reduction needed for the commercial uses at the site is likely to be less than requested once the specific tenants and programs of each space are finalized. The requested 841 restaurant seats represents the maximum number of seats for the site and may in actuality be much less, thereby requiring fewer parking spaces.

O. Transportation

Traffic

Wells and Associates performed the Traffic Impact Study for this site. The site is projected to generate 186 AM peak hour net new trips, 354 PM peak hour net new trips and a total of 3,964 new weekday trips. The traffic projections assume a 30 percent non-auto mode split reduction for the residential units and a 34 percent pass-by reduction during the PM peak hour for the retail uses. The non-auto reduction for the residential component was based on the proximity to Braddock Road Metro Station and the 2005 WMATA Ridership Survey. The future background traffic was calculated using a growth factor of 0.5 percent per year compounded annually plus the traffic from the following pipeline developments:

- Robinson Terminal South
- 1101 N. Washington Street (Old Colony Inn)
- Carr Hotel (220 South Union Street)
- Robinson Terminal North
- Slater's Lane Nordic Press Building
- 1333 Powhatan Street
- 1505 Powhatan Townhomes

The results of the traffic impact study indicate that the proposed project will have some impacts on the surrounding roadways. There are a few instances where the level of service drops by one letter, but still remains within an acceptable range. During the PM peak the LOS for the intersection of Washington Street and Montgomery Street dropped from a C to a D and First Street and Washington Street dropped from an A to a B. In both cases the intersection delay only increased by about two seconds which is too small of an increase to be considered meaningful. Tables #5a and #5b on the following page illustrate the changes in level of service at key intersections.

Table #5a: Levels of Service - AM Peak

Intersection	Existing Conditions	2021 Background	2021 with Development	2027 with Development
Bashford Ln & Washington St	B	B	B	B
Bashford Ln & W. Abingdon Dr	C	C	C	C
Bashford Ln & E. Abingdon Dr	B	B	B	B
First St & Washington St	A	A	A	A
Montgomery St & Washington St	C	C	D	D
Montgomery St & St Asaph St	B	B	B	B
Madison St & Washington St	B	C	C	D
Madison & St Asaph St	B	B	B	B
Montgomery St & Patrick St	C	D	D	D
Madison St & Henry St	B	A	A	A
Wythe St & Washington St	B	C	C	C
Pendleton St & Washington St	B	B	B	B
Oronoco St & Washington St	C	C	C	D

Table #5b: Levels of Service - PM Peak

Intersection	Existing Conditions	2021 Background	2021 with Development	2027 Background
Bashford Ln & Washington St	C	C	C	C
Bashford Ln & W. Abingdon Dr	B	B	B	B
Bashford Ln & E. Abingdon Dr	C	C	C	C
First St & Washington St	B	A	B	B
Montgomery St & Washington St	C	C	C	C
Montgomery St & St Asaph St	B	B	B	B
Madison St & Washington St	B	A	A	A
Madison & St Asaph St	A	A	A	A
Montgomery St & Patrick St	A	A	A	A
Madison St & Henry St	B	B	B	B
Wythe St & Washington St	B	B	B	B
Pendleton St & Washington St	B	B	B	C
Oronoco St & Washington St	A	B	A	A

Although the intersection of Washington Street and First Street operates at an acceptable level of service there are some operational issues that need to be considered. The Washington Street southbound left turn lane is too short to accommodate existing and future traffic demands. The study indicates that in year 2021 the average queue length in the PM peak period will exceed the storage of the left turn lane. This is problematic because the queueing traffic will spill over into the through lanes creating a choke point for traffic. The most feasible solution to this issue, and one that the City has already agreed to make, is to change the operation of the traffic signal to activate the left turn arrow both at the beginning and ending of the Washington Street green traffic light cycle. In addition, as required in condition language, the applicant will provide \$50,000 toward a new conduit and fiber optic cable that would to connect the traffic signal at North Washington and First Streets to the City's broadband communications network. Such a

connection would allow the City to adjust the traffic signal cycle to better accommodate real-time traffic conditions.

The applicant will be participating in the City's Transportation Management Plan (TMP) program. The TMP focuses on encouraging alternate means of transportation other than single occupant vehicle use, with particular emphasis on encouraging walking, bicycling and mass transit during the AM and PM weekday peak hours.

Transit

This site has several transit alternatives. The Braddock Road Metro Station is located approximately half a mile from this site. DASH service is provided by lines AT2, AT4, AT5 and AT8. Line AT2 provides service from the Landmark Plaza to the Braddock Road Metrorail station. Line AT4 provides weekday service between Old Town and the Pentagon Metrorail station. Line AT 5 provides service from the Van Dorn Street Metro Station to the Braddock Road Metro Station. Line AT8 provides service from the Van Dorn Metro Station to Old Town. Metrobus service is provided by lines 9A and 11Y which run along Washington Street. Line 9A provides service between the Huntington Avenue and Pentagon Metro Stations. Line 11Y provides service from Mount Vernon to Potomac Park in Washington D.C.

In addition, the site is located in an area that easily accommodates bicycle travel. Several bicycle racks would be provided around the site for retail uses and covered bicycle parking would be provided for residents inside the building. The applicant has also agreed to provide a \$50,000 contribution for the installation of a Capital Bikeshare station to be located either in front of its site or in another location in the immediate vicinity.

P. Transportation Management Plan SUP

Section 11-700 of the Zoning Ordinance requires the applicant is required to participate in a Transportation Management Plan (TMP) to encourage modes of transportation other than the single occupancy vehicle (SOV). The SOV trip reduction goal for the site is 40 percent. To support such a goal, the applicant will contribute to the TMP per the annual rates as required in the Zoning Ordinance have agreed to initial yearly rates of \$82.42 per residential unit, \$0.21 per square foot of retail space, \$0.26 per square foot of commercial space, \$41.21 per hotel room and \$ 0.10 per square foot of industrial/warehouse.

The TMP will require a coordinator to implement and oversee the TMP program for both the residential and the retail. The TMP requires that the applicant complete annual reporting and surveys and provide this information to the City. Specific elements of plan implementation are included in the conditions and allow for flexibility based on the needs and interests of the residents. The applicant has been encouraged to implement Transportation Demand Management (TDM) strategies and policies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. Specifics of the TMP for this project are outlined in attachment SUP2015-00116.

At 232 units with 50,942 square feet of retail, the applicant meets the Tier 2 TMP threshold. In Tier 2, the applicant may either a) participate in the Citywide TMP program, or b) partner with

an existing, adjacent TMP. The details and conditions of the Transportation Management Plan are included in the TMP Attachment SUP#2015-00116 to the general staff conditions.

Q. School Impacts

The applicant proposes to construct 232 multifamily residential units. Given that the student generation rate for new mid-rise residential units is 0.034 students per unit, the proposed units would yield, on average, eight students. The students from this project are included in the enrollment forecasts that are used to plan school capacity improvements. The project is in the attendance area for Jefferson Houston School, George Washington Middle School, and TC Williams High School.

VI. COMMUNITY

Multiple community meetings have been held with various neighborhood groups and residents throughout the review of the proposal. The applicant hosted a series of outreach sessions with staff and community leaders, including a walking tour of the neighborhood and a bus tour of its other recently-completed projects at Mosaic District (Fairfax County) and Union Market (Washington, DC).

The Urban Design Advisory Committee (UDAC) has convened to consider the project at six meetings between April 2015 and February 2016. These meetings were open to the public and several residents of the neighborhood attended these meetings and were encouraged to speak during the public comment period. Although most neighbors focused their comments on the ingress and egress locations for cars and loading, other concerns included architecture, building height and density. The Committee voted to endorse the project at the January 27, 2016 meeting, with the exception of the First Street elevation. At the February 10, 2016 meeting, the Committee agreed to support the changes as proposed, with a request that the applicant continue to make refinements during the Final Site Plan process.

The applicant also hosted a series of community meetings at the nearby Old Colony Inn. Meeting attendance ranged from over 100 residents at early meetings to 40 residents at later meetings. Each meeting included a presentation from the applicant team and approximately an hour devoted to answering questions and listen to comments from the community. The most frequent concerns from the community included the overall height and density at the site, the potential for increased traffic around the site particularly on First Street, and the location of the loading dock entrance on First Street.

As discussed more fully in the building design section of this report, several citizens raised concerns about the proposed locations of the loading dock ingress and egress at the November 23, 2015 meeting. After the meeting, they contacted staff and the applicant, coalescing under the group name VISION, and provided a letter to City Council addressing their concerns, dated December 12, 2015. Development staff met with the group to walk the site on December 22, 2015, and staff and the applicant met on January 4th, 2016, to discuss concerns in more detail. Most recently, staff from Development and TES, with the applicant and their traffic engineers,

had a phone conference with members of the group on February 1, 2016 to review traffic and loading dock locations.

Table 6: Community Engagement

Community Engagement	
April 13, 2015	Meeting with NOTICe Board
April 23, 2015	Old Town North Urban Design Advisory Committee (UDAC)
May 2, 2015	Old Town North walking tour with City staff, NOTICe members, UDAC members, and other community residents
May 27, 2015	Meeting with NOTICe Board
May 28, 2015	Bus Tour of Mosaic District and Union Market with City staff, NOTICe members, UDAC members, and other community residents
July 9, 2015	Community meeting, hosted by NOTICe
October 1, 2015	Community meeting
October 7, 2015	Old Town North Urban Design Advisory Committee (UDAC)
November 18, 2015	Old Town North Urban Design Advisory Committee (UDAC)
November 23, 2015	Community meeting
December 22, 2015	Staff walking tour with VISION Task Force
January 4, 2016	Community meeting with VISION Task Force
January 6, 2016	Old Town North Urban Design Advisory Committee (UDAC) Community meeting
January 27, 2016	Old Town North Urban Design Advisory Committee (UDAC)
February 1, 2016	Community meeting
February 10, 2016	Old Town North Urban Design Advisory Committee (UDAC)

VII. CONCLUSION

Staff recommends approval of the Master Plan Amendment, the rezoning, the text amendment, the CDD Concept Plan, the Development Special Use Permit with modifications, the Special Use Permits, and the Encroachment, subject to compliance with all applicable codes and the following staff recommendations.

Staff: Robert Kerns, AICP, Division Chief, Development;
Maya Contreras, Principal Planner; and,
Nathan Randall, Urban Planner.

ATTACHMENTS BEGINNING ON PAGE 84:

1. Master Plan Amendment Resolution
2. Master Plan Amendment Revised Map 11
3. Master Plan Amendment Revised Map 15
4. CDD#25 Zoning Table
5. Encroachment Exhibit
6. Revised First Street Elevation

VIII. GRAPHICS

Figure 1a – Ground-Level Site Plan

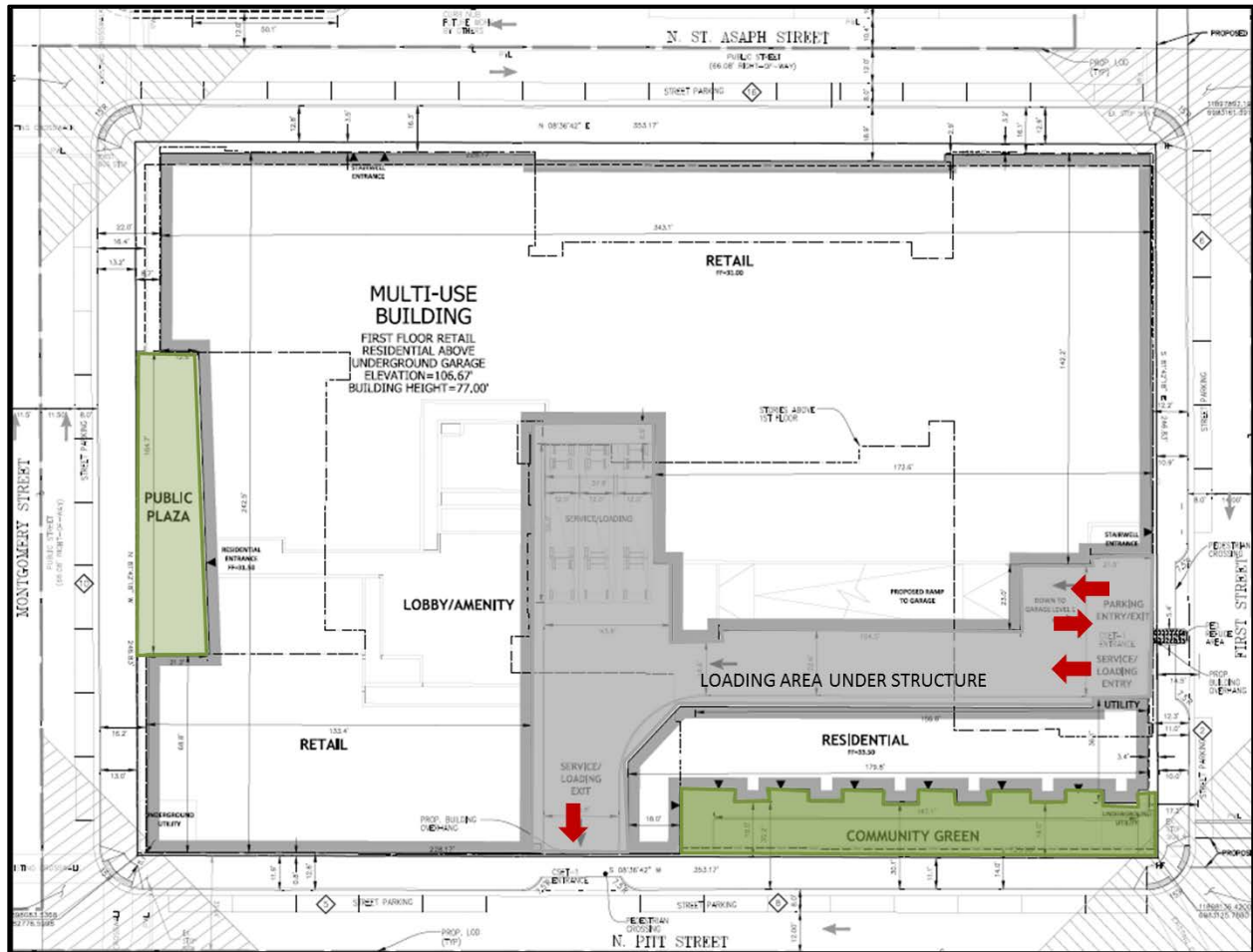


Figure 1b – Second-Level Site Plan

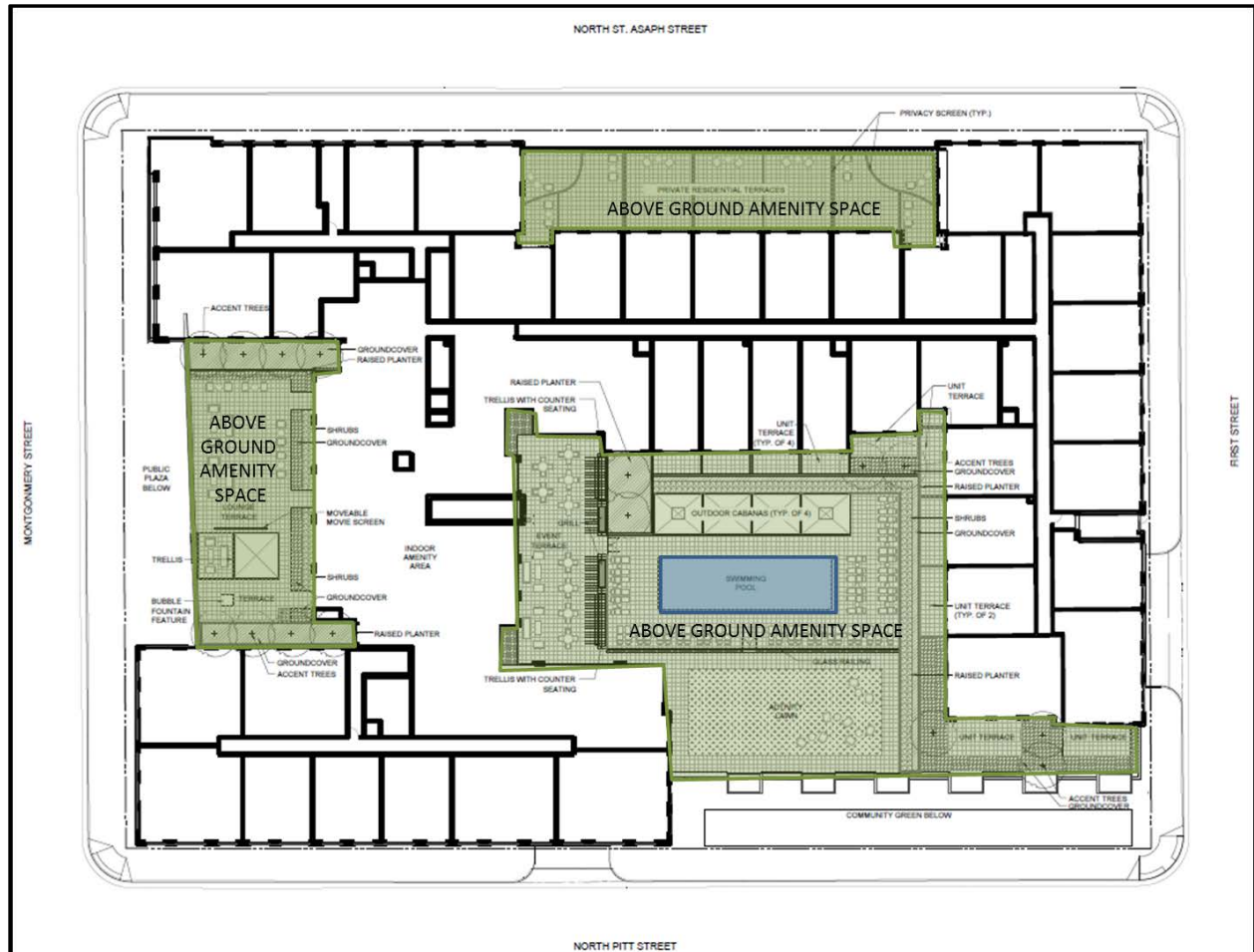


Figure 2a – Montgomery Street (Southern Elevation)



Figure 2b – Montgomery Street Public Plaza (Southern Elevation)



Figure 3 – North Saint Asaph Street (Western Elevation)



Figure 4 – North Pitt and First Streets (Eastern and partial Northern Elevation)



IX. STAFF RECOMMENDATIONS

CDD CONDITIONS

The CDD Concept Plan shall have the same validity period as the development special use permit. However, the CDD zoning (CDD#25) that is proposed in Text Amendment #2016-0001 shall remain valid and active with the land. (P&Z)

DSUP CONDITIONS

1. The Final Site shall be in substantial conformance with the preliminary plan dated January 11, 2016, and comply with the following conditions of approval.
2. *Note:* Conditions related to the Transportation Management Plan, Coordinated Sign Program, and Umbrella Special Use Permit for Commercial Uses are located at the end of this document.

A. PEDESTRIAN/STREETSCAPE:

3. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z and T&ES:
 - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit;
 - b. Install ADA accessible pedestrian crossings serving the site;
 - c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be eight feet on First and Pitt Streets and twelve feet on N. St. Asaph and Montgomery Streets, exclusive of the amenity zone for tree pits and/or landscape strips;
 - d. All brick sidewalks shall comply with the City's Memos to Industry 05-08 and 01-13;
 - e. Sidewalks shall be flush across all driveway crossings;
 - f. All newly constructed curb ramps shall be concrete with detectable warning and shall conform to current VDOT standards;
 - g. The total width of all sidewalks adjacent to the site, including the amenity zone for tree pits and/or landscape strips, shall be widened by realigning the face of curb on each block face. The dimensions of the sidewalk shall be determined at Final Site Plan and shall correspond with the following (measured from property line to face of curb):
 - i. A total sidewalk width of between 15 to 17 feet on North Pitt Street
 - ii. A total sidewalk width of between 15 to 17 feet on First Street
 - iii. A total sidewalk width of 14 to 16 feet on North Saint Asaph Street
 - iv. A total sidewalk width of 15 feet on Montgomery Street
 - h. Provide curb bulb-outs with perpendicular curb ramps at the following locations listed below. The length of the bulb-out shall be 20 feet in length.

- i. Intersection of Montgomery Street and North Saint Asaph on the northeast corner of the intersection.
 - ii. Intersection of Montgomery Street and North Pitt Street on the northwest corner of the intersection.
 - iii. Intersection of North Pitt Street and First Street on the southwest corner of the intersection: at this location, the crosswalk providing pedestrian access between the southwest corner of the intersection and the eastern side of North Pitt Street across North Pitt Street shall be positioned to provide the shortest crossing distance possible without impacting existing infrastructure.
- i. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
 - i. At the intersection of N. Pitt and Montgomery Street on the northwest corner of the intersection, provide:
 - a. Two separate curb ramps for each direction of crossing.
 - ii. At the intersection of Montgomery Street and N. St. Asaph on the northeast corner of the intersection, provide:
 - a. Two separate curb ramps for each direction of crossing.
 - iii. At the intersection of N. St. Asaph St. and First Street on the southeast corner of the intersection, provide:
 - a. An upgraded ADA-accessible curb ramp oriented across North St. Asaph St. Crossing shall be retrofitted to be perpendicular with the street.
 - iv. At the intersection of N. Pitt and First Street on the southwest corner of the intersection, provide:
 - a. Two separate curb ramps for each direction of crossing.
 - b. Per condition 3.h.iii, a crossing across North Pitt Street that shortens the distance of travel as much as possible without impacting the existing infrastructure.
- j. Provide public access easements for all areas between the property line and the building faces exclusive of any private space associated with the at grade residential units;
- k. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES;
- l. All crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES;
- m. Install pedestrian countdown signals and pedestrian activated push-buttons in accordance with City Standards at all approaches of Montgomery Street and N St Asaph Street. All pedestrian-activated push buttons shall be accessible per ADA Accessibility Guidelines (ADAAG). Include a signal plan with the Final 1 site plan submission; and,

- n. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials so as to minimize any potential visible impacts. *** (P&Z) (T&ES)

B. PUBLIC ART:

- 4. Per the City's Public Art Policy, adopted December 13, 2014, provide one of the following options:
 - a. Public Art shall be in compliance with what has been identified in the preliminary plan dated January 11, 2016. Provide a schedule for the art installation prior to the release of the final site plan. The art shall be installed prior to the issuance of the first Certificate of Occupancy, to the satisfaction of the Directors of P&Z and/or RP&CA. (RP&CA)(P&Z) * ***
OR
 - b. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. The contribution shall be provided prior to the issuance of the first Certificate of Occupancy. (RP&CA)(P&Z) ***

C. OPEN SPACE/LANDSCAPING:

- 5. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and/or RP&CA. At a minimum the Landscape Plan shall:
 - a. Provide an enhanced level of detail for plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. Ensure positive drainage in all planted areas.
 - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
 - d. Provide detail sections showing above and below grade conditions for plantings above a structure.
 - e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
 - f. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.
 - g. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.

- h. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and all planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. (P&Z)(RP&CA)
- 6. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA, P&Z and Code Administration.
 - a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible, external water hose bib on all building sides at a maximum spacing of 90 feet apart.
 - 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) (P&Z)(RP&CA)
- 7. Develop a palette of site furnishings in consultation with staff:
 - a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of P&Z and T&ES;
 - b. Areas to be given particular consideration for street furniture and improvements shall include the Montgomery Street open space area, the pocket park at the corner of First and Pitt Streets, and the First Street frontage;
 - c. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, and other associated features;
 - d. Plan sheets shall differentiate between materials intended for above-ground site furnishings in the private amenity space, and furnishings to be installed at grade;
 - e. All furnishings intended for the public right-of-way shall be City standards, although staff will review a proposal for off-site improvements, such as special paving, benches, uplighting for trees, etc., as part of the final site plan, and subject to the maintenance agreement, as outlined in Condition #8. *(P&Z)(T&ES)
- 8. Submit a maintenance agreement for all non-standard improvements in the right of way that will be maintained by the applicant. Agreement must be recorded prior to release of the final site plan. *(P&Z)(T&ES)
- 9. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails, if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Plan sheets shall differentiate between materials intended for above-ground amenities, and at-grade amenities. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z, and T&ES. *(P&Z)(T&ES)

10. Hire a professional consultant to work with staff and the landscape designers to incorporate and interpret elements of the historical character and archaeological findings into one or possibly two interpretive signs. Prior to release of the final site plan, the consultant shall provide text and graphics for one interpretative sign. The final number of signs will be dependent upon the archaeological findings in conjunction with further documentary research on the property, and subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z.* (Arch)(P&Z)

D. BUILDING:

11. The building design, including the quality of materials, final detailing, and fenestration shall be consistent with the elevations dated January 11, 2016, and the following conditions. (P&Z)
12. Provide the following building refinements, to the satisfaction of the Director of P&Z:
 - a. Windows styles and window sizes shall be generally consistent with the preliminary site plan. Final designs shall be reviewed by the City Architect during the Final Site Plan;
 - b. Rooftop AC units visible from the public right-of-way shall be screened, per Sec. 6-403 b.1;
 - c. Any ventilation for the retail/commercial uses shall be reviewed and approved to the satisfaction of the Director of Planning and Zoning;
 - d. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to placement and color.
 - e. Brick color palette shall be generally consistent with what is shown on the preliminary site plan. Continue to work with staff to ensure differentiation between the proposed colors of brick;
 - f. Proposed projected balconies will be designed to provide depth and shadow lines on the buildings;
 - g. Materials shown on the buildings shall extend to the ground floors, unless a break has been approved with the Preliminary Plan;
 - h. Provide the following changes to the First and Pitt Street frontages, consistent with Attachment #6 and the discussion with UDAC on 2/10/16:
 - i. Continue to work with staff to further refine the proposed First Street elevation with consideration to building cornice height, façade and streetscape;
 - ii. Internal illumination shall be provided at the loading dock doors on First Street and Pitt Street;
 - iii. Consider glass or spandrel glass in the recessed panel immediately to the east of the First Street loading dock entrance, or other design details to enliven the new portion of the wall;
 - iv. Lower the roof parapet on the portion of the building near the northeastern corner and east of the loading dock entrance. *(P&Z)

13. Provide detailed drawings (enlarged plan, section and elevation studies) in color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the final site plan review. Separate design drawings shall be submitted for each building typology at a scale of $\frac{1}{4}" = 1'$. (P&Z)
14. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the preliminary plan. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
 - a. Provide a materials board that includes all proposed materials and finishes at first final site plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. *
 - d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. **
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)
15. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver/ Equivalent for the retail portion of the building and LEED Certified / Equivalent for the residential portion, to the satisfaction of the Directors of P&Z, and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
 - a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first final site plan and provide a draft checklist showing how the project plans to achieve the certification.*
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of LEED Silver Certification from USGBC (or equivalent) within two years of obtaining a final certificate of occupancy.
 - e. Failure to achieve LEED Certification (or equivalent) for the residential project and /or LEED Silver (or equivalent) 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 staffs' release of Final Site Plan will apply.

- f. Provide documentation to future retail tenants encouraging them to operate their business in a manner that is consistent with the goals of LEED, as well as to pursue LEED for Retail or LEED for Commercial Interiors certification. (P&Z)(T&ES)
16. The applicant shall work with the City for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (P&Z)(T&ES)
17. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
18. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at [Http://www.epa.gov/WaterSense/pp/index.htm](http://www.epa.gov/WaterSense/pp/index.htm). (T&ES)
19. The stairwells within structured parking garages shall be visible, as permitted by the Building Code without solid walls. The balusters shall be open to allow for a clear line of vision. Provide guards that are 42" in height along open sides of the stairways and landings which are located 30" above the floor or grade below. The width between the balusters shall be no wider than 4" and the handrails are to be a minimum of 34" and a maximum of 38". (Police)
20. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

E. RETAIL USES:

21. Ground floor uses of areas designated on the plan as "retail" shall be limited to the commercial uses listed in the CDD#25 zone and, if required, as approved by separate Special Use Permit(s). In addition, one leasing office for the building is allowed. (P&Z)
22. Ensure the following for the retail areas within the development, to the satisfaction of the Director of P&Z:
 - a. Provide a minimum 15 feet floor to floor height.
 - b. All retail entrances along the retail frontages shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.
 - c. The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not

intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the lease for each tenant. (P&Z)

F. SIGNAGE:

23. The coordinated signage program shall be provided with the Final Site Plan submission.
 - a. The coordinated signage program shall be conditioned under a separate set of conditions for SUP#2015-0115.
 - b. Provide signage at the entrances to the parking garage with retail parking that is consistent with the City's Wayfinding standards for identifying parking garages.
 - c. The coordinated signage program shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of P&Z and T&ES.* (P&Z) (T&ES)
24. A freestanding monument or identification sign shall be prohibited. (P&Z)
25. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (P&Z)(T&ES)

G. HOUSING:

26. Rental Set Asides Conditions:
 - a. The developer shall provide the following affordable rental set-aside units: seven (7) studios and two (2) one-bedrooms.
 - b. Rents payable for the set-aside units shall not exceed the maximum rents allowed under the Federal Low Income Housing Tax Credit program for households with incomes at or below 60% of the Washington D.C. Metropolitan Area Median Family Income for a period of 40 years from the date of initial occupancy of each affordable unit. The developer shall re-certify the incomes of resident households annually.
 - c. Once an income-eligible household moves into a unit, that unit will be considered an affordable unit until the household's income increases to more than 140% of the then-current income limit. At that time, the over-income household shall be allowed to remain, but the next available unit of comparable size (i.e., with the same number of bedrooms, den space, and/or approximate square footage) must be made available to a qualified household. Once the comparable unit is rented, the rent of the over-income unit may then be increased to market rate in accordance with any lease restrictions. If a comparable unit within the building does not exist (e.g. a three-bedroom unit), the over-income tenant must be given notice and required to vacate the unit and replaced with an income-eligible household.

- d. Households receiving Housing Choice Voucher assistance will not be denied admission on the basis of receiving such assistance. A household will be considered income qualified if the amount of rent it can pay based on income, together with the voucher payment, is sufficient to cover the applicable rent.
- e. The developer agrees that residents of set-aside units shall have access to all amenities offered on the entire Development at the same rates and terms as offered to other residents.
- f. The set-aside units shall be of the same size and floor plan and with the same finishes as other similar units in the Development. Concentrations of set-aside units will be avoided.
- g. If the market rents are less than anticipated, the tax credit rents will continue to be used as the affordable rents; however, in the event the differential between the market rents and the affordable rents falls below \$150, the affordable rents shall be reduced to maintain a differential of at least \$150 at all times.
- h. Residents of the set-aside units shall have access to leased parking at the same rates and terms as offered to other residents.
- i. The developer shall provide the City with access to the necessary records and information to enable annual monitoring for compliance with the above conditions for the 40-year affordability period.
- j. Amendments to the approved Affordable Housing Plan must be submitted to the Alexandria Housing Affordability Advisory Committee for consideration, and require final approval from the City Manager. (Housing)

H. PARKING:

- 27. The design and allocation of parking shall be subject to the following to the satisfaction of the directors of P&Z, T&ES, and Code Administration:
 - a. Parking space dimensions shall not include columns, walls, or obstructions. Dimension lines for garage spaces shall be provided.
 - b. All parked vehicles shall be prohibited from encroaching on streets, drive aisles, pedestrian walkways, or emergency vehicle easements, and all purchasers/renters shall be notified of this prohibition. (P&Z)(T&ES)(Code Administration)
- 28. Locate a minimum of 240 parking spaces in the underground garage for residents. Residential parking spaces shall be separated from retail spaces. (P&Z)(T&ES)
- 29. Locate a minimum of 239 parking spaces in the underground garage for retail and restaurant patrons. These parking spaces are intended to serve 26,000 sf of retail space and 841 restaurant seats or a similar mix of commercial uses that does not exceed the 85-space parking reduction. (P&Z)(T&ES)
- 30. All residential parking shall be unbundled (i.e., the cost to purchase or lease a parking space is separate from the cost to purchase or lease the residential unit). (T&ES)

31. **CONDITION DELETED BY PLANNING COMMISSION:** ~~Residential units shall not be eligible to receive residential parking permits unless a comprehensive policy that addresses new development and the residential parking permit program is adopted by City Council. (T&ES)~~
32. Provide 28 class 2 or 3 bicycle parking spaces for retail uses and residential visitors. Provide a minimum of 75 class 1 or class 2 bicycle parking spaces for residents. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. Details on location and type of bicycle parking shall be provided on the final site plan. Bicycle parking must be installed and operational prior to first CO.
- a. Bicycle parking spaces required for retail uses shall be installed at exterior locations that are within 50 feet of the entrance for retail customers and employees.
 - b. Show all bike rack locations on the civil drawings of the Final Site Plan.*** (T&ES)
33. Reserve space for a future bikeshare station adjacent to the site frontage, near the First Street and North St. Asaph Street intersection. The space may be reserved at an on-street location. Location shall be shown on the final site plan. Alternate location may be approved by the Director of T&ES. Space reserved for a future bikeshare location shall be a minimum of:
- a. 42' in length, parallel to the curb
 - b. 8' in width, if installed on-street
 - c. 6' in width, if installed on sidewalk
 - d. 6' in clearance room, in addition to 6' in width, if installed on sidewalk
 - e. 10" away from the curb face, if installed on-street *(T&ES)
34. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan and shall at a minimum include the following:
- a. General project information/summary and development point of contact.
 - b. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the underground parking for residents. Include a description of and plan showing access control equipment and locations.
 - c. A plan of the garage facility – including the number of lanes of traffic for entering / exiting and indicating any reversible lanes.
 - d. Total capacity and a breakdown of parking types (standard, compact, tandem, accessible, etc.).
 - e. Bicycle parking information (number of spaces, type of parking- racks, gated, location, etc.)
 - f. Information on the location of any carshare vehicle or electric vehicle spaces.

- g. An explanation of how the garage will be managed. Include information on access for residential and non-residential parkers, hours of operation, and accommodation for the various users of the garage (short and long term parking, car and vanpools, bicycles, etc.).
 - h. Information on proposed staffing needs for peak, non-peak and overnight hours.
 - i. How rates will be determined and details of validation program if proposed.
 - j. Details of appropriate signage for the retail parking indicating hours which are reserved for retail patrons.* (P&Z)(T&ES)
35. Parking spaces within the underground parking garage may be made available for market-rate parking (separate from daily residential visitor parking) through an administrative special use permit, provided excess parking can be demonstrated by a parking study. This request shall be to the satisfaction of the Directors of P&Z and T&ES, and subject to the following requirements:
- a. Provide a parking study to analyze on-site residential parking demand at the time of the request and determine an appropriate number of spaces that are available for market-rate parking.
 - b. Provide a parking management plan to include, at a minimum, the following:
 - i. An explanation of how garage access to the parking spaces leased to non-residents will be provided. Controlled access to the underground garage shall be maintained.
 - ii. Information on how the garage will be managed, including how spaces will be assigned to residents, visitors, and third party lease holders.
 - c. Provide a copy of the lease or other agreement to be used for market rate parkers.
 - d. Provide a parking study one (1) year from the date of approval of the administrative special use permit to evaluate the impacts of providing market-rate parking within the residential garage and determine whether any corrective action or adjustments need to occur. Additional studies may be required in subsequent years as determined by staff. (P&Z)(T&ES)
36. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the final site plan.* (P&Z)(T&ES)
37. The applicant will encourage patrons to utilize off-street parking options through the provision of information about the on-site garage on the project website. (T&ES)
38. The applicant shall require employees who drive to use off-street parking. (T&ES)
39. The applicant shall provide information about alternative forms of transportation to access the site, including but not limited to printed and electronic business promotional material, posting on the business website, and other similar methods. Contact Local Motion at 703-746-4686 or www.alexandriava.gov/LocalMotion for more information about available resources. (T&ES)

I. BUS STOPS AND BUS SHELTERS:

40. Show all existing and proposed bus stops with associated features, to include shelters, canopies, and benches in the vicinity of the site on the final site plan. (T&ES)
41. Relocated bus stop at the far side of westbound Montgomery Street and St. Asaph Street shall meet ADA requirements and City Standards per the following:
 - a. Install an unobstructed ten (10) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, bus stop passenger loading pad. The unobstructed loading area should be at the front of the boarding zone and accessible from a transit shelter (if present or if installed) and adjacent sidewalk. The loading pad's cross slope shall be less than 2%. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible.
 - b. Create a 90 foot "No Parking, Bus Stop Zone" if the bus stop is located along the curb on the far side of an intersection. (T&ES)
42. Provide and install a 6' black finish, Victor Stanley RB 28 bench for the relocated bus stop at farside westbound Montgomery Street and St. Asaph Street. (T&ES)
43. Street trees in close proximity to bus stop approaches or directly adjacent to travel lanes shall be:
 - a. Located to avoid conflict with vehicles, specifically:
 - i. Trees shall be excluded from a 40 ft. zone which represents the length of the bus as it is serving the stop.
 - ii. Trees within both the 10 ft. departure zone and the 20 ft. approach zone (on either side of the 40 ft. zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses.
 - b. Subject to the character of the adjacent area and relevant design guidelines for spacing, distance from the curb and species selection. In general, trees shall be of the same species along the entire block face.
 - c. selected from upright branching species in areas where relevant design guidelines do not otherwise specify
 - d. Installed with a minimum six feet of clear stem and gradually pruned to reduce conflict with vehicles, under consultation from a certified arborist. Pruning of street trees is part of the regular maintenance required of applicants under the City's bond for public improvements.
 - e. Set back from the curb edge where the width of sidewalk and adjacent conditions allow. (T&ES)

J. SITE PLAN:

44. 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 if substantial construction has not commenced at such time. (P&Z)
45. Submit the plat of consolidation prior to the final site plan submission. The plat(s) shall be approved prior to the release of the final site plan.* (P&Z)(T&ES)
46. The plat shall be recorded and a copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit.** (P&Z)(T&ES)
47. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, 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 and tree wells.
 - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)
48. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and P&Z, in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. Determine if existing lighting meets minimum standards within the City right-of-way for all street frontages adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.
 - c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - d. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - e. 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.

- f. 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.
 - g. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - h. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - i. 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.
 - j. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
 - k. The walls and ceilings in the garage must be painted white, dyed concrete (white), or finished in other reflective material to increase reflectivity and improve lighting levels at night.
 - l. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
 - m. Light fixtures for the underground parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - n. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - o. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(Police)
49. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. * (P&Z)

K. ENCROACHMENT:

50. The applicant shall not be permitted any above ground encroachment in the public right of way, except access panels that must be flush with the sidewalk. The opening of the access panels shall be sized to maintain and replace the transformers and switch gears when needed. (T&ES)
51. The underground encroachment shall be limited from 5 feet below grade to the depth needed for installation of transformers and switch gears. The 5 feet below grade depth may be used by the City for landscape or other infrastructure improvements. (T&ES)
52. The applicant (and his/her successors, if any) must obtain and maintain a policy of general liability insurance in the amount of \$1,000,000, which will indemnify the applicant (and his /her successors, if any) and the City of Alexandria, as an additional named insured, against all claims, demands, suits, etc., and all costs related thereto,

including attorney fees, relating to any bodily injury or property damage which may occur as a result of the granting of this encroachment. (T&ES)

53. Neither the City nor any private utility company will be held responsible for damage to the private improvements in the public right-of-way during repair, maintenance or replacement of any utilities that may be located within the area of the proposed encroachment. (T&ES)
54. In the event the City shall, in the future, have need for the area of the proposed encroachment, the applicant shall remove any structure that encroached into the public right-of-way, within six months, upon notification by the City. (T&ES)
55. The encroachment ordinance shall be approved prior to the release of the Final Site Plan.
* (P&Z)(T&ES)

L. CONSTRUCTION MANAGEMENT:

56. 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. All the requirements of Article XIII Environmental Management Ordinance for quality improvement, quantity control, and the development of Storm Water Pollution Prevention Plan (SWPPP) must be complied with prior to the partial release of the site plan.* (T&ES)
57. Submit a construction management plan to the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
 - a. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed.
 - b. Include an overall proposed schedule for construction;
 - c. Include a plan for temporary pedestrian circulation;
 - d. Include a preliminary Maintenance of Traffic Plan (MOT) as part of the construction management plan for informational purposes only, to include proposed controls for traffic movement, lane closures, construction entrances and storage of materials.
 - e. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z)(T&ES)
58. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street. 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 off-street construction workers parking plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)
59. 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)
60. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
61. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of the stop at Montgomery Street and North St Asaph Street, a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES Office of Transit Services at 703-746-4075 as well as with the transit agency which provides service to the bus stop. Signs noting the bus stop closure and location of the temporary bus stop must be installed at all bus stops taken out of service due to construction. (T&ES)
62. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
63. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Infrastructure Right of Way 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)
64. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
65. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)

66. 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, and/or and T&ES. (P&Z)(T&ES)
67. 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)
68. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. *** (P&Z)
69. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)
70. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z) (T&ES)
71. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
72. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)

M. WASTEWATER / SANITARY SEWERS:

73. Discharge from pool(s) or water feature shall be connected to the sanitary sewer. (T&ES)
74. The project lies within the Combined Sewer System (CSS) area district, therefore, stormwater management and compliance with the state stormwater quality and quantity requirements and the City's Alexandria Water Quality Volume Default shall be coordinated with the City's CSS Management Policy. (T&ES)
75. The project lies within the Combined Sewer System (CSS) area; therefore, the applicant shall be required to comply with the CSS Management Policy requirements set forth in Memo to Industry 07-14, effective July 1, 2014. (T&ES)
76. The sewer connection fee must be paid prior to release of the site plan.* (T&ES)
77. The applicant shall separate the off-site combined sewer system serving the Holiday Inn (625 First Street) in exchange for installation of transformers and switch gears in the public right of way. No credit for off-site combined sewer separation shall be granted out of sewer connection fees. (T&ES)
78. If a restaurant is proposed or a commercial kitchen is constructed then the kitchen facility shall be provided with an oil & grease separator and the discharge from the separator shall be connected to a sanitary sewer.
79. Submit two originals of the Oil and Grease separator Maintenance Agreement with the City prior to the release of the final site 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)

N. RESOURCE RECOVERY:

80. Provide \$896 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 receptacle with Dome Lid per block face (total of 4) dedicated to trash collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.* (T&ES)
81. Provide \$996 per receptacle to the Director of T&ES for the purchase and installation of one (1) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid per block face (total of 4) dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES)

O. STREETS / TRAFFIC:

82. Preferably a separation of 150', with a minimum of 100' between the beginning of street corner radius and any driveway apron radius shall be maintained on arterial and collector roadways; however, a minimum of 30 feet separation between beginning of street corner radius and any driveway apron radius shall be maintained on residential streets. Additional curb cuts are not recommended since these will impede traffic flow. (T&ES)
83. 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)
84. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
85. Traffic Studies and Multi-modal Transportation studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
86. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
87. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)
88. Furnish and install two 4" conduits with pull wires, and junction boxes located at a maximum interval of 300' underneath the sidewalks around the perimeter of the site. These conduits shall terminate in an underground junction box at each of the four street corners of the site. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES)
89. Tractor trailer trucks (WB-62 or larger) shall be prohibited from turning left onto North Pitt Street while exiting the loading/unloading area. A "No Left Turn" sign shall be mounted within the loading dock to prohibit exiting delivery vehicles from turning left onto North Pitt Street. (T&ES)

P. UTILITIES:

90. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements except transformers and switch gears required to serve the proposed development. The transformers shall be installed per the requirements of Dominion Virginia Power (DVP). The applicant shall separate the off-site combined sewer system on First Street serving the Holiday Inn (625 First Street) in exchange for installation of transformers in the public right of way. No credit for off-site combined sewer separation shall be granted out of sewer connection fees. (T&ES)
91. Access panels shall be provided with inlaid paving materials equivalent to those in the surrounding field paving according to Dominion Virginia Power standards and to the satisfaction of the Directors of P&Z and T&ES. Details shall be shown on the first final site plan submission. *(P&Z)(T&ES)
92. All the overhead power and communication lines shall be undergrounded along all frontages of the proposed development site. (T&ES)

Q. SOILS:

93. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES)

R. WATERSHED, WETLANDS, & RPAs:

94. The stormwater collection system is located within the Potomac River watershed. All on-site stormwater 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)
95. Provide Environmental Site Assessment Notes that clearly delineate the individual components of the RPA as well as the total geographic extent of the RPA, to include the appropriate buffer, in a method approved by the Director of Transportation and Environmental Services. The Environmental Site Assessment shall also clearly describe, map or explain intermittent streams and associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15% in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)

S. STORMWATER MANAGEMENT:

96. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The

Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)

97. 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 Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance. The project must use hydrologic soil group "D" in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES)
98. The stormwater 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)
99. Surface-installed stormwater Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
100. Submit two originals of the stormwater quality BMP and Stormwater Detention Facilities Maintenance Agreement, to include the BMP Schedule and Guidelines Addendum, to 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)
101. The Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner's association (HOA) and/or master association for the mix of uses and owners for the development. Prior to transferring maintenance responsibility for the BMPs to the HOA, master association and/or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA, master association and/or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)
102. The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on

maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)

103. The Applicant/Owner shall be responsible for installing and maintaining stormwater 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)
104. 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)
105. 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 stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. ****(T&ES)

T. CONTAMINATED LAND:

106. Indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Known or suspected soil or groundwater contamination shall be identified on the preliminary plan. (T&ES)
107. If environmental site assessments or investigations discover the presence of contamination on site, the final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
 - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with "clean" soil. Include description of environmentally sound

- methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
- d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. [Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review. (Include if applicable.)]
 - e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
 - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)
108. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. Should unanticipated conditions warrant, construction within the impacted area shall be stopped until the appropriate environmental reports identified in a. through f. above are submitted and approved at the discretion of the Director of Transportation and Environmental Services. This shall be included as a note on the final site plan. * (T&ES)
109. If warranted by a Site Characterization report, 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)

U. NOISE:

110. Prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). In addition, include analysis of the levels of noise residents of the project will be exposed to due to loading and unloading activities, idling and traffic. Identify options to minimize noise and vibration exposure to future residents at the site, particularly in those units closest to the loading areas, garage entrances, interstate highway, railroad tracks and airport traffic, including triple-glazing for windows, additional wall / roofing insulation, installation of resilient channels between interior gypsum board and wall studs,

installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)

111. The noise study and noise commitment letter shall be submitted and approved prior to final site plan approval.* (T&ES)
112. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
113. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
114. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post of minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)

V. AIR POLLUTION:

115. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
116. No material may be disposed of by venting into the atmosphere. (T&ES)
117. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

W. CONTRIBUTIONS:

118. The Applicant(s) shall make monetary contribution(s) to a dedicated Old Town North Small Area Plan Implementation Fund to be established by the City to account for the developer contributions as required herein and as may be necessary for other properties within the Small Area Plan Area (hereinafter "Developer Contributions"). The Developer Contributions shall be paid prior to the release of the first Certificate of Occupancy, unless otherwise specified herein. (P&Z)
119. The monetary contribution shall be reviewed by City staff at any subsequent extensions of the project's validity period and may be adjusted to account for changes such as the rate of inflation. Interest accrued shall remain in the fund to be utilized to implement public benefit improvements associated with the Old Town North Small Area Plan. (P&Z)

120. The applicant shall provide a monetary contribution in lieu of meeting the 25% crown coverage requirement of the Zoning Ordinance in an amount equal to \$7,000 prior to first Certificate of Occupancy. The contribution shall be dedicated to the Old Town North Small Area Plan Implementation Fund and specifically the installation of street trees on North Washington Street or other street tree installations within the Small Area Plan to the satisfaction of the Director of Planning & Zoning. *** (P&Z)
121. The applicant shall provide a monetary contribution in an amount equal to \$75,000 prior to first Certificate of Occupancy. The contribution shall be dedicated to the Old Town North Small Area Plan Implementation Fund and specifically for open space improvements within the Small Area Plan to the satisfaction of the Director of Planning & Zoning. *** (P&Z)
122. The applicant shall contribute \$50,000 to the city prior to Final Site Plan release to install a bike share station on their site frontage. Alternate locations may be approved by the Director of T&ES.* (T&ES)
123. The developer shall contribute \$50,000 for the installation of conduit and fiber optic cable to connect the traffic signal at N. Washington Street and First Street to the City's broadband communications network to allow more efficient operation of the traffic signal. Payment shall be due prior to release of the final site plan. * (T&ES)

X. *ARCHAEOLOGY:*

124. Hire an archaeological consultant to conduct the archaeological investigations. Complete an Archaeological Evaluation and Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, shall be implemented. The Archaeological Evaluation and implementation of the Resource Management Plan shall be completed prior to submission of the Final Site Plan unless archaeological work is required in concert with demolition and construction activities, which must be demonstrated to the satisfaction of the City Archaeologist. (Archaeology)
125. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place to recover significant resources in concert with construction activities. * (Archaeology)
126. Call Alexandria Archaeology (703-746-4399) two weeks before the starting date of any ground disturbance so that an inspection or monitoring schedule for city archaeologists can be arranged. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

127. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
128. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
129. The final certificate of occupancy shall not be issued for this property until interpretive elements have been constructed, interpretive markers have been erected, and the final archaeological report has been received and approved by the City Archaeologist.*** (Archaeology)

Y. DISCLOSURE REQUIREMENTS:

130. In the event this project converts to for-sale units, the association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.
131. The Condominium/Homeowners Association (HOA) documents shall incorporate language that requires the following elements and other restrictions deemed necessary by the City Attorney including:
 - a. The trees to be protected as depicted on the approved site plan shall be required to be retained unless otherwise permitted to be removed by the City Arborist due to the health and safety of the tree.
 - b. Any proposal to remove a tree that is designated to be retained on the approved site plan for reasons other than health or safety shall require unanimous approval by the Homeowners Association and a site plan amendment. (P&Z)
132. All condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project.
 - a. The principal use of the underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
 - b. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
 - c. No more than two parking spaces shall be assigned to a specific condominium unit until all settlement on the units are complete; all unassigned spaces in the garage shall be made generally available to residents and/or visitors.

- d. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
 - e. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
 - f. The stormwater management facility BMP(s) installed for the development must be inspected regularly and maintained to ensure the long-term functioning of the BMP(s) per design.
 - g. The applicant shall develop a noise control by-law aimed at controlling noise levels in the proposed development and resolving noise issues between neighboring occupants, and disclose this by-law to all involved at the time of sale or lease agreement.
 - h. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit.
*** (P&Z) (T&ES)
133. If environmental site assessments or investigations discover the presence of onsite contamination, the applicant or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the site, including previous environmental conditions and on-going remediation measures. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)
134. Present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z, T&ES and the City Attorney:
- a. That Washington Street is a major arterial and that future traffic is expected to increase significantly as development in the area continues;
 - b. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
 - c. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
 - d. This is a mixed-use development including restaurant and retail uses, which are potential noise-generating uses;
 - e. The Homeowners' and/or Condominium Owners' Association shall develop a noise control disclosure to be included with all disclosure agreements aimed at controlling noise levels in the proposed development and resolving noise issues between neighboring occupants, and disclose this information to all involved at the time of sale or lease agreement.
*** (P&Z) (T&ES)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

- R-1 For all first floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.*** (P&Z)
- C-1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)
- C-2 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three years after completion. **** (P&Z) (T&ES)

Transportation and Environmental Services

- F-1 All streets adjacent to the street shall be constructed by realigning the face of curb on each block face. The dimensions of the street shall be determined at Final Site Plan and shall correspond with the following travel lane and parking lane width:
- i. A 7' wide parking lane and an 11' wide travel lane on North Pitt Street in each direction of travel.
 - ii. A 7' wide parking lane and a travel lane width of between 11' and 12' on First Street in each direction of travel.
 - iii. A 7' wide parking lane and an 11' wide travel lane on North Saint Asaph Street in each direction of travel.
 - iv. A 7' wide parking lanes on both sides of Montgomery Street with two 11' wide travel lanes
- F-2 There are several on-street spaces depicted on the site plan that do not meet City Code requirements for distance from curb or are in conflict with turning movements. These spaces shall be removed from the final site plan. (T&ES- Transportation Planning)
- F-3 The project site lies within an area historic old landfill area with monitoring test holes. 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- Storm)

- F-4 Sheet C 8.20: Revise the project description block to be consistent with the VRRM for the impervious / previous breakdown and for acres treated.
In continuation of previous comments, the Alexandria WQVD is not being met. The WQVD is calculated as the first ½” of rainfall from site. The project block and the narrative are inconsistent. (T&ES- Storm)
- F-5 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-6 The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City’s following web address:

<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F-7 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-8 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F-9 Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F-10 Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration (T&ES)
- F-11 All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18” in the public Right of

Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)

- F-12 All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)
- F-13 Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)
- F-14 Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)

- F-15 No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F-16 Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F-17 Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F-18 Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F-19 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F-20 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-21 A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and 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. These sheets are to be provided as "Information Only." (T&ES)
- F-22 The following notes shall be included on all Maintenance of Traffic Plan Sheets: (T&ES)
- a. The prepared drawings shall include a statement "FOR INFORMATION ONLY" on all MOT Sheets.
 - b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
 - c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. *
- F-23 Add complete streets tabulation to the cover sheet with the Final 1 submission. (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 stormwater 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, Environmental Management Ordinance, the applicant shall comply with the water quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C-3 Per the requirements of Article 13-114 (f) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C-4 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. (T&ES)
- C-5 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated

highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)

- C-6 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 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 Environmental Management Ordinance. (T&ES)
- C-7 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 06-14 New Sanitary Sewer Connection and Adequate Outfall Analysis, effective July 1, 2014. The sanitary sewer adequate outfall analysis is required as part of the Preliminary Site Plan submission. The memorandum is available at the following web address of the City of Alexandria (T&ES)
<http://alexandriava.gov/uploadedFiles/tes/info/MemoToIndustry06-14.pdf>
- C-8 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C-9 The applicant shall provide required storage space for both trash and recycling 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 City's storage space guidelines are available online at: www.alexandriava.gov/solidwaste or by contacting the City's Resource Recovery Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov. (T&ES)
- C-10 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C-11 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Resource Recovery Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: www.alexandriava.gov/resourcerecovery or by calling the Resource Recovery Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)

- C-12 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C-13 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)
- C-14 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.* (T&ES)
- C-15 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C-16 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is required to prepare plans in this format including initial site survey work. (T&ES)
- C-17 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-18 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-19 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. (T&ES)
- C-20 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C-21 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)

- C-22 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-23 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
- a. Monday Through Friday from 7 AM To 6 PM and
 - b. Saturdays from 9 AM to 6 PM.
 - c. No construction activities are permitted on Sundays and holidays.

Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours :

- d. Monday Through Friday from 9 AM To 6 PM and
- e. Saturdays from 10 AM To 4 PM
- f. No pile driving is permitted on Sundays and holidays.

Section 11-5-109 restricts work in the right of way for excavation to the following:

- g. Monday through Saturday 7 AM to 5 pm
- h. No excavation in the right of way is permitted on Sundays. (T&ES)

- C-24 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C-25 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C-26 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. *(T&ES)

VAWC Comments:

1. This job site has two existing domestic water service lines, and one existing fire line (photos provided to applicant). Please advise if these existing service lines will be abandoned.
2. Montgomery ST: existing 12" pipe is located about 3 feet from north curb line (wo #A-329 provided to applicant). Please revise drawing existing condition. Also, it may be in conflict with proposed storm drain manhole construction, and/or other proposed sidewalk improvement (e.g. tree pit, pole, inlet, handicap ramp). Please advise how to correct it.

3. First St: There are existing 8" water main located at north sidewalk (wo #A-3387 provided to applicant), and also existing 6" pipe located at west traffic bound (see wo#EXT-804). Please update drawing existing condition.

AlexRenew Comments:

1. AlexRenew has no comments.

Department of Project Implementation (DPI)

- F - 1. Subject to the development of a mutually agreeable scope of work, costs and terms, between the City and the Applicant's contractor, the Applicant shall enter into a Memorandum Of Understanding (MOU) with the City under which the Applicant's contractor will be allowed to contract directly with the City to reconstruct that portion of the City's planned reconstruction of Montgomery Street project from back of curb to back of curb along Montgomery Street between N. St Asaph and N. Pitt Streets, or as otherwise determined in the mutually agreeable scope of work, in coordination with the construction of the new development. If the parties are unable to reach mutual agreement, the Applicant shall have no obligation regarding the development of an MOU or the reconstruction of Montgomery Street described herein.

Fire Department

- F - 1. All new fire hydrants on private property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance and service.

Code Administration (Building Code):

- F - 1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- C-1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.
- C-3 A soils report must be submitted with the building permit application for all new and existing building structures.

- C-4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C-5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
- C-6 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.
- C-7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C-8 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C-9 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Police

Parking Garage Recommendations

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

Landscape Recommendations

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

Parks

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

Miscellaneous

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

Archaeology

- F-1 If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.
- C-1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

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

SPECIAL USE PERMIT #2016-0001 CONDITIONS

Staff recommends approval of the Special Use Permit for day care centers; health and athletic clubs; personal service establishments; massage establishments; pet supplies, grooming, training with no overnight accommodation; private schools, academic or commercial, with more than 20 students on the premises at any one time; restaurants and outdoor dining; and retail shopping establishments, subject to compliance with all applicable codes and ordinances and the following conditions:

ALL CONDITIONS OF SUP#2016-0001 AMENDED BY PLANNING COMMISSION AS FOLLOWS:

For All Uses Listed Above:

1. At no time shall the aggregate parking requirement, consistent with Zoning Ordinance parking requirements, for all commercial uses at the site exceed 324 spaces unless the applicant provides additional off-street parking spaces or receives separate Special Use Permit approval for a parking reduction exceeding the 85-space parking reduction requested as part of DSUP#2015-0019. (P&Z)
2. All commercial entrances along the commercial frontages of the building shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant. (P&Z)
3. The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the lease for each tenant. (P&Z)
4. Individual tenant signage shall be consistent with all conditions of the Coordinated Sign Program SUP (SUP#2015-0115) for this site. (P&Z)
5. The applicant shall control cooking odors, smoke and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)
6. The use of loudspeakers or musicians outside is prohibited, unless otherwise approved through a noise variance permit.
7. The applicant will encourage patrons to utilize off-street parking options through the provision of information about the on-site garage on business websites. (T&ES)
8. The applicant shall require its employees who drive to use off-street parking. (T&ES)

9. The applicant shall provide information about alternative forms of transportation to access the site, including but not limited to printed and electronic business promotional material, posting on the business website, and other similar methods. Contact Local Motion at 703-746-4686 or www.alexandriava.gov/LocalMotion for more information about available resources.
10. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00 p.m. and 7:00 a.m. (T&ES)
11. The Director of Planning and Zoning shall review the special use permit after it has been operational for one year, and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a violation of the permit conditions, or (c) the director has determined that there are problems with the operation of the use and that new or revised conditions are needed. (P&Z)

For all uses listed above except restaurants (in addition to Conditions #1 – 11):

12. The hours of operation for the business shall not exceed 5 a.m. to 12 midnight daily.

For all uses listed above except day care centers; personal service establishments; pet supplies, grooming and training with no overnight accommodations; and retail shopping establishments (in addition to Conditions #1 – 11 and, as applicable, #12):

13. The Special Use Permit shall be granted to the applicant only or to any corporation in which the applicant has a controlling interest. (P&Z)
14. This umbrella Special Use Permit shall be separated into discrete Special Use Permits for each tenant. Each tenant shall be subject to these approved conditions (or as may be amended in the future). (P&Z)
15. The applicant shall post the hours of operation at the entrance of each business. (P&Z)
16. The applicant shall conduct employee training sessions on an ongoing basis, including as part of any employee orientation, to discuss all SUP provisions and requirements, and, as applicable, on how to prevent underage sales of alcohol. (P&Z)
17. No food, beverages, or other material shall be stored outside. (P&Z)
18. Trash and garbage shall be placed in sealed containers which do not allow odors to escape and shall be stored inside or in closed containers which do not allow invasion by animals. No trash or debris shall be allowed to accumulate on site outside of those containers. (P&Z)

19. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public. (T&ES)
20. The applicant shall encourage its employees to use public transportation to travel to and from work. Within 60 days of discrete SUP approval, the business shall contact Local Motion at 703-746-4686 for information on establishing an employee transportation benefits program. (T&ES) (T&ES)
21. All waste products including but not limited to organic compounds (solvents and cleaners), shall be disposed of in accordance with all local, state and federal ordinances or regulations. (T&ES)
22. The applicant is to contact the Community Relations Unit of the Alexandria Police Department at 703-746-1920 regarding a security survey for the business and robbery readiness training for all employees. (Police)

For day care centers only (in addition to Conditions #1- 22):

23. The applicant shall provide adequate drop off and pick up facilities that minimizes impact on pedestrian and vehicular traffic.
24. The applicant shall provide a pick-up and drop-off plan for the review and approval of the Director of Planning & Zoning that demonstrates the provision of adequate pick-up/drop off facilities for the proposed day care center.

For restaurants and outdoor dining only (in addition to Conditions #1-11 and #13-22):

25. The hours of operation for indoor seats shall be limited to between 6 a.m. and midnight Sunday-Thursday and 6 a.m. to 1 a.m. Friday and Saturday. For indoor seating, meals ordered before 12:00 midnight Sunday-Thursday or 1 a.m. Friday and Saturday may be sold, but no new patrons may be admitted and no alcoholic beverages may be served after 12:00 midnight Sunday-Thursday or 1 a.m. Friday and Saturday and all patrons must leave by 1 a.m. Sunday-Thursday or 2 a.m. Friday and Saturday. (P&Z)
26. The hours of operation for any outdoor dining areas shall be limited to between 7 a.m. to 11p.m., daily. The outdoor dining area shall be cleared of all diners by 11p.m. and shall be cleaned and washed at the close of each business day that it is in use. The outdoor dining area shall not include advertising signage, including on umbrellas. (P&Z)
27. The maximum number of restaurant seats permitted for this development shall be 841 seats, unless additional parking, per the Zoning Ordinance requirements, is provided for any increase in seats above this number, within the garage or in an off-site location approved by the Director of T&ES. Off-site parking provided to satisfy this requirement shall be secured prior to the opening of the restaurant. (P&Z)(TES)

28. Live entertainment shall be limited to the indoor seating area to provide ambient / background music for patrons and should be subordinate to the restaurant use. Noise levels shall not exceed 60 decibels measured at the property line per the Alexandria City Code. (P&Z)
29. Food delivery service to customers may be allowed from the restaurant(s) subject to the review and approval of the Director of Planning & Zoning and subject to the following minimum standards:
 - a. One dedicated off-street parking space shall be available for each delivery vehicle operating at any one time from the restaurant; and
 - b. The delivery vehicle parking shall not cause the commercial uses at the site to exceed the 85-space parking reduction approved in DSUP#2015-0019; and
 - c. Delivery vehicles shall not park on-street at any time they are located in the vicinity of the restaurant (P&Z)
30. On and off premises alcohol service may be permitted. Beer or wine coolers may be sold in at least 4-packs, 6-packs or bottles of more than 40 fluid ounces. Wine may be sold only in bottles of at least 750 ml or 25.4 ounces. Fortified wine (wine with an alcohol content of 14% or more by volume) may not be sold. (P&Z)
31. Kitchen equipment, including floor mats, shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)

~~For All Uses Listed Above:~~

- ~~1. The Special Use Permit shall be granted to the applicant only or to any corporation in which the applicant has a controlling interest. (P&Z)~~
- ~~2. This umbrella Special Use Permit shall be separated into discrete Special Use Permits for each tenant. Each tenant shall be subject to these approved conditions (or as may be amended in the future), provided that in no case may the maximum number of indoor and outdoor seats for all restaurant uses at the subject property exceed 841. (P&Z)~~
- ~~3. At no time shall the aggregate parking requirement, consistent with Zoning Ordinance parking requirements, for all commercial uses at the site exceed 324 spaces unless the applicant provides additional off street parking spaces or receives separate Special Use Permit approval for a parking reduction exceeding the 85 space parking reduction requested as part of DSUP#2015-0019.~~
- ~~4. The applicant shall post the hours of operation at the entrance of each business. (P&Z)~~
- ~~5. The applicant shall conduct employee training sessions on an ongoing basis, including as part of any employee orientation, to discuss all SUP provisions and requirements, and, as applicable, on how to prevent underage sales of alcohol. (P&Z)~~

6. ~~No food, beverages, or other material shall be stored outside. (P&Z)~~
7. ~~Trash and garbage shall be placed in sealed containers which do not allow odors to escape and shall be stored inside or in closed containers which do not allow invasion by animals. No trash or debris shall be allowed to accumulate on site outside of those containers. (P&Z)~~
8. ~~Litter on the site and on public rights of way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public. (T&ES)~~
9. ~~The applicant shall control cooking odors, smoke and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)~~
10. ~~The use of loudspeakers or musicians outside is prohibited, unless otherwise approved through a noise variance permit. (T&ES)~~
11. ~~The applicant will encourage patrons to utilize off street parking options through the provision of information about the on site garage on business websites. (T&ES)~~
12. ~~The applicant shall require its employees who drive to use off street parking. (T&ES)~~
13. ~~The applicant shall encourage its employees to use public transportation to travel to and from work. Within 60 days of discrete SUP approval, the business shall contact Local Motion at 703 746 4686 for information on establishing an employee transportation benefits program. (T&ES) (T&ES)~~
14. ~~The applicant shall provide information about alternative forms of transportation to access the site, including but not limited to printed and electronic business promotional material, posting on the business website, and other similar methods. Contact Local Motion at 703 746 4686 or www.alexandriava.gov/LocalMotion for more information about available resources.~~
15. ~~The applicant shall comply with the parking conditions approved in Development Special Use Permit #2015 0019, which is hereby incorporated into this Special Use Permit. (P&Z)~~
16. ~~Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00 p.m. and 7:00 a.m. (T&ES)~~

17. ~~All waste products including but not limited to organic compounds (solvents and cleaners), shall be disposed of in accordance with all local, state and federal ordinances or regulations. (T&ES)~~
18. ~~The applicant is to contact the Community Relations Unit of the Alexandria Police Department at 703-746-1920 regarding a security survey for the business and robbery readiness training for all employees. (Police)~~
19. ~~The Director of Planning and Zoning shall review the special use permit after it has been operational for one year, and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a violation of the permit conditions, or (c) the director has determined that there are problems with the operation of the use and that new or revised conditions are needed. (P&Z)~~

For All Uses Listed Above Except for Restaurants:

20. ~~The hours of operation for the business shall not exceed 5 a.m. to 12 midnight daily.~~

For Day Care Centers:

21. ~~The applicant shall provide adequate drop off and pick up facilities that minimizes impact on pedestrian and vehicular traffic.~~
22. ~~The applicant shall provide a pick up and drop off plan for the review and approval of the Director of Planning & Zoning that demonstrates the provision of adequate pick-up/drop-off facilities for the proposed day care center.~~

For Restaurants and Outdoor Dining:

23. ~~The hours of operation for indoor seats shall be limited to between 6 a.m. and midnight Sunday Thursday and 6 a.m. to 1 a.m. Friday and Saturday. For indoor seating, meals ordered before 12:00 midnight Sunday Thursday or 1 a.m. Friday and Saturday may be sold, but no new patrons may be admitted and no alcoholic beverages may be served after 12:00 midnight Sunday Thursday or 1 a.m. Friday and Saturday and all patrons must leave by 1 a.m. Sunday Thursday or 2 a.m. Friday and Saturday. (P&Z)~~
24. ~~The hours of operation for any outdoor dining areas shall be limited to between 7 a.m. to 11p.m., daily. The outdoor dining area shall be cleared of all diners by 11p.m. and shall be cleaned and washed at the close of each business day that it is in use. The outdoor dining area shall not include advertising signage, including on umbrellas. (P&Z)~~

- ~~25. The maximum number of restaurant seats permitted for this development shall be 841 seats, unless additional parking, per the Zoning Ordinance requirements, is provided for any increase in seats above this number, within the garage or in an off site location approved by the Director of T&ES. Off site parking provided to satisfy this requirement shall be secured prior to the opening of the restaurant. (P&Z)(TES)~~
- ~~26. Live entertainment shall be limited to the indoor seating area to provide ambient / background music for patrons and should be subordinate to the restaurant use. Noise levels shall not exceed 60 decibels measured at the property line per the Alexandria City Code. (P&Z)~~
- ~~27. Food delivery service to customers may be allowed from the restaurant(s) subject to the review and approval of the Director of Planning & Zoning and subject to the following minimum standards:~~
- ~~d. One dedicated off street parking space shall be available for each delivery vehicle operating at any one time from the restaurant; and~~
 - ~~e. The delivery vehicle parking shall not cause the commercial uses at the site to exceed the 85 space parking reduction approved in DSUP#2015-0019; and~~
 - ~~f. Delivery vehicles shall not park on street at any time they are located in the vicinity of the restaurant (P&Z)~~
- ~~28. On and off premises alcohol service may be permitted. Beer or wine coolers may be sold in at least 4 packs, 6 packs or bottles of more than 40 fluid ounces. Wine may be sold only in bottles of at least 750 ml or 25.4 ounces. Fortified wine (wine with an alcohol content of 14% or more by volume) may not be sold. (P&Z)~~
- ~~29. Kitchen equipment, including floor mats, shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)~~

Code Findings

1. The applicant shall comply with the City of Alexandria's Solid Waste Control, Title 5, Chapter 1, which sets forth the requirements for the recycling of materials (Sec. 5-1-99). In order to comply with this code requirement, the applicant shall provide a completed Recycling Implementation Plan (RIP) Form within 60 days of discrete SUP approval. Contact the City's Recycling Program Coordinator at (703) 746-4410, or via e-mail at commercialrecycling@alexandriava.gov, for information about completing this form. (T&ES)
2. 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)
3. A fire prevention permit is required for any assembly occupancy where the total occupant load including staff exceeds 50. (Fire)

4. An Alexandria Health Department Permit is required for all regulated facilities. A permit shall be obtained prior to operation, and is not transferable between one individual, corporation or location to another. Permit application and fee are required. (Health)
5. Construction plans shall be submitted to the Health Department located at 4480 King Street and through the Multi-Agency Permit Center. Plans shall be submitted and approved by the Health Department prior to construction. There is a \$200.00 plan review fee payable to the City of Alexandria. (Health)
6. Construction plans shall comply with Alexandria City Code, Title 11, Chapter 2, The Food Safety Code of the City of Alexandria. Plans shall include a menu of food items to be offered for service at the facility and specification sheets for all equipment used in the facility, including the hot water heater. (Health)
7. A Food Protection Manager shall be on-duty during all operating hours. (Health)
8. The facility shall comply with the Virginia Indoor Clean Air Act and the Code of Alexandria, Title 11, Chapter 10, Smoking Prohibitions. (Health)
9. Facilities engaging in the following processes may be required to submit a HACCP plan and/or obtain a variance: Smoking as a form of food preservation; curing/drying food; using food additives to render food not potentially-hazardous; vacuum packaging, cook-chill, or sous-vide; operating a molluscan shellfish life-support system; sprouting seeds or beans; and fermenting foods. (Health)

COORDINATED SIGN PROGRAM (SUP#2015-0115) CONDITIONS

1. All signs at the site shall be in conformance with the following Coordinated Sign Program requirements and allowances:
 - a. A maximum of two signs total for the multifamily use shall be permitted, each not to exceed 80 square feet in area each.
 - b. Signage for commercial uses shall not exceed one square foot of sign face for each one linear foot of building width facing the street, alley or parking area.
 - c. Up to 0.5 square feet of sign face for each one linear foot of building width facing the street, alley, or parking area may be allowed in addition to signage allowed in subsection (b) above, subject to staff review and approval of exceptional sign design.
 - d. Up to two neighborhood identification signs (“Old Town North”) may be allowed in addition to individual tenant signage and may be allowed in a location and at a size consistent with its depiction in the preliminary submission.
 - e. Business signs shall employ variety and creativity of design.
 - f. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc.
 - g. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged. (P&Z)
2. The building signs shall be designed to relate in material, color and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Director of P&Z.
 - a. The building signs shall be designed of high quality materials.
 - b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
3. Internally illuminated box signs are prohibited. Any illuminated signs shall be halo lit signs or similar. (P&Z)
4. Coordinated Sign Program Conditions shall be included on the cover sheet of the final document. (P&Z)
5. Applicant shall be responsible for repairs to the adjacent city right-of-way if damaged during construction activity. (T&ES)

TRANSPORTATION MANAGEMENT PLAN CONDITIONS
(SUP#2015-0116)

1. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. At 232 units with 50,942 square feet of retail, the applicant meets the tier 2 TMP threshold. This means that the applicant may either a) participate in the Citywide TMP program, or b) partner with an existing, adjacent TMP. The details of the Transportation Management Plan are included in the TMP Attachment SUP2015-00116 to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)
2. If the applicant partners with an existing adjacent TMP as allowed under tier 2 regulations, the following conditions shall apply:
 - a. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office.
 - b. A TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. This coordinator may be the existing coordinator of the partner TMP. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. ***
 - c. An annual TMP fund shall be created and managed by the TMP Coordinator, and the funds shall be used exclusively for the approved transportation activities detailed in the attachment. The annual base assessment rate for this development shall be \$82.58 per residential unit, \$0.21 per square foot of retail space, \$0.26 per square foot of commercial space, \$41.29 per hotel room and \$0.10 per square foot of industrial/warehouse. The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins.
 - d. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator or Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site.
 - e. The TMP Coordinator or Association will submit annual reports, fund reports and modes of transportation surveys to the Transportation Planning Division as detailed in the Attachment.

- f. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the use may be required to participate in the Citywide TMP Program, may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the city council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance. (T&ES)
- 3. If the applicant participates in the citywide Transportation Demand Management (TDM) program as allowed under tier 2 regulations, the following conditions shall apply:
 - a. A TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for assisting the City in implementing and facilitating the TMP on site. The coordinator must provide City staff access to the property and tenants/residents in order to implement TDM measures such as surveys, mailings and hosting events to encourage participation and inform residents and tenants about benefits available to them. *** (T&ES)
 - b. The TMP shall be required to make a monetary payment twice per year to the Citywide TDM Fund. TMP funds shall be deposited to the Citywide TDM Fund on January 15 and July 15 of each year. The annual base assessment rate for this development shall be \$82.58 per residential unit, \$0.21 per square foot of retail space, \$0.26 per square foot of commercial space, \$41.29 per hotel room and \$0.10 per square foot of industrial/warehouse. The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins.
 - c. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the property may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the city council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance.
 - d. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)

ATTACHMENTS

1. Master Plan Amendment Resolution
2. Master Plan Amendment Revised Map 11
3. Master Plan Amendment Revised Map 15
4. CDD#25 Zoning Table
5. Encroachment Exhibit
6. Revised First Street Elevation

RESOLUTION NO. **MPA 2015-0009**

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

WHEREAS, an application for amendments to the **Old Town North Small Area Plan** chapters of the 1992 Master Plan was filed with the Department of Planning and Zoning on **October 30, 2015** and revised **December 15, 2015** for changes in the land use designation and maximum building height (height map) for the parcels at **530 First Street (Parcel Address: 500 First Street) and 901 North Saint Asaph Street**, and

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

WHEREAS, a duly advertised public hearing on the proposed amendment was held on **March 1, 2016** with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendments are necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the **Old Town North Small Area Plan** sections of the City; and
2. The proposed amendments are generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the **Old Town North Small Area Plan** chapter of the 1992 Master Plan; and
3. The proposed amendments show the Planning Commission's long-range recommendations for the general development of the **Old Town North Small Area Plan**; and
4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendments to the **Old Town North Small Area Plan** chapter of the 1992 Master Plan will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

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

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

Amend Map 11 / Old Town North Land Use to note that the applicable parcels are zoned to CDD#25 / Coordinated Development District #25;

and

Amend Map 15 / Old Town North Height Limits to note that the maximum allowable height for applicable parcels is 77 feet.

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

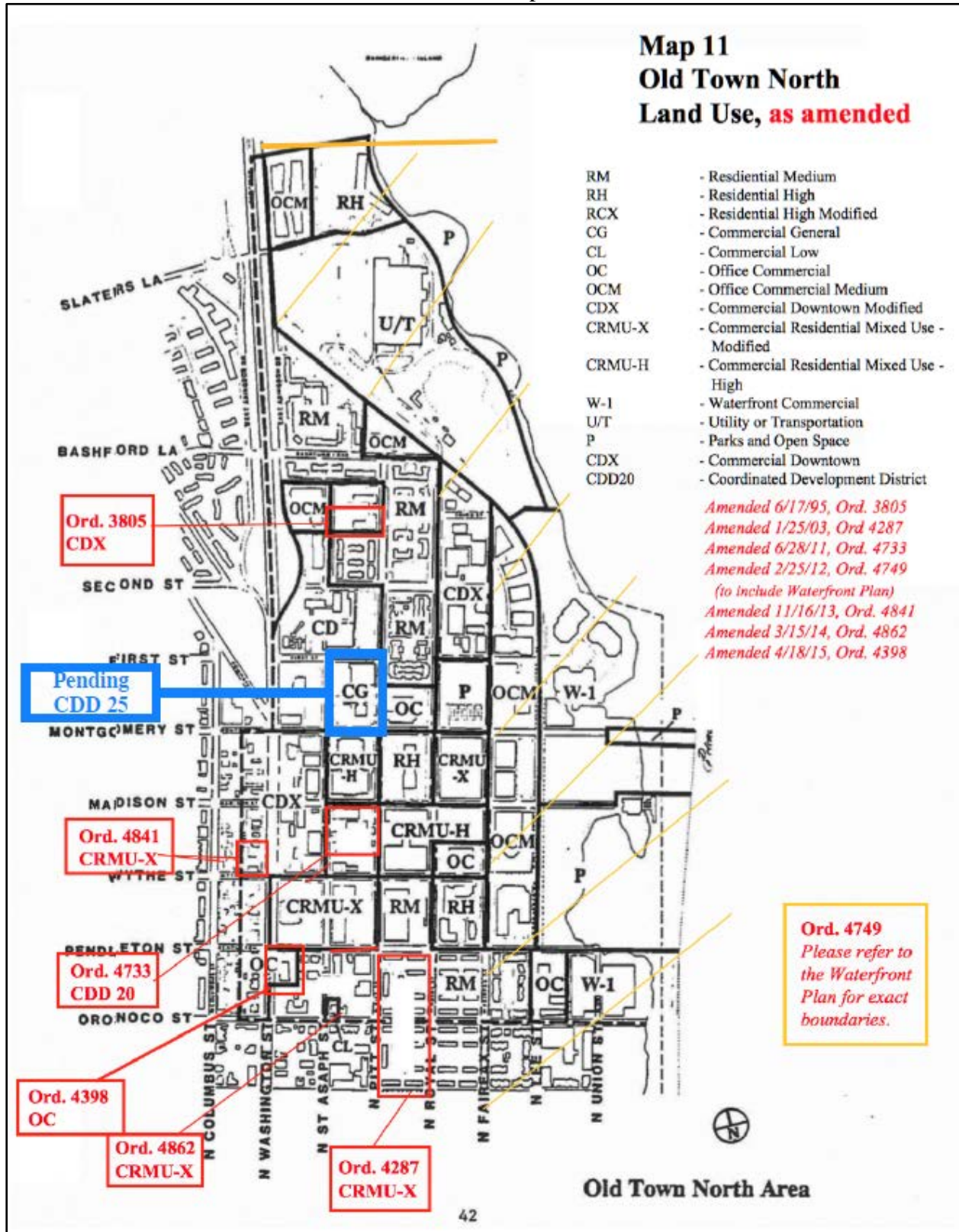
ADOPTED the 1th day of March, 2016.


Mary Lyman, Chair
Alexandria Planning Commission

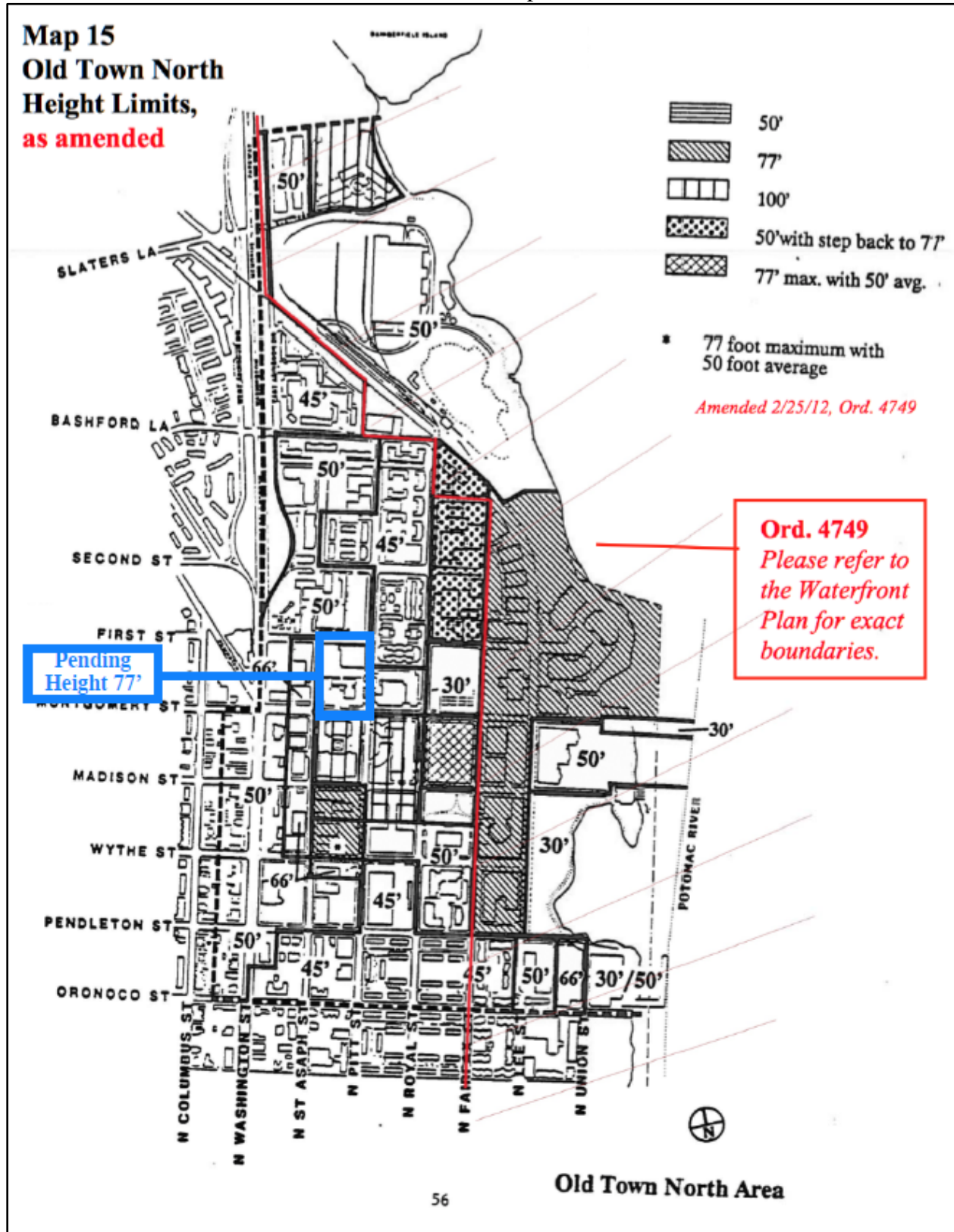
ATTEST:


Karl Moritz, Secretary

Attachment #2: Master Plan Amendment Revised Map 11



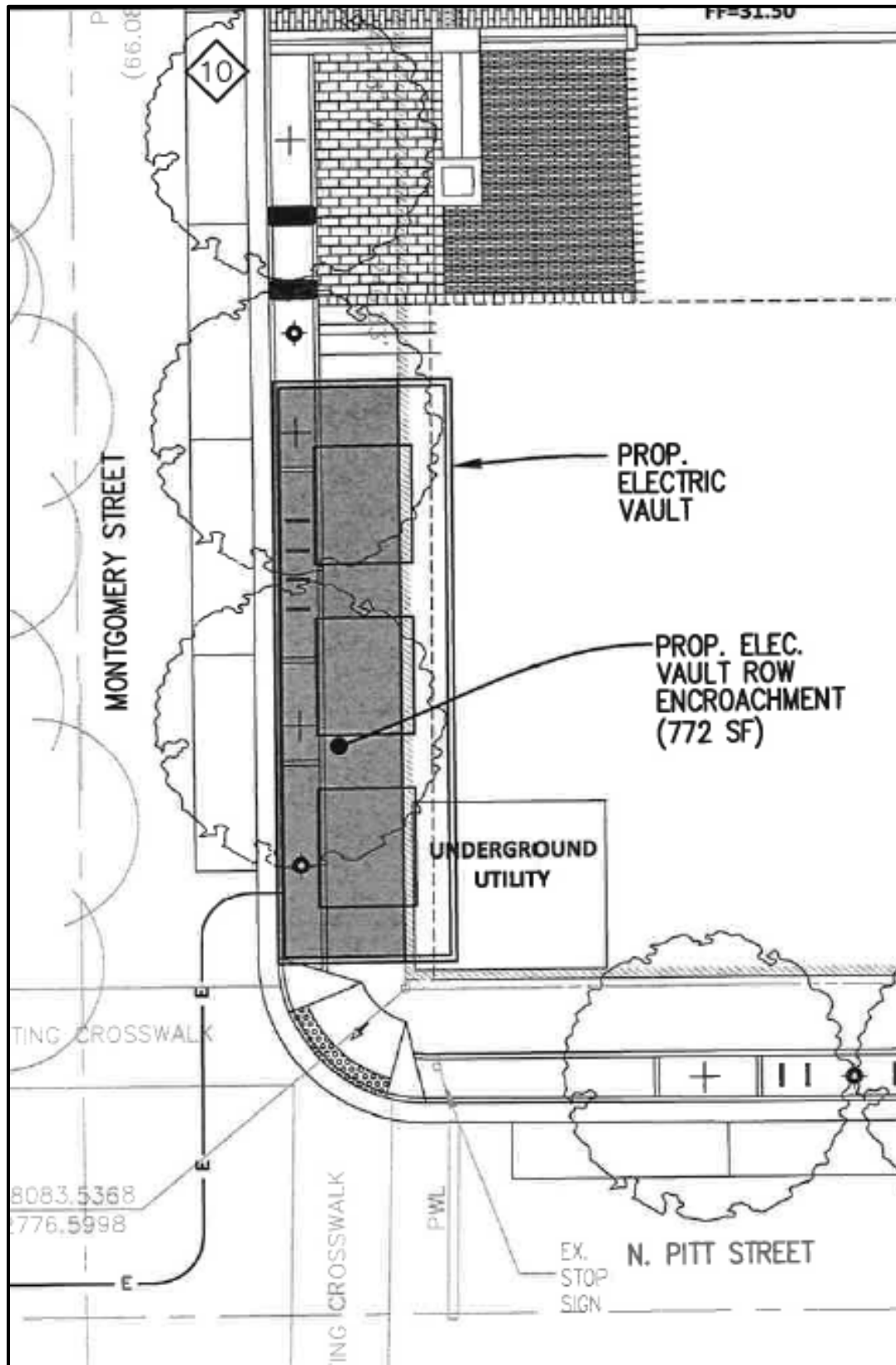
Attachment #3: Master Plan Amendment Revised Map 15



Attachment #4: CDD#25 Table

CDD #	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			Maximum FAR and/or Development Levels	Maximum Height	Uses
25	ABC-Giant / Old Town North	CG / Commercial Downtown regulations shall apply	<p><u>Maximum FAR:</u> 3.5. Properties in this zone are ineligible to request Special Use Permit approval for the affordable housing bonus density provisions of Section 7-700 of the Zoning Ordinance.</p> <p><u>Minimum open space:</u> Residential development shall provide 40 percent of the area of the lot as open and usable space, the location and shape of which shall be subject to the director's determination that it is functional and usable space for residents, visitors and other persons. Such open space may be located on landscaped roofs or other areas fully open to the sky which are not at ground level if the Director determines that such space functions as open space for residents to the same extent that ground level open space would. When a development includes both residential and nonresidential uses, the residential yard and open space regulations shall be applicable to the residential component of the development.</p> <p><u>Minimum yards:</u> None, except as may be applicable pursuant to the Old Town North Design Guidelines and pursuant to the supplemental yard and setback regulations of Section 7-1000 and the zone transition requirements of Section 7-900.</p> <p><u>Area Requirements:</u> There are no lot area or frontage requirements.</p> <p>The height-to-setback ratio required in Section 6-403(A) of the Zoning Ordinance does not apply.</p> <p>All proposed development shall conform to the Old Town North Design Guidelines as may be amended.</p>	The maximum heights shall conform to the Old Town North Small Area Plan as may be amended.	Multifamily dwelling; day care center; health and athletic club; light assembly, service and crafts; personal service establishment; massage establishment; outdoor dining; pet supplies, grooming, training with no overnight accommodation; private school, academic or commercial, with more than 20 students on the premises at any one time; restaurant; retail shopping establishment; and valet parking.

Attachment #5: Encroachment Exhibit



Attachment #6: Revised First Street Elevation, as shown to UDAC on 2/10/16





APPLICATION

☐ Master Plan Amendment MPA# _____

☐ Zoning Map Amendment REZ# _____

MPA 2015-00009 REZ 2015-00005

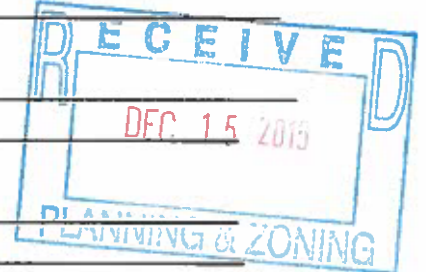
PROPERTY LOCATION: 500 First St. and 901 N. St. Asaph St.

APPLICANT

Name: Giant Alexandria E & A LLC
Address: 1221 Main Street Suite 1000, Columbia SC 29201

PROPERTY OWNER:

Name: Giant Alexandria E & A LLC
Address: 1221 Main Street Suite 1000, Columbia SC 29201



Interest in property:

☒ Owner ☐ Contract Purchaser
☐ Developer ☐ Lessee ☐ Other

Preliminary Review
DSP2015-00019
CDD2015-00008
530 First Street
Planners: Nathan Randall/Maya Contreas

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

☐ yes: If yes, provide proof of current City business license.

N/A

☐ no: If no, said agent shall obtain a business license prior to filing application.

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

M. Catharine Puskar, Attorney/Agent

Print Name of Applicant or Agent
Walsh, Colucci, Lubeley & Walsh, PC

2200 Clarendon Blvd, Suite 1300

Mailing/Street Address

Arlington, VA 22201

City and State Zip Code

ML Puskar

Signature

703-528-4700 703-525-3197

Telephone # Fax #
Revised 12/15/2015

10/30/2015

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Fee Paid: \$ _____

Legal advertisement: _____

ACTION - PLANNING COMMISSION _____

ACTION - CITY COUNCIL: _____

MPA # _____
 REZ # _____

SUBJECT PROPERTY

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

Address Tax Map - Block - Lot	Land Use Existing - Proposed		Master Plan Designation Existing - Proposed		Zoning Designation Existing - Proposed		Frontage (ft.)
	Retail	Retail/ Residential	CG	CDD	CG	CDD	Land Area (acres)
1 500 First St. 054.02-06-02	Retail	Retail/ Residential	CG	CDD	CG	CDD	125 ft (N. St. Asaph) 30,854 sf/0.71 ac
2 901 N. St. Asaph St. 054.02-06-03	Retail	Retail/ Residential	CG	CDD	CG	CDD	228 ft (N. St. Asaph) 56,319 sf/1.29 ac
3 _____	_____	_____	_____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____	_____	_____	_____

PROPERTY OWNERSHIP

☐ Individual Owner ☒ Corporation or Partnership Owner SEE ATTACHED

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

- Name: _____ Extent of Interest: _____
 Address: _____
- Name: _____ Extent of Interest: _____
 Address: _____
- Name: _____ Extent of Interest: _____
 Address: _____
- Name: _____ Extent of Interest: _____
 Address: _____

Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Consent to File Application for a Master Plan Amendment, Rezoning, CDD Concept Plan, Development Special Use Permit with Site Plan, Transportation Management Plan Special Use Permit, Coordinated Sign Plan Special Use Permit, Parking Reduction Special Use Permit and Associated Requests
500 First Street and 901 N. St. Asaph Street (Tax Map ID: 054.02-06-02 and -03), the "Property"

Dear Mr. Moritz:

Giant Alexandria (E&A), LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of applications for Master Plan Amendment, Rezoning, CDD Concept Plan, Development Special Use Permit with Site Plan, Transportation Management Plan Special Use Permit, Coordinated Sign Plan Special Use Permit, Parking Reduction Special Use Permit and any related requests for a mixed-use development on the Property.

Very truly yours,

Giant Alexandria (E&A), LLC, a South Carolina limited liability company

By: Edens Limited Partnership, a Delaware limited partnership, its sole member

By: Edens GP, LLC, a Delaware limited liability company, its sole general partner

By: 

Its: Jodie W. McLean

Date: 10.28.15

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. See attached.		
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 500 First St and 901 N. St. Asaph St. (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. See attached.		
2.		
3.		

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

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

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

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

Revised 12/15/2015

10/30/2015

Date

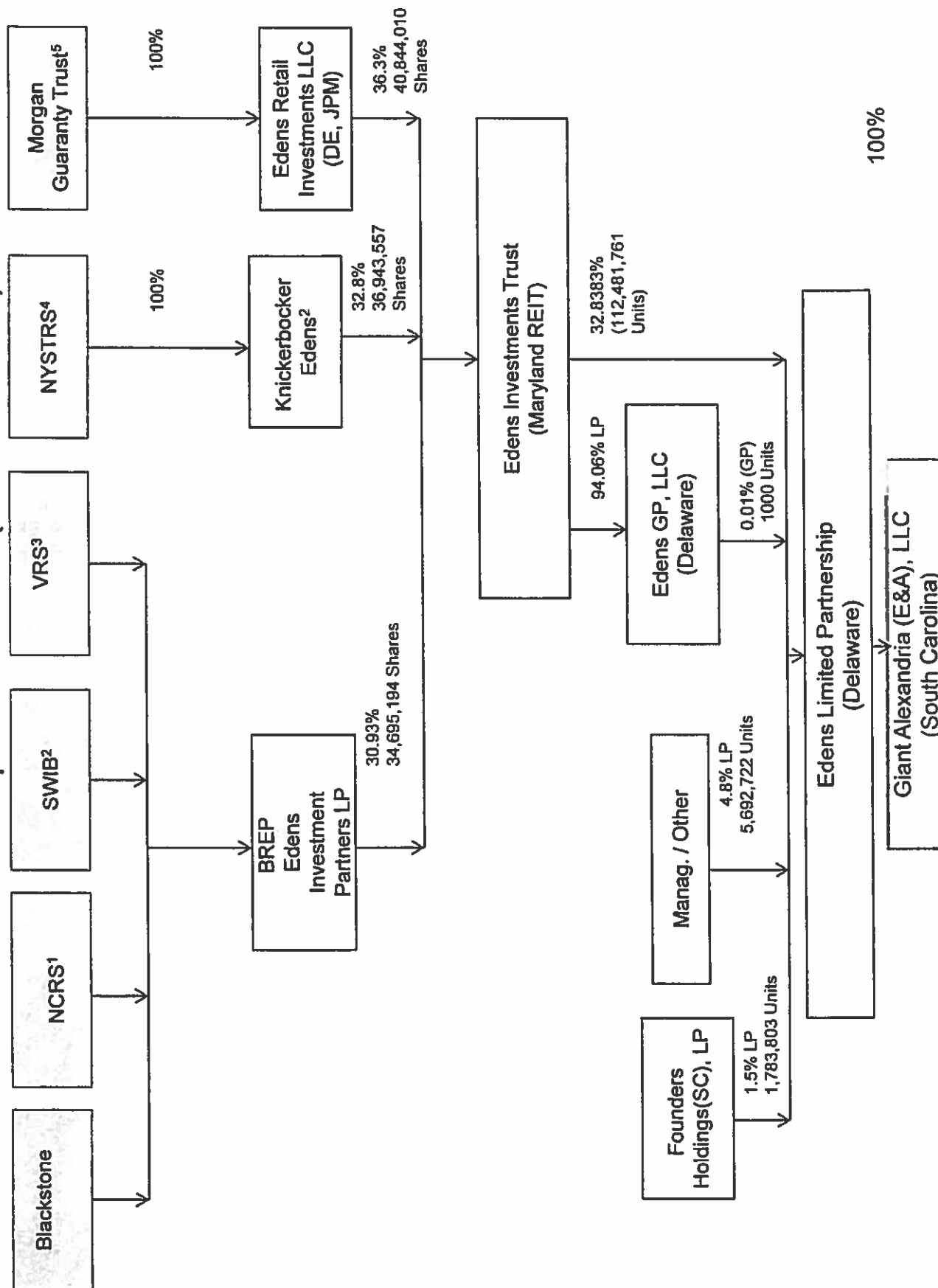
M. Catharine Puskar, Agent/Attorney

Printed Name



Signature

Ownership Structure (12/31/2013)



Notes:

1. North Carolina Retirement Systems
2. Wisconsin Retirement System
3. Virginia Retirement System
4. New York State Teachers' Retirement System, a public pension fund created and existing pursuant to Article 11 of the Education Law of the State of New York and having the powers and privileges of a corporation pursuant to Section 502 thereof.
5. Morgan Guaranty Trust Company of New York, as Trustee under Amended and Restated Declaration of Trust, dated as of June 1, 1999, for its Commingled Pension Trust Fund (Strategic Property)

MPA # _____

REZ # _____

JUSTIFICATION FOR AMENDMENT

(attach separate sheets if needed)

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

See attached

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

See attached

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

See attached

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

No proffers are proposed, although the CDD Concept Plan identifies the proposed uses and the development will be subject to the development conditions required through the DSUP.

530 First Street
Statement of Justification
December 15, 2015

Proposal Overview

The property is located at 500 First Street and 901 N. St. Asaph St. in Old Town North. The Applicant, Edens, is proposing to demolish the existing Giant and Virginia ABC stores on the property and to develop a mixed-use project including approximately 51,000 square feet of retail and 232 residential units with two levels of below-grade parking. The Applicant proposes a pedestrian-friendly streetscape and approximately 33,589 sf (38.5%) of open space, both at grade and on roof decks. The building design allows the loading for the retail and residential to be completely internalized within the block. The building massing has a variety of heights with a maximum of 77 feet.

The Old Town North Small Area Plan “seeks to reinforce the viability of existing retail activity and add additional retail and other service uses to the mix of uses in Old Town North in order to provide a more urban flavor and enhanced pedestrian activity.” The Plan also states that this block is a “Retail Center” and recommends “reinforc[ing] the ‘Giant’ block as a neighborhood retail anchor to serve the local community...” The proposal is a thoughtfully-designed, economically viable mixed-use project that will create the neighborhood retail anchor that the Old Town North Small Area Plan calls for and that the Old Town North neighborhood desires.

Urban Design and Architecture

The project meets the Urban Design Guidelines for Old Town North, thereby ensuring compatibility with the neighborhood. In particular, it meets the goals of the Urban Design Guidelines as follows:

- *To foster a sense of place, arrival and community* – The roofline has been varied across the site to contribute to an attractive skyline, and architectural elements have been incorporated to distinguish prominent corners and entries consistent with the guidelines. Architectural features and open space design delineate the more active retail areas of the site from the more passive residential areas and create a sense of place for residents, retail shoppers and the neighborhood. A hand-painted “Old Town North” sign has been proposed on the southwest corner of the building as a neighborhood identifier to welcome residents and visitors to the neighborhood.
- *To orient buildings to the street* – The buildings are oriented to the street and buildings include as much frontage as possible. In fact, the Applicant has internalized the loading/trash docks to increase the retail frontage and reduce the negative impacts of large loading bays along the street frontage experienced in other neighboring retail locations. Although frontage is maximized, setbacks in key locations and architectural elements have been included to further articulate the building at the ground level and additional variety will be realized as individual retail tenants design and build their storefronts.
- *To create an attractive pedestrian environment* – The pedestrian experience is critical to the success of the project. The Applicant has worked diligently to create an attractive pedestrian environment, informed not only by their expertise, but also by the Design Guidelines and the citizens themselves, who walked us through the neighborhood to show us what they believe makes for a friendly or unfriendly pedestrian environment in their existing neighborhood.

The project has been conscientiously designed with proposed architecture and massing that creates a variety of heights, positioning the heights appropriately across the block while recognizing the context of the neighborhood. Lower heights are located next to the existing townhouses, and the taller heights are located next to the existing hotel and office buildings. Additional setbacks above the retail level are provided in strategic locations along all frontages to further breakdown the building and reinforce a smaller building scale at the street to enhance the pedestrian experience. The proposed massing also achieves an expressed desire from members of the community for variety in the roofline across the site.

Generous sidewalks are provided around the entire site, with 8' clear sidewalks and 4' tree pits along N. Pitt and N. First Streets, and 12' clear sidewalks and 4' tree pits along the prominent retail frontages of St. Asaph and Montgomery Streets. Species and spacing of street trees will be consistent with the Old Town North and City Landscape Guidelines to create shade while allowing for retail visibility and attractive lighting will be installed to insure visibility and security for pedestrians in the evening.

The main residential lobby, a variety of retail uses, and distinct open spaces will be located around the perimeter of the block to encourage pedestrian activity on all frontages. The Applicant has developed retail and sign guidelines to ensure variety and interest among the retail spaces, thereby further enhancing the pedestrian experience. The at-grade open space has been designed to create distinct, inviting areas for the public to gather, with areas for sitting, dining, viewing or strolling, as discussed further below.

- *To encourage compatible development with parking underground or concealed.* – The project also meets the compatibility guidelines. The building has been designed to be compatible with the neighborhood while creating its own contemporary identity and incorporates quality building materials and colors that will blend in with the overall fabric of the neighborhood. Two levels of below-grade parking are being provided and, as mentioned above, loading and service areas are located internal to the site. Utilities will be undergrounded and mechanical equipment strategically located on the roof to conceal/minimize visibility.

In response to comments received from staff, the community, and the Urban Design Advisory Committee (UDAC), the following designs changes have been made:

- **Streetscape and Open Space:**
 - The streetscape on N. St. Asaph Street has been expanded by one foot along the majority of the façade to allow for a more inviting pedestrian experience. The wider sidewalks also reflect and support the importance of the retail frontage along N. St. Asaph Street.
 - The community green design has been refined to provide separation between the private residential units and the green to further emphasize its public nature, creating a tranquil open space for the community.
 - The public plaza design has been refined to create an area that is inviting to the community while fostering prominent and engaging retail with seating and a public art installation. Architectural seating walls have been integrated into the public plaza to provide places for residents, retail customers and the broader community to sit and mingle around the central amenity feature. Potential outdoor dining areas for restaurants have also been included and add to the activation of the public plaza. Finally, additional seating is proposed within the tree pits along Montgomery Street, further emphasizing this retail street/public gathering area.

- The design of the above grade communal open space for residents has been further refined and detailed to reflect the quality of design anticipated for that space. In addition, new private residential terraces and a new rooftop amenity open space for the residents has been added on the roof of the fifth floor.
- Building Architecture:
 - Townhouse-Style Unit Design:
 - The design of the townhouse-style units has been refined to better relate to the residential context of the townhouse neighbors to the east. The revised design increases the scale of the bays and changes the brick colors. The larger bays break the horizontal cornice of the masonry, giving variety to the roofline, heightening the verticality of the bays, and creating a more residential scale for the individual units. The townhouses now have alternating dark grey panels and a brick color different from the three main building masses, further differentiating the units from the rest of the building.
 - Tri-Part Building Typology Refinement:
 - The design of the building has been refined and introduces three different building typologies that are primarily distinguished by the grouping of windows. There are combinations of two, three, and four window groupings that span one or two floors. These varying scales of window groupings give the masonry facades vertical or horizontal readings and a diversity of fenestration rhythms.
 - A different masonry brick color is proposed for each of the three main building typologies.
 - The brick detailing on the three building typologies will be distinguished from one another by the detailing at the head and sill of the grouped bays, the spandrel color between the bays, and the detailing at the cornice of the building.
 - The corner of the building at Montgomery Street and N. St. Asaph Street has been refined to heighten its visibility and prominence. The bay has been enlarged and the heavy pilaster at the ground floor corner has been removed. This visually extends and connects the residential bay above to the retail below.
 - The brick colors from the upper floors of two of the three buildings have been brought down through the retail level to the ground, further differentiating the pedestrian scale elements of each building.
 - “Softening” the Façade:
 - In response to comments regarding “softening” the facades, Juliet balconies have been added to the building. These serve to soften the building’s appearance by giving it a residential scale and character. The repetition of balconies also helps to visually reduce the length of the facades. The balconies are not deep enough for residents to store personal belongings while still allowing the resident to engage with the street.
 - A new façade break and tower element at the stair connecting to a rooftop terrace amenity space has been added on First Street. This element helps to visually reduce the length of the façade and anchors the new rooftop terrace.
 - A small terrace area has been created for the units on the first residential level at the corner of Montgomery Street and N. St. Asaph Street facing Montgomery Street, further softening the façade at that corner.

- A hand-painted “Old Town North” sign has been proposed on the southwest corner of the building as a neighborhood identifier to welcome residents and visitors to the neighborhood.
 - The residential entrance on Montgomery Street has been further refined to add prominence and increase visibility. The addition of a painted masonry entry element breaks the horizontal line of the retail and extends up to the courtyard level. A canopy will also be added to further signify the entry and add to its visibility.
 - Retail design guidelines have been proposed that will allow individual tenants flexibility to express their unique characters within their storefront design. This individuality will soften the pedestrian-scale elements of the building and create visual interest along the street.
 - Other design elements that have softened the building are additional massing relief and sidewalk space along N. St. Asaph Street as discussed above and landscaping at the streetscape and courtyards.
- Retail Design:
 - The storefront design has been refined to create more variety at the pedestrian level through material palette and detailing. As discussed above, individual tenants will be able to create their own identities through signage and design in an organized manner per the design guidelines proposed.

The proposed development is compatible with the neighborhood in mass and scale, has been designed with high quality materials, and provides the long anticipated, pedestrian friendly, neighborhood serving, retail focus area and community gathering place for the Old Town North community.

Open Space

The Applicant is providing 38.5% open space, which exceeds the typical 25% open space requirement for mixed use projects in Old Town North.

The Old Town North Urban Design Guidelines’ recommendations for open space state that “open spaces do not have to be large to be usable.” High quality open space is not determined solely by the amount of open space, but also by the quality of open space provided. The Applicant has made a concerted effort to distribute open space across the site to provide sufficient, quality above grade amenity area for the building residents and distinct, inviting at grade gathering spaces for the community while also maximizing ground floor retail in this retail focus area. This is in keeping with the recommendations made by the Urban Design Guidelines, which call for carefully and purposefully designing space not occupied by buildings, incorporating useable open space into the design of the project, and encouraging commercial uses such as restaurants to have outdoor dining components.

The urban plaza on Montgomery Street has been extended to the corner of St. Asaph Street, providing a large area for outdoor dining and/or gathering spot for shoppers, diners, residents and neighbors near the active retail areas and residential lobby. Seating, decorative lighting, plantings, special paving treatment and public art will be incorporated into this space to make it a unique public gathering space and focal point in North Old Town. A community green is located along Pitt St, providing a more passive area and buffer across the street from the existing Watergate townhouses for those wanting a quieter space away from the primary retail corner of Montgomery and St Asaph Streets. This area contains more grass and plantings and less hardscape than the urban plaza. Finally, the above grade open space is being carefully

designed to provide desired, private, usable amenity areas for the residents, with both private terraces and communal gathering spaces, similar to the private open space provided for the residents of the Watergate Townhouses, Liberty Row, Alexandria House, the Oronoco and other residential/mixed use properties in Old Town North. Additional detail has been provided on the plans to better illustrate the high quality design and programming envisioned for these spaces.

Economic Impacts

The project is anticipated to generate approximately 2.5 million dollars in annual tax revenue (in 2015 dollars) from real estate, retail, personal property and other City taxes. The project will also generate over 250 construction jobs over the 24 month construction period and approximately 150 retail jobs.

Retail and Retail Design Guidelines

This site is a Retail Focus Area and will include a variety of retail uses. The Applicant has developed design guidelines to establish a framework for future retailers to create unique retail storefronts within the development. These design guidelines include recommendations for quality building materials, canopies and awnings, lighting, glazing, and signage. Signage recommendations include types of signs, potential locations of signs, and total allowable square footage of signage by frontage. These design guidelines will allow the Applicant the flexibility to work with future tenants to create individualized storefronts with high quality design.

This development proposes over 50,000 square feet of retail to achieve the City's desired goal for a Retail Focus Area within Old Town North. Retail has been extended along St. Asaph and Montgomery Streets to achieve the primary retail streets envisioned in the Old Town North Framework Plan resulting from the City's recent charrette. The amount of retail included in this project and the proposed shared parking scenario is consistent with the City's definition for shopping centers located throughout the City, which do not require SUPs for most discrete uses. In this instance, the major retail frontages along St. Asaph St. and Montgomery St. are located across from other high density commercial uses. The minor retail frontage along First St is across from a hotel, but also in proximity to some residential neighbors. In order to ensure that this Retail Focus Area operates effectively and efficiently to provide the City the retail it desires, maximum flexibility is appropriate along the major retail frontages to make sure that tenant spaces can be marketed, occupied and re-tenanted as necessary without delay. The Applicant looks forward to discussing reasonable parameters to ensure impacts of any potential uses which typically require SUPs are mitigated through development conditions that are appropriate to the context of the various retail streets. The Applicant will also work with staff to further identify which types of uses are contemplated as "retail" in this location.

Parking reduction

The Applicant is also requesting a parking reduction to permit a blended parking ratio for restaurant and retail uses of 4.69 spaces/1,000 square feet. The submitted parking study assumes that a maximum of 841 restaurant seats and approximately 26,000 square feet of retail will be provided. Based on current Zoning Ordinance requirements, a parking reduction of 85 spaces is requested. The parking study provides justification for this reduction based on ITE standards, ULI shared parking analysis and comparison with other retail focused projects. Those uses constituting "retail" uses for this project will be defined in the DSUP conditions. To the extent that restaurant seats are less than the maximum, retail square footage may be increased accordingly so long as adequate parking per the shared parking analysis is provided.

Coordinated Sign Plan

The Applicant is requesting a Coordinated Sign Plan Special Use Permit to allow flexibility for future tenants to create their individualized signage and storefront spaces in conformance with the proposed design guidelines. The Applicant is proposing 1.5 square feet of sign area per linear foot of frontage and such signage may be apportioned amongst tenants by the landlord to ensure that signature/major retail tenants have the appropriate amount of signage. Unique tenant signage is an important part of establishing vibrant retail for the retail focus area.

The sign plan also proposes a neighborhood identification sign for Old Town North on the southwest corner of the building. This sign will be painted and will welcome residents and visitors to the neighborhood.

Master Plan Amendment and Rezoning

The Applicant requests a Master Plan Amendment and Rezoning from CG/Commercial General to CDD/Coordinated Development District to allow for a mixed use development at a 3.5 FAR and a maximum height of 77 feet on the southern portion of the block. The site was designated a Retail Focus Area in the 1992 Old Town North Small Area Plan and rezoned at that time to CG/Commercial General to permit a maximum non-residential FAR of 0.75 with a special use permit. The Old Town North Small Area Plan (the "Plan") was one of the most forward thinking of the 1992 Small Area Plans as it accurately anticipated the resurgence of mixed-use, urban development in Alexandria. The Plan "seeks to reinforce the viability of existing retail activity and add additional retail and other service uses to the mix of uses in Old Town North in order to provide a more urban flavor and enhanced pedestrian activity." The Plan also states that this block is a "Retail Center" and recommends "reinforc[ing] the 'Giant' block as a neighborhood retail anchor to serve the local community..." While these goals are still relevant today, the .75 FAR contemplated in 1992 is not sufficient to create a contemporary mixed-use project in 2015 that is successful from both an urban design and economic perspective. From an economic standpoint, at a .75 FAR, it would not be economically viable to purchase the VA. ABC site, demolish the existing buildings, provide 5,000 square feet of retail space to accommodate VA. ABC in the new building, underground parking, underground utilities, separate the combined sewer, provide public art, provide an affordable housing contribution, and provide quality open spaces. From an urban design standpoint, even if it were possible to design a building at a .75 FAR, the design of the block would be incompatible with the neighborhood and in conflict with the goals of the Old Town North Urban Design Guidelines. For example, the footprint at one story would only occupy 75% of the block, would not address all frontages, would not support below grade parking, would not internalize the loading and service areas, would not provide variety in height and would not encourage pedestrian activity and quality gathering spaces.

The Master Plan Amendment requests are consistent with the intent of the existing Master Plan for the creation of a Retail Focus Area while allowing for superior site and building design than what would be possible under the constraints of the existing Master Plan. This project will create a neighborhood-serving retail center, as envisioned in the Plan, and will comply with the standard City policies in place at the time of approval, including the Green Building Policy, Housing Master Plan, Public Art Policy, etc. The site is located at the intersection of St. Asaph Street and Montgomery Street, along which existing retail uses in Old Town North are concentrated, and adjacent to several commercial uses including office buildings and a hotel. The proposed uses are consistent with the existing mixed commercial/residential uses in the area.

The proposed amendment to the Zoning Map from CG/Commercial General to CDD/Coordinated Development District is consistent with the Master Plan Amendment request to change the land use designation from CG/Commercial General to CDD/Coordinated Development District.

As the MPA/Rezoning process has occurred concurrently with the development review process, the project has been reviewed by staff for the adequacy of essential public facilities and services. Improvements to public facilities associated with the proposed development include undergrounding of existing utilities along the property frontage and new utilities to service the site, separating the existing combined sanitary/storm sewer serving the site, improving the sidewalks and streetscape around the perimeter of the site, improving crosswalks, and providing a new ADA-compliant bus stop on Montgomery Street.

Old Town North Small Area Plan Update Process

The commencement of the approval process for this project predated the commencement of the Old Town North Small Area Plan Update Process, consistent with City Council's instruction to staff when the Eisenhower West Plan was prioritized over the Old Town North Plan that projects coming forward before the Plan be processed accordingly. That being said, the Applicant has thoughtfully encouraged and included citizen input in the development review process, has adhered to the goals of the Old Town North Urban Design Guidelines, and has made revisions to the project at every step based on the input of the community, staff and Old Town North Urban Design Advisory Committee ("UDAC").

The applicant has held the following public meetings to discuss the project:

April 13, 2014 – meeting with NOTICE Board;
May 2, 2015 – Old Town North Walking Tour with staff, members of NOTICE, UDAC and nearby residential developments;
May 27, 2015 – Meeting with NOTICE Board;
May 28, 2015 – Bus Tour of Edens' Mosaic and Union Market Projects with staff, members of NOTICE, UDAC and nearby residential developments;
July 9, 2015 – Community Meeting;
October 1, 2015 – Community Meeting;
October 7, 2015 – UDAC Meeting;
November 18, 2015 – UDAC Meeting;
November 23, 2015 – Community Meeting;
January 6, 2016 (to be confirmed) – UDAC meeting;
January 2016 (date TBD) – Community Meeting.

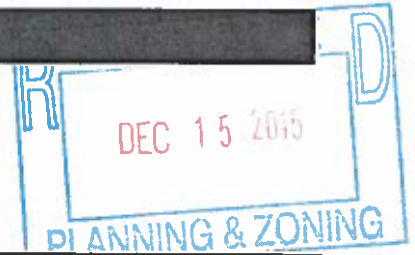
In addition to this project specific process, the Applicant has a representative actively participating in the Old Town North Small Area Plan update as a member of the Advisory Group. The Applicant participated in the recent charrette and the proposed development is consistent with the goals and visions set forth in the Old Town North Framework Plan produced as part of that effort. The current proposal is a thoughtfully designed, economically viable mixed-use project that will create the neighborhood retail anchor that the Plan calls for and that the Old Town North neighborhood desires.



APPLICATION

CDD DEVELOPMENT CONCEPT PLAN

CDD # 2015-00008



[must use black ink or type]

PROPERTY LOCATION: 500 First St. and 901 N. St. Asaph St.

TAX MAP REFERENCE: 052.02-06-02, -03

ZONE: CDD

APPLICANT'S NAME: Giant Alexandria E & A LLC

ADDRESS: 1221 Main Street Suite 1000, Columbia SC 29201

PROPERTY OWNER NAME: Giant Alexandria E & A LLC

ADDRESS: 1221 Main Street Suite 1000, Columbia SC 29201

REQUEST: CDD Concept Plan for a mixed-use development

Preliminary Review

DSP2015-00019

CDD2015-00008

530 First Street

Planners: Nathan Randall/Maya Contr

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

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

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

M. Catharine Puskar, Agent/Attorney

Print Name of Applicant or Agent
Walsh, Colucci, Lubeley, & Walsh PC
2200 Clarendon Blvd., Suite 1300

Mailing/Street Address

Arlington, VA

City and State

mc Puskar

Signature

703-528-4700

703-525-3197

Telephone #

22201

Zip Code

Fax #

Revised 12/15/2015
10/30/2015

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Date and Fee Paid: _____ \$ _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

application CDD development plan.pdf

8/1/06 Pnz\Applications, Forms, Checklists\Planning Commission



Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Consent to File Application for a Master Plan Amendment, Rezoning, CDD Concept Plan, Development Special Use Permit with Site Plan, Transportation Management Plan Special Use Permit, Coordinated Sign Plan Special Use Permit, Parking Reduction Special Use Permit and Associated Requests
500 First Street and 901 N. St. Asaph Street (Tax Map ID: 054.02-06-02 and -03), the "Property"

Dear Mr. Moritz:

Giant Alexandria (E&A), LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of applications for Master Plan Amendment, Rezoning, CDD Concept Plan, Development Special Use Permit with Site Plan, Transportation Management Plan Special Use Permit, Coordinated Sign Plan Special Use Permit, Parking Reduction Special Use Permit and any related requests for a mixed-use development on the Property.

Very truly yours,

Giant Alexandria (E&A), LLC, a South Carolina limited liability company


By: Edens Limited Partnership, a Delaware limited partnership, its sole member

By: Edens GP, LLC, a Delaware limited liability company, its sole general partner

By:

Its:

Date:


Jodie W. McHeam
10.28.15

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. See attached.		
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 500 First St. and 801 N. St. Asaph St. (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. See attached.		
2.		
3.		

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

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

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

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

Revised 12/15/2015

10/30/2015

Date

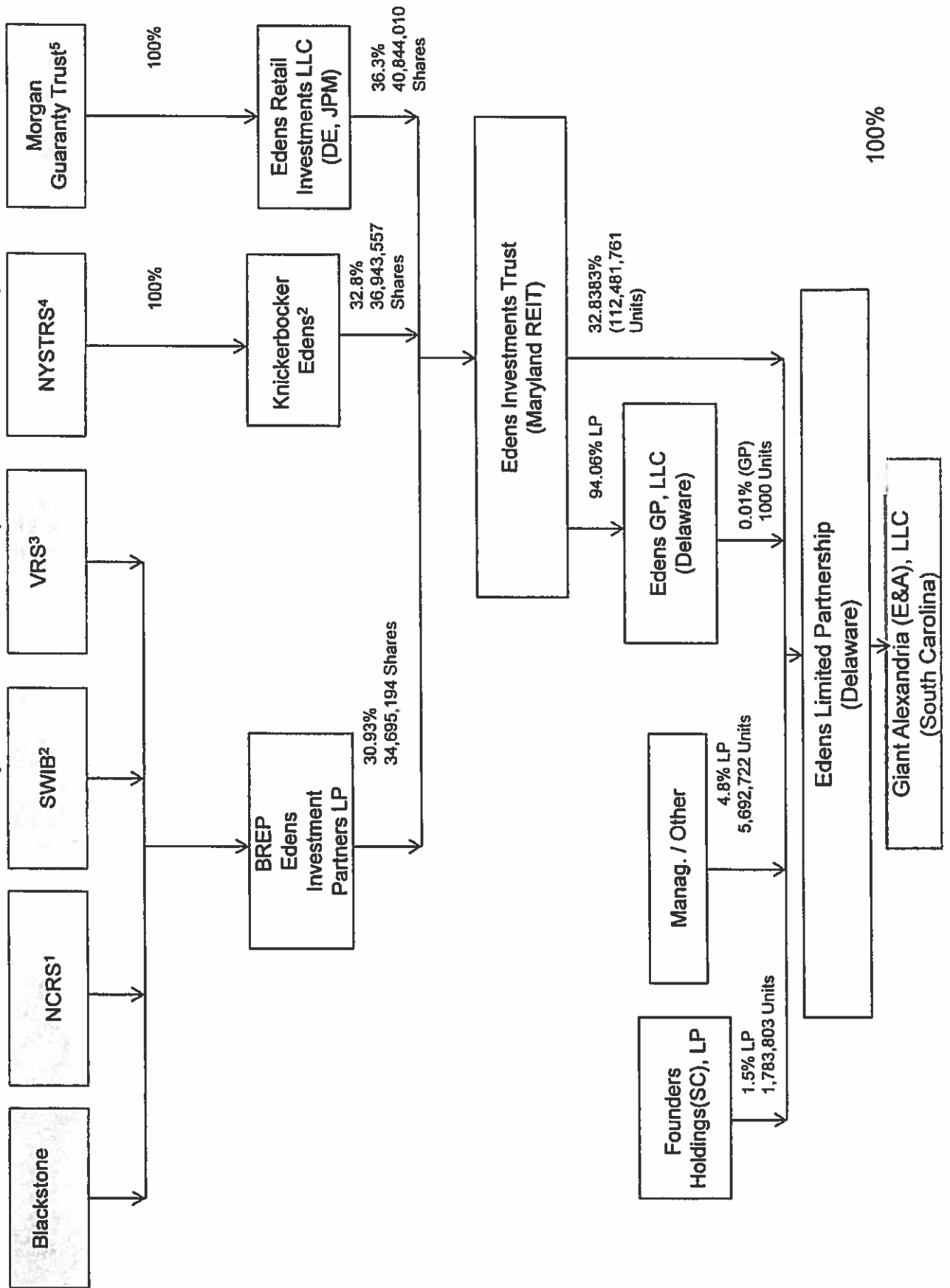
M. Catharine Puskar, Agent/Attorney

Printed Name



Signature

Ownership Structure (12/31/2013)



Notes:

1. North Carolina Retirement Systems
2. Wisconsin Retirement System
3. Virginia Retirement System
4. New York State Teachers' Retirement System, a public pension fund created and existing pursuant to Article 11 of the Education Law of the State of New York and having the powers and privileges of a corporation pursuant to Section 502 thereof.
5. Morgan Guaranty Trust Company of New York, as Trustee under Amended and Restated Declaration of Trust, dated as of June 1, 1999, for its Commingled Pension Trust Fund (Strategic Property)

530 First Street
Statement of Justification
December 15, 2015

Proposal Overview

The property is located at 500 First Street and 901 N. St. Asaph St. in Old Town North. The Applicant, Edens, is proposing to demolish the existing Giant and Virginia ABC stores on the property and to develop a mixed-use project including approximately 51,000 square feet of retail and 232 residential units with two levels of below-grade parking. The Applicant proposes a pedestrian-friendly streetscape and approximately 33,589 sf (38.5%) of open space, both at grade and on roof decks. The building design allows the loading for the retail and residential to be completely internalized within the block. The building massing has a variety of heights with a maximum of 77 feet.

The Old Town North Small Area Plan “seeks to reinforce the viability of existing retail activity and add additional retail and other service uses to the mix of uses in Old Town North in order to provide a more urban flavor and enhanced pedestrian activity.” The Plan also states that this block is a “Retail Center” and recommends “reinforc[ing] the ‘Giant’ block as a neighborhood retail anchor to serve the local community...” The proposal is a thoughtfully-designed, economically viable mixed-use project that will create the neighborhood retail anchor that the Old Town North Small Area Plan calls for and that the Old Town North neighborhood desires.

Urban Design and Architecture

The project meets the Urban Design Guidelines for Old Town North, thereby ensuring compatibility with the neighborhood. In particular, it meets the goals of the Urban Design Guidelines as follows:

- *To foster a sense of place, arrival and community* – The roofline has been varied across the site to contribute to an attractive skyline, and architectural elements have been incorporated to distinguish prominent corners and entries consistent with the guidelines. Architectural features and open space design delineate the more active retail areas of the site from the more passive residential areas and create a sense of place for residents, retail shoppers and the neighborhood. A hand-painted “Old Town North” sign has been proposed on the southwest corner of the building as a neighborhood identifier to welcome residents and visitors to the neighborhood.
- *To orient buildings to the street* – The buildings are oriented to the street and buildings include as much frontage as possible. In fact, the Applicant has internalized the loading/trash docks to increase the retail frontage and reduce the negative impacts of large loading bays along the street frontage experienced in other neighboring retail locations. Although frontage is maximized, setbacks in key locations and architectural elements have been included to further articulate the building at the ground level and additional variety will be realized as individual retail tenants design and build their storefronts.
- *To create an attractive pedestrian environment* – The pedestrian experience is critical to the success of the project. The Applicant has worked diligently to create an attractive pedestrian environment, informed not only by their expertise, but also by the Design Guidelines and the citizens themselves, who walked us through the neighborhood to show us what they believe makes for a friendly or unfriendly pedestrian environment in their existing neighborhood.

The project has been conscientiously designed with proposed architecture and massing that creates a variety of heights, positioning the heights appropriately across the block while recognizing the context of the neighborhood. Lower heights are located next to the existing townhouses, and the taller heights are located next to the existing hotel and office buildings. Additional setbacks above the retail level are provided in strategic locations along all frontages to further breakdown the building and reinforce a smaller building scale at the street to enhance the pedestrian experience. The proposed massing also achieves an expressed desire from members of the community for variety in the roofline across the site.

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 - The streetscape on N. St. Asaph Street has been expanded by one foot along the majority of the façade to allow for a more inviting pedestrian experience. The wider sidewalks also reflect and support the importance of the retail frontage along N. St. Asaph Street.
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 - The design of the building has been refined and introduces three different building typologies that are primarily distinguished by the grouping of windows. There are combinations of two, three, and four window groupings that span one or two floors. These varying scales of window groupings give the masonry facades vertical or horizontal readings and a diversity of fenestration rhythms.
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 - The brick colors from the upper floors of two of the three buildings have been brought down through the retail level to the ground, further differentiating the pedestrian scale elements of each building.
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 - A new façade break and tower element at the stair connecting to a rooftop terrace amenity space has been added on First Street. This element helps to visually reduce the length of the façade and anchors the new rooftop terrace.
 - A small terrace area has been created for the units on the first residential level at the corner of Montgomery Street and N. St. Asaph Street facing Montgomery Street, further softening the façade at that corner.

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 - The residential entrance on Montgomery Street has been further refined to add prominence and increase visibility. The addition of a painted masonry entry element breaks the horizontal line of the retail and extends up to the courtyard level. A canopy will also be added to further signify the entry and add to its visibility.
 - Retail design guidelines have been proposed that will allow individual tenants flexibility to express their unique characters within their storefront design. This individuality will soften the pedestrian-scale elements of the building and create visual interest along the street.
 - Other design elements that have softened the building are additional massing relief and sidewalk space along N. St. Asaph Street as discussed above and landscaping at the streetscape and courtyards.
- Retail Design:
 - The storefront design has been refined to create more variety at the pedestrian level through material palette and detailing. As discussed above, individual tenants will be able to create their own identities through signage and design in an organized manner per the design guidelines proposed.

The proposed development is compatible with the neighborhood in mass and scale, has been designed with high quality materials, and provides the long anticipated, pedestrian friendly, neighborhood serving, retail focus area and community gathering place for the Old Town North community.

Open Space

The Applicant is providing 38.5% open space, which exceeds the typical 25% open space requirement for mixed use projects in Old Town North.

The Old Town North Urban Design Guidelines’ recommendations for open space state that “open spaces do not have to be large to be usable.” High quality open space is not determined solely by the amount of open space, but also by the quality of open space provided. The Applicant has made a concerted effort to distribute open space across the site to provide sufficient, quality above grade amenity area for the building residents and distinct, inviting at grade gathering spaces for the community while also maximizing ground floor retail in this retail focus area. This is in keeping with the recommendations made by the Urban Design Guidelines, which call for carefully and purposefully designing space not occupied by buildings, incorporating useable open space into the design of the project, and encouraging commercial uses such as restaurants to have outdoor dining components.

The urban plaza on Montgomery Street has been extended to the corner of St. Asaph Street, providing a large area for outdoor dining and/or gathering spot for shoppers, diners, residents and neighbors near the active retail areas and residential lobby. Seating, decorative lighting, plantings, special paving treatment and public art will be incorporated into this space to make it a unique public gathering space and focal point in North Old Town. A community green is located along Pitt St, providing a more passive area and buffer across the street from the existing Watergate townhouses for those wanting a quieter space away from the primary retail corner of Montgomery and St Asaph Streets. This area contains more grass and plantings and less hardscape than the urban plaza. Finally, the above grade open space is being carefully

designed to provide desired, private, usable amenity areas for the residents, with both private terraces and communal gathering spaces, similar to the private open space provided for the residents of the Watergate Townhouses, Liberty Row, Alexandria House, the Oronoco and other residential/mixed use properties in Old Town North. Additional detail has been provided on the plans to better illustrate the high quality design and programming envisioned for these spaces.

Economic Impacts

The project is anticipated to generate approximately 2.5 million dollars in annual tax revenue (in 2015 dollars) from real estate, retail, personal property and other City taxes. The project will also generate over 250 construction jobs over the 24 month construction period and approximately 150 retail jobs.

Retail and Retail Design Guidelines

This site is a Retail Focus Area and will include a variety of retail uses. The Applicant has developed design guidelines to establish a framework for future retailers to create unique retail storefronts within the development. These design guidelines include recommendations for quality building materials, canopies and awnings, lighting, glazing, and signage. Signage recommendations include types of signs, potential locations of signs, and total allowable square footage of signage by frontage. These design guidelines will allow the Applicant the flexibility to work with future tenants to create individualized storefronts with high quality design.

This development proposes over 50,000 square feet of retail to achieve the City's desired goal for a Retail Focus Area within Old Town North. Retail has been extended along St. Asaph and Montgomery Streets to achieve the primary retail streets envisioned in the Old Town North Framework Plan resulting from the City's recent charrette. The amount of retail included in this project and the proposed shared parking scenario is consistent with the City's definition for shopping centers located throughout the City, which do not require SUPs for most discrete uses. In this instance, the major retail frontages along St. Asaph St. and Montgomery St. are located across from other high density commercial uses. The minor retail frontage along First St is across from a hotel, but also in proximity to some residential neighbors. In order to ensure that this Retail Focus Area operates effectively and efficiently to provide the City the retail it desires, maximum flexibility is appropriate along the major retail frontages to make sure that tenant spaces can be marketed, occupied and re-tenanted as necessary without delay. The Applicant looks forward to discussing reasonable parameters to ensure impacts of any potential uses which typically require SUPs are mitigated through development conditions that are appropriate to the context of the various retail streets. The Applicant will also work with staff to further identify which types of uses are contemplated as "retail" in this location.

Parking reduction

The Applicant is also requesting a parking reduction to permit a blended parking ratio for restaurant and retail uses of 4.69 spaces/1,000 square feet. The submitted parking study assumes that a maximum of 84 restaurant seats and approximately 26,000 square feet of retail will be provided. Based on current Zoning Ordinance requirements, a parking reduction of 85 spaces is requested. The parking study provides justification for this reduction based on ITE standards, ULI shared parking analysis and comparison with other retail focused projects. Those uses constituting "retail" uses for this project will be defined in the DSUP conditions. To the extent that restaurant seats are less than the maximum, retail square footage may be increased accordingly so long as adequate parking per the shared parking analysis is provided.

Coordinated Sign Plan

The Applicant is requesting a Coordinated Sign Plan Special Use Permit to allow flexibility for future tenants to create their individualized signage and storefront spaces in conformance with the proposed design guidelines. The Applicant is proposing 1.5 square feet of sign area per linear foot of frontage and such signage may be apportioned amongst tenants by the landlord to ensure that signature/major retail tenants have the appropriate amount of signage. Unique tenant signage is an important part of establishing vibrant retail for the retail focus area.

The sign plan also proposes a neighborhood identification sign for Old Town North on the southwest corner of the building. This sign will be painted and will welcome residents and visitors to the neighborhood.

Master Plan Amendment and Rezoning

The Applicant requests a Master Plan Amendment and Rezoning from CG/Commercial General to CDD/Coordinated Development District to allow for a mixed use development at a 3.5 FAR and a maximum height of 77 feet on the southern portion of the block. The site was designated a Retail Focus Area in the 1992 Old Town North Small Area Plan and rezoned at that time to CG/Commercial General to permit a maximum non-residential FAR of 0.75 with a special use permit. The Old Town North Small Area Plan (the "Plan") was one of the most forward thinking of the 1992 Small Area Plans as it accurately anticipated the resurgence of mixed-use, urban development in Alexandria. The Plan "seeks to reinforce the viability of existing retail activity and add additional retail and other service uses to the mix of uses in Old Town North in order to provide a more urban flavor and enhanced pedestrian activity." The Plan also states that this block is a "Retail Center" and recommends "reinforc[ing] the 'Giant' block as a neighborhood retail anchor to serve the local community..." While these goals are still relevant today, the .75 FAR contemplated in 1992 is not sufficient to create a contemporary mixed-use project in 2015 that is successful from both an urban design and economic perspective. From an economic standpoint, at a .75 FAR, it would not be economically viable to purchase the VA. ABC site, demolish the existing buildings, provide 5,000 square feet of retail space to accommodate VA. ABC in the new building, underground parking, underground utilities, separate the combined sewer, provide public art, provide an affordable housing contribution, and provide quality open spaces. From an urban design standpoint, even if it were possible to design a building at a .75 FAR, the design of the block would be incompatible with the neighborhood and in conflict with the goals of the Old Town North Urban Design Guidelines. For example, the footprint at one story would only occupy 75% of the block, would not address all frontages, would not support below grade parking, would not internalize the loading and service areas, would not provide variety in height and would not encourage pedestrian activity and quality gathering spaces.

The Master Plan Amendment requests are consistent with the intent of the existing Master Plan for the creation of a Retail Focus Area while allowing for superior site and building design than what would be possible under the constraints of the existing Master Plan. This project will create a neighborhood-serving retail center, as envisioned in the Plan, and will comply with the standard City policies in place at the time of approval, including the Green Building Policy, Housing Master Plan, Public Art Policy, etc. The site is located at the intersection of St. Asaph Street and Montgomery Street, along which existing retail uses in Old Town North are concentrated, and adjacent to several commercial uses including office buildings and a hotel. The proposed uses are consistent with the existing mixed commercial/residential uses in the area.

The proposed amendment to the Zoning Map from CG/Commercial General to CDD/Coordinated Development District is consistent with the Master Plan Amendment request to change the land use designation from CG/Commercial General to CDD/Coordinated Development District.

As the MPA/Rezoning process has occurred concurrently with the development review process, the project has been reviewed by staff for the adequacy of essential public facilities and services. Improvements to public facilities associated with the proposed development include undergrounding of existing utilities along the property frontage and new utilities to service the site, separating the existing combined sanitary/storm sewer serving the site, improving the sidewalks and streetscape around the perimeter of the site, improving crosswalks, and providing a new ADA-compliant bus stop on Montgomery Street.

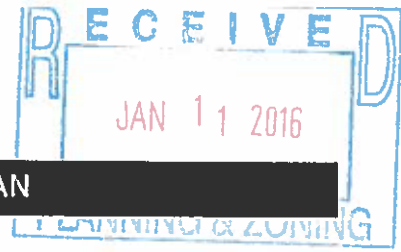
Old Town North Small Area Plan Update Process

The commencement of the approval process for this project predated the commencement of the Old Town North Small Area Update Process, consistent with City Council's instruction to staff when the Eisenhower West Plan was prioritized over the Old Town North Plan that projects coming forward before the Plan be processed accordingly. That being said, the Applicant has thoughtfully encouraged and included citizen input in the development review process, has adhered to the goals of the Old Town North Urban Design Guidelines, and has made revisions to the project at every step based on the input of the community, staff and Old Town North Urban Design Advisory Committee ("UDAC").

The applicant has held the following public meetings to discuss the project:

April 13, 2014 – meeting with NOTICe Board;
May 2, 2015 – Old Town North Walking Tour with staff, members of NOTICe, UDAC and nearby residential developments;
May 27, 2015 – Meeting with NOTICe Board;
May 28, 2015 – Bus Tour of Edens' Mosaic and Union Market Projects with staff, members of NOTICe, UDAC and nearby residential developments;
July 9, 2015 – Community Meeting;
October 1, 2015 – Community Meeting;
October 7, 2015 – UDAC Meeting;
November 18, 2015 – UDAC Meeting;
November 23, 2015 – Community Meeting;
January 6, 2016 (to be confirmed) – UDAC meeting;
January 2016 (date TBD) – Community Meeting.

In addition to this project specific process, the Applicant has a representative actively participating in the Old Town North Small Area Plan update as a member of the Advisory Group. The Applicant participated in the recent charrette and the proposed development is consistent with the goals and visions set forth in the Old Town North Framework Plan produced as part of that effort. The current proposal is a thoughtfully designed, economically viable mixed-use project that will create the neighborhood retail anchor that the Plan calls for and that the Old Town North neighborhood desires.

**APPLICATION****DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN****DSUP #** _____ **Project Name:** _____**PROPERTY LOCATION:** 500 First St. & 901 N. St. Asaph St.**TAX MAP REFERENCE:** 054.02-06-02, -03 **ZONE:** CDD**APPLICANT:****Name:** Giant Alexandria E & A LLC**Address:** 1221 Main Street Suite 1000, Columbia SC 29201**PROPERTY OWNER:****Name:** Giant Alexandria E & A LLC**Address:** 1221 Main Street Suite 1000, Columbia SC 29201**SUMMARY OF PROPOSAL** DSUP for a mixed-use development containing approx. 232 residential units and approximately 51,000 sf of retail**MODIFICATIONS REQUESTED** Modification for vision clearance at the intersections of Montgomery St./N. Pitt and First/N. St. Asaph St., modification of 6-403(A) height to centerline setback along portions of N. St. Asaph St., Montgomery St., and N. Pitt St., modification of crown coverage**SUP's REQUESTED** Parking reduction to permit blended rate for all retail uses, coordinated sign plan, transportation management plan, and increase in number of penthouses

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

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

[] **THE UNDERSIGNED** also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his/her knowledge and belief.

M. Catharine Puskar, Agent/AttorneyPrint Name of Applicant or Agent
Walsh, Colucci, Lubeley, & Walsh PC
2200 Clarendon Blvd., Suite 1300

Mailing/Street Address

Arlington, VA 22201

City and State Zip Code

Signature

703-528-4700

703-525-4700

Telephone #

Fax #

cpuskar@thelandlawyers.com

Email address

10/30/2015, revised 12/15/2015, revised 1/11/2016

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Received Plans for Completeness: _____

Fee Paid and Date: _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

Development SUP # _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

☒ the Owner ☐ Contract Purchaser ☐ Lessee or ☐ Other: _____ of the subject property.

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

See attached.

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

☐ **Yes.** Provide proof of current City business license.

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

N/A



Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Consent to File Application for a Master Plan Amendment, Rezoning, CDD Concept Plan, Development Special Use Permit with Site Plan, Transportation Management Plan Special Use Permit, Coordinated Sign Plan Special Use Permit, Parking Reduction Special Use Permit and Associated Requests
500 First Street and 901 N. St. Asaph Street (Tax Map ID: 054.02-06-02 and -03), the "Property"

Dear Mr. Moritz:

Giant Alexandria (E&A), LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of applications for Master Plan Amendment, Rezoning, CDD Concept Plan, Development Special Use Permit with Site Plan, Transportation Management Plan Special Use Permit, Coordinated Sign Plan Special Use Permit, Parking Reduction Special Use Permit and any related requests for a mixed-use development on the Property.

Very truly yours,

Giant Alexandria (E&A), LLC, a South Carolina limited liability company


By: Edens Limited Partnership, a Delaware limited partnership, its sole member

By: Edens GP, LLC, a Delaware limited liability company, its sole general partner

By:

Its:

Date:


Jodie W. McKeon
10.28.15

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. See attached.		
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 500 First St. and 901 N. St. Asaph St. (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. See attached.		
2.		
3.		

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

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

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

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

Revised 12/15/2015, Revised 1/11/2016

10/30/2015

Date

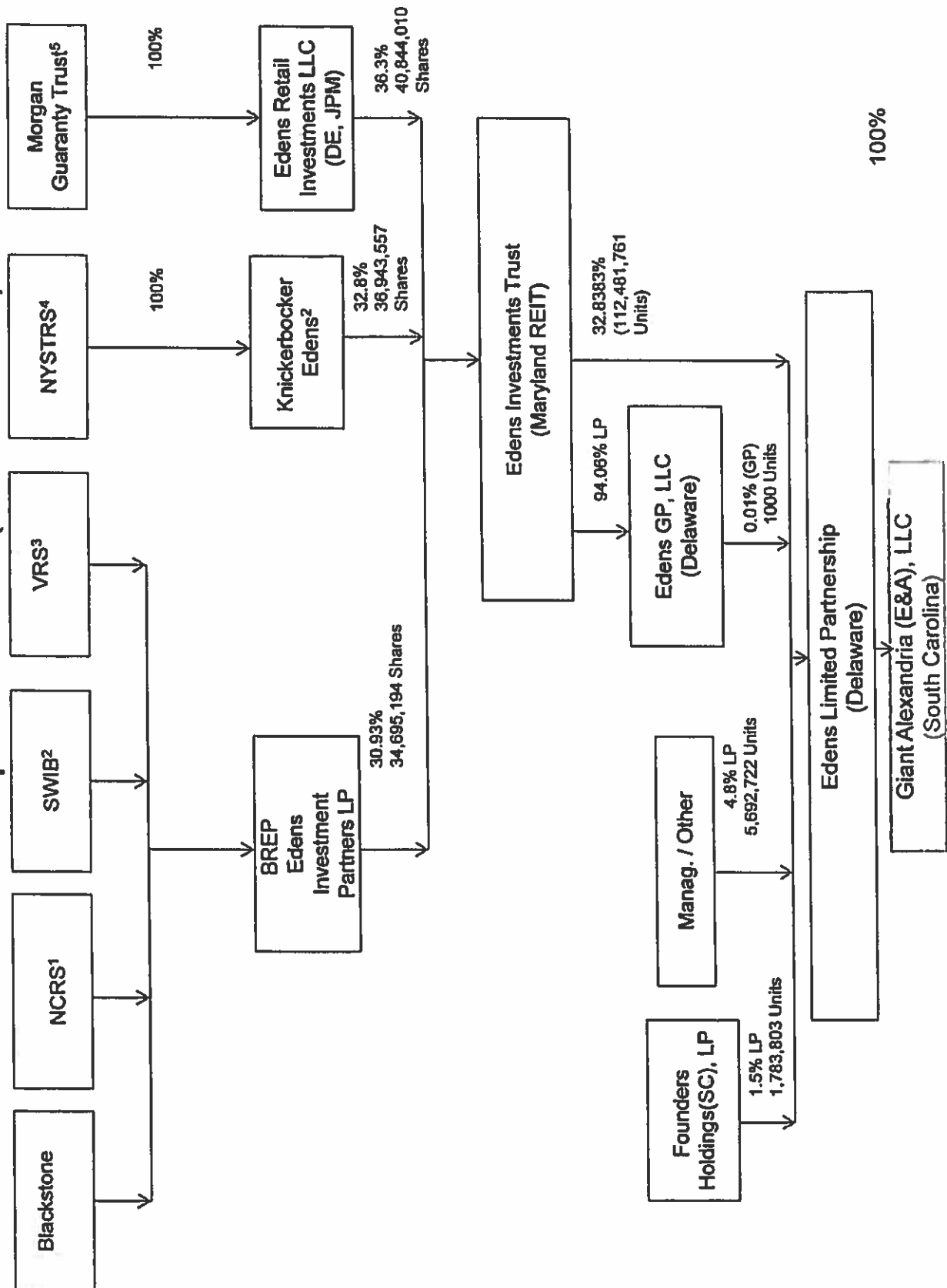
M. Catharine Puskar, Agent/Attorney

Printed Name



Signature

Ownership Structure (12/31/2013)



Development SUP # _____

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

See attached.

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

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

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

The proposed development includes 232 residential u nits and approximately 51,000 sf of retail.

The traffic impact analysis includes ITE information reflective of the proposed uses and amount of development.

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

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

The proposed development includes 232 residential u nits and approximately 51,000 sf of retail.

The traffic impact analysis includes ITE information reflective of the proposed uses and amount of development.

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

Day	Hours	Day	Hours
7 days a week	24 hours a day		

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

A. Describe the noise levels anticipated from all mechanical equipment and patrons.
Typical for residential and retail uses.

B. How will the noise from patrons be controlled?
Property and retail management will make sure noise levels comply with the noise ordinance.

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

Odors will be controlled through adequate ventilation with commercial grade equipment.

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

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

Typical for residential and retail uses.

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

Typical for residential and retail uses.

C. How often will trash be collected?

As often as necessary.

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

Maintenance staff will monitor the property for litter.

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:

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

Property management will monitor activities on the property.

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.

ABC licenses will be procured for any use that involves selling alcohol, either on- or off-premises.

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?

464 spaces, based on a maximum of 841 restaurant seats and approximately 26,000 sf of retail.

Depending on tenant mix, the actual requirement/reduction may be less.

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

326 _____ Standard spaces

139 _____ Compact spaces

16 _____ Handicapped accessible spaces

12 tandem (retail) _____ 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? 3 space
- B. How many loading spaces are available for the use? 3 spaces
- C. Where are off-street loading facilities located?
- Internal to the building
- D. During what hours of the day do you expect loading/unloading operations to occur? 24 hours a day
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
- Given the amount of anticipated retail, loading and unloading is anticipated to occur throughout the day, 7 days a week.

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.

**530 First Street
Statement of Justification
January 11, 2016**

Proposal Overview

The property is located at 500 First Street and 901 N. St. Asaph St. in Old Town North. The Applicant, Edens, is proposing to demolish the existing Giant and Virginia ABC stores on the property and to develop a mixed-use project including approximately 51,000 square feet of retail and 232 residential units, 8 of which would be dedicated affordable, with two levels of below-grade parking. The Applicant proposes a pedestrian-friendly streetscape and approximately 33,589 sf (38.5%) of open space, both at grade and on roof decks. The building design allows the loading for the retail and residential to be completely internalized within the block. The building massing has a variety of heights with a maximum of 77 feet.

The Old Town North Small Area Plan “seeks to reinforce the viability of existing retail activity and add additional retail and other service uses to the mix of uses in Old Town North in order to provide a more urban flavor and enhanced pedestrian activity.” The Plan also states that this block is a “Retail Center” and recommends “reinforc[ing] the ‘Giant’ block as a neighborhood retail anchor to serve the local community...” The proposal is a thoughtfully-designed, economically viable mixed-use project that will create the neighborhood retail anchor that the Old Town North Small Area Plan calls for and that the Old Town North neighborhood desires.

Urban Design and Architecture

The project meets the Urban Design Guidelines for Old Town North, thereby ensuring compatibility with the neighborhood. In particular, it meets the goals of the Urban Design Guidelines as follows:

- *To foster a sense of place, arrival and community* – The roofline has been varied across the site to contribute to an attractive skyline, and architectural elements have been incorporated to distinguish prominent corners and entries consistent with the guidelines. Architectural features and open space design delineate the more active retail areas of the site from the more passive residential areas and create a sense of place for residents, retail shoppers and the neighborhood. A hand-painted “Old Town North” sign has been proposed on the southwest corner of the building as a neighborhood identifier to welcome residents and visitors to the neighborhood.
- *To orient buildings to the street* – The buildings are oriented to the street and buildings include as much frontage as possible. In fact, the Applicant has internalized the loading/trash docks to increase the retail frontage and reduce the negative impacts of large loading bays along the street frontage experienced in other neighboring retail locations. Although frontage is maximized, setbacks in key locations and architectural elements have been included to further articulate the building at the ground level and additional variety will be realized as individual retail tenants design and build their storefronts.
- *To create an attractive pedestrian environment* – The pedestrian experience is critical to the success of the project. The Applicant has worked diligently to create an attractive pedestrian environment, informed not only by their expertise, but also by the Design Guidelines and the citizens

themselves, who walked us through the neighborhood to show us what they believe makes for a friendly or unfriendly pedestrian environment in their existing neighborhood.

The project has been conscientiously designed with proposed architecture and massing that creates a variety of heights, positioning the heights appropriately across the block while recognizing the context of the neighborhood. Lower heights are located next to the existing townhouses, and the taller heights are located next to the existing hotel and office buildings. Additional setbacks above the retail level are provided in strategic locations to further breakdown the building and reinforce a smaller building scale at the street to enhance the pedestrian experience. The proposed massing also achieves an expressed desire from members of the community for variety in the roofline across the site.

Generous sidewalks are provided around the entire site, with 8' clear sidewalks and 4' tree pits along N. Pitt and N. First Streets, and 12' clear sidewalks and 4' tree pits along the prominent retail frontages of St. Asaph and Montgomery Streets. Species and spacing of street trees will be consistent with the Old Town North and City Landscape Guidelines to create shade while allowing for retail visibility and attractive lighting will be installed to insure visibility and security for pedestrians in the evening.

The main residential lobby, a variety of retail uses, and distinct open spaces will be located around the perimeter of the block to encourage pedestrian activity on all frontages. The Applicant has developed retail and sign guidelines to ensure variety and interest among the retail spaces, thereby further enhancing the pedestrian experience. The at-grade open space has been designed to create distinct, inviting areas for the public to gather, with areas for sitting, dining, viewing or strolling, as discussed further below.

- *To encourage compatible development with parking underground or concealed.* – The project also meets the compatibility guidelines. The building has been designed to be compatible with the neighborhood while creating its own contemporary identity and incorporates quality building materials and colors that will blend in with the overall fabric of the neighborhood. Two levels of below-grade parking are being provided and, as mentioned above, loading and service areas are located internal to the site. Utilities will be undergrounded and mechanical equipment strategically located on the roof to conceal/minimize visibility.

In response to comments received from staff, the community, and the Urban Design Advisory Committee (UDAC), the following design changes have been made:

- **Streetscape and Open Space:**
 - The streetscape on N. St. Asaph Street has been expanded by one foot along the majority of the façade to allow for a more inviting pedestrian experience. The wider sidewalks also reflect and support the importance of the retail frontage along N. St. Asaph Street.
 - The community green design has been refined to provide separation between the private residential units and the green to further emphasize its public nature, creating a tranquil open space for the community.
 - The public plaza design has been refined to create an area that is inviting to the community while fostering prominent and engaging retail with seating and a public art installation. Architectural seating walls have been integrated into the public plaza to provide places for residents, retail customers and the broader community to sit and mingle around the central amenity feature. Potential outdoor dining areas for restaurants have also been included and add to the activation of the public plaza. Finally, additional

seating is proposed within the tree pits along Montgomery Street, further emphasizing this retail street/public gathering area.

- The design of the above grade communal open space for residents has been further refined and detailed to reflect the quality of design anticipated for that space. In addition, new private residential terraces and a new rooftop amenity open space for the residents has been added on the roof of the fifth floor.
- Building Architecture:
 - Townhouse-Style Unit Design:
 - The design of the townhouse-style units has been refined to better relate to the residential context of the townhouse neighbors to the east. The revised design increases the scale of the bays and changes the brick colors. The larger bays break the horizontal cornice of the masonry, giving variety to the roofline, heightening the verticality of the bays, and creating a more residential scale for the individual units. The townhouses now have alternating dark grey panels and a brick color different from the three main building masses, further differentiating the units from the rest of the building.
 - Tri-Part Building Typology Refinement:
 - The design of the building has been refined and introduces three different building typologies that are primarily distinguished by the grouping of windows. There are combinations of two, three, and four window groupings that span one or two floors. These varying scales of window groupings give the masonry facades vertical or horizontal readings and a diversity of fenestration rhythms.
 - A different masonry brick color is proposed for each of the three main building typologies.
 - The brick detailing on the three building typologies will be distinguished from one another by the detailing at the head and sill of the grouped bays, the spandrel color between the bays, and the detailing at the cornice of the building.
 - The corner of the building at Montgomery Street and N. St. Asaph Street has been refined to heighten its visibility and prominence. The bay has been enlarged and the heavy pilaster at the ground floor corner has been removed. This visually extends and connects the residential bay above to the retail below.
 - The brick colors from the upper floors of two of the three buildings have been brought down through the retail level to the ground, further differentiating the pedestrian scale elements of each building.
 - “Softening” the Façade:
 - In response to comments regarding “softening” the facades, Juliet balconies have been added to the building. These serve to soften the building’s appearance by giving it a residential scale and character. The repetition of balconies also helps to visually reduce the length of the facades. The balconies are not deep enough for residents to store personal belongings while still allowing the resident to engage with the street.
 - A new façade break and tower element at the stair connecting to a rooftop terrace amenity space has been added on First Street. This element helps to visually reduce the length of the façade and anchors the new rooftop terrace.
 - A small terrace area has been created for the units on the first residential level at the corner of Montgomery Street and N. St. Asaph Street facing Montgomery Street, further softening the façade at that corner.

- A hand-painted “Old Town North” sign has been proposed on the southwest corner of the building as a neighborhood identifier to welcome residents and visitors to the neighborhood.
 - The residential entrance on Montgomery Street has been further refined to add prominence and increase visibility. The addition of a painted masonry entry element breaks the horizontal line of the retail and extends up to the courtyard level. A canopy will also be added to further signify the entry and add to its visibility.
 - Retail design guidelines have been proposed that will allow individual tenants flexibility to express their unique characters within their storefront design. This individuality will soften the pedestrian-scale elements of the building and create visual interest along the street.
 - Other design elements that have softened the building are additional massing relief and sidewalk space along N. St. Asaph Street as discussed above and landscaping at the streetscape and courtyards.
- Retail Design:
 - The storefront design has been refined to create more variety at the pedestrian level through material palette and detailing. As discussed above, individual tenants will be able to create their own identities through signage and design in an organized manner per the design guidelines proposed.

The proposed development is compatible with the neighborhood in mass and scale, has been designed with high quality materials, and provides the long anticipated, pedestrian friendly, neighborhood serving, retail focus area and community gathering place for the Old Town North community.

Open Space

The Applicant is providing 38.5% open space, which exceeds the typical 25% open space requirement for mixed use projects in Old Town North.

The Old Town North Urban Design Guidelines’ recommendations for open space state that “open spaces do not have to be large to be usable.” High quality open space is not determined solely by the amount of open space, but also by the quality of open space provided. The Applicant has made a concerted effort to distribute open space across the site to provide sufficient, quality above grade amenity area for the building residents and distinct, inviting at grade gathering spaces for the community while also maximizing ground floor retail in this retail focus area. This is in keeping with the recommendations made by the Urban Design Guidelines, which call for carefully and purposefully designing space not occupied by buildings, incorporating useable open space into the design of the project, and encouraging commercial uses such as restaurants to have outdoor dining components.

The urban plaza on Montgomery Street has been extended to the corner of St. Asaph Street, providing a large area for outdoor dining and/or gathering spot for shoppers, diners, residents and neighbors near the active retail areas and residential lobby. Seating, decorative lighting, plantings, special paving treatment and public art will be incorporated into this space to make it a unique public gathering space and focal point in North Old Town. A community green is located along Pitt St, providing a more passive area and buffer across the street from the existing Watergate townhouses for those wanting a quieter space away from the primary retail corner of Montgomery and St Asaph Streets. This area contains more grass and plantings and less hardscape than the urban plaza. Finally, the above grade open space is being carefully

designed to provide desired, private, usable amenity areas for the residents, with both private terraces and communal gathering spaces, similar to the private open space provided for the residents of the Watergate Townhouses, Liberty Row, Alexandria House, the Oronoco and other residential/mixed use properties in Old Town North. Additional detail has been provided on the plans to better illustrate the high quality design and programming envisioned for these spaces.

Economic Impacts

The project is anticipated to generate approximately 2.5 million dollars in annual tax revenue (in 2015 dollars) from real estate, retail, personal property and other City taxes. The project will also generate over 250 construction jobs over the 24 month construction period and approximately 150 retail jobs.

Affordable Housing

The Applicant is proposing to provide 8 on-site affordable units at 60% of AMI for 40 years. As determined by the current Old Town North Small Area Plan Update process, currently there are no market-rate affordable units anywhere in Old Town North. These 8 units to be provided on site would further the City's affordable housing goals and will provide much-needed housing options for lower-income Alexandrians.

Retail and Retail Design Guidelines

This development proposes over 50,000 square feet of retail to achieve the City's desired goal for a Retail Focus Area within Old Town North. Retail has been extended along St. Asaph and Montgomery Streets to achieve the primary retail streets envisioned in the Old Town North Framework Plan resulting from the City's recent charrette. The amount and variety of retail that can be accommodated within this project will establish this project as a vibrant center of Old Town North.

The Applicant has developed design guidelines to establish a framework for future retailers to create unique retail storefronts within the development. These design guidelines include recommendations for quality building materials, canopies and awnings, lighting, glazing, and signage. Signage recommendations include types of signs, potential locations of signs, and total allowable square footage of signage by frontage. These design guidelines will allow the Applicant the flexibility to work with future tenants to create individualized storefronts with high quality design.

The amount of retail included in this project and the proposed shared parking scenario is consistent with the City's definition for shopping centers located throughout the City, which do not require SUPs for most discrete uses. In this instance, the major retail frontages along St. Asaph St. and Montgomery St. are located across from other high density commercial uses. The minor retail frontage along First St is across from a hotel, but also in proximity to some residential neighbors. In order to ensure that this Retail Focus Area operates effectively and efficiently to provide the City the retail it desires, maximum flexibility is appropriate along the major retail frontages to make sure that tenant spaces can be marketed, occupied and re-tenanted as necessary without delay. As part of the umbrella SUP for commercial uses submitted with this application, the Applicant looks forward to discussing reasonable parameters to ensure impacts of any potential special uses are mitigated through development conditions that are appropriate to the context of the various retail streets. The Applicant will also work with staff to further identify which types of uses are contemplated for this location in the umbrella SUP.

Penthouses

The Applicant requests an increase in the number of rooftop penthouses from one to three to allow for the elevator overrun and two stairwells. The elevator overrun is sized as necessary (5' 6") to house the elevator equipment. The two stairwells are within the 15' maximum height for penthouses (10' or less). While technically only one stairwell is needed for roof access to meet code requirements, the Alexandria Fire Department requested that both stairwells provide roof access. These penthouses are within the height limit and are only as tall as necessary to contain the equipment or stairs.

Parking reduction

The Applicant is also requesting a parking reduction to permit a blended parking ratio for restaurant and retail uses of approximately 4.7 spaces/1,000 square feet. The submitted parking study assumes that a maximum of 841 restaurant seats and approximately 26,000 square feet of retail will be provided. Based on current Zoning Ordinance requirements, a parking reduction of 85 spaces is requested. The parking study provides justification for this reduction based on ITE standards, ULI shared parking analysis and comparison with other retail focused projects. Those uses constituting "retail" uses for this project will be defined as part of the umbrella SUP for commercial uses submitted with this application. To the extent that restaurant seats are less than the maximum, retail square footage may be increased accordingly so long as adequate parking per the shared parking analysis is provided.

Coordinated Sign Plan

The Applicant is requesting a Coordinated Sign Plan Special Use Permit to allow flexibility for future tenants to create their individualized signage and storefront spaces in conformance with the proposed design guidelines. The Applicant is proposing 1.5 square feet of sign area per linear foot of frontage and such signage may be apportioned amongst tenants by the landlord to ensure that signature/major retail tenants have the appropriate amount of signage. Unique tenant signage is an important part of establishing vibrant retail for the retail focus area.

The sign plan also proposes two neighborhood identification signs for Old Town North on the southwest corner of the building. These signs will be painted on the building below the fifth residential floor and will welcome residents and visitors to the neighborhood.

Master Plan Amendment and Rezoning

The Applicant requests a Master Plan Amendment and Rezoning from CG/Commercial General to CDD/Coordinated Development District to allow for a mixed use development at a 3.5 FAR and a maximum height of 77 feet on the southern portion of the block. The site was designated a Retail Focus Area in the 1992 Old Town North Small Area Plan and rezoned at that time to CG/Commercial General to permit a maximum non-residential FAR of 0.75 with a special use permit. The Old Town North Small Area Plan (the "Plan") was one of the most forward thinking of the 1992 Small Area Plans as it accurately anticipated the resurgence of mixed-use, urban development in Alexandria. The Plan "seeks to reinforce the viability of existing retail activity and add additional retail and other service uses to the mix of uses in Old Town North in order to provide a more urban flavor and enhanced pedestrian activity." The Plan also states that this block is a "Retail Center" and recommends "reinforc[ing] the 'Giant' block as a neighborhood retail anchor to serve the local community..." While these goals are still relevant today, the .75 FAR contemplated in 1992 is not sufficient to create a contemporary mixed-use project in 2015 that is successful from both an urban design and economic perspective. From an economic standpoint, at a .75 FAR, it would not be economically viable to purchase the VA. ABC site, demolish the existing buildings, provide 5,000 square feet of retail space to accommodate VA. ABC in the new building,

underground parking, underground utilities, separate the combined sewer, provide public art, provide an affordable housing contribution, and provide quality open spaces. From an urban design standpoint, even if it were possible to design a building at a .75 FAR, the design of the block would be incompatible with the neighborhood and in conflict with the goals of the Old Town North Urban Design Guidelines. For example, the footprint at one story would only occupy 75% of the block, would not address all frontages, would not support below grade parking, would not internalize the loading and service areas, would not provide variety in height and would not encourage pedestrian activity and quality gathering spaces.

The Master Plan Amendment requests are consistent with the intent of the existing Master Plan for the creation of a Retail Focus Area while allowing for superior site and building design than what would be possible under the constraints of the existing Master Plan. This project will create a neighborhood-serving retail center, as envisioned in the Plan, and will comply with the standard City policies in place at the time of approval, including the Green Building Policy, Housing Master Plan, Public Art Policy, etc. The site is located at the intersection of St. Asaph Street and Montgomery Street, along which existing retail uses in Old Town North are concentrated, and adjacent to several commercial uses including office buildings and a hotel. The proposed uses are consistent with the existing mixed commercial/residential uses in the area. The proposed amendment to the Zoning Map from CG/Commercial General to CDD/Coordinated Development District is consistent with the Master Plan Amendment request to change the land use designation from CG/Commercial General to CDD/Coordinated Development District.

As the MPA/Rezoning process has occurred concurrently with the development review process, the project has been reviewed by staff for the adequacy of essential public facilities and services. Improvements to public facilities associated with the proposed development include undergrounding of existing utilities along the property frontage and new utilities to service the site, separating the existing combined sanitary/storm sewer serving the site, improving the sidewalks and streetscape around the perimeter of the site, improving crosswalks, and providing a new ADA-compliant bus stop on Montgomery Street.

Old Town North Small Area Plan Update Process

The commencement of the approval process for this project predated the commencement of the Old Town North Small Area Update Process, consistent with City Council's instruction to staff when the Eisenhower West Plan was prioritized over the Old Town North Plan that projects coming forward before the Plan be processed accordingly. That being said, the Applicant has thoughtfully encouraged and included citizen input in the development review process, has adhered to the goals of the Old Town North Urban Design Guidelines, and has made revisions to the project at every step based on the input of the community, staff and Old Town North Urban Design Advisory Committee ("UDAC").

The applicant has held the following public meetings to discuss the project:

April 13, 2014 – meeting with NOTICE Board;

May 2, 2015 – Old Town North Walking Tour with staff, members of NOTICE, UDAC and nearby residential developments;

May 27, 2015 – Meeting with NOTICE Board;

May 28, 2015 – Bus Tour of Edens' Mosaic and Union Market Projects with staff, members of NOTICE, UDAC and nearby residential developments;

July 9, 2015 – Community Meeting;

October 1, 2015 – Community Meeting;
October 7, 2015 – UDAC Meeting;
November 18, 2015 – UDAC Meeting;
November 23, 2015 – Community Meeting;
January 6, 2016 – UDAC meeting;
January 6, 2016 – Community Meeting.

In addition to this project specific process, the Applicant has a representative actively participating in the Old Town North Small Area Plan update as a member of the Advisory Group. The Applicant participated in the recent charrette and the proposed development is consistent with the goals and visions set forth in the Old Town North Framework Plan produced as part of that effort. The current proposal is a thoughtfully designed, economically viable mixed-use project that will create the neighborhood retail anchor that the Plan calls for and that the Old Town North neighborhood desires.



APPLICATION SPECIAL USE PERMIT



SPECIAL USE PERMIT # SUP2016-00001

PROPERTY LOCATION: 500 First Street and 901 N. St. Asaph St.

TAX MAP REFERENCE: 054.02-06-02 & -03 **ZONE:** CDD

APPLICANT:

Name: Giant Alexandria E & A LLC

Address: 1221 Main Street Suite 1000, Columbia SC 29201

PROPOSED USE: Umbrella SUP to permit listed commercial uses (see attached)

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

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

☒ **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

M. Catharine Puskar

Print Name of Applicant or Agent
Walsh, Colucci, Lubeley & Walsh PC
2200 Clarendon Blvd., Suite 1300

Mailing/Street Address

Arlington, VA 22201

City and State

Zip Code

MC Puskar

Signature

1/11/2016

Date

703-528-4700

703-525-3197

Telephone #

Fax #

cpuskar@thelandlawyers.com

Email address

ACTION-PLANNING COMMISSION: _____ **DATE:** _____

ACTION-CITY COUNCIL: _____ **DATE:** _____

SUP # _____

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 500 First St. & 901 N. St. Asaph, I hereby
(Property Address)
grant the applicant authorization to apply for the Umbrella SUP for commercial uses use as
(use) SEE ATTACHED LETTER
described in this application.

Name: _____ Phone: _____
Please Print
Address: _____ Email: _____
Signature: _____ Date: _____

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

☒ Required floor plan and plot/site plan attached.

☐ Requesting a waiver. See attached written request.

2. The applicant is the (check one):

☒ Owner

☐ Contract Purchaser

☐ Lessee or

☐ Other: _____ of the subject property.

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

See attached.

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. See attached		
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 500 First Street and 901 N. St. Asaph St. (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. See attached		
2.		
3.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are required to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicate each person or entity and "None" in the corresponding fields).

For a list of current council, commission and board members, as well as the definition of business and financial relationship, [click here](#).

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. See attached		
2.		
3.		

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

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

1/11/2016

Date

M. Catharine Puskar, Agent/Attorney

Printed Name


Signature

SUP # _____

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.

N/A

NARRATIVE DESCRIPTION

3. 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. The description should fully discuss the nature of the activity. (Attach additional sheets if necessary.)

See attached statement of justification.

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There is no text or other markings on the paper.

USE CHARACTERISTICS

4. The proposed special use permit request is for (*check one*): **UMBRELLA SUP FOR COMMERCIAL USES**

☒ a new use requiring a special use permit,
☐ an expansion or change to an existing use without a special use permit,
☐ an expansion or change to an existing use with a special use permit,
☐ other. Please describe: _____

5. Please describe the capacity of the proposed use:

- A. How many patrons, clients, pupils and other such users do you expect?

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

Varies by tenant

- B. How many employees, staff and other personnel do you expect?

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

Varies by tenant

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

Day:

Varies by tenant

Hours:

_____	_____
_____	_____
_____	_____
_____	_____

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

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

Typical for retail and related uses.

- B. How will the noise be controlled?

Commercial tenants and users will comply with the noise ordinance.

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

Any potential odors from restaurants or other uses will be ventilated through the roof of the building with commercial-grade equipment.

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

- A. What type of trash and garbage will be generated by the use? (i.e. office paper, food wrappers)
Typical for listed commercial uses
- B. How much trash and garbage will be generated by the use? (i.e. # of bags or pounds per day or per week)
Typical for listed commercial uses
- C. How often will trash be collected?
Daily or as often as necessary
- D. How will you prevent littering on the property, streets and nearby properties?
Property management staff will monitor for litter

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

☐ Yes. ☒ No.

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

- 11.** 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. TBD

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

- 12.** What methods are proposed to ensure the safety of nearby residents, employees and patrons? Property management or third party security will monitor activities on the property, and tenants will be responsible for the safety of their patrons and employees as applicable.

ALCOHOL SALES

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

☒ Yes ☐ No

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

Any business proposing to sell alcohol, on- or off-premises, will acquire an ABC license.

PARKING AND ACCESS REQUIREMENTS

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

160 Standard spaces
71 Compact spaces
8 Handicapped accessible spaces.
12 tandem Other.

Planning and Zoning Staff Only

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

Does the application meet the requirement?

☐ Yes ☐ No

- B. Where is required parking located? *(check one)*

☒ on-site

☐ off-site

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

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

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

☒ Parking reduction requested; see attached supplemental form

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

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

Planning and Zoning Staff Only

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

Does the application meet the requirement?

☐ Yes ☐ No

- B. Where are off-street loading facilities located? Interior to the building
- C. During what hours of the day do you expect loading/unloading operations to occur?
Between 7am and 11pm
- D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
Varies by tenant
16. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?
Street access is adequate

SITE CHARACTERISTICS

17. Will the proposed uses be located in an existing building? ☐ Yes ☒ No
- Do you propose to construct an addition to the building? ☐ Yes ☒ No
- How large will the addition be? _____ square feet.
18. What will the total area occupied by the proposed use be?
0 sq. ft. (existing) + 305,106 sq. ft. (addition if any) = 305,106 sq. ft. (total)
19. The proposed use is located in: (check one)
- ☒ a stand alone building
 - ☐ a house located in a residential zone
 - ☐ a warehouse
 - ☐ a shopping center. Please provide name of the center: _____
 - ☐ an office building. Please provide name of the building: _____
 - ☐ other. Please describe: _____

End of Application

**Umbrella SUP
Statement of Justification
January 11, 2016**

Retail and personal service uses are permitted by-right under the existing zoning and shall remain by right in the CDD/Coordinated Development District zone. In addition to these by-right uses, the Applicant requests that the following uses be permitted in the CDD zone under an umbrella SUP. These uses are complementary and/or ancillary to the retail and personal service uses permitted under the existing CG/Commercial General zone.

- Amusement enterprise;
- Bakery exceeding 3,500 sf which includes a retail component;
- Convenience store;
- Health and athletic club;
- Light assembly, service & crafts ("Assembly under this definition is a use engaged in the assembly, predominantly from previously prepared materials, of finished products or parts, and may include processing, assembly, treatment, packaging, incidental storage and sales of such consistent with the definition of light assembly and crafts. Crafts is a use engaged in by artists or craftspersons for the production or creation of individual handmade objects, not mass produced, such as furniture, sculpture, paintings, pottery, glassware, specialized bookbinding and clothing, and may include accessory exhibition and retail space for products created on the premises. It is specifically anticipated that assembly, service and craft uses under this definition will not be uses typically associated with industrial uses; will have no discernible impact, including noise, odor, light, glare or vibration, at the nearest property line; that all operations, including storage, will be housed completely within an enclosed building, and will operate with a minimal number of pickups and deliveries by trucks larger than a pickup or a van. No uses related to automobiles or other vehicles or heavy equipment are permitted, and all uses must be designed and operated so as to demonstrate compatibility with the character of neighboring uses and all uses permitted in the zone.");
- Manufacturing ("Assembly, processing, fabrication or manufacture of the following products: bakery goods, candy, ice cream, and other food products, furniture, metal and rubber stamps, stencils, badges, jewelry, toys and novelties, pottery, figurines and other ceramic products using previously ground or treated minerals and earths, wood products");
- Massage establishment;
- Outdoor food and crafts market;
- Outdoor dining;
- Private school, commercial, with more than 20 students on the premises at any one time;
- Restaurant;
- Valet parking; and
- Any other use deemed to be an active, pedestrian-oriented, neighborhood-serving use by the Director of Planning and Zoning.

The Applicant requests this umbrella SUP to facilitate efficient lease-up of the retail tenant spaces in the project, with the goal of establishing reasonable conditions at this time so that future tenants are not required to go through a separate process in order to open their business. A number of tenants are anticipated for the project, including at least two full-service restaurants, “quick-service” food businesses, and a small grocer/market or furniture store but specific proprietors have not yet been determined.

In addition to the restaurant and grocer/market/furniture store uses, the Applicant anticipates other uses that are complementary to retail uses but technically may be considered under other types of special uses in the zoning ordinance. As part of this tenant mix it is anticipated that there would be “maker spaces,” a use that was discussed at length during the Oakville Triangle and Route 1 Corridor planning process. Providing tenants the flexibility to manufacture and sell goods on site, including products such as coffee, ice cream, desserts, chocolate, teas, paper, art, etc., is important to creating a vibrant retail center. While there is no such use listed in the ordinance, the requested uses “light assembly, service and crafts” and “manufacturing” cover much of what could be anticipated for a “maker space” type use.

The Applicant is experienced in establishing vibrant retail centers and requests this umbrella SUP in order to facilitate the successful merchandising and lease-up of the 530 First Street project with the goal of creating a pedestrian-friendly, neighborhood-serving retail center.



APPLICATION SPECIAL USE PERMIT

Preliminary Review
DSP2015-00019
CDD2015-00008
530 First Street
Planners: Nathan Randall/Maya Contreas

SPECIAL USE PERMIT # 2015-00115

PROPERTY LOCATION: 500 First Street and 901 N. St. Asaph St.

TAX MAP REFERENCE: 054.02-06-02 & -03 **ZONE:** CDD

APPLICANT:

Name: Giant Alexandria E & A LLC

Address: 1221 Main Street Suite 1000, Columbia SC 29201

PROPOSED USE: Coordinated Sign Program

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

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

☒ **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

M. Catharine Puskar

Print Name of Applicant or Agent
Walsh, Colucci, Lubeley & Walsh PC
2200 Clarendon Blvd., Suite 1300

Mailing/Street Address

Arlington, VA 22201

City and State

Zip Code

MCPuskar

Signature

Revised 12/15/2015

10/30/2015

Date

703-528-4700

Telephone #

703-525-3197

Fax #

cpuskar@thelandlawyers.com

Email address

ACTION-PLANNING COMMISSION: _____ **DATE:** _____

ACTION-CITY COUNCIL: _____ **DATE:** _____

SUP # _____

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 500 First St. & 901 N. St. Asaph, I hereby
(Property Address)
grant the applicant authorization to apply for the Coordinated Sign Program use as
(use) SEE ATTACHED LETTER
described in this application.

Name: _____ Phone: _____

Please Print

Address: _____ Email: _____

Signature: _____ Date: _____

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

☒ Required floor plan and plot/site plan attached.

☐ Requesting a waiver. See attached written request.

2. The applicant is the (check one):

☒ Owner

☐ Contract Purchaser

☐ Lessee or

☐ Other: _____ of the subject property.

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

See attached.



Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Consent to File Application for a Master Plan Amendment, Rezoning, CDD Concept Plan, Development Special Use Permit with Site Plan, Transportation Management Plan Special Use Permit, Coordinated Sign Plan Special Use Permit, Parking Reduction Special Use Permit and Associated Requests
500 First Street and 901 N. St. Asaph Street (Tax Map ID: 054.02-06-02 and -03), the "Property"

Dear Mr. Moritz:


Giant Alexandria (E&A), LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of applications for Master Plan Amendment, Rezoning, CDD Concept Plan, Development Special Use Permit with Site Plan, Transportation Management Plan Special Use Permit, Coordinated Sign Plan Special Use Permit, Parking Reduction Special Use Permit and any related requests for a mixed-use development on the Property.

Very truly yours,

Giant Alexandria (E&A), LLC, a South Carolina limited liability company

By: Edens Limited Partnership, a Delaware limited partnership, its sole member

By: Edens GP, LLC, a Delaware limited liability company, its sole general partner

By: 
Its: Jodie W. McHeam
Date: 10.28.15

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. See attached.		
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 500 First St. and 901 N. St. Asaph St. (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. See attached.		
2.		
3.		

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

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

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

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

Revised 12/15/2015

10/30/2015

Date

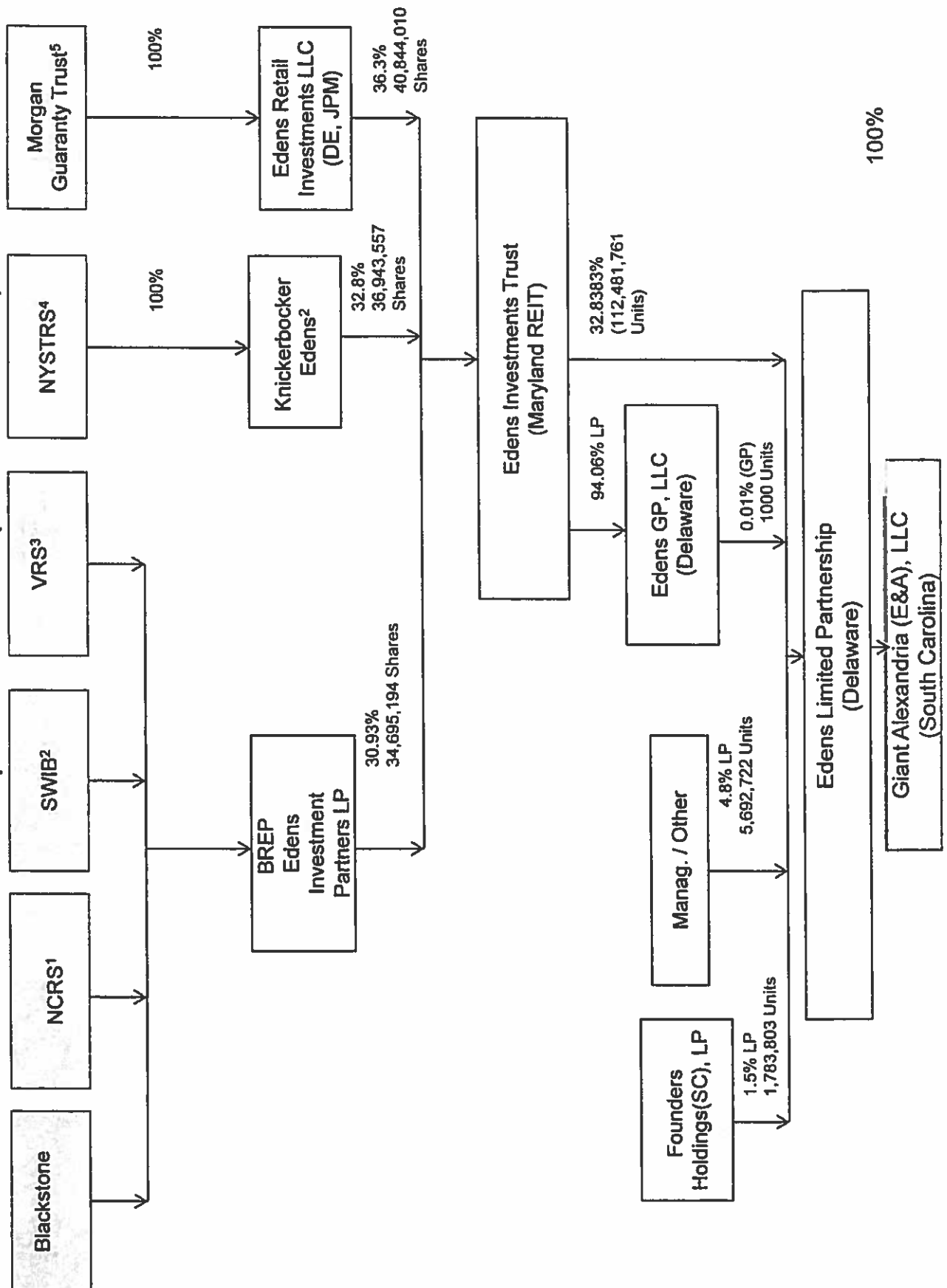
M. Catharine Puskar, Agent/Attorney

Printed Name

MC Puskar

Signature

Ownership Structure (12/31/2013)



Notes:

1. North Carolina Retirement Systems
2. Wisconsin Retirement System
3. Virginia Retirement System
4. New York State Teachers' Retirement System, a public pension fund created and existing pursuant to Article 11 of the Education Law of the State of New York and having the powers and privileges of a corporation pursuant to Section 502 thereof.
5. Morgan Guaranty Trust Company of New York, as Trustee under Amended and Restated Declaration of Trust, dated as of June 1, 1999, for its Commingled Pension Trust Fund (Strategic Property)

SUP # _____

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.

N/A

NARRATIVE DESCRIPTION

3. 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. The description should fully discuss the nature of the activity. (Attach additional sheets if necessary.)

See attached.

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

SUP # _____

USE CHARACTERISTICS

4. The proposed special use permit request is for (*check one*): **COORDINATED SIGN PROGRAM**
- ☒ a new use requiring a special use permit,
☐ an expansion or change to an existing use without a special use permit,
☐ an expansion or change to an existing use with a special use permit,
☐ other. Please describe: _____

5. Please describe the capacity of the proposed use:

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

N/A

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

N/A

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

Day:

N/A

Hours:

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

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

N/A

- B. How will the noise be controlled?

N/A

SUP # _____

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

N/A

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

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

N/A

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

N/A

- C. How often will trash be collected?

N/A

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

N/A

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

☐ Yes. ☐ No. N/A

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

SUP # _____

- 11.** 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. N/A

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

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

ALCOHOL SALES

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

☐ Yes ☐ No N/A

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

SUP # _____

PARKING AND ACCESS REQUIREMENTS

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

N/A _____ Standard spaces
_____ Compact spaces
_____ Handicapped accessible spaces.
_____ Other.

Planning and Zoning Staff Only

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

Does the application meet the requirement?

☐ Yes ☐ No

- B. Where is required parking located? (check one)

☒ on-site

☐ off-site

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

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

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

☒ Parking reduction requested; see attached supplemental form

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

- A. How many loading spaces are available for the use? N/A _____

Planning and Zoning Staff Only

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

Does the application meet the requirement?

☐ Yes ☐ No

SUP # _____

- B. Where are off-street loading facilities located? N/A
- C. During what hours of the day do you expect loading/unloading operations to occur?
N/A
- D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
N/A

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

N/A

SITE CHARACTERISTICS

17. Will the proposed uses be located in an existing building? ☐ Yes ☒ No
- Do you propose to construct an addition to the building? ☐ Yes ☒ No
- How large will the addition be? _____ square feet.

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

0 sq. ft. (existing) + 305,106 sq. ft. (addition if any) = 305,106 sq. ft. (total)

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

☒ a stand alone building
☐ a house located in a residential zone
☐ a warehouse
☐ a shopping center. Please provide name of the center: _____
☐ an office building. Please provide name of the building: _____
☐ other. Please describe: _____

End of Application

**530 First Street
Statement of Justification
December 15, 2015**

Proposal Overview

The property is located at 500 First Street and 901 N. St. Asaph St. in Old Town North. The Applicant, Edens, is proposing to demolish the existing Giant and Virginia ABC stores on the property and to develop a mixed-use project including approximately 51,000 square feet of retail and 232 residential units with two levels of below-grade parking. The Applicant proposes a pedestrian-friendly streetscape and approximately 33,589 sf (38.5%) of open space, both at grade and on roof decks. The building design allows the loading for the retail and residential to be completely internalized within the block. The building massing has a variety of heights with a maximum of 77 feet.

The Old Town North Small Area Plan “seeks to reinforce the viability of existing retail activity and add additional retail and other service uses to the mix of uses in Old Town North in order to provide a more urban flavor and enhanced pedestrian activity.” The Plan also states that this block is a “Retail Center” and recommends “reinforc[ing] the ‘Giant’ block as a neighborhood retail anchor to serve the local community...” The proposal is a thoughtfully-designed, economically viable mixed-use project that will create the neighborhood retail anchor that the Old Town North Small Area Plan calls for and that the Old Town North neighborhood desires.

Urban Design and Architecture

The project meets the Urban Design Guidelines for Old Town North, thereby ensuring compatibility with the neighborhood. In particular, it meets the goals of the Urban Design Guidelines as follows:

- *To foster a sense of place, arrival and community* – The roofline has been varied across the site to contribute to an attractive skyline, and architectural elements have been incorporated to distinguish prominent corners and entries consistent with the guidelines. Architectural features and open space design delineate the more active retail areas of the site from the more passive residential areas and create a sense of place for residents, retail shoppers and the neighborhood. A hand-painted “Old Town North” sign has been proposed on the southwest corner of the building as a neighborhood identifier to welcome residents and visitors to the neighborhood.
- *To orient buildings to the street* – The buildings are oriented to the street and buildings include as much frontage as possible. In fact, the Applicant has internalized the loading/trash docks to increase the retail frontage and reduce the negative impacts of large loading bays along the street frontage experienced in other neighboring retail locations. Although frontage is maximized, setbacks in key locations and architectural elements have been included to further articulate the building at the ground level and additional variety will be realized as individual retail tenants design and build their storefronts.
- *To create an attractive pedestrian environment* – The pedestrian experience is critical to the success of the project. The Applicant has worked diligently to create an attractive pedestrian environment, informed not only by their expertise, but also by the Design Guidelines and the citizens themselves, who walked us through the neighborhood to show us what they believe makes for a friendly or unfriendly pedestrian environment in their existing neighborhood.

The project has been conscientiously designed with proposed architecture and massing that creates a variety of heights, positioning the heights appropriately across the block while recognizing the context of the neighborhood. Lower heights are located next to the existing townhouses, and the taller heights are located next to the existing hotel and office buildings. Additional setbacks above the retail level are provided in strategic locations along all frontages to further breakdown the building and reinforce a smaller building scale at the street to enhance the pedestrian experience. The proposed massing also achieves an expressed desire from members of the community for variety in the roofline across the site.

Generous sidewalks are provided around the entire site, with 8' clear sidewalks and 4' tree pits along N. Pitt and N. First Streets, and 12' clear sidewalks and 4' tree pits along the prominent retail frontages of St. Asaph and Montgomery Streets. Species and spacing of street trees will be consistent with the Old Town North and City Landscape Guidelines to create shade while allowing for retail visibility and attractive lighting will be installed to insure visibility and security for pedestrians in the evening.

The main residential lobby, a variety of retail uses, and distinct open spaces will be located around the perimeter of the block to encourage pedestrian activity on all frontages. The Applicant has developed retail and sign guidelines to ensure variety and interest among the retail spaces, thereby further enhancing the pedestrian experience. The at-grade open space has been designed to create distinct, inviting areas for the public to gather, with areas for sitting, dining, viewing or strolling, as discussed further below.

- *To encourage compatible development with parking underground or concealed.* – The project also meets the compatibility guidelines. The building has been designed to be compatible with the neighborhood while creating its own contemporary identity and incorporates quality building materials and colors that will blend in with the overall fabric of the neighborhood. Two levels of below-grade parking are being provided and, as mentioned above, loading and service areas are located internal to the site. Utilities will be undergrounded and mechanical equipment strategically located on the roof to conceal/minimize visibility.

In response to comments received from staff, the community, and the Urban Design Advisory Committee (UDAC), the following designs changes have been made:

- **Streetscape and Open Space:**
 - The streetscape on N. St. Asaph Street has been expanded by one foot along the majority of the façade to allow for a more inviting pedestrian experience. The wider sidewalks also reflect and support the importance of the retail frontage along N. St. Asaph Street.
 - The community green design has been refined to provide separation between the private residential units and the green to further emphasize its public nature, creating a tranquil open space for the community.
 - The public plaza design has been refined to create an area that is inviting to the community while fostering prominent and engaging retail with seating and a public art installation. Architectural seating walls have been integrated into the public plaza to provide places for residents, retail customers and the broader community to sit and mingle around the central amenity feature. Potential outdoor dining areas for restaurants have also been included and add to the activation of the public plaza. Finally, additional seating is proposed within the tree pits along Montgomery Street, further emphasizing this retail street/public gathering area.

- The design of the above grade communal open space for residents has been further refined and detailed to reflect the quality of design anticipated for that space. In addition, new private residential terraces and a new rooftop amenity open space for the residents has been added on the roof of the fifth floor.
- Building Architecture:
 - Townhouse-Style Unit Design:
 - The design of the townhouse-style units has been refined to better relate to the residential context of the townhouse neighbors to the east. The revised design increases the scale of the bays and changes the brick colors. The larger bays break the horizontal cornice of the masonry, giving variety to the roofline, heightening the verticality of the bays, and creating a more residential scale for the individual units. The townhouses now have alternating dark grey panels and a brick color different from the three main building masses, further differentiating the units from the rest of the building.
 - Tri-Part Building Typology Refinement:
 - The design of the building has been refined and introduces three different building typologies that are primarily distinguished by the grouping of windows. There are combinations of two, three, and four window groupings that span one or two floors. These varying scales of window groupings give the masonry facades vertical or horizontal readings and a diversity of fenestration rhythms.
 - A different masonry brick color is proposed for each of the three main building typologies.
 - The brick detailing on the three building typologies will be distinguished from one another by the detailing at the head and sill of the grouped bays, the spandrel color between the bays, and the detailing at the cornice of the building.
 - The corner of the building at Montgomery Street and N. St. Asaph Street has been refined to heighten its visibility and prominence. The bay has been enlarged and the heavy pilaster at the ground floor corner has been removed. This visually extends and connects the residential bay above to the retail below.
 - The brick colors from the upper floors of two of the three buildings have been brought down through the retail level to the ground, further differentiating the pedestrian scale elements of each building.
 - “Softening” the Façade:
 - In response to comments regarding “softening” the facades, Juliet balconies have been added to the building. These serve to soften the building’s appearance by giving it a residential scale and character. The repetition of balconies also helps to visually reduce the length of the facades. The balconies are not deep enough for residents to store personal belongings while still allowing the resident to engage with the street.
 - A new façade break and tower element at the stair connecting to a rooftop terrace amenity space has been added on First Street. This element helps to visually reduce the length of the façade and anchors the new rooftop terrace.
 - A small terrace area has been created for the units on the first residential level at the corner of Montgomery Street and N. St. Asaph Street facing Montgomery Street, further softening the façade at that corner.

- A hand-painted “Old Town North” sign has been proposed on the southwest corner of the building as a neighborhood identifier to welcome residents and visitors to the neighborhood.
 - The residential entrance on Montgomery Street has been further refined to add prominence and increase visibility. The addition of a painted masonry entry element breaks the horizontal line of the retail and extends up to the courtyard level. A canopy will also be added to further signify the entry and add to its visibility.
 - Retail design guidelines have been proposed that will allow individual tenants flexibility to express their unique characters within their storefront design. This individuality will soften the pedestrian-scale elements of the building and create visual interest along the street.
 - Other design elements that have softened the building are additional massing relief and sidewalk space along N. St. Asaph Street as discussed above and landscaping at the streetscape and courtyards.
- Retail Design:
 - The storefront design has been refined to create more variety at the pedestrian level through material palette and detailing. As discussed above, individual tenants will be able to create their own identities through signage and design in an organized manner per the design guidelines proposed.

The proposed development is compatible with the neighborhood in mass and scale, has been designed with high quality materials, and provides the long anticipated, pedestrian friendly, neighborhood serving, retail focus area and community gathering place for the Old Town North community.

Open Space

The Applicant is providing 38.5% open space, which exceeds the typical 25% open space requirement for mixed use projects in Old Town North.

The Old Town North Urban Design Guidelines’ recommendations for open space state that “open spaces do not have to be large to be usable.” High quality open space is not determined solely by the amount of open space, but also by the quality of open space provided. The Applicant has made a concerted effort to distribute open space across the site to provide sufficient, quality above grade amenity area for the building residents and distinct, inviting at grade gathering spaces for the community while also maximizing ground floor retail in this retail focus area. This is in keeping with the recommendations made by the Urban Design Guidelines, which call for carefully and purposefully designing space not occupied by buildings, incorporating useable open space into the design of the project, and encouraging commercial uses such as restaurants to have outdoor dining components.

The urban plaza on Montgomery Street has been extended to the corner of St. Asaph Street, providing a large area for outdoor dining and/or gathering spot for shoppers, diners, residents and neighbors near the active retail areas and residential lobby. Seating, decorative lighting, plantings, special paving treatment and public art will be incorporated into this space to make it a unique public gathering space and focal point in North Old Town. A community green is located along Pitt St, providing a more passive area and buffer across the street from the existing Watergate townhouses for those wanting a quieter space away from the primary retail corner of Montgomery and St Asaph Streets. This area contains more grass and plantings and less hardscape than the urban plaza. Finally, the above grade open space is being carefully

designed to provide desired, private, usable amenity areas for the residents, with both private terraces and communal gathering spaces, similar to the private open space provided for the residents of the Watergate Townhouses, Liberty Row, Alexandria House, the Oronoco and other residential/mixed use properties in Old Town North. Additional detail has been provided on the plans to better illustrate the high quality design and programming envisioned for these spaces.

Economic Impacts

The project is anticipated to generate approximately 2.5 million dollars in annual tax revenue (in 2015 dollars) from real estate, retail, personal property and other City taxes. The project will also generate over 250 construction jobs over the 24 month construction period and approximately 150 retail jobs.

Retail and Retail Design Guidelines

This site is a Retail Focus Area and will include a variety of retail uses. The Applicant has developed design guidelines to establish a framework for future retailers to create unique retail storefronts within the development. These design guidelines include recommendations for quality building materials, canopies and awnings, lighting, glazing, and signage. Signage recommendations include types of signs, potential locations of signs, and total allowable square footage of signage by frontage. These design guidelines will allow the Applicant the flexibility to work with future tenants to create individualized storefronts with high quality design.

This development proposes over 50,000 square feet of retail to achieve the City's desired goal for a Retail Focus Area within Old Town North. Retail has been extended along St. Asaph and Montgomery Streets to achieve the primary retail streets envisioned in the Old Town North Framework Plan resulting from the City's recent charrette. The amount of retail included in this project and the proposed shared parking scenario is consistent with the City's definition for shopping centers located throughout the City, which do not require SUPs for most discrete uses. In this instance, the major retail frontages along St. Asaph St. and Montgomery St. are located across from other high density commercial uses. The minor retail frontage along First St is across from a hotel, but also in proximity to some residential neighbors. In order to ensure that this Retail Focus Area operates effectively and efficiently to provide the City the retail it desires, maximum flexibility is appropriate along the major retail frontages to make sure that tenant spaces can be marketed, occupied and re-tenanted as necessary without delay. The Applicant looks forward to discussing reasonable parameters to ensure impacts of any potential uses which typically require SUPs are mitigated through development conditions that are appropriate to the context of the various retail streets. The Applicant will also work with staff to further identify which types of uses are contemplated as "retail" in this location.

Parking reduction

The Applicant is also requesting a parking reduction to permit a blended parking ratio for restaurant and retail uses of 4.69 spaces/1,000 square feet. The submitted parking study assumes that a maximum of 841 restaurant seats and approximately 26,000 square feet of retail will be provided. Based on current Zoning Ordinance requirements, a parking reduction of 85 spaces is requested. The parking study provides justification for this reduction based on ITE standards, ULI shared parking analysis and comparison with other retail focused projects. Those uses constituting "retail" uses for this project will be defined in the DSUP conditions. To the extent that restaurant seats are less than the maximum, retail square footage may be increased accordingly so long as adequate parking per the shared parking analysis is provided.

Coordinated Sign Plan

The Applicant is requesting a Coordinated Sign Plan Special Use Permit to allow flexibility for future tenants to create their individualized signage and storefront spaces in conformance with the proposed design guidelines. The Applicant is proposing 1.5 square feet of sign area per linear foot of frontage and such signage may be apportioned amongst tenants by the landlord to ensure that signature/major retail tenants have the appropriate amount of signage. Unique tenant signage is an important part of establishing vibrant retail for the retail focus area.

The sign plan also proposes a neighborhood identification sign for Old Town North on the southwest corner of the building. This sign will be painted and will welcome residents and visitors to the neighborhood.

Master Plan Amendment and Rezoning

The Applicant requests a Master Plan Amendment and Rezoning from CG/Commercial General to CDD/Coordinated Development District to allow for a mixed use development at a 3.5 FAR and a maximum height of 77 feet on the southern portion of the block. The site was designated a Retail Focus Area in the 1992 Old Town North Small Area Plan and rezoned at that time to CG/Commercial General to permit a maximum non-residential FAR of 0.75 with a special use permit. The Old Town North Small Area Plan (the “Plan”) was one of the most forward thinking of the 1992 Small Area Plans as it accurately anticipated the resurgence of mixed-use, urban development in Alexandria. The Plan “seeks to reinforce the viability of existing retail activity and add additional retail and other service uses to the mix of uses in Old Town North in order to provide a more urban flavor and enhanced pedestrian activity.” The Plan also states that this block is a “Retail Center” and recommends “reinforc[ing] the ‘Giant’ block as a neighborhood retail anchor to serve the local community...” While these goals are still relevant today, the .75 FAR contemplated in 1992 is not sufficient to create a contemporary mixed-use project in 2015 that is successful from both an urban design and economic perspective. From an economic standpoint, at a .75 FAR, it would not be economically viable to purchase the VA. ABC site, demolish the existing buildings, provide 5,000 square feet of retail space to accommodate VA. ABC in the new building, underground parking, underground utilities, separate the combined sewer, provide public art, provide an affordable housing contribution, and provide quality open spaces. From an urban design standpoint, even if it were possible to design a building at a .75 FAR, the design of the block would be incompatible with the neighborhood and in conflict with the goals of the Old Town North Urban Design Guidelines. For example, the footprint at one story would only occupy 75% of the block, would not address all frontages, would not support below grade parking, would not internalize the loading and service areas, would not provide variety in height and would not encourage pedestrian activity and quality gathering spaces.

The Master Plan Amendment requests are consistent with the intent of the existing Master Plan for the creation of a Retail Focus Area while allowing for superior site and building design than what would be possible under the constraints of the existing Master Plan. This project will create a neighborhood-serving retail center, as envisioned in the Plan, and will comply with the standard City policies in place at the time of approval, including the Green Building Policy, Housing Master Plan, Public Art Policy, etc. The site is located at the intersection of St. Asaph Street and Montgomery Street, along which existing retail uses in Old Town North are concentrated, and adjacent to several commercial uses including office buildings and a hotel. The proposed uses are consistent with the existing mixed commercial/residential uses in the area.

The proposed amendment to the Zoning Map from CG/Commercial General to CDD/Coordinated Development District is consistent with the Master Plan Amendment request to change the land use designation from CG/Commercial General to CDD/Coordinated Development District.

As the MPA/Rezoning process has occurred concurrently with the development review process, the project has been reviewed by staff for the adequacy of essential public facilities and services. Improvements to public facilities associated with the proposed development include undergrounding of existing utilities along the property frontage and new utilities to service the site, separating the existing combined sanitary/storm sewer serving the site, improving the sidewalks and streetscape around the perimeter of the site, improving crosswalks, and providing a new ADA-compliant bus stop on Montgomery Street.

Old Town North Small Area Plan Update Process

The commencement of the approval process for this project predated the commencement of the Old Town North Small Area Update Process, consistent with City Council's instruction to staff when the Eisenhower West Plan was prioritized over the Old Town North Plan that projects coming forward before the Plan be processed accordingly. That being said, the Applicant has thoughtfully encouraged and included citizen input in the development review process, has adhered to the goals of the Old Town North Urban Design Guidelines, and has made revisions to the project at every step based on the input of the community, staff and Old Town North Urban Design Advisory Committee ("UDAC").

The applicant has held the following public meetings to discuss the project:

April 13, 2014 – meeting with NOTICe Board;
May 2, 2015 – Old Town North Walking Tour with staff, members of NOTICe, UDAC and nearby residential developments;
May 27, 2015 – Meeting with NOTICe Board;
May 28, 2015 – Bus Tour of Edens' Mosaic and Union Market Projects with staff, members of NOTICe, UDAC and nearby residential developments;
July 9, 2015 – Community Meeting;
October 1, 2015 – Community Meeting;
October 7, 2015 – UDAC Meeting;
November 18, 2015 – UDAC Meeting;
November 23, 2015 – Community Meeting;
January 6, 2016 (to be confirmed) – UDAC meeting;
January 2016 (date TBD) – Community Meeting.

In addition to this project specific process, the Applicant has a representative actively participating in the Old Town North Small Area Plan update as a member of the Advisory Group. The Applicant participated in the recent charrette and the proposed development is consistent with the goals and visions set forth in the Old Town North Framework Plan produced as part of that effort. The current proposal is a thoughtfully designed, economically viable mixed-use project that will create the neighborhood retail anchor that the Plan calls for and that the Old Town North neighborhood desires.



APPLICATION SPECIAL USE PERMIT

Preliminary Review
DSP2015-00019
CDD2015-00008
530 First Street
Planners: Nathan Randall/Maya Contreas

SPECIAL USE PERMIT # 2015-00116

PROPERTY LOCATION: 500 First Street and 901 N. St. Asaph St.

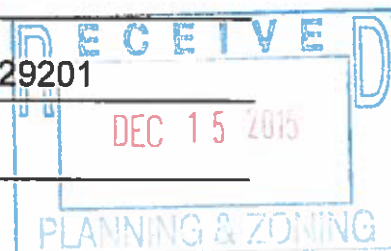
TAX MAP REFERENCE: 054.02-06-02 & -03 **ZONE:** CDD

APPLICANT:

Name: Giant Alexandria E & A LLC

Address: 1221 Main Street Suite 1000, Columbia SC 29201

PROPOSED USE: Transportation Management Plan



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

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

☒ **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

Revised 12/15/2015

M. Catharine Puskar

Print Name of Applicant or Agent
Walsh, Colucci, Lubeley & Walsh PC
2200 Clarendon Blvd., Suite 1300

Mailing/Street Address

Arlington, VA 22201

City and State

Zip Code

MCPuskar

Signature

10/30/2015

Date

703-528-4700

Telephone #

703-525-3197

Fax #

cpuskar@thelandlawyers.com

Email address

ACTION-PLANNING COMMISSION: _____ **DATE:** _____

ACTION-CITY COUNCIL: _____ **DATE:** _____

SUP # _____

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 500 First St. & 901 N. St. Asaph, I hereby
(Property Address)
grant the applicant authorization to apply for the Transportation Management Plan use as
(use) SEE ATTACHED LETTER
described in this application.

Name: _____ Phone: _____
Please Print
Address: _____ Email: _____
Signature: _____ Date: _____

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

☒ Required floor plan and plot/site plan attached.

☐ Requesting a waiver. See attached written request.

2. The applicant is the (check one):

☒ Owner

☐ Contract Purchaser

☐ Lessee or

☐ Other: _____ of the subject property.

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

See attached.

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. See attached.		
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 500 First St. and 901 N. St. Asaph St. (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. See attached.		
2.		
3.		

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

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

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

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

Revised 12/15/2015

10/30/2015

Date

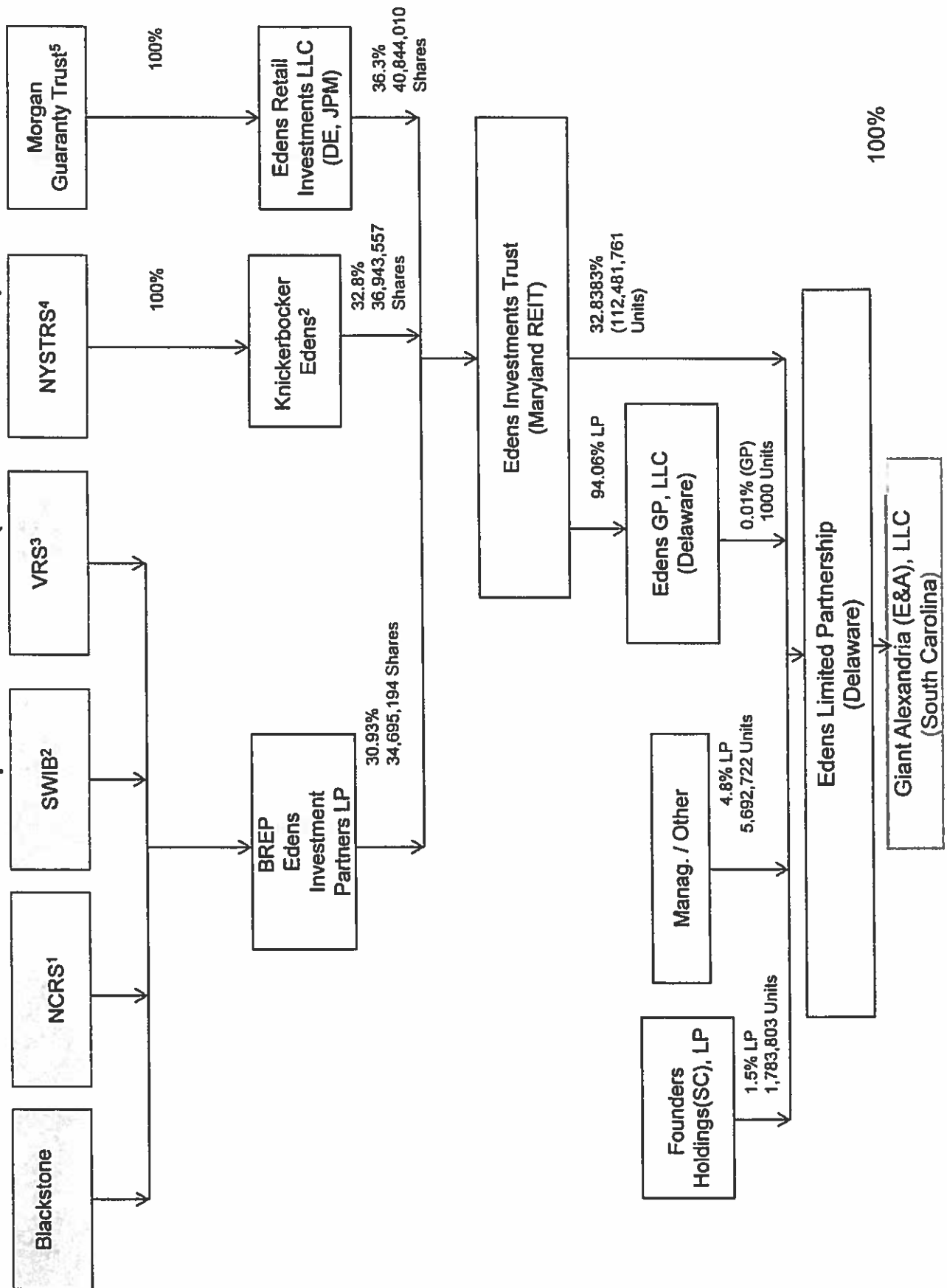
M. Catharine Puskar, Agent/Attorney

Printed Name

MC Puskar

Signature

Ownership Structure (12/31/2013)



Notes:

1. North Carolina Retirement Systems
2. Wisconsin Retirement System
3. Virginia Retirement System
4. New York State Teachers' Retirement System, a public pension fund created and existing pursuant to Article 11 of the Education Law of the State of New York and having the powers and privileges of a corporation pursuant to Section 502 thereof.
5. Morgan Guaranty Trust Company of New York, as Trustee under Amended and Restated Declaration of Trust, dated as of June 1, 1999, for its Commingled Pension Trust Fund (Strategic Property)

SUP # _____

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.

N/A

NARRATIVE DESCRIPTION

3. 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. The description should fully discuss the nature of the activity. (Attach additional sheets if necessary.)

See attached.

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There is no text or other markings on the paper.

USE CHARACTERISTICS

4. The proposed special use permit request is for (check one): **TRANSPORTATION MANAGEMENT PLAN**
☒ a new use requiring a special use permit,
☐ an expansion or change to an existing use without a special use permit,
☐ an expansion or change to an existing use with a special use permit,
☐ other. Please describe: _____

5. Please describe the capacity of the proposed use:

- A. How many patrons, clients, pupils and other such users do you expect?
 Specify time period (i.e., day, hour, or shift).
The proposed development includes 232 residential units and approximately 51,000 sf of retail.
The traffic impact analysis includes ITE information reflective of the proposed uses and amount of development.
- B. How many employees, staff and other personnel do you expect?
 Specify time period (i.e., day, hour, or shift).
The proposed development includes 232 residential units and approximately 51,000 sf of retail.
The traffic impact analysis includes ITE information reflective of the proposed uses and amount of development.

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

Day: 24 hrs, 7 days a week _____ _____ _____ _____	Hours: _____ _____ _____ _____
---	--

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

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

- B. How will the noise be controlled?
N/A

SUP # _____

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

N/A

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

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

N/A

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

N/A

- C. How often will trash be collected?

N/A

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

N/A

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

[] Yes. [] No. N/A

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

SUP # _____

- 11.** 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. N/A

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

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

ALCOHOL SALES

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

☐ Yes ☐ No N/A

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

PARKING AND ACCESS REQUIREMENTS

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

326 Standard spaces
139 Compact spaces
16 Handicapped accessible spaces.
12 tandem Other.

Planning and Zoning Staff Only

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

Does the application meet the requirement?

☐ Yes ☐ No

- B. Where is required parking located? (*check one*)

☒ on-site

☐ off-site

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

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

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

☒ Parking reduction requested; see attached supplemental form

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

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

Planning and Zoning Staff Only

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

Does the application meet the requirement?

☐ Yes ☐ No

SUP # _____

- B. Where are off-street loading facilities located? Internal to the building
- C. During what hours of the day do you expect loading/unloading operations to occur?
24 hours a day
- D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
Given the amount of anticipated retail, loading and unloading is anticipated to occur throughout the day, 7 days a week.
16. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?
Street access is adequate.

SITE CHARACTERISTICS

17. Will the proposed uses be located in an existing building? ☐ Yes ☒ No
Do you propose to construct an addition to the building? ☐ Yes ☒ No
How large will the addition be? _____ square feet.
18. What will the total area occupied by the proposed use be?
0 sq. ft. (existing) + 305,106 sq. ft. (addition if any) = 305,106 sq. ft. (total)
19. The proposed use is located in: (check one)
☒ a stand alone building
☐ a house located in a residential zone
☐ a warehouse
☐ a shopping center. Please provide name of the center: _____
☐ an office building. Please provide name of the building: _____
☐ other. Please describe: _____

End of Application

**530 First Street
Statement of Justification
December 15, 2015**

Proposal Overview

The property is located at 500 First Street and 901 N. St. Asaph St. in Old Town North. The Applicant, Edens, is proposing to demolish the existing Giant and Virginia ABC stores on the property and to develop a mixed-use project including approximately 51,000 square feet of retail and 232 residential units with two levels of below-grade parking. The Applicant proposes a pedestrian-friendly streetscape and approximately 33,589 sf (38.5%) of open space, both at grade and on roof decks. The building design allows the loading for the retail and residential to be completely internalized within the block. The building massing has a variety of heights with a maximum of 77 feet.

The Old Town North Small Area Plan “seeks to reinforce the viability of existing retail activity and add additional retail and other service uses to the mix of uses in Old Town North in order to provide a more urban flavor and enhanced pedestrian activity.” The Plan also states that this block is a “Retail Center” and recommends “reinforc[ing] the ‘Giant’ block as a neighborhood retail anchor to serve the local community...” The proposal is a thoughtfully-designed, economically viable mixed-use project that will create the neighborhood retail anchor that the Old Town North Small Area Plan calls for and that the Old Town North neighborhood desires.

Urban Design and Architecture

The project meets the Urban Design Guidelines for Old Town North, thereby ensuring compatibility with the neighborhood. In particular, it meets the goals of the Urban Design Guidelines as follows:

- *To foster a sense of place, arrival and community* – The roofline has been varied across the site to contribute to an attractive skyline, and architectural elements have been incorporated to distinguish prominent corners and entries consistent with the guidelines. Architectural features and open space design delineate the more active retail areas of the site from the more passive residential areas and create a sense of place for residents, retail shoppers and the neighborhood. A hand-painted “Old Town North” sign has been proposed on the southwest corner of the building as a neighborhood identifier to welcome residents and visitors to the neighborhood.
- *To orient buildings to the street* – The buildings are oriented to the street and buildings include as much frontage as possible. In fact, the Applicant has internalized the loading/trash docks to increase the retail frontage and reduce the negative impacts of large loading bays along the street frontage experienced in other neighboring retail locations. Although frontage is maximized, setbacks in key locations and architectural elements have been included to further articulate the building at the ground level and additional variety will be realized as individual retail tenants design and build their storefronts.
- *To create an attractive pedestrian environment* – The pedestrian experience is critical to the success of the project. The Applicant has worked diligently to create an attractive pedestrian environment, informed not only by their expertise, but also by the Design Guidelines and the citizens themselves, who walked us through the neighborhood to show us what they believe makes for a friendly or unfriendly pedestrian environment in their existing neighborhood.

The project has been conscientiously designed with proposed architecture and massing that creates a variety of heights, positioning the heights appropriately across the block while recognizing the context of the neighborhood. Lower heights are located next to the existing townhouses, and the taller heights are located next to the existing hotel and office buildings. Additional setbacks above the retail level are provided in strategic locations along all frontages to further breakdown the building and reinforce a smaller building scale at the street to enhance the pedestrian experience. The proposed massing also achieves an expressed desire from members of the community for variety in the roofline across the site.

Generous sidewalks are provided around the entire site, with 8' clear sidewalks and 4' tree pits along N. Pitt and N. First Streets, and 12' clear sidewalks and 4' tree pits along the prominent retail frontages of St. Asaph and Montgomery Streets. Species and spacing of street trees will be consistent with the Old Town North and City Landscape Guidelines to create shade while allowing for retail visibility and attractive lighting will be installed to insure visibility and security for pedestrians in the evening.

The main residential lobby, a variety of retail uses, and distinct open spaces will be located around the perimeter of the block to encourage pedestrian activity on all frontages. The Applicant has developed retail and sign guidelines to ensure variety and interest among the retail spaces, thereby further enhancing the pedestrian experience. The at-grade open space has been designed to create distinct, inviting areas for the public to gather, with areas for sitting, dining, viewing or strolling, as discussed further below.

- *To encourage compatible development with parking underground or concealed.* – The project also meets the compatibility guidelines. The building has been designed to be compatible with the neighborhood while creating its own contemporary identity and incorporates quality building materials and colors that will blend in with the overall fabric of the neighborhood. Two levels of below-grade parking are being provided and, as mentioned above, loading and service areas are located internal to the site. Utilities will be undergrounded and mechanical equipment strategically located on the roof to conceal/minimize visibility.

In response to comments received from staff, the community, and the Urban Design Advisory Committee (UDAC), the following design changes have been made:

- **Streetscape and Open Space:**
 - The streetscape on N. St. Asaph Street has been expanded by one foot along the majority of the façade to allow for a more inviting pedestrian experience. The wider sidewalks also reflect and support the importance of the retail frontage along N. St. Asaph Street.
 - The community green design has been refined to provide separation between the private residential units and the green to further emphasize its public nature, creating a tranquil open space for the community.
 - The public plaza design has been refined to create an area that is inviting to the community while fostering prominent and engaging retail with seating and a public art installation. Architectural seating walls have been integrated into the public plaza to provide places for residents, retail customers and the broader community to sit and mingle around the central amenity feature. Potential outdoor dining areas for restaurants have also been included and add to the activation of the public plaza. Finally, additional seating is proposed within the tree pits along Montgomery Street, further emphasizing this retail street/public gathering area.

- The design of the above grade communal open space for residents has been further refined and detailed to reflect the quality of design anticipated for that space. In addition, new private residential terraces and a new rooftop amenity open space for the residents has been added on the roof of the fifth floor.
- Building Architecture:
 - Townhouse-Style Unit Design:
 - The design of the townhouse-style units has been refined to better relate to the residential context of the townhouse neighbors to the east. The revised design increases the scale of the bays and changes the brick colors. The larger bays break the horizontal cornice of the masonry, giving variety to the roofline, heightening the verticality of the bays, and creating a more residential scale for the individual units. The townhouses now have alternating dark grey panels and a brick color different from the three main building masses, further differentiating the units from the rest of the building.
 - Tri-Part Building Typology Refinement:
 - The design of the building has been refined and introduces three different building typologies that are primarily distinguished by the grouping of windows. There are combinations of two, three, and four window groupings that span one or two floors. These varying scales of window groupings give the masonry facades vertical or horizontal readings and a diversity of fenestration rhythms.
 - A different masonry brick color is proposed for each of the three main building typologies.
 - The brick detailing on the three building typologies will be distinguished from one another by the detailing at the head and sill of the grouped bays, the spandrel color between the bays, and the detailing at the cornice of the building.
 - The corner of the building at Montgomery Street and N. St. Asaph Street has been refined to heighten its visibility and prominence. The bay has been enlarged and the heavy pilaster at the ground floor corner has been removed. This visually extends and connects the residential bay above to the retail below.
 - The brick colors from the upper floors of two of the three buildings have been brought down through the retail level to the ground, further differentiating the pedestrian scale elements of each building.
 - “Softening” the Façade:
 - In response to comments regarding “softening” the facades, Juliet balconies have been added to the building. These serve to soften the building’s appearance by giving it a residential scale and character. The repetition of balconies also helps to visually reduce the length of the facades. The balconies are not deep enough for residents to store personal belongings while still allowing the resident to engage with the street.
 - A new façade break and tower element at the stair connecting to a rooftop terrace amenity space has been added on First Street. This element helps to visually reduce the length of the façade and anchors the new rooftop terrace.
 - A small terrace area has been created for the units on the first residential level at the corner of Montgomery Street and N. St. Asaph Street facing Montgomery Street, further softening the façade at that corner.

- A hand-painted “Old Town North” sign has been proposed on the southwest corner of the building as a neighborhood identifier to welcome residents and visitors to the neighborhood.
 - The residential entrance on Montgomery Street has been further refined to add prominence and increase visibility. The addition of a painted masonry entry element breaks the horizontal line of the retail and extends up to the courtyard level. A canopy will also be added to further signify the entry and add to its visibility.
 - Retail design guidelines have been proposed that will allow individual tenants flexibility to express their unique characters within their storefront design. This individuality will soften the pedestrian-scale elements of the building and create visual interest along the street.
 - Other design elements that have softened the building are additional massing relief and sidewalk space along N. St. Asaph Street as discussed above and landscaping at the streetscape and courtyards.
- Retail Design:
 - The storefront design has been refined to create more variety at the pedestrian level through material palette and detailing. As discussed above, individual tenants will be able to create their own identities through signage and design in an organized manner per the design guidelines proposed.

The proposed development is compatible with the neighborhood in mass and scale, has been designed with high quality materials, and provides the long anticipated, pedestrian friendly, neighborhood serving, retail focus area and community gathering place for the Old Town North community.

Open Space

The Applicant is providing 38.5% open space, which exceeds the typical 25% open space requirement for mixed use projects in Old Town North.

The Old Town North Urban Design Guidelines’ recommendations for open space state that “open spaces do not have to be large to be usable.” High quality open space is not determined solely by the amount of open space, but also by the quality of open space provided. The Applicant has made a concerted effort to distribute open space across the site to provide sufficient, quality above grade amenity area for the building residents and distinct, inviting at grade gathering spaces for the community while also maximizing ground floor retail in this retail focus area. This is in keeping with the recommendations made by the Urban Design Guidelines, which call for carefully and purposefully designing space not occupied by buildings, incorporating useable open space into the design of the project, and encouraging commercial uses such as restaurants to have outdoor dining components.

The urban plaza on Montgomery Street has been extended to the corner of St. Asaph Street, providing a large area for outdoor dining and/or gathering spot for shoppers, diners, residents and neighbors near the active retail areas and residential lobby. Seating, decorative lighting, plantings, special paving treatment and public art will be incorporated into this space to make it a unique public gathering space and focal point in North Old Town. A community green is located along Pitt St, providing a more passive area and buffer across the street from the existing Watergate townhouses for those wanting a quieter space away from the primary retail corner of Montgomery and St Asaph Streets. This area contains more grass and plantings and less hardscape than the urban plaza. Finally, the above grade open space is being carefully

designed to provide desired, private, usable amenity areas for the residents, with both private terraces and communal gathering spaces, similar to the private open space provided for the residents of the Watergate Townhouses, Liberty Row, Alexandria House, the Oronoco and other residential/mixed use properties in Old Town North. Additional detail has been provided on the plans to better illustrate the high quality design and programming envisioned for these spaces.

Economic Impacts

The project is anticipated to generate approximately 2.5 million dollars in annual tax revenue (in 2015 dollars) from real estate, retail, personal property and other City taxes. The project will also generate over 250 construction jobs over the 24 month construction period and approximately 150 retail jobs.

Retail and Retail Design Guidelines

This site is a Retail Focus Area and will include a variety of retail uses. The Applicant has developed design guidelines to establish a framework for future retailers to create unique retail storefronts within the development. These design guidelines include recommendations for quality building materials, canopies and awnings, lighting, glazing, and signage. Signage recommendations include types of signs, potential locations of signs, and total allowable square footage of signage by frontage. These design guidelines will allow the Applicant the flexibility to work with future tenants to create individualized storefronts with high quality design.

This development proposes over 50,000 square feet of retail to achieve the City's desired goal for a Retail Focus Area within Old Town North. Retail has been extended along St. Asaph and Montgomery Streets to achieve the primary retail streets envisioned in the Old Town North Framework Plan resulting from the City's recent charrette. The amount of retail included in this project and the proposed shared parking scenario is consistent with the City's definition for shopping centers located throughout the City, which do not require SUPs for most discrete uses. In this instance, the major retail frontages along St. Asaph St. and Montgomery St. are located across from other high density commercial uses. The minor retail frontage along First St is across from a hotel, but also in proximity to some residential neighbors. In order to ensure that this Retail Focus Area operates effectively and efficiently to provide the City the retail it desires, maximum flexibility is appropriate along the major retail frontages to make sure that tenant spaces can be marketed, occupied and re-tenanted as necessary without delay. The Applicant looks forward to discussing reasonable parameters to ensure impacts of any potential uses which typically require SUPs are mitigated through development conditions that are appropriate to the context of the various retail streets. The Applicant will also work with staff to further identify which types of uses are contemplated as "retail" in this location.

Parking reduction

The Applicant is also requesting a parking reduction to permit a blended parking ratio for restaurant and retail uses of 4.69 spaces/1,000 square feet. The submitted parking study assumes that a maximum of 841 restaurant seats and approximately 26,000 square feet of retail will be provided. Based on current Zoning Ordinance requirements, a parking reduction of 85 spaces is requested. The parking study provides justification for this reduction based on ITE standards, ULI shared parking analysis and comparison with other retail focused projects. Those uses constituting "retail" uses for this project will be defined in the DSUP conditions. To the extent that restaurant seats are less than the maximum, retail square footage may be increased accordingly so long as adequate parking per the shared parking analysis is provided.

Coordinated Sign Plan

The Applicant is requesting a Coordinated Sign Plan Special Use Permit to allow flexibility for future tenants to create their individualized signage and storefront spaces in conformance with the proposed design guidelines. The Applicant is proposing 1.5 square feet of sign area per linear foot of frontage and such signage may be apportioned amongst tenants by the landlord to ensure that signature/major retail tenants have the appropriate amount of signage. Unique tenant signage is an important part of establishing vibrant retail for the retail focus area.

The sign plan also proposes a neighborhood identification sign for Old Town North on the southwest corner of the building. This sign will be painted and will welcome residents and visitors to the neighborhood.

Master Plan Amendment and Rezoning

The Applicant requests a Master Plan Amendment and Rezoning from CG/Commercial General to CDD/Coordinated Development District to allow for a mixed use development at a 3.5 FAR and a maximum height of 77 feet on the southern portion of the block. The site was designated a Retail Focus Area in the 1992 Old Town North Small Area Plan and rezoned at that time to CG/Commercial General to permit a maximum non-residential FAR of 0.75 with a special use permit. The Old Town North Small Area Plan (the "Plan") was one of the most forward thinking of the 1992 Small Area Plans as it accurately anticipated the resurgence of mixed-use, urban development in Alexandria. The Plan "seeks to reinforce the viability of existing retail activity and add additional retail and other service uses to the mix of uses in Old Town North in order to provide a more urban flavor and enhanced pedestrian activity." The Plan also states that this block is a "Retail Center" and recommends "reinforc[ing] the 'Giant' block as a neighborhood retail anchor to serve the local community..." While these goals are still relevant today, the .75 FAR contemplated in 1992 is not sufficient to create a contemporary mixed-use project in 2015 that is successful from both an urban design and economic perspective. From an economic standpoint, at a .75 FAR, it would not be economically viable to purchase the VA. ABC site, demolish the existing buildings, provide 5,000 square feet of retail space to accommodate VA. ABC in the new building, underground parking, underground utilities, separate the combined sewer, provide public art, provide an affordable housing contribution, and provide quality open spaces. From an urban design standpoint, even if it were possible to design a building at a .75 FAR, the design of the block would be incompatible with the neighborhood and in conflict with the goals of the Old Town North Urban Design Guidelines. For example, the footprint at one story would only occupy 75% of the block, would not address all frontages, would not support below grade parking, would not internalize the loading and service areas, would not provide variety in height and would not encourage pedestrian activity and quality gathering spaces.

The Master Plan Amendment requests are consistent with the intent of the existing Master Plan for the creation of a Retail Focus Area while allowing for superior site and building design than what would be possible under the constraints of the existing Master Plan. This project will create a neighborhood-serving retail center, as envisioned in the Plan, and will comply with the standard City policies in place at the time of approval, including the Green Building Policy, Housing Master Plan, Public Art Policy, etc. The site is located at the intersection of St. Asaph Street and Montgomery Street, along which existing retail uses in Old Town North are concentrated, and adjacent to several commercial uses including office buildings and a hotel. The proposed uses are consistent with the existing mixed commercial/residential uses in the area.

The proposed amendment to the Zoning Map from CG/Commercial General to CDD/Coordinated Development District is consistent with the Master Plan Amendment request to change the land use designation from CG/Commercial General to CDD/Coordinated Development District.

As the MPA/Rezoning process has occurred concurrently with the development review process, the project has been reviewed by staff for the adequacy of essential public facilities and services. Improvements to public facilities associated with the proposed development include undergrounding of existing utilities along the property frontage and new utilities to service the site, separating the existing combined sanitary/storm sewer serving the site, improving the sidewalks and streetscape around the perimeter of the site, improving crosswalks, and providing a new ADA-compliant bus stop on Montgomery Street.

Old Town North Small Area Plan Update Process

The commencement of the approval process for this project predated the commencement of the Old Town North Small Area Update Process, consistent with City Council's instruction to staff when the Eisenhower West Plan was prioritized over the Old Town North Plan that projects coming forward before the Plan be processed accordingly. That being said, the Applicant has thoughtfully encouraged and included citizen input in the development review process, has adhered to the goals of the Old Town North Urban Design Guidelines, and has made revisions to the project at every step based on the input of the community, staff and Old Town North Urban Design Advisory Committee ("UDAC").

The applicant has held the following public meetings to discuss the project:

April 13, 2014 – meeting with NOTICe Board;

May 2, 2015 – Old Town North Walking Tour with staff, members of NOTICe, UDAC and nearby residential developments;

May 27, 2015 – Meeting with NOTICe Board;

May 28, 2015 – Bus Tour of Edens' Mosaic and Union Market Projects with staff, members of NOTICe, UDAC and nearby residential developments;

July 9, 2015 – Community Meeting;

October 1, 2015 – Community Meeting;

October 7, 2015 – UDAC Meeting;

November 18, 2015 – UDAC Meeting;

November 23, 2015 – Community Meeting;

January 6, 2016 (to be confirmed) – UDAC meeting;

January 2016 (date TBD) – Community Meeting.

In addition to this project specific process, the Applicant has a representative actively participating in the Old Town North Small Area Plan update as a member of the Advisory Group. The Applicant participated in the recent charrette and the proposed development is consistent with the goals and visions set forth in the Old Town North Framework Plan produced as part of that effort. The current proposal is a thoughtfully designed, economically viable mixed-use project that will create the neighborhood retail anchor that the Plan calls for and that the Old Town North neighborhood desires.



APP

SPECIAL USE PERMIT

Preliminary Review
DSP2015-00019
CDD2015-00008
530 First Street
Planners: Nathan Randall/Maya Contreas



SPECIAL USE PERMIT # 2015-00131

PROPERTY LOCATION: 500 First Street and 901 N. St. Asaph St.

TAX MAP REFERENCE: 054.02-06-02 & -03 **ZONE:** CDD

APPLICANT:

Name: Giant Alexandria E & A LLC

Address: 1221 Main Street Suite 1000, Columbia SC 29201

PROPOSED USE: Parking Reduction to permit blended rate for all retail uses

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

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

☒ **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

Revised 12/15/2015

M. Catharine Puskar

Print Name of Applicant or Agent
Walsh, Colucci, Lubeley & Walsh PC
2200 Clarendon Blvd., Suite 1300

Mailing/Street Address

Arlington, VA 22201

City and State

Zip Code

mcPuskar

Signature

10/30/2015

Date

703-528-4700

Telephone #

703-525-3197

Fax #

cpuskar@thelandlawyers.com

Email address

ACTION-PLANNING COMMISSION: _____ **DATE:** _____

ACTION-CITY COUNCIL: _____ **DATE:** _____

SUP # _____

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 500 First St. & 901 N. St. Asaph, I hereby
(Property Address)
grant the applicant authorization to apply for the Parking Reduction SUP use as
(use) SEE ATTACHED LETTER
described in this application.

Name: _____ Phone: _____

Please Print

Address: _____ Email: _____

Signature: _____ Date: _____

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

☒ Required floor plan and plot/site plan attached.

☐ Requesting a waiver. See attached written request.

2. The applicant is the (check one):

☒ Owner

☐ Contract Purchaser

☐ Lessee or

☐ Other: _____ of the subject property.

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

See attached.



Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Consent to File Application for a Master Plan Amendment, Rezoning, CDD Concept Plan, Development Special Use Permit with Site Plan, Transportation Management Plan Special Use Permit, Coordinated Sign Plan Special Use Permit, Parking Reduction Special Use Permit and Associated Requests
500 First Street and 901 N. St. Asaph Street (Tax Map ID: 054.02-06-02 and -03), the "Property"

Dear Mr. Moritz:


Giant Alexandria (E&A), LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of applications for Master Plan Amendment, Rezoning, CDD Concept Plan, Development Special Use Permit with Site Plan, Transportation Management Plan Special Use Permit, Coordinated Sign Plan Special Use Permit, Parking Reduction Special Use Permit and any related requests for a mixed-use development on the Property.

Very truly yours,

Giant Alexandria (E&A), LLC, a South Carolina limited liability company

By: Edens Limited Partnership, a Delaware limited partnership, its sole member

By: Edens GP, LLC, a Delaware limited liability company, its sole general partner

By: 
Its: Jodie W. McHeam
Date: 10.28.15

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. See attached.		
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 500 First St. and 901 N. St. Asaph St. (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. See attached.		
2.		
3.		

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

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

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

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

Revised 12/15/2015

10/30/2015

Date

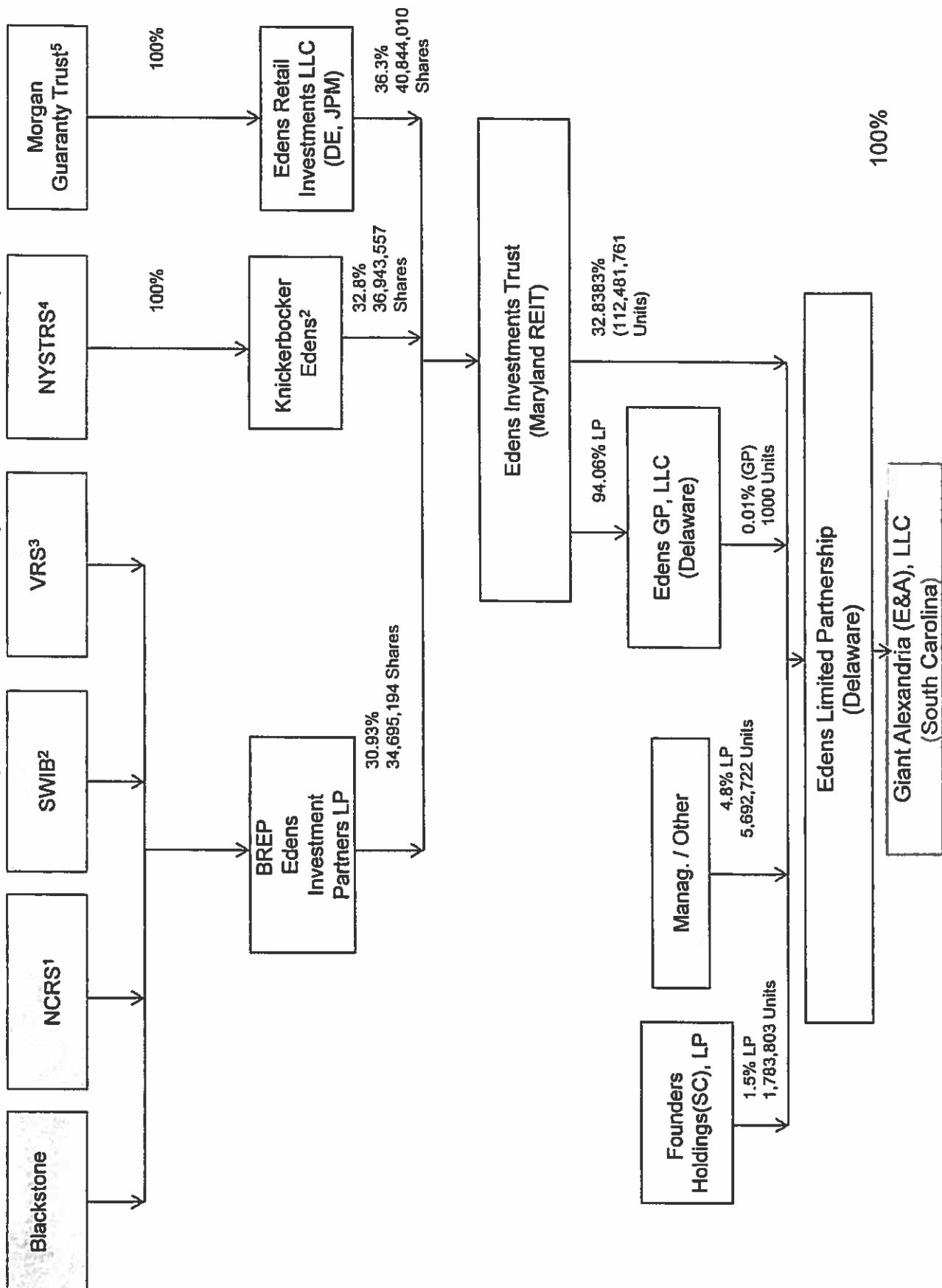
M. Catharine Puskar, Agent/Attorney

Printed Name

MC Puskar

Signature

Ownership Structure (12/31/2013)



Notes:

1. North Carolina Retirement Systems
2. Wisconsin Retirement System
3. Virginia Retirement System
4. New York State Teachers' Retirement System, a public pension fund created and existing pursuant to Article 11 of the Education Law of the State of New York and having the powers and privileges of a corporation pursuant to Section 502 thereof.
5. Morgan Guaranty Trust Company of New York, as Trustee under Amended and Restated Declaration of Trust, dated as of June 1, 1999, for its Commingled Pension Trust Fund (Strategic Property)

SUP # _____

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.

N/A

NARRATIVE DESCRIPTION

3. 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. The description should fully discuss the nature of the activity. (Attach additional sheets if necessary.)

See attached.

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There is no text or other markings on the paper.

SUP # _____

USE CHARACTERISTICS

4. The proposed special use permit request is for (*check one*): **TRANSPORTATION MANAGEMENT PLAN**
- ☒ a new use requiring a special use permit,
☐ an expansion or change to an existing use without a special use permit,
☐ an expansion or change to an existing use with a special use permit,
☐ other. Please describe: _____

5. Please describe the capacity of the proposed use:

- A. How many patrons, clients, pupils and other such users do you expect?
Specify time period (i.e., day, hour, or shift).
The proposed development includes 232 residential units and approximately 51,000 sf of retail.
The traffic impact analysis includes ITE information reflective of the proposed uses and amount of development.

- B. How many employees, staff and other personnel do you expect?
Specify time period (i.e., day, hour, or shift).
The proposed development includes 232 residential units and approximately 51,000 sf of retail.
The traffic impact analysis includes ITE information reflective of the proposed uses and amount of development.

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

Day:	Hours:
24 hrs, 7 days a week	
_____	_____
_____	_____
_____	_____
_____	_____

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

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

N/A

- B. How will the noise be controlled?

N/A

SUP # _____

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

N/A

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

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

N/A

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

N/A

- C. How often will trash be collected?

N/A

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

N/A

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

☐ Yes. ☐ No. N/A

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

SUP # _____

- 11.** 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. N/A

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

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

ALCOHOL SALES

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

☐ Yes ☐ No N/A

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

SUP # _____

PARKING AND ACCESS REQUIREMENTS

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

326 Standard spaces
139 Compact spaces
16 Handicapped accessible spaces.
12 tandem Other.

Planning and Zoning Staff Only

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

Does the application meet the requirement?

☐ Yes ☐ No

- B. Where is required parking located? (*check one*)

☒ on-site

☐ off-site

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

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

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

☒ Parking reduction requested; see attached supplemental form

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

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

Planning and Zoning Staff Only

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

Does the application meet the requirement?

☐ Yes ☐ No

SUP # _____

- B. Where are off-street loading facilities located? Internal to the building
- C. During what hours of the day do you expect loading/unloading operations to occur?
24 hours a day
- D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
Given the amount of anticipated retail, loading and unloading is anticipated to occur throughout the day, 7 days a week.

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

Street access is adequate.

SITE CHARACTERISTICS

17. Will the proposed uses be located in an existing building? ☐ Yes ☒ No
- Do you propose to construct an addition to the building? ☐ Yes ☒ No
- How large will the addition be? _____ square feet.

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

0 sq. ft. (existing) + 305,106 sq. ft. (addition if any) = 305,106 sq. ft. (total)

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

☒ a stand alone building

☐ a house located in a residential zone

☐ a warehouse

☐ a shopping center. Please provide name of the center: _____

☐ an office building. Please provide name of the building: _____

☐ other. Please describe: _____

End of Application



APPLICATION - SUPPLEMENTAL

PARKING REDUCTION

Supplemental information to be completed by applicants requesting special use permit approval of a reduction in the required parking pursuant to section 8-100(A)(4) or (5).

1. Describe the requested parking reduction. (e.g. number of spaces, stacked parking, size, off-site location)

The applicant requests a parking reduction to permit a blended parking ratio for restaurant and retail uses of 4.69 spaces/1000 sf. The submitted parking study assumes that a maximum of 841 restaurant seats and approximately 26,000 sf of retail will be provided. Based on current Zoning Ordinance requirements, a parking reduction of 85 spaces is requested. To the extent that restaurant seats are less than the maximum, retail square footage may be increased accordingly so long as adequate parking per the shared parking analysis is provided.

2. Provide a statement of justification for the proposed parking reduction.

See attached statement of justification and Traffic Impact Analysis.

3. Why is it not feasible to provide the required parking?

The Applicant is meeting the parking requirement for the residential component of the building. The Applicant is requesting a parking reduction for the retail component to provide the appropriate amount of parking based on demand for retail centers of this size, as reflected in the shared parking analysis provided under separate cover. The parking requirements in the Zoning Ordinance date back to 1983 and do not reflect current demand and practice. The retail parking ratio for this project is higher than the ratio provided at the Harris Teeter in Old Town North, which has been shown to be in excess of demand for this urban location. As such, while it may be feasible to provide the required parking it is not in keeping with the City's efforts to "right size" parking and encourage transit use and walkability in new projects.

4. Will the proposed reduction reduce the number of available parking spaces below the number of existing parking spaces?

_____ Yes. ☒ No.

5. If the requested reduction is for more than five parking spaces, the applicant must submit a *Parking Management Plan* which identifies the location and number of parking spaces both on-site and off-site, the availability of on-street parking, any proposed methods of mitigating negative affects of the parking reduction.

6. The applicant must also demonstrate that the reduction in parking will not have a negative impact on the surrounding neighborhood.

**530 First Street
Statement of Justification
December 15, 2015**

Proposal Overview

The property is located at 500 First Street and 901 N. St. Asaph St. in Old Town North. The Applicant, Edens, is proposing to demolish the existing Giant and Virginia ABC stores on the property and to develop a mixed-use project including approximately 51,000 square feet of retail and 232 residential units with two levels of below-grade parking. The Applicant proposes a pedestrian-friendly streetscape and approximately 33,589 sf (38.5%) of open space, both at grade and on roof decks. The building design allows the loading for the retail and residential to be completely internalized within the block. The building massing has a variety of heights with a maximum of 77 feet.

The Old Town North Small Area Plan “seeks to reinforce the viability of existing retail activity and add additional retail and other service uses to the mix of uses in Old Town North in order to provide a more urban flavor and enhanced pedestrian activity.” The Plan also states that this block is a “Retail Center” and recommends “reinforc[ing] the ‘Giant’ block as a neighborhood retail anchor to serve the local community...” The proposal is a thoughtfully-designed, economically viable mixed-use project that will create the neighborhood retail anchor that the Old Town North Small Area Plan calls for and that the Old Town North neighborhood desires.

Urban Design and Architecture

The project meets the Urban Design Guidelines for Old Town North, thereby ensuring compatibility with the neighborhood. In particular, it meets the goals of the Urban Design Guidelines as follows:

- *To foster a sense of place, arrival and community* – The roofline has been varied across the site to contribute to an attractive skyline, and architectural elements have been incorporated to distinguish prominent corners and entries consistent with the guidelines. Architectural features and open space design delineate the more active retail areas of the site from the more passive residential areas and create a sense of place for residents, retail shoppers and the neighborhood. A hand-painted “Old Town North” sign has been proposed on the southwest corner of the building as a neighborhood identifier to welcome residents and visitors to the neighborhood.
- *To orient buildings to the street* – The buildings are oriented to the street and buildings include as much frontage as possible. In fact, the Applicant has internalized the loading/trash docks to increase the retail frontage and reduce the negative impacts of large loading bays along the street frontage experienced in other neighboring retail locations. Although frontage is maximized, setbacks in key locations and architectural elements have been included to further articulate the building at the ground level and additional variety will be realized as individual retail tenants design and build their storefronts.
- *To create an attractive pedestrian environment* – The pedestrian experience is critical to the success of the project. The Applicant has worked diligently to create an attractive pedestrian environment, informed not only by their expertise, but also by the Design Guidelines and the citizens themselves, who walked us through the neighborhood to show us what they believe makes for a friendly or unfriendly pedestrian environment in their existing neighborhood.

The project has been conscientiously designed with proposed architecture and massing that creates a variety of heights, positioning the heights appropriately across the block while recognizing the context of the neighborhood. Lower heights are located next to the existing townhouses, and the taller heights are located next to the existing hotel and office buildings. Additional setbacks above the retail level are provided in strategic locations along all frontages to further breakdown the building and reinforce a smaller building scale at the street to enhance the pedestrian experience. The proposed massing also achieves an expressed desire from members of the community for variety in the roofline across the site.

Generous sidewalks are provided around the entire site, with 8' clear sidewalks and 4' tree pits along N. Pitt and N. First Streets, and 12' clear sidewalks and 4' tree pits along the prominent retail frontages of St. Asaph and Montgomery Streets. Species and spacing of street trees will be consistent with the Old Town North and City Landscape Guidelines to create shade while allowing for retail visibility and attractive lighting will be installed to insure visibility and security for pedestrians in the evening.

The main residential lobby, a variety of retail uses, and distinct open spaces will be located around the perimeter of the block to encourage pedestrian activity on all frontages. The Applicant has developed retail and sign guidelines to ensure variety and interest among the retail spaces, thereby further enhancing the pedestrian experience. The at-grade open space has been designed to create distinct, inviting areas for the public to gather, with areas for sitting, dining, viewing or strolling, as discussed further below.

- *To encourage compatible development with parking underground or concealed.* – The project also meets the compatibility guidelines. The building has been designed to be compatible with the neighborhood while creating its own contemporary identity and incorporates quality building materials and colors that will blend in with the overall fabric of the neighborhood. Two levels of below-grade parking are being provided and, as mentioned above, loading and service areas are located internal to the site. Utilities will be undergrounded and mechanical equipment strategically located on the roof to conceal/minimize visibility.

In response to comments received from staff, the community, and the Urban Design Advisory Committee (UDAC), the following designs changes have been made:

- **Streetscape and Open Space:**
 - The streetscape on N. St. Asaph Street has been expanded by one foot along the majority of the façade to allow for a more inviting pedestrian experience. The wider sidewalks also reflect and support the importance of the retail frontage along N. St. Asaph Street.
 - The community green design has been refined to provide separation between the private residential units and the green to further emphasize its public nature, creating a tranquil open space for the community.
 - The public plaza design has been refined to create an area that is inviting to the community while fostering prominent and engaging retail with seating and a public art installation. Architectural seating walls have been integrated into the public plaza to provide places for residents, retail customers and the broader community to sit and mingle around the central amenity feature. Potential outdoor dining areas for restaurants have also been included and add to the activation of the public plaza. Finally, additional seating is proposed within the tree pits along Montgomery Street, further emphasizing this retail street/public gathering area.

- The design of the above grade communal open space for residents has been further refined and detailed to reflect the quality of design anticipated for that space. In addition, new private residential terraces and a new rooftop amenity open space for the residents has been added on the roof of the fifth floor.
- Building Architecture:
 - Townhouse-Style Unit Design:
 - The design of the townhouse-style units has been refined to better relate to the residential context of the townhouse neighbors to the east. The revised design increases the scale of the bays and changes the brick colors. The larger bays break the horizontal cornice of the masonry, giving variety to the roofline, heightening the verticality of the bays, and creating a more residential scale for the individual units. The townhouses now have alternating dark grey panels and a brick color different from the three main building masses, further differentiating the units from the rest of the building.
 - Tri-Part Building Typology Refinement:
 - The design of the building has been refined and introduces three different building typologies that are primarily distinguished by the grouping of windows. There are combinations of two, three, and four window groupings that span one or two floors. These varying scales of window groupings give the masonry facades vertical or horizontal readings and a diversity of fenestration rhythms.
 - A different masonry brick color is proposed for each of the three main building typologies.
 - The brick detailing on the three building typologies will be distinguished from one another by the detailing at the head and sill of the grouped bays, the spandrel color between the bays, and the detailing at the cornice of the building.
 - The corner of the building at Montgomery Street and N. St. Asaph Street has been refined to heighten its visibility and prominence. The bay has been enlarged and the heavy pilaster at the ground floor corner has been removed. This visually extends and connects the residential bay above to the retail below.
 - The brick colors from the upper floors of two of the three buildings have been brought down through the retail level to the ground, further differentiating the pedestrian scale elements of each building.
 - “Softening” the Façade:
 - In response to comments regarding “softening” the facades, Juliet balconies have been added to the building. These serve to soften the building’s appearance by giving it a residential scale and character. The repetition of balconies also helps to visually reduce the length of the facades. The balconies are not deep enough for residents to store personal belongings while still allowing the resident to engage with the street.
 - A new façade break and tower element at the stair connecting to a rooftop terrace amenity space has been added on First Street. This element helps to visually reduce the length of the façade and anchors the new rooftop terrace.
 - A small terrace area has been created for the units on the first residential level at the corner of Montgomery Street and N. St. Asaph Street facing Montgomery Street, further softening the façade at that corner.

- A hand-painted “Old Town North” sign has been proposed on the southwest corner of the building as a neighborhood identifier to welcome residents and visitors to the neighborhood.
 - The residential entrance on Montgomery Street has been further refined to add prominence and increase visibility. The addition of a painted masonry entry element breaks the horizontal line of the retail and extends up to the courtyard level. A canopy will also be added to further signify the entry and add to its visibility.
 - Retail design guidelines have been proposed that will allow individual tenants flexibility to express their unique characters within their storefront design. This individuality will soften the pedestrian-scale elements of the building and create visual interest along the street.
 - Other design elements that have softened the building are additional massing relief and sidewalk space along N. St. Asaph Street as discussed above and landscaping at the streetscape and courtyards.
- Retail Design:
 - The storefront design has been refined to create more variety at the pedestrian level through material palette and detailing. As discussed above, individual tenants will be able to create their own identities through signage and design in an organized manner per the design guidelines proposed.

The proposed development is compatible with the neighborhood in mass and scale, has been designed with high quality materials, and provides the long anticipated, pedestrian friendly, neighborhood serving, retail focus area and community gathering place for the Old Town North community.

Open Space

The Applicant is providing 38.5% open space, which exceeds the typical 25% open space requirement for mixed use projects in Old Town North.

The Old Town North Urban Design Guidelines’ recommendations for open space state that “open spaces do not have to be large to be usable.” High quality open space is not determined solely by the amount of open space, but also by the quality of open space provided. The Applicant has made a concerted effort to distribute open space across the site to provide sufficient, quality above grade amenity area for the building residents and distinct, inviting at grade gathering spaces for the community while also maximizing ground floor retail in this retail focus area. This is in keeping with the recommendations made by the Urban Design Guidelines, which call for carefully and purposefully designing space not occupied by buildings, incorporating useable open space into the design of the project, and encouraging commercial uses such as restaurants to have outdoor dining components.

The urban plaza on Montgomery Street has been extended to the corner of St. Asaph Street, providing a large area for outdoor dining and/or gathering spot for shoppers, diners, residents and neighbors near the active retail areas and residential lobby. Seating, decorative lighting, plantings, special paving treatment and public art will be incorporated into this space to make it a unique public gathering space and focal point in North Old Town. A community green is located along Pitt St, providing a more passive area and buffer across the street from the existing Watergate townhouses for those wanting a quieter space away from the primary retail corner of Montgomery and St Asaph Streets. This area contains more grass and plantings and less hardscape than the urban plaza. Finally, the above grade open space is being carefully

designed to provide desired, private, usable amenity areas for the residents, with both private terraces and communal gathering spaces, similar to the private open space provided for the residents of the Watergate Townhouses, Liberty Row, Alexandria House, the Oronoco and other residential/mixed use properties in Old Town North. Additional detail has been provided on the plans to better illustrate the high quality design and programming envisioned for these spaces.

Economic Impacts

The project is anticipated to generate approximately 2.5 million dollars in annual tax revenue (in 2015 dollars) from real estate, retail, personal property and other City taxes. The project will also generate over 250 construction jobs over the 24 month construction period and approximately 150 retail jobs.

Retail and Retail Design Guidelines

This site is a Retail Focus Area and will include a variety of retail uses. The Applicant has developed design guidelines to establish a framework for future retailers to create unique retail storefronts within the development. These design guidelines include recommendations for quality building materials, canopies and awnings, lighting, glazing, and signage. Signage recommendations include types of signs, potential locations of signs, and total allowable square footage of signage by frontage. These design guidelines will allow the Applicant the flexibility to work with future tenants to create individualized storefronts with high quality design.

This development proposes over 50,000 square feet of retail to achieve the City's desired goal for a Retail Focus Area within Old Town North. Retail has been extended along St. Asaph and Montgomery Streets to achieve the primary retail streets envisioned in the Old Town North Framework Plan resulting from the City's recent charrette. The amount of retail included in this project and the proposed shared parking scenario is consistent with the City's definition for shopping centers located throughout the City, which do not require SUPs for most discrete uses. In this instance, the major retail frontages along St. Asaph St. and Montgomery St. are located across from other high density commercial uses. The minor retail frontage along First St is across from a hotel, but also in proximity to some residential neighbors. In order to ensure that this Retail Focus Area operates effectively and efficiently to provide the City the retail it desires, maximum flexibility is appropriate along the major retail frontages to make sure that tenant spaces can be marketed, occupied and re-tenanted as necessary without delay. The Applicant looks forward to discussing reasonable parameters to ensure impacts of any potential uses which typically require SUPs are mitigated through development conditions that are appropriate to the context of the various retail streets. The Applicant will also work with staff to further identify which types of uses are contemplated as "retail" in this location.

Parking reduction

The Applicant is also requesting a parking reduction to permit a blended parking ratio for restaurant and retail uses of 4.69 spaces/1,000 square feet. The submitted parking study assumes that a maximum of 841 restaurant seats and approximately 26,000 square feet of retail will be provided. Based on current Zoning Ordinance requirements, a parking reduction of 85 spaces is requested. The parking study provides justification for this reduction based on ITE standards, ULI shared parking analysis and comparison with other retail focused projects. Those uses constituting "retail" uses for this project will be defined in the DSUP conditions. To the extent that restaurant seats are less than the maximum, retail square footage may be increased accordingly so long as adequate parking per the shared parking analysis is provided.

Coordinated Sign Plan

The Applicant is requesting a Coordinated Sign Plan Special Use Permit to allow flexibility for future tenants to create their individualized signage and storefront spaces in conformance with the proposed design guidelines. The Applicant is proposing 1.5 square feet of sign area per linear foot of frontage and such signage may be apportioned amongst tenants by the landlord to ensure that signature/major retail tenants have the appropriate amount of signage. Unique tenant signage is an important part of establishing vibrant retail for the retail focus area.

The sign plan also proposes a neighborhood identification sign for Old Town North on the southwest corner of the building. This sign will be painted and will welcome residents and visitors to the neighborhood.

Master Plan Amendment and Rezoning

The Applicant requests a Master Plan Amendment and Rezoning from CG/Commercial General to CDD/Coordinated Development District to allow for a mixed use development at a 3.5 FAR and a maximum height of 77 feet on the southern portion of the block. The site was designated a Retail Focus Area in the 1992 Old Town North Small Area Plan and rezoned at that time to CG/Commercial General to permit a maximum non-residential FAR of 0.75 with a special use permit. The Old Town North Small Area Plan (the "Plan") was one of the most forward thinking of the 1992 Small Area Plans as it accurately anticipated the resurgence of mixed-use, urban development in Alexandria. The Plan "seeks to reinforce the viability of existing retail activity and add additional retail and other service uses to the mix of uses in Old Town North in order to provide a more urban flavor and enhanced pedestrian activity." The Plan also states that this block is a "Retail Center" and recommends "reinforc[ing] the 'Giant' block as a neighborhood retail anchor to serve the local community..." While these goals are still relevant today, the .75 FAR contemplated in 1992 is not sufficient to create a contemporary mixed-use project in 2015 that is successful from both an urban design and economic perspective. From an economic standpoint, at a .75 FAR, it would not be economically viable to purchase the VA. ABC site, demolish the existing buildings, provide 5,000 square feet of retail space to accommodate VA. ABC in the new building, underground parking, underground utilities, separate the combined sewer, provide public art, provide an affordable housing contribution, and provide quality open spaces. From an urban design standpoint, even if it were possible to design a building at a .75 FAR, the design of the block would be incompatible with the neighborhood and in conflict with the goals of the Old Town North Urban Design Guidelines. For example, the footprint at one story would only occupy 75% of the block, would not address all frontages, would not support below grade parking, would not internalize the loading and service areas, would not provide variety in height and would not encourage pedestrian activity and quality gathering spaces.

The Master Plan Amendment requests are consistent with the intent of the existing Master Plan for the creation of a Retail Focus Area while allowing for superior site and building design than what would be possible under the constraints of the existing Master Plan. This project will create a neighborhood-serving retail center, as envisioned in the Plan, and will comply with the standard City policies in place at the time of approval, including the Green Building Policy, Housing Master Plan, Public Art Policy, etc. The site is located at the intersection of St. Asaph Street and Montgomery Street, along which existing retail uses in Old Town North are concentrated, and adjacent to several commercial uses including office buildings and a hotel. The proposed uses are consistent with the existing mixed commercial/residential uses in the area.

The proposed amendment to the Zoning Map from CG/Commercial General to CDD/Coordinated Development District is consistent with the Master Plan Amendment request to change the land use designation from CG/Commercial General to CDD/Coordinated Development District.

As the MPA/Rezoning process has occurred concurrently with the development review process, the project has been reviewed by staff for the adequacy of essential public facilities and services. Improvements to public facilities associated with the proposed development include undergrounding of existing utilities along the property frontage and new utilities to service the site, separating the existing combined sanitary/storm sewer serving the site, improving the sidewalks and streetscape around the perimeter of the site, improving crosswalks, and providing a new ADA-compliant bus stop on Montgomery Street.

Old Town North Small Area Plan Update Process

The commencement of the approval process for this project predated the commencement of the Old Town North Small Area Update Process, consistent with City Council's instruction to staff when the Eisenhower West Plan was prioritized over the Old Town North Plan that projects coming forward before the Plan be processed accordingly. That being said, the Applicant has thoughtfully encouraged and included citizen input in the development review process, has adhered to the goals of the Old Town North Urban Design Guidelines, and has made revisions to the project at every step based on the input of the community, staff and Old Town North Urban Design Advisory Committee ("UDAC").

The applicant has held the following public meetings to discuss the project:

April 13, 2014 – meeting with NOTICe Board;

May 2, 2015 – Old Town North Walking Tour with staff, members of NOTICe, UDAC and nearby residential developments;

May 27, 2015 – Meeting with NOTICe Board;

May 28, 2015 – Bus Tour of Edens' Mosaic and Union Market Projects with staff, members of NOTICe, UDAC and nearby residential developments;

July 9, 2015 – Community Meeting;

October 1, 2015 – Community Meeting;

October 7, 2015 – UDAC Meeting;

November 18, 2015 – UDAC Meeting;

November 23, 2015 – Community Meeting;

January 6, 2016 (to be confirmed) – UDAC meeting;

January 2016 (date TBD) – Community Meeting.

In addition to this project specific process, the Applicant has a representative actively participating in the Old Town North Small Area Plan update as a member of the Advisory Group. The Applicant participated in the recent charrette and the proposed development is consistent with the goals and visions set forth in the Old Town North Framework Plan produced as part of that effort. The current proposal is a thoughtfully designed, economically viable mixed-use project that will create the neighborhood retail anchor that the Plan calls for and that the Old Town North neighborhood desires.



APPLICATION

ENCROACHMENT

ENC# 2016-0001

ABC/Giant - Edens

PROPERTY LOCATION: 500 First St. & 901 N. St. Asaph St.

TAX MAP REFERENCE: 054.02-06-02, -03 **ZONE:** CDD

APPLICANT

Name: Giant Alexandria E & A LLC

Address: 1221 Main Street Suite 1000, Columbia SC 29201

PROPERTY OWNER

Name: Giant Alexandria E & A LLC

Address: 1221 Main Street Suite 1000, Columbia SC 29201

PROPOSED USE: Vault for electric transformers under a portion of the sidewalk on Montgomery Street near its intersection with N. Pitt Street.

INSURANCE CARRIER (copy attached) Accord Corporation **POLICY #** 013135882

A certificate of general liability insurance in the amount of \$1,000,000 which will indemnify the owner and names the city as an additional insured must be attached to this application.

☒ **THE UNDERSIGNED** hereby applies for an Encroachment Ordinance in accordance with the provisions of Section 8-1-16 and Sections 3-2-82 and 85 of the Code of the City of Alexandria, Virginia.

☒ **THE UNDERSIGNED** hereby applies for an Administrative Use Permit in accordance with the provisions of Article VI, Section 6-600 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

☒ **THE UNDERSIGNED** I so attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of their knowledge and belief.

M. Catharine Puskar, Agent/Attorney

Print Name of Applicant or Agent
Walsh, Colucci, Lubeley, & Walsh PC
2200 Clarendon Blvd., Suite 1300

Mailing/Street Address
Arlington, VA 22201
City and State Zip Code



Signature

703-528-4700 703-525-3197

Telephone # Fax #

cpuskar@thelandlawyers.com

Email address

1/20/2016

Date

Application Received: _____

Date and Fee Paid: \$ _____

ACTION - PLANNING COMMISSION: _____ ACTION - CITY COUNCIL: _____



Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Consent to File Application for a Master Plan Amendment, Rezoning, CDD Concept Plan, Development Special Use Permit with Site Plan, Transportation Management Plan Special Use Permit, Coordinated Sign Plan Special Use Permit, Parking Reduction Special Use Permit and Associated Requests
500 First Street and 901 N. St. Asaph Street (Tax Map ID: 054.02-06-02 and -03), the "Property"

Dear Mr. Moritz:

Giant Alexandria (E&A), LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of applications for Master Plan Amendment, Rezoning, CDD Concept Plan, Development Special Use Permit with Site Plan, Transportation Management Plan Special Use Permit, Coordinated Sign Plan Special Use Permit, Parking Reduction Special Use Permit and any related requests for a mixed-use development on the Property.

Very truly yours,

Giant Alexandria (E&A), LLC, a South Carolina limited liability company

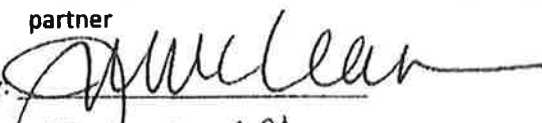
By: Edens Limited Partnership, a Delaware limited partnership, its sole member

By: Edens GP, LLC, a Delaware limited liability company, its sole general partner

By:

Its:

Date:


Jodie W. McLean
10.28.15

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. See attached.		
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 500 First St. and 901 N. St. Asaph St. (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. See attached.		
2.		
3.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are required to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicate each person or entity and "None" in the corresponding fields).**

For a list of current council, commission and board members, as well as the definition of business and financial relationship, [click here](#).

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. See attached.		
2.		
3.		

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

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

1/20/2016

Date

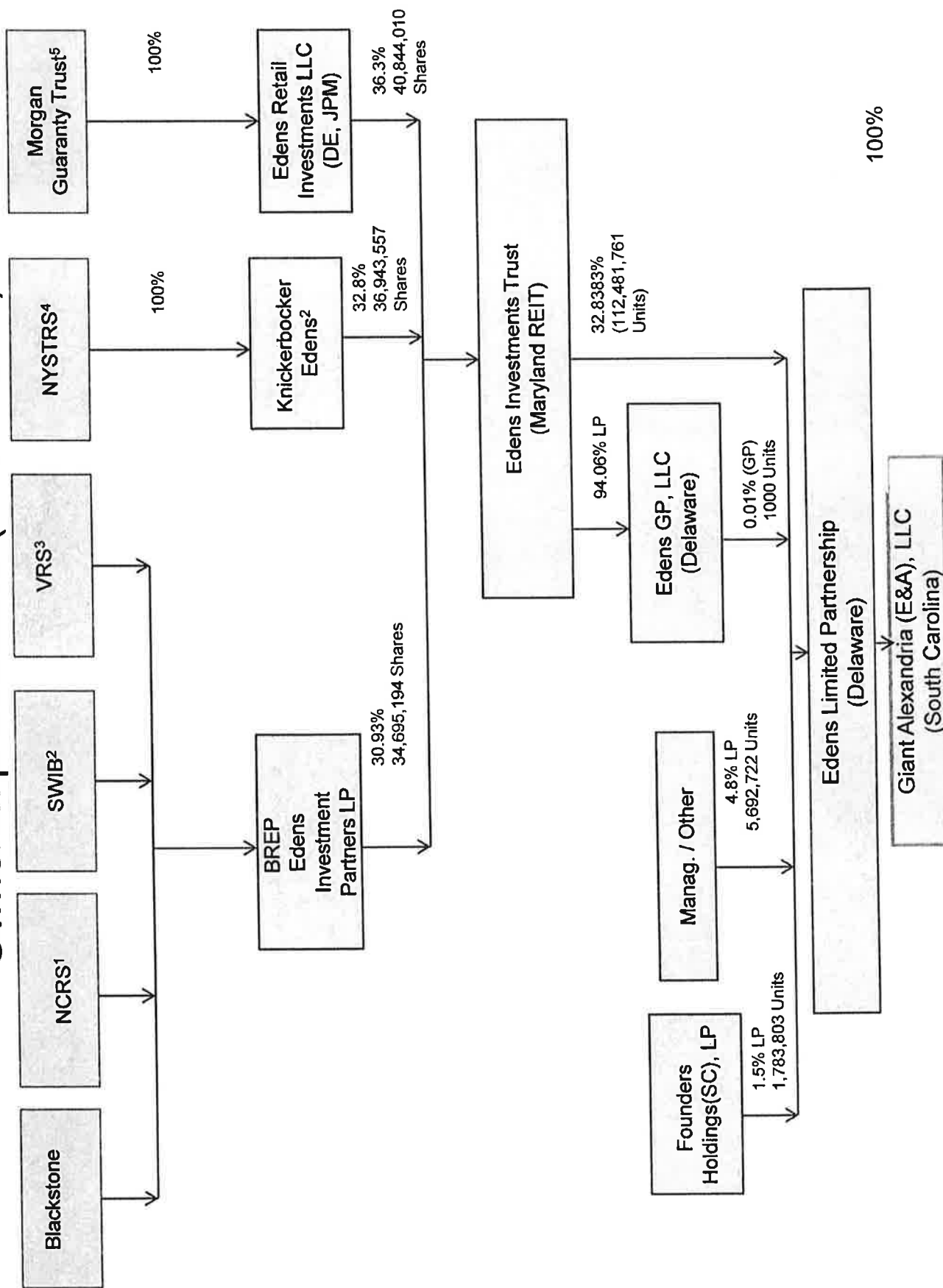
M. Catharine Puskar, Attorney/Agent

Printed Name



Signature

Ownership Structure (12/31/2013)





CERTIFICATE OF LIABILITY INSURANCE

DATE(MM/DD/YYYY)
01/20/2016

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Aon Risk Services Southwest, Inc. Dallas TX Office CityPlace Center East 2711 North Haskell Avenue Suite 800 Dallas TX 75204 USA	CONTACT NAME:	
	PHONE (A/C. No. Ext): (866) 283-7122	FAX (A/C. No.): 800-363-0105
INSURED Lion Gables Residential Trust 3811 Turtle Creek Blvd., Suite 1500 Dallas TX 75219 USA	E-MAIL ADDRESS:	
	INSURER(S) AFFORDING COVERAGE	
	NAIC #	
	INSURER A: Lexington Insurance Company	
	INSURER B:	
	INSURER C:	
	INSURER D:	
INSURER E:		
INSURER F:		

COVERAGES **CERTIFICATE NUMBER:** 570061014324 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

Limits shown are as requested

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> \$250,000 SIR GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:			013135882 SIR applies per policy terms & conditions	03/01/2015	03/01/2016	EACH OCCURRENCE	\$2,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	\$50,000
							MED EXP (Any one person)	
							PERSONAL & ADV INJURY	\$2,000,000
							GENERAL AGGREGATE	\$4,000,000
							PRODUCTS - COMP/OP AGG	\$4,000,000
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> NON-OWNED AUTOS						COMBINED SINGLE LIMIT (Ea accident)	
							BODILY INJURY (Per person)	
							BODILY INJURY (Per accident)	
							PROPERTY DAMAGE (Per accident)	
	UMBRELLA LIAB EXCESS LIAB <input type="checkbox"/> DED <input type="checkbox"/> RETENTION						EACH OCCURRENCE	
							AGGREGATE	
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR / PARTNER / EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	N/A				PER STATUTE	OTH-ER
							E.L. EACH ACCIDENT	
							E.L. DISEASE-EA EMPLOYEE	
							E.L. DISEASE-POLICY LIMIT	

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

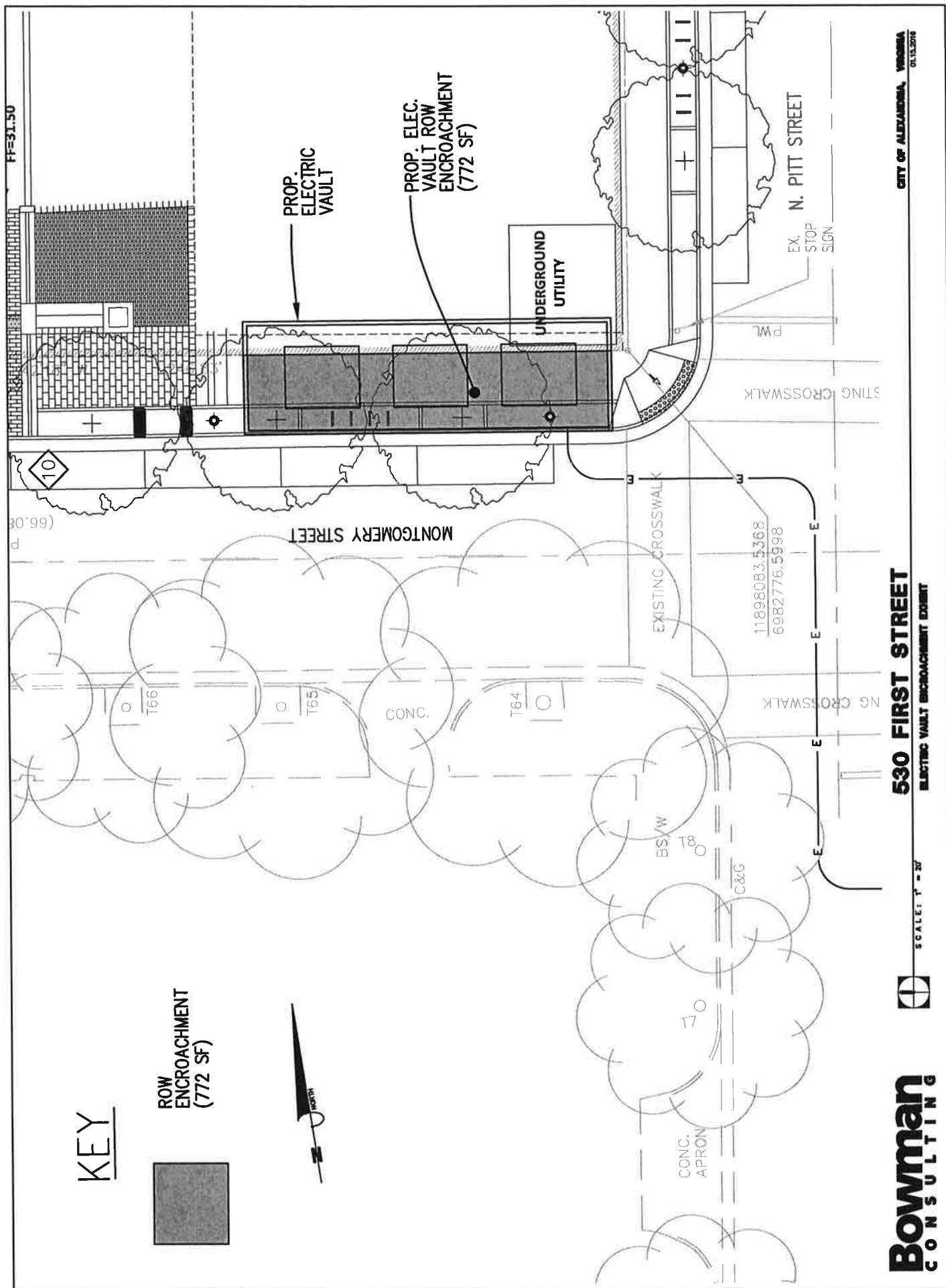
Re: Below grade transformer vault located under the sidewalk. Named Insured includes: CG First St. L.P. Certificate Holder is included as Additional Insured in accordance with the policy provisions of the General Liability policy.

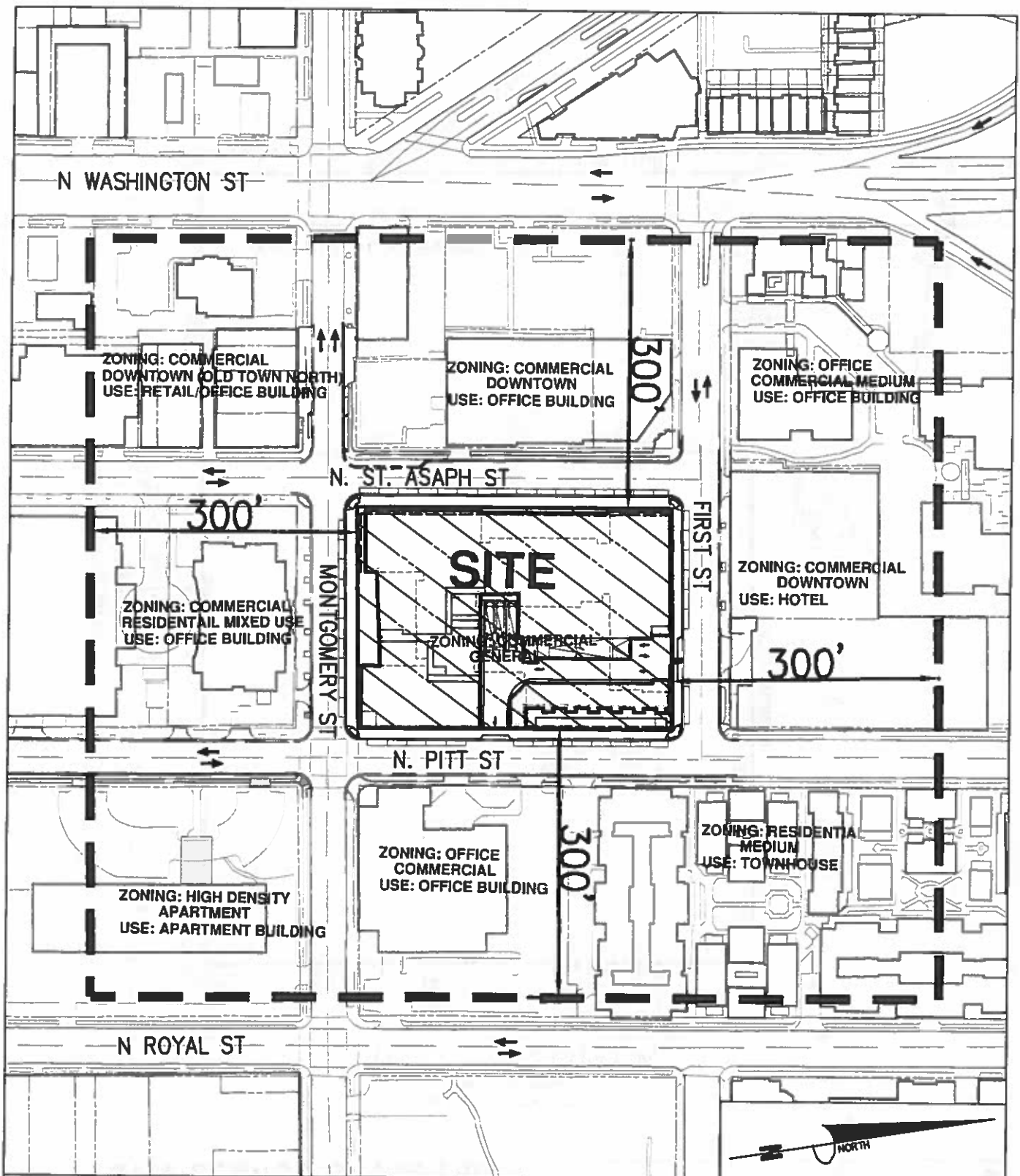
CERTIFICATE HOLDER**CANCELLATION**

City of Alexandria 301 King St. Alexandria VA 22314 USA	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE <i>Aon Risk Services Southwest Inc</i>

Holder Identifier :

Certificate No : 570061014324





Bowman
CONSULTING

14020 Thunderbolt Place
Suite 300
Chantilly, VA 20151

Phone: (703) 464-1000
Fax: (703) 481-9720
www.bowmanconsulting.com

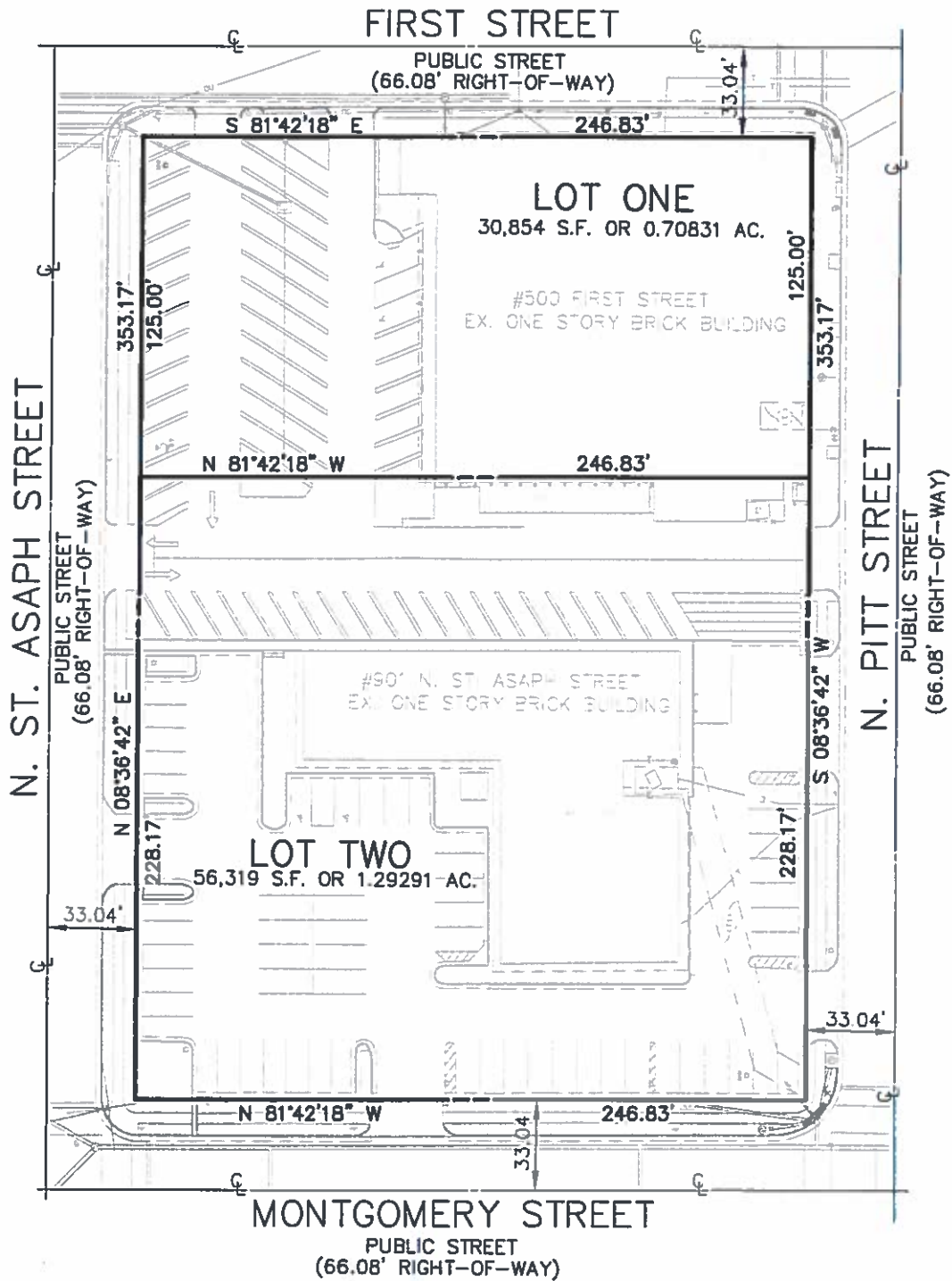
© Bowman Consulting Group, Ltd.

VICINITY MAP

530 FIRST STREET
ALEXANDRIA, VA

Scale: 1" = 150'

VIRGINIA STATE GRID
NAD 83, NORTH ZONE



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CONSULTING

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Phone: (703) 464-1000
Fax: (703) 481-9720

www.bowmanconsulting.com

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METES AND BOUNDS MAP

Scale: 1" = 60'

530 FIRST STREET
ALEXANDRIA, VA

Cad file name : P:\B476 - Giant ABC Site\B476-02-001 (SUR)\Survey\Plots\Boundary\B476-A-BP-001.dwg

OCTOBER 27, 2015

METES AND BOUNDS DESCRIPTION
OF THE PROPERTY OF
GIANT ALEXANDRIA E&A, LLC
CITY OF ALEXANDRIA, VIRGINIA
OCTOBER 27, 2015

ALL OF THOSE LOTS OR PARCELS OF LAND LOCATED IN CITY OF ALEXANDRIA, VIRGINIA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

PARCEL I:

ALL THAT CERTAIN LOT, PIECE OR PARCEL OF LAND, WITH BUILDINGS AND IMPROVEMENTS THEREON, SITUATE, LYING AND BEING IN THE CITY OF ALEXANDRIA, VIRGINIA AND CONTAINING APPROXIMATELY 1.29 ACRES AND BEING KNOWN, NUMBERED AND DESIGNATED AS LOT TWO, AS SHOWN ON THAT CERTAIN PLAT ENTITLED "SUBDIVISION OF BLOCK BOUNDED BY MONTGOMERY, ST. ASAPH, FIRST AND PITT STREETS, ALEXANDRIA, VIRGINIA", WHICH PLAT IS ATTACHED TO A DEED RECORDED IN THE CLERK'S OFFICE OF THE CIRCUIT COURT OF THE CITY OF ALEXANDRIA, VIRGINIA IN DEED BOOK 287 AT PAGE 10 AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EASTERLY LINE OF N. ST. ASAPH STREET (66.08 FEET WIDE) AND THE SOUTHERLY LINE OF FIRST STREET (66.08 FEET WIDE); THENCE DEPARTING SAID N. ST. ASAPH STREET AND RUNNING WITH THE SOUTHERLY LINE OF SAID FIRST STREET

SOUTH 81°42'18" EAST, 246.83 FEET TO THE WESTERLY LINE OF N. PITT STREET (66.08 FEET WIDE); THENCE DEPARTING FIRST STREET AND RUNNING WITH THE WESTERLY LINE OF SAID N. PITT STREET

SOUTH 08°36'42" WEST, 125.00 FEET TO A POINT, BEING THE NORTHEASTERLY CORNER OF LOT TWO, SUBDIVISION OF BLOCK BOUNDED BY MONTGOMERY, ST. ASAPH, FIRST AND PITT STREETS; THENCE DEPARTING N. PITT STREET AND RUNNING WITH THE NORTHERLY LINE OF SAID LOT TWO

NORTH 81°42'18" WEST, 246.83 FEET TO THE EASTERLY LINE OF N. ST. ASAPH STREET; THENCE DEPARTING SAID LOT TWO AND RUNNING WITH ST. ASAPH STREET

NORTH 08°36'42" EAST, 125.00 FEET TO THE PLACE AND POINT OF BEGINNING AND CONTAINING 30,854 SQUARE FEET OR 0.70831 ACRES.

PARCEL II:

LOT NUMBERED ONE (1), CONTAINING 30,854 SQUARE FEET AS SHOWN ON A PLAT OF THE RESUBDIVISION OF THE SQUARE BOUNDED BY FIRST, ST. ASAPH, PITT AND MONTGOMERY STREETS, ATTACHED TO A DEED DATED SEPTEMBER 8, 1949, FROM ALEXANDRIA STORES, INCORPORATED, TO LECO, INCORPORATED, AND RECORDED AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA IN DEED BOOK 287 AT PAGE 10 (PLAT RECORDED ON PAGE 13) AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EASTERLY LINE OF N. ST. ASAPH STREET (66.08 FEET WIDE) AND THE NORTHERLY LINE OF MONTGOMERY STREET (66.08 FEET WIDE); THENCE DEPARTING SAID MONTGOMERY STREET AND RUNNING WITH THE EASTERLY LINE OF SAID N. ST. ASAPH STREET

NORTH 08°36'42" EAST, 228.17 FEET TO A POINT, BEING THE SOUTHWESTERLY CORNER OF LOT ONE, SUBDIVISION OF BLOCK BOUNDED BY MONTGOMERY, ST. ASAPH, FIRST AND PITT STREETS; THENCE DEPARTING N. ST. ASAPH STREET AND RUNNING WITH THE SOUTHERLY LINE OF SAID LOT ONE

SOUTH 81° 42'18" EAST, 246.83 TO THE WESTERLY LINE OF N. PITT STREET (66.08 FEET WIDE); THENCE RUNNING WITH N. PITT STREET

SOUTH 08°36'42" WEST, 228.17 FEET TO THE NORTHERLY LINE OF MONTGOMERY STREET; THENCE DEPARTING N. PITT STREET AND RUNNING WITH MONTGOMERY STREET

NORTH 81°42'18" WEST, 246.83 FEET TO THE PLACE AND POINT OF BEGINNING AND CONTAINING 56,319 SQUARE FEET OR 1.29291 ACRES.

Bowman
CONSULTING

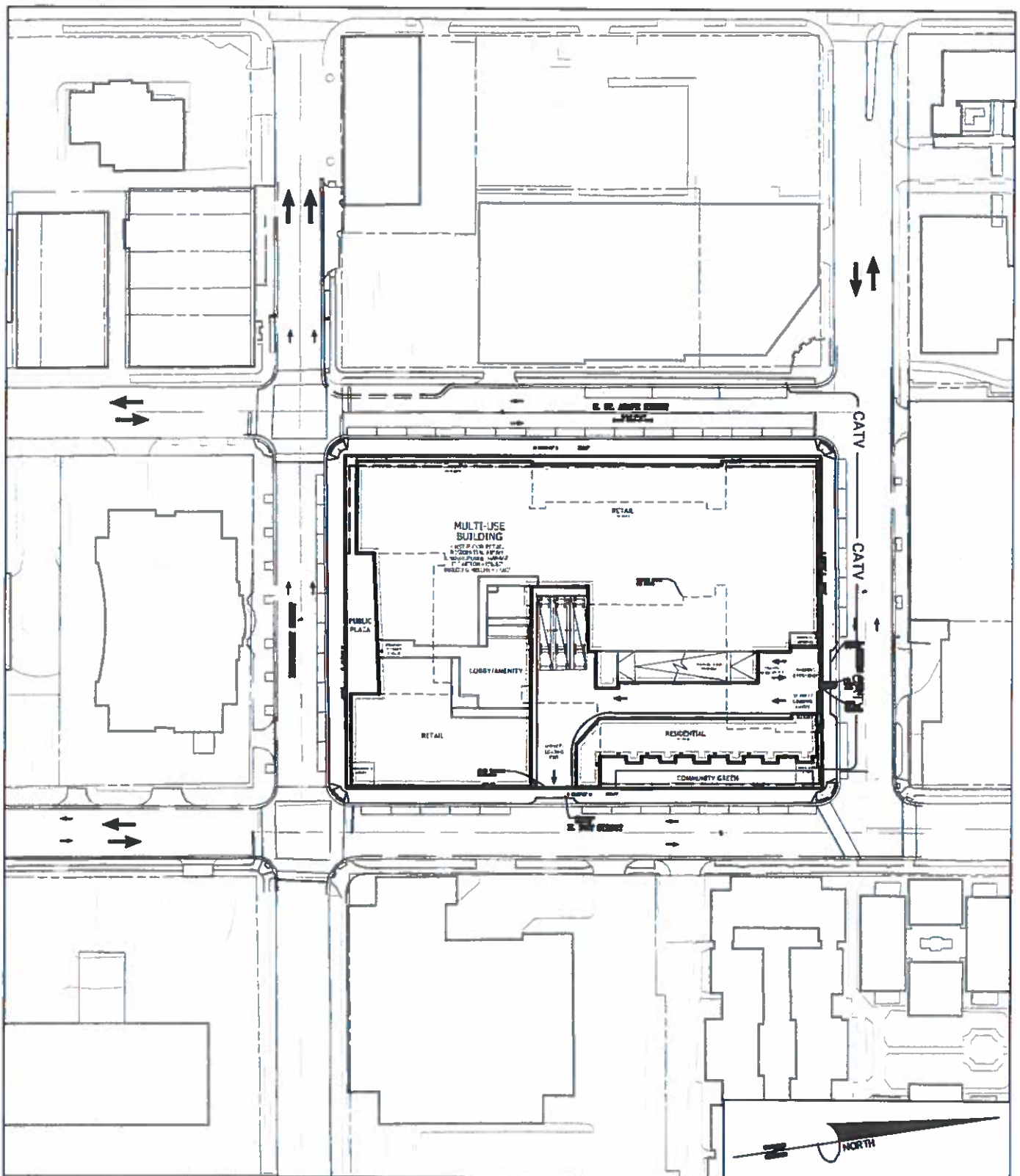
14020 Thunderbolt Place
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www.bowmanconsulting.com

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METES AND BOUNDS
DESCRIPTION

530 FIRST STREET
ALEXANDRIA, VA



Bowman
CONSULTING

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Suite 300
Chantilly, VA 20151

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Fax: (703) 481-9720
www.bowmanconsulting.com

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BUILDING AND STRUCTURES MAP

530 FIRST STREET
ALEXANDRIA, VA

Scale: 1" = 100'

CONCERNS OF LIBERTY ROW CONDOMINIUM ASSOCIATION WITH THE PROPOSED DEVELOPMENT OF THE GIANT/ABC LOT IN OLD TOWN NORTH

Quality of Life Issues

We are not opposed to development. Our desire is to reasoned and reasonable development in our community. The development of the Giant/ABC lot in Old Town North proposes additional retail and restaurant facilities. An estimated 51,000 square feet of such space will be created. In addition to retail and restaurant space, the developer plans to include 232 units of rental housing, 9 of which will be designated for affordable housing. While we welcome improvements to this location, the proposal raises significant quality of life issues for residents of Liberty Row and the adjacent communities. We participated in all of the community meetings on this proposed development, which occurred over a several-month period. On February 1, the developer's representatives hosted what we understood to be the final community meeting on this project. However, the developer did not provide notice to our community about this meeting. Instead, we received information about this meeting from neighbors in an adjacent community.

In spite of concerns raised at these community meetings by residents of Liberty Row resident and adjacent communities, the latest proposal fails to address citizen concerns in any material way. For example:

— **Overbuilding rental housing units.** We believe that 232 rental units is excessive. In the past year, the Kingsley (175 rental units) was completed (just 3 blocks away). Property owners want to see other owner-occupied dwellings constructed in Old Town North. Home ownership brings with it a different level of commitment to community, in addition to tax revenues for the City. Homeowners whose properties are adjacent to the Kingsley complain of the pets of Kingsley residents relieving themselves on homeowner properties. This poses public health concerns.

— **Failing to meet City parking code requirements.** The proposed development of 51,000 square feet of retail space and 232 rental units fails to meet City parking code requirements by 26 percent (83 spaces). This deficit along with the deficit anticipated by the redevelopment of the Old Colony Inn just two blocks away is unacceptable to the residents of Old Town North. It produces an adverse impact on quality of life for taxpaying voters. If Edens scaled back on the number of rental units proposed, it should be able to satisfy the City's parking code requirements.

— **Failing to locate driveways into and out of the property on the right streets.** The entryway for retail parking, residential parking, and commercial delivery vehicles will be on First Street. Commercial vehicles will exit the property on N. Pitt Street, directly across the street from the driveway for the Watergate town home development and the Waterman Place office building.

First Street is the main artery for Liberty Row, whose only driveway entrance and exit is on First Street, about 100 feet from the intersection to the George Washington Memorial Parkway. Across from the Liberty Row driveway is a garage entry for a large office building. Next to that garage entry is the intersection of First Street and N. St. Asaph Street. Several yards away

down First Street are driveway entry and exit points for the Holiday Inn. Almost directly across First Street from the Holiday Inn's driveway entrance is the proposed entryway for the Edens project at the Giant/ABC lot. The developer proposes to narrow the width that driveway from 50 feet to 40 feet. This, however, is not a solution to the issue of the multiple points of ingress and egress on First Street.

We continually proposed to Edens that driveways for the Giant/ABC parcel should be on N. St. Asaph Street and Montgomery Street. The developer argues that these streets are designated as main retail streets pursuant to a 1992 small area plan. This makes no sense to residents of Old Town North. Why is it that local officials are willing to waive parking code requirements and height restrictions for commercial developers, while clinging to an artificial standard of "retail designation?" We do not want developers dictating unreasonable changes to our community.

N. St. Asaph Street has a loading entrance for the newly constructed Harris Teeter supermarket and for Trader Joe's market, just three and four blocks away, respectively. N. St. Asaph Street along this stretch is populated by office buildings, restaurants, and some retail space. A driveway entrance on the N. St. Asaph Street side of the Edens project is more sensible than on First Street. Montgomery Street in the block between N. St. Asaph Street and N. Pitt Street houses one large commercial office building. There is no driveway along this stretch of Montgomery Street. Thus, a driveway along the Montgomery Street side of the Edens project is more sensible than on N. Pitt Street.

The direct result of having driveways on First Street for the Edens project means that (a) more traffic will be turning left or right from N. Washington Street onto First Street; and (b) large commercial vehicles will travel down N. St. Asaph Street and then proceed to a right turn on First Street. The additional traffic poses a direct adverse impact to the residents of Liberty Row whose only entrance and exit is on First Street. It will also adversely impact the residents of the Watergate development because large commercial vehicles will be coming toward N. Pitt Street to enter the Edens project and exiting on N. Pitt Street from the Edens project.

Situating driveways on N. St. Asaph Street and Montgomery Street will keep much additional traffic away from First Street and N. Pitt Street, which are key access points for the residential communities of Liberty Row and Watergate. These alternate driveway locations for the Edens project also will make pedestrian street crossings on First Street and N. Pitt Street safer. Almost laughably, the developer's representatives stated at community meetings that having multiple driveways in one area creates safer driving habits and that drivers naturally slow down when they see retail space. We are confident that these conclusions are not based on scientific research or analysis.

— **Failing to create enough green space and mis-locating some green space.** As proposed, Edens creates some green space close to N. Pitt Street close to the intersection of N. Pitt and First Streets. This green space will be adjacent to rental units that will be across N. Pitt Street from the Watergate town homes. The other green space is proposed for Montgomery Street across from the large commercial office building. We have continually militated for green space on First Street across from the Holiday Inn. This could be a continuation of the green space planned for N. Pitt Street and will be more pleasing to Liberty Row residents. The green space on Montgomery Street concerns us as the office building across the street is dark at night. Thus, green space located there could become a point of undesirable congregation. Old Town North should have more green space in this block for community usage. Across N.

Washington Street, a public green space was created recently across from the Henry Condominiums on Pendleton Street. This green space is almost as large as a city block and sits in close proximity to retail and rental properties. Representatives of Edens claim that their project has additional green space on the rooftop of the rental property units. This fails to address the desire of residential property owners for green space available for the entire community at street level.

— **Failing to create a building that is design compatible with the surrounding community.** The Edens project will result in a very modern structure in our community. The surrounding structures are neo-traditional. It would be more fitting for communities like Clarendon or Ballston in Arlington. If the structure as proposed by Edens is situated in our community, it will fundamentally change the character of our neighborhood. The portion of the structure closest to the Liberty Row community will be about 77 feet tall. It will exceed the City's height requirements by more than 25 percent. The Liberty Row building at 635 First Street standing at about 50 feet will be dwarfed. There will be a substantial blockage of day light to the First Street facing units of Liberty Row. There will be no green space to break up the monolithic Edens retail and rental property structure across the street. Numerous criticisms about the architectural style of the building were raised at community meetings. The revisions to the design have been superficial at best. We do not want developers who do not appreciate the character of our community to impose on us designs that we believe are highly incompatible with our neighborhood.

— **Failing to present a more complete analysis of traffic congestion.** The traffic study conducted by Edens' consultant uses a traffic capacity analysis tool called Synchro 7. This is a macroscopic tool developed by a firm called Trafficware. Synchro 7's capacity analysis is based on aggregate data. Trafficware's training manual states that this methodology does not provide a realistic assessment of potential traffic problems. The Edens' traffic study concludes that additional traffic queuing at the left turn lane from N. Washington Street to First Street can be alleviated by changing the traffic signal timing. At the February 1, 2016 final community meeting, a representative of the City's Transportation and Environmental Department said that the City does not have the hardware to make such a change in traffic signal timing. This individual had no response for when such hardware might become available to the City.

More accurate traffic analyses are possible using Trafficware's SimTraffic model, a microscopic tool. SimTraffic more accurately reflects the impact of traffic queuing and blocking. This is key for the potential impacts of traffic congestion on N. Washington Street and First Street. The Edens' traffic study, applying Synchro 7, predicts a 299 foot queuing of traffic at the left turn lane from N. Washington Street to First Street. This may be an overly optimistic prediction and one for which there is no current plan by the City to prevent by adjusting traffic signal timing. The traffic analysis, therefore, may be significantly flawed in its conclusions about potential congestion along First Street, which has multiple intersecting points where traffic blockage may occur.

— **Uncertainty about the future location of the Holiday Inn taxi stand and parking area for tour buses.** It appears that if the proposed design is carried out the taxi stand for the Holiday Inn must be relocated. We have no idea where that might be. Further, it is unclear whether tour buses would still be permitted to park on the West side of N. St. Asaph Street as they do now during tourist season. Such vehicles should not be permitted to idle or park on N. Pitt Street or directly in front of the Holiday Inn on First Street.

The residents of Liberty Row do not wish to see the surrounding area of Old Town North become a predominantly commercial sector where little thought or effort has been given to ameliorating local resident concerns about: (a) parking code deficiencies, (b) tour bus traffic, parking, and idling, (c) increased commercial and noncommercial traffic volumes and patterns (particularly of commercial vehicles) potentially harmful to pedestrians, bicyclists, and motorists, (d) commercial and rental structures failing to comply with the City's height restrictions, and (e) the lack of significant green space within development plans. The facts as we know them today indicate that these major issues have not been properly addressed by the developers or by the participants in the November 2015 Old Town North Small Area Planning Process charrettes. In fact all of the development plan items that we present above are in direct opposition to the long-standing OTN SAP Land Use goals published in the December 22, 2015 Final Project Update Report. Notwithstanding these shortcomings, it is our understanding that the developer's proposed plan for the Giant/ABC lot development will go before the Planning Commission on March 1 and then before the City Council on March 12.

530 First Street, Alexandria - Edens proposal

Carlos Cecchi <ccecchi@idigroup.com>

Mon 2/29/2016 5:02 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Dear Planning Commission members:

I am writing to express my strong support for the Edens proposal, which will anchor the north Old Town neighborhood with a vibrant mixed-use development containing significant ground floor retail and activated sidewalks. This is a block that is currently characterized by large surface parking lots, no aesthetic appeal for the neighborhood and a “dead” pedestrian experience. In contrast, the Edens proposal will introduce a vibrant streetscape with high-quality buildings that fit in with the mass and scale of many of the nearby existing buildings. In particular the proposed internal loading dock is a big improvement over the very visible loading condition along N. Pitt Street during the Giant grocery store’s tenure.

I encourage you to recommend this proposal favorably to the City Council!

Sincerely,

Carlos Cecchi
407 Prince Street
Alexandria, VA 22314

Support for 530 First Street Project

Steve Muttly <sdmutty@gmail.com>

Mon 2/29/2016 5:15 PM

To: PlanComm <PlanComm@alexandriava.gov>; Karl Moritz <Karl.Moritz@alexandriava.gov>;

Dear Karl and Planning Commission:

I am writing in support of the proposed plan for 530 First Street.

I recently moved to an Alexandria address West of the RR tracks, but for the previous five years, I resided at 400 Madison St. (Alexandria House), a block from the proposed project. As a commercial real estate salesperson, I have been involved with numerous projects on the North Waterfront. I am also a member of the Waterfront Commission and have recently been appointed to the Motor Coach Task Force. I feel qualified to speak about the merits and challenges of new commercial developments in our City.

This block of First Street has been long overdue to bring a use that would permanently displace an eyesore in the heart of North Old Town that has suffered from poor lighting, no public access space, a lack of neighborhood-enhancing retail, not to mention loitering and crime. The point is that the developer has to deliver a project that makes a very positive impact, not something that is monolithic or lacks character.

The developer, Edens, has a reputation for developing urban projects that enliven communities without overpowering them. I am speaking first-hand, as one of my clients occupies space at their Mosaic project and I am also a frequent visitor to Union Market. What has impressed me is that their projects are appropriate to the surrounding community. As someone concerned about maintaining a balance between the old and the new as neighborhoods around the Old and Historic District evolve, after viewing their preliminary submission, I am comfortable that it is not Edens' intent to deliver a "Mosaic on the Potomac", but rather something that complements our community and adds just the right amount of vitality.

Sincerely,

Stephen D. Muttly
3109 Cameron Mills Rd.
Alexandria, VA 22302

RE: Approval of the Edens Project

Karl Moritz

Mon 2/29/2016 5:29 PM

To: Judy Noritake <jnoritake@nka-arch.com>; PlanComm <PlanComm@alexandriava.gov>;

Cc: Kristen Walentisch <kristen.walentisch@alexandriava.gov>; Robert Kerns <robert.kerns@alexandriava.gov>; Nathan Randall <Nathan.Randall@alexandriava.gov>; Maya Contreras <Maya.Contreras@alexandriava.gov>;

Thank you very much. In addition to sharing with the Planning Commission, I'll make sure that your input is part of the public record for the case.

Karl

Karl W. Moritz

Planning Director | City of Alexandria

Room 2100 | 301 King Street | Alexandria, VA 22314

Desk: 703-746-3804 | Cell: 571-329-3052

From: Judy Noritake [mailto:jnoritake@nka-arch.com]

Sent: Monday, February 29, 2016 2:45 PM

To: PlanComm

Cc: Karl Moritz

Subject: Approval of the Edens Project

RE: Planning Commission Hearing, March 1, 2016, Docket Item 8

Dear Chairwoman Lyman and Members of the Planning Commission:

I wanted to send a short note in support of the Edens project proposed for the ABC/Giant site on the north end of Old Town. This part of Old Town continues to grow and diversify as has been evidenced by the very successful opening of a number of businesses and restaurants here, including the recently opened Hank's Pasta Bar. This particular development block has been substandard for many years and is now an eyesore with the closing of the Giant which is now used for commuter parking.

We are extremely fortunate to have this developer propose a project of this caliber for the site. The Edens folks have executed very well designed and constructed projects in D.C. and elsewhere, notable projects any community would be glad to have. The project they are proposing here lives up to their reputation on past projects. We should be thrilled to have them make the investment in our city because all of our surrounding communities would welcome a project like this with open arms. This is the type of development we need in North Old Town and these are the type of developers we can only hope will be interested in working throughout Alexandria.

This is an appropriate site for this relatively dense, urban project. It will bring much needed activity, both residential and commercial, to this part of the City. The modern aesthetics of the proposal should be commended. The design features varied roof heights, dramatic roof top open space for residents, high quality retail and

restaurants, and adequate public and private parking. While serving as a dramatic focal point for the neighborhood, it will also fit well into the existing context. And importantly, the project will provide nine affordable housing units on site. Within walking distance of the Braddock Metro, this is a great location to add to our city's stock of affordable, workforce units.

I have only one addition to offer: the larger of the two on-ground green areas should be considered to feature a bocce court. This elegant sport, played by young and old, would offer an interesting draw to the area and a really delightful activity for everyone in the neighborhood. The space looks big enough to accommodate such a court.

In closing I would ask that you support the Edens project, with all the various approval pieces in the docket item which will be required to make it a reality. The sooner this is under construction, the better it will be for growing this important part of Old Town.

Judy Noritake

Judy Guse-Noritake, AIA, LEED AP
Managing Principal

NORITAKE
associates

605 Prince Street, Alexandria, VA 22314

[t.] 703.739.9366 x.130 [f.] 703.739.9481

www.noritakeassociates.com

jnoritake@nka-arch.com

Giant Site

Alice Manor <ammanor@icloud.com>

Mon 2/29/2016 6:12 PM

To: PlanComm <PlanComm@alexandriava.gov>;

I am a resident of Liberty Row on First Street....I am in favor of the Edens site on First Street. I am a ten year resident and support the project with one concern. Traffic is already difficult for us to exit or driveway. Everyone wants to make the light on Washington Street....0 to 60 is the norm to make the light! Some calming would be helpful for all of us. Look forward to seeing this come to life! Thanks for your consideration. Alice Manor 635 First Street #105 liberty Row.

Sent from my iPad

THE PROPOSED DEVELOPMENT OF THE ABC/GIANT SITE IN OLD TOWN NORTH

Analysis Submitted by the Liberty Row Condominium Board of Directors February 26, 2016

1. General Background:

Developer Edens owns the ABC/Giant site in Old Town North (OTN). It submitted its first concept plan to the City in June 2015 and it informed City staff that it had acquired an option to purchase both the Giant and ABC sites and that the option was set to expire in July 2015.

The proposal involves substantial development in OTN, as addressed in the Planning and Zoning Department's (P&Z) staff report dated February 19, 2016 (Staff Report). The P&Z Staff Report recommends this substantial project for the Planning Commission's approval at its March 1 meeting. Certain conditions to the approval are included in the Staff Report.

2. Impact of the Proposed Development on OTN:

This proposed development impacts OTN in several significant ways. It will result in the following, all of which are consistent with Edens' interests:

- a. A 232-unit rental apartment building consisting of about 254,000 square feet.
- b. A 51,000 square foot retail and restaurant complex (potentially including 841 restaurant seats) with a broad allowable use permit.
- c. Building height at the corner of First and N. St. Asaph Streets of 67 feet.
- d. Building heights on Montgomery Street of 77 feet.
- e. Residential, retail, and commercial garage entryway on First Street, which also will serve as the point of egress for residential and retail vehicles.
- f. Commercial vehicle egress on N. Pitt Street (right turn only on N. Pitt Street).
- g. Open space at ground level of 6,637 square feet. This represents only 7.6% of the entire site or 9.2% of the residential portion of the project.
- h. Substantial additional traffic on First Street, and queuing of traffic at the left-turn lane of N. Washington Street to First Street.
- i. Substantial additional traffic on N. St. Asaph Street, Montgomery and N. Pitt Streets.
- j. An 85-space reduction (more than 26%) in commercial parking spaces.
- k. Locating an electric transformer vault consisting of 772 square feet in the public right of way under Montgomery Street near the corner of N. Pitt Street. The requirement for an indemnity policy to cover potential injuries to persons or properties as a result of this encroachment is set by the City at only \$1 million.
- l. A structure that is very modern and inconsistent with the neo-traditional architecture of the surrounding community.

3. Recommendations of the Surrounding OTN Communities:

The surrounding OTN communities participated in numerous community meetings with Edens' representatives and objected to various aspects of the proposed development, recommending instead the following:

- a. Owner-occupied housing units as opposed to rental units at the site.
- b. Less mass, scale and density given current floor area ratio requirements (FAR).
- c. Restricting building heights along First Street to 50-55 feet.
- d. Locating points of residential, retail, and commercial ingress and egress away from First Street and N. Pitt Street to alternative points along N. St. Asaph and Montgomery Streets.
- e. Creating more open space at ground level on First Street.
- f. Compliance with City parking space requirements so as not to exacerbate the lack of parking spaces in OTN.
- g. Conducting a new traffic study taking into account additional data that more realistically simulate actual traffic flow in the affected area of OTN.
- h. Creating a building more stylistically consistent with the neo-traditional design theme of existing structures in the surrounding communities.
- i. Reviewing this development in conjunction with the proposed redevelopment of the Old Colony Inn, just two blocks away, and which will, if approved, expand the hotel from 49 rooms to 95 rooms, result in a further lack of parking in OTN, locate a restaurant on Second Street, and create challenging commercial vehicle traffic patterns in OTN.

4. Communities' Voices Disregarded by P&Z Staff Report:

The interests and concerns of property-owning taxpayers of the surrounding communities have not been heard by the P&Z staff. The objections to the proposed development raised by the communities have not been addressed. Property-owning taxpayers, whose communities will be affected materially and for years to come, can only look forward to the following:

- a. Wider sidewalks.
- b. A future bikeshare station near the First Street and N. St. Asaph Street intersection.
- c. A reduction in the width of the garage entrance on First Street from 50 feet to 40 feet.
- d. A modern commercial garage entry door on First Street that will be lit in the evenings.
- e. Additional trees to be planted perhaps somewhere along N. Washington Street.
- f. Funding from Edens to create additional green space somewhere in OTN at some indeterminate time.
- g. Funding from Edens to permit an adjustment to the left turn light at the intersection of N. Washington Street and First Street to address the increased traffic at this key intersection. But there is no definite timeframe for the adjustment of the timing software to ameliorate traffic queuing on N. Washington Street.
- h. A "neighborhood identification" sign along Montgomery Street stating "Old Town North."

5. How the Staff Report Justifies Developer Interests Against Those of the Neighboring Communities:

The communities' views are largely disregarded by P&Z. The P&Z Staff Report bases its approvals on bootstrapping arguments, convenient interpretations of various portions of the 1992 OTN SAP, and on a number of significant revisions to the site's zoning designation and City code requirements. The Staff Report strongly supports Edens' proposed development of the ABC/Giant site as the following demonstrates:

1. Going Forward in Advance of the OTN SAP Update. The OTN Small Area Plan (SAP) of 1992 has not yet been updated. Recommendations for the update will not be forthcoming until June-July 2016. The plan development phase will not occur until August 2016 to January 2017. Notwithstanding this timetable, the Staff Report states that the development of the ABC/Giant site will "go forward in advance of adoption of the OTN SAP update." (p. 4 of Staff Report) Restaurants will be operating until midnight on weekdays and until 1 am on weekends. Outdoor dining will occur until 11 pm every evening. (p. 21 of Staff Report) There may be more than two restaurants located at the site. What, then, is the value or purpose of the updating process? What ground rules apply, what is the relevance of current rules, to whom do they apply, who determines when and for whose benefit significant modifications can be made outside of ordinary procedures and processes?
2. Amending the Site's Zoning Designation. The maximum allowable floor area ratio (FAR) for Commercial General (CG) zoning, currently applicable to the ABC/Giant site is 0.5 for nonresidential space and .75 for residential space. The Staff Report includes an amendment to the CG designation, changing it to Consolidated Development District (CDD) (CDD#25). The CDD designation would allow a 3.5 FAR and maximum height of 77 feet, as opposed to the current maximum building height of 50 feet. This revision allows construction of a 232-unit rental property at this approximately 2-acre site. There is no question but that such a development is excessively dense for the site. Application of the CDD zoning seems inconsistent with Section 5-601 of the Master Plan. Under that Section, the CDD zone is intended to encourage land assemblage and/or cooperation and joint planning where there are **multiple** owners in the CDD zoned area. That is not the case here. Edens is the **sole** land owner. (p. 13 of the Staff Report) The Kingsley Apartments, completed about a year ago atop the new Harris Teeter supermarket just two blocks to the south of Montgomery Street, consists of 175 rental units (FAR of 3.0). Assuming that rental units are to be constructed at the ABC/Giant site, the total number of such units should not exceed 175.
3. Bootstrapping Arguments Supporting High Density. As further justification for the CDD zone designation for the ABC/Giant site, the Staff Report states at p. 14 that: (a) higher density at this site or in this area are not unprecedented. The office building to the south on Montgomery Street was approved in 1986 and allowed a FAR of 2.98, and that the Harris Teeter two blocks away was approved in 2011 with a FAR of 3.0; and that (b) greater density is needed to support the significant amount of retail/commercial uses that are recommended in the OTN SAP for the "retail focus area." According to the Staff Report, "an adequate number of nearby residents and workers are needed to patronize businesses throughout the day to insure successful retail." To this end, the Staff Report recommends a 232-unit rental structure at the site, including 51,000 square feet of retail space, including possibly more than two restaurants (potentially up to 841 restaurant seats). Restaurants will be operating

until midnight on weekdays and until 1 am on weekends. Outdoor dining will occur until 11 pm every evening. (p. 21 of Staff Report) Bootstrapping rationalizations fail to recognize existing limitations and the yet-to-be-completed process for the OTN SAP update. Under this approach, the OTN SAP updating process should be dismantled because it is irrelevant. Indeed, as the Staff Report acknowledges, zoning changes will be made on a case-by-case basis notwithstanding the pendency of the OTN SAP updating process.

4. Ignoring Certain Residential Communities and Focusing on Nearby Commercial Structures. To justify exceeding the 50-foot height limitations, the Staff Report cites the 1992 OTN SAP's goal #2, for the "establishment of height limitations that protect and preserve low-rise residential scale in most of the area, accommodate appropriate designs for higher scale development in designated retail and commercial areas, and establish transitions between higher and lower height areas." (p. 10 of Staff Report) The Staff Report mentions that the commercial building on Montgomery Street is 112 feet tall, that the commercial building at the corner of N. St. Asaph and Montgomery Street is 109 feet tall, and that the Alexandria House (a very tall cooperative building) is just one block away to the south. But the Staff Report's reference to the ABC/Giant site as an "isolated parcel" (p. 12 of Staff Report) creates a false impression of this site. The 63-unit Liberty Row Condominium residential community is just across First Street to the north with building heights of about 50 feet. The building height being approved for First Street and N. St. Asaph Street will be 67 feet. Toward Montgomery Street, the building height will be 77 feet. The 100-unit Watergate residential community along N. Pitt Street has substantially lower heights (approximately 25 feet). A portion of N. Pitt Street near the First Street intersection will have rental units with heights of about 30 feet. But immediately behind these lower structures, heights will rise significantly. Even though building heights will vary somewhat on the site, there will be substantial mass and scale of structures with 67- and 77-foot heights across First Street from Liberty Row, and with 77-foot heights on Montgomery Street.
5. Allowing a More than 26% Parking Space Deficiency. The City's parking requirements require the developer to provide 564 underground parking spaces — 240 spaces to support 232 rental units; and 324 spaces for the 51,000 square feet of retail space. Instead, the developer will provide 242 residential parking spaces and 239 retail spaces. The difference between the required 324 spaces and actual 239 retail spaces is a deficit of 85 spaces (more than 26%). Edens argues that "there are a number of on-street parking spaces available throughout the weekday evening hours and weekend hours within a two-block radius of the site." (p.53 of traffic impact study by Edens' consultant Wells and Associates, Inc.) However the analysis, which involves many assumptions and adjustments, may not be consistent with this conclusion. Recently, a new restaurant opened at the southwest corner of N. St. Asaph and Montgomery Streets. During the weekday evening hours, there is very little street parking available in the area referred to by the developer's traffic impact study. Allowing a 26% parking deficiency for this site will adversely affect the adjacent communities.
6. Allowing Strict Adherence to "Retail Focus Streets" to Exacerbate Local Traffic Patterns. The developer and the Staff Report refer to Montgomery and N. St. Asaph Streets as the 'retail focus streets.' They refuse to locate driveway entrances or exits on these two streets. With residential, retail, and commercial vehicles required to enter the site at First Street, additional traffic congestion will occur on First Street. This is of particular concern to the Liberty Row community, whose only point of ingress/egress is on First Street, about 100 feet

from the intersection of First and N. Washington Streets. Commercial vehicles will be traveling down N. St. Asaph Street and turning right onto First Street in order to make the entry turn into the First Street garage entrance. The communities suggested commercial vehicle entry on N. St. Asaph Street. In order to service retail and restaurant facilities, such an entry should be feasible, with egress remaining on N. Pitt Street as currently planned, with a right-turn only onto N. Pitt Street. However, the options considered by the developer did not take this pattern into consideration. (Options considered discussed at p. 18 of Staff Report) Under the planned garage entry point on First Street, it does not appear that the 1992 OTN SAP goal #5 is met — the creation and reinforcement of a strong and inviting streetscape and a traffic pattern that relates the area to the Old and Historic District. The intersection at which this garage entrance will be located is just across the N. Pitt Street border of the Watergate residential community. Homes facing this area will see additional traffic, including large commercial vehicles coming down First Street on a regular basis.

7. Granting an Umbrella Special Use Permit. The Staff Report allows the developer to obtain a special use permit (SUP) for multiple commercial purposes, excluding only light assembly and crafts and valet parking. (pp. 20-21 of Staff Report) There is a possibility, then, of many different uses of the property that may not be strictly “retail.” For example, the uses permissible under the SUP would include day care facilities (which introduce additional traffic issues related to drop-offs and pick-ups); health and athletic clubs; personal service establishments; massage establishments; pet supplies, grooming, training with no overnight accommodation; private schools, academic or commercial, with more than 20 students on the premises at any one time; restaurants and outdoor dining. Therefore, it would be difficult to prohibit some enterprises from locating at this site in the future once approval is granted for such a broad SUP.

6. Conclusion:

The proposed development of the ABC/Giant site has progressed on a very expeditious basis (less than one year). This is a significant proposal for OTN and its property-owning taxpayers. Interests of the relevant communities have not been addressed adequately in the proposed development plan or in the Staff Report. This result is disappointing to the communities, whose many residents participated in numerous meetings with Edens’ representatives. Once development is approved by all relevant City authorities, the impact on residents and their communities will be material and long lasting. It may be advisable, instead, for P&Z to take additional time reviewing the Edens application, revisit the many issues raised by the communities and to consider the extent to which significant zoning changes should be made prior to the 1992 OTN SAP update, assuming that process remains relevant.

As part of a more deliberate review, the P&Z, rather than the developer, should host community meetings on the proposed development. This would allow a meaningful discussion between citizens and City staff and developer representatives. Additional time also should be taken to conduct revised analyses of traffic issues. Further it may be advisable for traffic consultants to report findings directly to the P&Z staff as opposed to the developer.

Finally, P&Z should analyze OTN development issues on a comprehensive basis so that more realistic impacts on communities, citizens, and quality of life issues may be evaluated.

Edens Project, First Street

moncure@comcast.net

Tue 3/1/2016 10:59 AM

To: PlanComm <PlanComm@alexandriava.gov>;

To the Members of the Planning Commission,

We live on North Saint Asaph Street down from the proposed Edens project at 530 First Street, and we have enjoyed the recent development in North Old Town. We look forward to learning more about the Edens project, and believe that in concept it will be a thoughtful addition to North Old Town.

Our concern is always that traffic be managed to avoid excessive traffic – residential, commercial, heavy trucks - on North Saint Asaph Street. We ask that the City ensure that a Traffic Management Plan be implemented with this project to help address this concern.

Yours.

Kathy and Richard Moncure

530 First Street - Old Town North Alexandria

Shea, Robert <Robert.Shea@us.gt.com>

Tue 3/1/2016 12:43 PM

To: PlanComm <PlanComm@alexandriava.gov>;

To whom it may concern:

I am a resident and business owner in Alexandria. I wanted to write you in my personal capacity to lend my strong support to plans submitted by Edens for the redevelopment of 530 First Street in Old Town North Alexandria.

The plans, currently under consideration by your office, would enhance an unsightly and unproductive block of Old Town North. Moreover, it would add a dynamic mix of residential and retail in a way envisioned by the city's Old Town North Small Area Plan. And the community benefits offered by the developers are substantial. With affordable housing the source of so much recent controversy, the Edens proposal seems a no brainer.

Thank you for giving the Edens proposal for 530 First Street your strong consideration.

Gratefully,

Robert Shea

Robert Shea | Principal

Grant Thornton LLP

333 John Carlyle, Suite 500 | Alexandria, VA | 22314 | United States

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530 First Street - Old Town North Alexandria

Nancy Appleby <Nancy@ApplebyLawPLLC.com>

Tue 3/1/2016 12:48 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Cc: Nancy Appleby <Nancy@ApplebyLawPLLC.com>;

Ladies and Gentlemen:

I understand that, this evening, the Planning Commission will take up a proposal by EDENS to redevelop the Giant/ABC site in North Old Town. I am unable to attend the meeting. However, I want to share with you my strong support for the project and hope that, notwithstanding some community opposition that the Commission no doubt will hear this evening, the Commission passes favorably on the project.

I live in Building 1 of the Liberty Row Condominiums (600 First Street), diagonally across First Street from the Giant/ABC site. The site has been underutilized and has added no economic or aesthetic value to the North Old Town neighborhood for quite a long time. The EDENS Old Town North Alexandria project offers an opportunity to energize North Old Town desirable retail in an attractive building that complements the mix of residential and commercial uses in North Old Town. Of course, some residents (including, I believe, the President of the Liberty Row COA) will complain that the project will bring more residents and, hence, more traffic and congestion to our neighborhood. With all due respect, I respond to such complaints by reminding my neighbors that (i) redevelopment of the Giant/ABC site is (and has been) inevitable; (ii) they chose to live in an urban setting, where density is to be expected and (iii) continued underutilization of the Giant/ABC both creates a pall on our neighborhood and is detrimental to necessary and appropriate efforts to rebalance the City's tax base so that we can continue to enjoy the quality of life in Old Town that drew us here. I posit also that EDENS' vision and design of the project is compatible with the neighborhood and that the project will be an attractive, neighborhood-friendly addition to North Old Town.

I urge each of you to pass favorably on the project.

Regards,

Nancy Appleby



.....Nancy J. Appleby
.....Appleby Law PLLC
.....333 North Fairfax Street, Suite 302
.....Alexandria, Virginia 22314
.....703-837-0001 (office)
.....202-577-5655 (mobile)
.....703-997-4868 (fax)

Support for 530 First Street - Old Town North Project

Elizabeth Chisman Moon <ecmoon@focusdatasolutions.com>

Tue 3/1/2016 12:55 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Dear Commissioners:

I write today to voice my support of the 530 First Street – Old Town North project. My company, Focus Data Solutions, is located at 1020 North Fairfax Street. Attracting and retaining employees is a major factor in our business' success. Today's workforce considers more than salary alone when joining our firm. Employees look at location, including access to retail, restaurants and entertainment venues. Open space and pedestrian experiences and easy transportation are also important for a workforce that is healthy and active. The commercial and residential plan for 530 First Street is exactly what this neighborhood needs to be a viable residential and commercial area that contributes to the economic development of Alexandria. The new amenities will improve our employees' experience here in Old Town North, help us attract talent, and may determine if we stay in North Old Town.

As both an Alexandria resident (Formerly Old Town North, now Del Ray) and an Alexandria business owner, Edens 530 First Street project represents a type of development and opportunity I believe our City should encourage and support.

Thank you,

Elizabeth Chisman Moon



Elizabeth Chisman Moon • President/CEO • Focus Data Solutions, Inc.

1020 N. Fairfax St. • Suite 400 • Alexandria, VA • 22314

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If this email is requesting a support ticket which requires attention please send an email to support@focusdatasolutions.com which will automatically enter a ticket into our system or give us a call at 703-836-0080.

After Hours & Holiday Emergency Service at 866-748-5202.

Support for Eden-North End Old Town

Amanda Chandler <achandler@focusdatasolutions.com>

Tue 3/1/2016 1:11 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Dear Commissioners:

I write today to voice my support of the 530 First Street – Old Town North project. I am a native to the area, I work in the North End and serve on several community boards. The commercial and residential plan for 530 First Street is exactly what this neighborhood needs to be a viable residential and commercial area that contributes to the economic development of Alexandria.

Amanda



Amanda Chandler • Client Services Advocate • Focus Data Solutions, Inc.

1020 N. Fairfax St. • Suite 400 • Alexandria, VA • 22314

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After Hours & Holiday Emergency service at 866-748-5202.

Edens

Kerry Donley <kdonley@johnmarshallbank.com>

Tue 3/1/2016 2:00 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Cc: cpuskar@thelandlawyers.com <cpuskar@thelandlawyers.com>;

Dear Members of the Planning Commission:

I am writing in support of the Edens project coming to you tonight. This project represents an opportunity to creatively redevelop an area of North Old Town which has been sorely underutilized for decades, as a Giant store which had seen its better days many years ago and the ABC site which was off our tax rolls. The project brings a mix of uses which does not over concentrate traffic impacts but rather spreads traffic throughout the day. The residential uses are compatible with the surrounding blocks which are both residential and commercial in nature. Additionally there will be added retail and restaurant uses which will lend vitality to the area and is needed to serve the community both during the day and on evenings and weekends.

The developer also appears to be making significant contributions to Alexandria which will benefit the immediate project but also the surrounding neighborhoods. Affordable housing, sewer separation, open space and Capital BikeShare are all in keeping with well-established City priorities. The project will also upgrade the urban landscape with tree wells, benches, lighting and public plazas making it an inviting area in which to live and visit.

I know that building heights have been a concern but the project appears to use a variety of heights to make the project more appealing as opposed to the block-type, tabletop buildings which often exist in the City. Additionally, there are a number of buildings in the immediate area which are much taller so I hardly feel the proposed buildings will in anyway detract from the area due to their heights. In my opinion, the opposite will occur and the project will be a positive addition to North Old Town.

Finally, I do think it is important that we look to the positive aspects of job creation and revenue generation which the City sorely needs for the provision of public services. Land use decisions should not necessarily be made because of the impacts on our tax base, but when we have the opportunity to create a pleasing project which meets our goals together with positive revenue implications the City should welcome the project as one which adds to our vibrancy and does so with a net benefit to our tax base.

I hope you will favorably consider this project.

Sincerely,

Kerry J. Donley

Senior Vice President



1943 Isaac Newton Square, Reston, VA 20190

2020 Vision Street
Alexandria, VA 22314

Email: vision.alexandria@gmail.com
Phone: (999) 999-9999

December 16, 2015

Mr. Karl Moritz
Director, Department of Planning and Zoning
301 King Street, Room 2100
Alexandria, Virginia 22314

Dear Karl:

In 2015, a group of civic-minded Alexandrians residing in Old Town North (OTN) came together to establish a new organization called Volunteers in Service to the Improvement of Old Town North (VISION). Although still in its infancy, the organization has already contributed substantially toward its ultimate goal of ensuring a brighter future for all who live, work, and do business in our part of town. In this, its inaugural year, VISION members have:

- Produced a 15-page analytical report that helped shape the City's redevelopment plan for Montgomery Park;
- Partnered with the City Arborist to enhance Alexandria's tree planting program in both Old Town and Old Town North; and
- Provided a reliable and unbiased source of information for citizens concerned about the pace, scope, and appropriateness of development in our neighborhoods.

Consistent with its overarching mission to improve the lives and wellbeing of all who reside and work in Old Town North, over the past year, VISION has closely monitored plans for the development of the ABC/Giant site at 530 First Street. While we have consistently supported this initiative and welcome the vitality and commercial services that it promises to bring to our area, VISION has been called upon to give voice to a number of concerns that local residents have about key elements of the project. In this respect, it is our goal to enhance, not to obstruct or subvert, the proposed development. It is our sincere objective to work with all stakeholders to help strike a fair and equitable balance between commercial interests and the interests of the surrounding community. Our concerns about the Edens development encompass the following issues:

- The height and density of the proposed project;
- The increase in local traffic that will inevitably result from the development;
- The potential for parking demand “spillover” onto surrounding streets; and
- The proposed location of the development’s garage entrances and exits on First Street and Pitt Street.

While described separately below, these aspects of the proposed project are inextricably linked and, ultimately, must be addressed organically.

Height and Density

The Edens developers have requested an amendment to the City’s master plan to allow for parts of the new development to exceed the current height limitation of 50 feet by more than 50% (i.e., 77 feet). This seems excessive, given the scale of surrounding buildings and the canyon-like effect that such heights tend to create. But equally important, lifting the present height restriction would serve to promote increased density, which, in turn, would create another set of potential problems, especially concerning parking and traffic. For a two-acre site, the proposed development would be quite massive in scale, with some 232 residential apartments and 51,000 square feet of retail.

Parking

Given the scale of the proposed development, it is not surprising that Edens has requested an 83-space (25.7%) reduction in the City’s parking code requirement for the retail/restaurant portion of the site. Applying United Land Institute’s (ULI) “shared parking analysis,” which assumes that a parking space can serve multiple uses without conflict or encroachment, Edens argues that, even with the requested reduction, there would be adequate parking to serve the project’s retail/restaurant parking needs. In addition, Edens points out that “there are a number of on-street parking spaces available throughout the weekday evening hours and weekend hours within a two-block radius of the site.”¹ However, ULI’s shared parking analysis methodology involves numerous assumptions and adjustments—which may or may not hold up in actual practice—and the availability of on-street parking during weekdays was not even investigated by Edens. In contrast to Edens’ findings, a 2014 survey conducted by the Alexandria Department of Recreation, Parks and Cultural Activities, found that nearly half (46%) of respondents reported that

¹ Wells and Associates, Inc., “530 First Street Traffic Impact Study – City of Alexandria, Virginia,” November 13, 2015, p. 53.

insufficient parking had prevented them from visiting Montgomery Park, located just one block from the ABC/Giant site.² This suggests that the surrounding neighborhood's capacity to absorb any spillover demand for parking may have already reached its limit.

The shared parking methodology employed by Edens distinguishes between residential and commercial parking and excludes the former from its analysis. However, this is an artificial distinction. If the height and scale of the residential component of development were reduced, additional parking would be freed up for commercial use, and there would be less need for the developer to seek a reduction in the City's parking code requirement.

Traffic

According to Edens' traffic impact study, no fewer than seven approaches to and from N. Washington Street in the area surrounding the proposed development site currently operate at level of service (LOS) "E"—defined as "unstable flow" or "operating at capacity." During the morning and evening rush hours, traffic volume on N. Pitt Street vastly exceeds the volume on *all other streets* circumscribing the ABC/Giant site. In fact, peak morning traffic on N. Pitt Street surpasses volume on Montgomery Street by more than 275 percent! First Street presents its own, equally problematic, concerns related to traffic overload. During the evening rush hour, peak queues in the left-hand turn lane from N. Washington Street onto First Street *already* exceed holding capacity, even in the absence of any development.

Projecting into the future, several pipeline projects are expected to generate an additional 5,510 daily trips by the year 2021. The proposed development at the ABC/Giant site, when completed, would generate another 3,964 daily trips, and the queue at the left-hand turn lane from N. Washington Street onto First Street—already exceeding capacity—would increase by an additional *100 feet* during the evening rush hour.

Obviously, the foregoing analysis should raise concerns among all who live and work in the neighborhoods surrounding the proposed Edens development. But the adverse impact of the project on traffic flows *can* be mitigated—at least to some degree—simply by limiting the height and density of the proposed development.

Location of Proposed Garage Entrances and Exits

A final concern, especially for the residents of Watergate of Alexandria and Liberty Row, involves the proposed locations of the garage entrances and exits. The attached drawings vividly illustrate the problem. The developers propose to locate

² Drury, D. (VISION), Montgomery Park Report: Citizen Feedback on Revised Draft Plan, November 19, 2015, p.8.

a single entry/exit for *all* cars (both residential and retail) combined with a service entrance for *all* trucks servicing the 51,000 square feet of retail/restaurant space on First Street. This would require a gaping three-lane entrance/exit that would extend for approximately one-quarter of the entire block face, or roughly 50 feet. A separate exit for trucks servicing the retail establishments is proposed for N. Pitt Street.

Not surprisingly, this single feature of the proposed design has caused more consternation among residents than any other. During the public meeting at which this aspect of the proposed development was presented, residents of the surrounding community were both shocked and perplexed. The negative reaction was nearly universal, as documented by a petition circulated immediately following the presentation of this element of the design that was signed by approximately 90 percent of attendees.

The reasons for this reaction should be obvious. As indicated by the traffic flow analysis presented earlier, First Street and N. Pitt Street are already highly congested and, if the garage entrances and exits were located there, the problem would be exacerbated substantially. One can only imagine eighteen-wheelers, with their wide turn radius, swinging out into oncoming traffic on First Street to make a right turn into the garage entrance, further impeding the flow of traffic. Perhaps even more critical, the proposed location of the garage entrances and exits on First Street and N. Pitt Street would threaten the quality of life and financial investment of those living adjacent to the site at Watergate of Alexandria and Liberty Row. Noxious exhaust fumes and noise from 60'- long trucks entering and exiting the site would become a regular feature of their lives, and, according to the assessment of realtors consulted by VISION, property values would plummet.

Concluding Remarks

We request that the Department of Planning and Zoning consider the concerns outlined in this letter and partner with VISION, Edens, and other stakeholders to reach an equitable solution to the deficiencies highlighted here. Again, we welcome this development and do not ask to dictate any specific feature of its design. However, we *do* ask that you seriously weigh our concerns and negotiate an arrangement that meets the interests of both Edens and local residents.

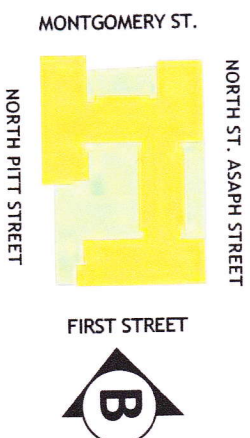
Sincerely,

Darrel W. Drury, Ph.D.
President, VISION

Attachment

13 | Community Meeting - November 23, 2015

EXTERIOR ELEVATION KEYNOTE LEGEND	
4.1A	BRICK VENEER - TYPE 1
4.1B	BRICK VENEER - TYPE 2
4.1C	BRICK VENEER - TYPE 3 - PAINTED
4.1D	BRICK VENEER - TYPE 4
7.1	FIBER CEMENT PANEL - TYPE 1
7.2	FIBER CEMENT PANEL - TYPE 2
7.3	PANELIZED FACED - WOOD APPEARANCE
7.4	FIBER CEMENT PANEL - TYPE 3
7.5	PANEL INSULATED METAL COATING
8.1	ALUMINUM WINDOWS AND/OR DOORS
8.2	CONTINUOUS JOISTER BAND
8.3	ALUMINUM STIFFENING SYSTEM



Letter to Planning Commission Re: ABC/Giant Development

darrel drury <drury.darrel@gmail.com>

Tue 3/1/2016 2:33 PM

To: PlanComm <PlanComm@alexandriava.gov>;

 1 attachment (216 KB)

Letter to Planning Commission 1.pdf;

Dear Commissioner,

I hope that you will have time to review the attached letter prior to this evening's Planning Commission meeting, as it contains substantial detail and I feel that it would be difficult to follow my presentation without having read the letter. (If possible, I would appreciate it if I could be allotted sufficient time to read the letter in its entirety.)

Please note that the letter references an attachment, Figure 1, which is not included here. I had some difficulty with my scanner, so I will bringing copies of the attachment to the meeting. However, the letter should be easily understood without the attachment.

Thank you,

Darrel Drury

Darrel W. Drury, Ph.D.
1030 North Royal Street
Alexandria, Virginia 22314

(703) 683-3999 (Home)
(202) 550-6098 (Cell)
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1030 North Royal Street
Alexandria, VA 22314

Email: vision.alexandria@gmail.com
Phone: (703) 683-3999

March 1, 2016

Planning Commission
City of Alexandria
301 King Street
Alexandria, Virginia 22314

Dear Planning Commission Member:

I am writing to you as president of VISION, a civic organization founded in 2015 that represents the interests of more than 1,500 residents, workers, and small business owners in Old Town North. This past December, I addressed the Alexandria City Council on behalf of VISION and provided an overview of our organization's concerns regarding the development proposed for the ABC/Giant site at 530 First Street. For a detailed account of the issues raised in that presentation, I refer you to VISION's letter to the City Council (dated December 12, 2015), appended to the Staff Report.

In the present context, I want to call your attention to our organization's *single most critical concern*—i.e., the dangerous conditions (for motorists, cyclists, and pedestrians alike) that currently exist at the intersection of First Street and North Washington Street and the likelihood that these conditions will be exacerbated if the proposed development is approved in the absence of further study and design changes. In the sections below, I shall draw upon the Traffic Impact Study commissioned by Edens¹ and the findings of an independent investigation conducted by VISION to explain our position. The first two sections are designed to assist the Commission in fully grasping current conditions at the First Street/North Washington Street intersection and future conditions that can be expected at that location after development. Following that discussion, a final section will describe additional, updated information that we feel must be incorporated in a revised traffic study prior to the Commission's consideration of Edens' proposal to develop the ABC/Giant site.

As president of VISION, I would like to emphasize that it is our organization's overarching mission to improve the lives and wellbeing of all who reside and work in Old Town North. It is not our objective to obstruct or subvert the proposed development, but, rather, to ensure that the project is designed in a manner that does not exacerbate existing traffic congestion, resulting in the endangerment of both current and future residents, as well as patrons of the retail component of the proposed mixed use development.

¹ Workosky, M., Pinkoske, M. Cavan, J., & Barbour, J., *530 First Street Traffic Impact Study* (November 13, 2015).

Current Conditions (Without Development)

Figure 1 depicts the intersection at First Street and North Washington Street, along with a series of downstream obstructions to the flow of traffic on First Street. Today, in the absence of the proposed development, the queue of automobiles seeking to turn left from North Washington Street onto First Street already exceeds the storage capacity of the left-hand turn lane during the peak evening rush hour, causing the queue to spill over into through-traffic lanes, thus creating a dangerous choke point for southbound commuters on North Washington Street. With left-hand turn queues up to 172 feet long during the peak evening rush hour, weary commuters returning from work will often try to “beat the light,” making a left onto First Street even after the left-hand turn signal has turned from green to red. Given this situation, it is not surprising that traffic engineers have found that fully half of all crashes at the intersection of North Washington Street and First Street are the result of drivers making left-hand turns while failing to yield to oncoming traffic—a *greater proportion than at any other intersection on the entire Washington Street corridor*.²

Drivers who successfully negotiate the left-hand turn onto First Street may then encounter any of a number of obstructions that can block traffic, impeding the movement of vehicles behind them. Presently, such blockages—denoted in Figure 1 with black numbers in white circles—include: (1) cars entering and exiting the Liberty Row condominiums’ parking lot; (2) cars entering and exiting the AFBA building garage; (3&4) cars, taxis, and hospitality vans entering and exiting the Holiday Inn hotel; and (5) cars, taxis, and tour busses parking on First Street in front of the hotel.

Future Conditions (With Development)

Scale and Density. The scale and density of the development that has been proposed would, if approved, seriously aggravate the traffic situation described above. Edens has requested an amendment to the City’s master plan to allow the development to exceed the current height limitation of 50 feet by more than 50% (i.e., 77 feet) and is seeking to increase the FAR from 0.5 (non-residential) and 0.75 (residential) to 3.5. For a two-acre site, the proposed development would be quite massive in scale, with some 232 residential apartments and 51,000 square feet of retail, including restaurant seating for 841 diners.

The implications for traffic congestion in the future are daunting. Several pipeline projects throughout Old Town North that are currently in various stages of development are expected to generate about 5,510 daily trips by the year 2021. This, in turn, will increase the length of the queue at the left-hand turn lane on North Washington Street by about 27 feet. The Edens development, when completed, would generate 3,964 *additional* daily trips and extend the left-turn lane queue on North Washington Street by another *100 feet*, for a total of 299 feet.

² *Washington Street Corridor Traffic Operations and Safety Analysis: 2008-2010*. (April 25, 2011) Appendix A.

Parking. Despite the massive scale of the proposed development, Edens has requested an 85-space (26%) *reduction* in the City’s parking code requirement for the retail/restaurant portion of the site. Applying United Land Institute’s (ULI) “shared parking analysis”—which assumes that a parking space can serve multiple uses without conflict or encroachment—the developer argues that, even with the requested reduction, there would be adequate parking to serve the project’s retail/restaurant parking needs. In addition, Edens observes that “there are a number of on-street parking spaces available throughout the weekday evening hours and weekend hours within a two-block radius of the site.”³

But ULI’s shared parking analysis methodology involves numerous assumptions and adjustments—which may or may not hold up in actual practice—and the availability of on-street parking during *daytime* hours on weekdays and during the peak evening rush hour was not even investigated by Edens. In stark contrast to the developer’s findings, a 2014 survey conducted by the Alexandria Department of Recreation, Parks and Cultural Activities found that nearly half (46%) of respondents reported that insufficient parking had prevented them from visiting Montgomery Park, which is located just one block from the ABC/Giant site.⁴ This suggests that the surrounding neighborhood’s capacity to absorb any spillover demand for parking has already reached its limit.

Garage Entrances and Exits. The single feature of the proposed development’s design that has caused more concern among residents than any other is that which locates the loading dock entrance for all delivery vehicles (including 18-wheeler trucks), along with the garage entrance and exit for all cars, on First Street. This aspect of the design effectively funnels every southbound car on North Washington Street traveling to the development into the left-hand turn lane at the First Street intersection. It is no wonder, then, that the queue in the left-hand turn lane of North Washington Street is expected to stretch the length of a football field upon completion of the Edens development!

Implications. The implications of the foregoing discussion should be obvious. Returning to Figure 1, it is not difficult to comprehend how southbound evening commuters on North Washington Street, encountering overwhelming traffic congestion at the First Street intersection, will be hard-pressed to make the left-hand turn onto First Street during a single cycle of the turn signal. Already a dangerous intersection, more drivers than ever will try to beat the light, and, inevitably, more crashes will occur. In addition, with the advent of the Edens development, the adverse impact of the previously discussed obstructions along First Street will be compounded due to the increased volume of traffic and the presence of drivers maneuvering to parallel park on First Street in order to gain easy access to the development.⁵

Drivers making a left-hand turn onto First Street will encounter not only the pre-existing downstream blockages discussed above, but several new ones as well (denoted in Figure 1 with white numbers in black circles). These include: (6) trucks—some more than sixty feet in

³ Workosky et al., p. 53.

⁴ Drury, D. *Montgomery Park Report: Citizen Feedback on Revised Draft Plan*, November 19, 2015, p. 8.

⁵ In light of this observation, the parking study conducted by Edens—which failed to examine the availability of parking during the evening rush hour—seems especially inadequate.

length—swinging out into the westbound lane of First Street to make the right-hand turn from North St. Asaph Street en route to the (poorly placed) loading dock entrance on First Street; (7) additional pedestrian traffic from the Holiday Inn and surrounding residential communities crossing First Street to dine or shop at the new development; (8) additional bicycle traffic due to the installation of a new Capital Bikeshare station on North St. Asaph Street; and (9) cars entering and exiting the development’s sole point of ingress and egress at First Street and service trucks swinging out into the westbound lane of First Street to make a right-hand turn into the loading dock entrance.

Combined, these additional obstructions to the flow of traffic on First Street are likely to further complicate the situation at the intersection of North Washington Street and First Street, making it even more dangerous than it is today. But this need not happen. The adverse impact of the proposed development on traffic flows *can* be mitigated—at least to some degree—simply by limiting the development’s height and density, providing the number of parking spaces required by City code, and relocating the garage and loading dock entrances and exits away from First Street.

Call for New Traffic Impact Study and New Design

The foregoing analysis should raise concerns among all who live and work in the neighborhoods surrounding the proposed development, as well as those who commute on a regular basis between Washington, DC and Alexandria. The historical record of crashes at the North Washington Street/First Street intersection and the identification of the various downstream obstructions that will impact traffic congestion on First Street would seem to lead any objective observer to the conclusion that the project is too large, too dense, and suffers from a critical design flaw—i.e., the placement of the garage entrance and exit and service vehicle loading dock entrance on First Street.

Viewed in this light, it is reasonable to ask: Why does neither the traffic impact study nor the staff report accompanying the developer’s application raise any “red flags”? The answer is quite simple: Because, until this point, no one has seriously considered any of the facts set forth above. But there is another reason why this flawed proposal has reached the Planning Commission despite its inherent deficiencies. The methodology employed in the traffic impact study is so outdated that it simply lacks the capacity to examine the concerns we have raised. The contractor conducting the study (Wells and Associates, Inc.) has inexplicably elected to employ methodologies that were developed in the late 1990s, despite the fact that newer, updated methods for conducting traffic capacity analyses have existed since 2010.

The software employed by Wells and Associates is known as Synchro 7, which is an implementation of methodologies found in the *Highway Capacity Manual: 2000* (HCM2000), developed nearly two decades ago and published in 2000 by the Transportation Research Board’s Highway Capacity and Quality of Services Committee, an entity of the National Academy of Sciences. Indeed, Synchro 7 is *so out of date* that it is no longer supported by its developer, Trafficware, Inc. A more recent version, Synchro 9, based on the updated *Highway Capacity Manual: 2010* (HCM2010), includes several critical features that would significantly modify the transportation study commissioned by Edens.

Specifically, the more recent HCM:2010 methodology includes:

- An integrated multimodal approach to the analysis and evaluation of urban traffic conditions that—*for the first time ever*—takes into account the effects of cars on bicyclists and pedestrians; and
- An updated incremental queue accumulation (IQA) method that is more flexible than the previous application found in HCM2000 since it accommodates the differing saturation flow rates that can occur with protected-plus-permitted left turn situations like that found at the North Washington Street/First Street intersection.⁶

These are not trivial improvements—they reflect more than \$5 million of research completed since HCM2000 was published 16 years ago. As Alexandria continues to expand and refine its multimodal transportation network, it is absolutely critical that we understand how bicyclists and pedestrians will impact traffic flows. To move forward with Edens’ application in the face of updated information that is readily available in HCM2010 would constitute a major disservice to our community. And this is not the opinion of just one organization representing the interests of Old Town North residents. A study published in the official journal of the prestigious Transportation Research Board of the National Academy of Sciences emphatically states that, “depending on the pedestrian volume and traffic conditions, the [HCM2000] procedure could produce significant error, [including] erroneous results in capacity and delay estimations.”⁷

While a revised traffic study employing Synchro 9—incorporating the updated information in HCM2010—would, undoubtedly, provide invaluable information concerning the impact of cars on bicyclists and pedestrians as well as improved estimates of expected capacity and delays, it may not provide a realistic assessment of other potential problems. Synchro 9 employs a macro-level model based on aggregate data. But such models do “not take into account the potential impact of downstream congestion on intersection operation” and, therefore, may underestimate delays at intersections when downstream blockages are present.⁸ That, of course, describes the situation at the intersection of North Washington Street and First Street precisely, where at least nine present and future downstream blockages have been identified in our analysis. For that reason, Trafficware recommends that Synchro 9 be employed in conjunction with a micro-level simulation model, such as SimTraffic. The Alexandria Department of Transportation and Environmental Services prefers an alternative micro-level model, VISSIM, but, unfortunately, it does not require *any* micro simulations for developments the size of the Edens project. We believe that this is a mistake. When conducting traffic capacity analyses for developments in congested, urban areas, such as Old Town North, a micro simulation is appropriate, regardless of a development’s size.

⁶ The Highway Capacity and Quality of Service Committee of the Transportation Research Board, National Academy of Sciences, *Highway Capacity Manual*, 2010.

⁷ Cheng, D., Tian, Z., & Liu, H. Implementing Actuated Signal-controlled Intersection Capacity Analysis with Pedestrians, *Transportation Research Record*, 2008, p.1.

⁸ Trafficware, *Synchro and SimTraffic Training Guide*, 2007, p. A-2.

The City of Alexandria's *Transportation Planning Administrative Guidelines* specify that, "if a study was conducted for a project site and there is updated information that would impact the transportation network or modify the transportation study in any way, the applicant will be required to resubmit an updated transportation study before approval by Planning Commission and Council."⁹ In the case of the proposed Edens development, such "updated information" clearly exists, and, therefore, we request that the Commission direct the applicant to resubmit a revised transportation study incorporating this new information before the Planning Commission considers its application.

Specifically, we request that the Planning Commission require Edens to revise its traffic impact study employing Synchro 9—or alternative software based on HCM2010—and provide the data files and updated report to T&ES and VISION for review. We further request that the Commission direct Edens to complete a micro-level analysis, and, again, make the findings available for our review. (As an alternative to this latter request, T&ES staff could complete the micro-level analysis and share their findings with us for a third-party review.)

If, as we suspect, the revised studies demonstrate that the proposed development will exacerbate the dangerous congestion that currently exists at the intersection of North Washington Street and First Street, we ask that the Planning Commission direct the applicant to revise and resubmit its application for the Commission's review and consideration. We further request that the Commission advise the applicant to consider design alternatives that could potentially mitigate the problems identified in this review. In particular, the applicant should be directed to explore the mitigating effect of relocating the garage and loading dock entrances and exits away from First Street.

A Note of Appreciation

I would like to express my sincere appreciation to several experts in the field of traffic capacity analysis who helped to make VISION's review of Edens' Traffic Impact Study possible. Although all of the original research included in this review was conducted by myself, a Ph.D. with experience in statistical analysis and micro- and macro-modeling techniques, this work benefited enormously from my consultations with three individuals:

- Lily Elefteriadou, Ph.D.
 - Professor of Civil Engineering and Director of the Transportation Research Center, University of Florida
 - Chair, Highway Capacity and Quality of Services Committee of the Transportation Research Board (National Academy of Sciences)
- Brandon Nevers
 - Senior Principal Engineer, Kittelson & Associates, Inc.
 - Co-chair, Transportation Research Board Intersection Joint Subcommittee
- Evelyn Beyer
 - Manager of Technical Support, Trafficware, Inc. (maker of Synchro)

⁹ City of Alexandria, *Transportation Planning Administrative Guidelines* (March 25, 2013), p. 4.

Finally, I conclude this letter with a quote from Alexandria's *Transportation Planning Administrative Guidelines*:

It is a goal of the City of Alexandria to create an integrated, multimodal transportation system that is accessible and safe for all users. For Alexandria to maintain its attractiveness as a place to live, work and play, traffic impacts associated with new development must be minimized.¹⁰

This is a lofty goal, but it can only be achieved with the aid of the most up-to-date methods for evaluating the potential impacts of new developments. Absent that, we are all on fool's errand.

My most sincere thanks to the Planning Commission members for their service,

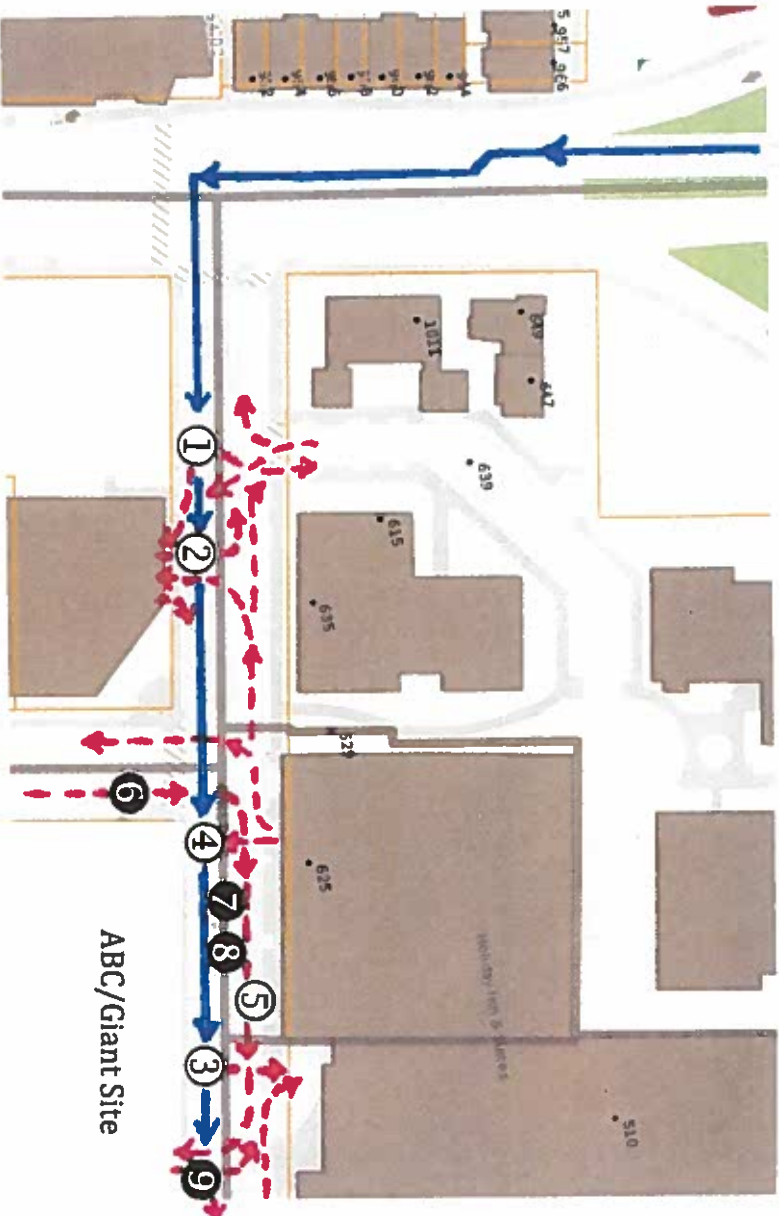
Darrel W. Drury

Darrel W. Drury, Ph.D.
President, VISION

Attachment

¹⁰ City of Alexandria, *Transportation Planning Administrative Guidelines* (March 25, 2013), p. 3.

FIGURE 1:
Left-Hand Turn from N. Washington St. onto First Street
Showing Downstream Obstructions



letter in support of 530 First Street Project

fibre space <info@fibrespace.com>

Tue 3/1/2016 3:52 PM

To: PlanComm <PlanComm@alexandriava.gov>;

I am writing to state my support for the 530 First Street Project. I am both a resident and retail business owner in the City of Alexandria. I can speak to our desperate need for retail anchors in Old Town and Old Town North, as well as public spaces that might attract visitors from the DC region to our town to spend money.

This development will create a retail anchor in North Old Town, which is badly needed and also part of our Small Area Plan for that community. In addition, Eden is a well regarded developer with several other successful projects in the DC Region. Currently a portion of this land is tax free, as it is occupied by a state run retail establishment. This project will generate \$2.5 million in tax revenue for our city as well as provide 151 full time jobs. The project also has ample parking for visitors to the property and its residents!

I urge the planning commission to support this development.

Regards,

Danielle Romanetti
fibre space | fibrespace.com
1219 King Street
Alexandria, VA 22314
phone 703-664-0344 | Instagram fibrespace

In support of the Edens project - 530 First Street

Michael Porterfield <mike@tartanproperties.com>

Tue 3/1/2016 5:01 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Dear Planning Commission,

I am writing to you in support of the proposed development of the former Giant/ABC site. The city is very fortunate to have a developer of the quality of Edens in control of this project. Having reviewed the renderings of the project I believe the proposal is a perfect fit in scale and appropriateness with the mixed-use nature of this section of Alexandria. As a resident and commercial real estate broker, active in Alexandria, I am acutely aware the added amenities and of this project will increase the viability and value of the current commercial buildings in that neighborhood. A lack of amenities and street vitality for commercial tenants in North Old Town has long been hurdle for landlords to lease space.

When reviewing the community benefits provided by the development I am excited about the improvements to the surrounding street scape, ground level open space, infrastructure upgrades and especially the affordable housing units. What disturbs me is the \$50,000 contribution towards Bike Share and. Clearly they are doing this b/c someone directly or indirectly from the city has said they need this. I am totally "pro bike" and mass transit but I am not in favor of creating subsidized bike transportation for a narrow segment of the population, that the developer and the City of Alexandria have to underwrite. Programs such as Bike Share need to show proof of concept by being self-sustaining. This money could be better spent on the preservation of more open space and affordable housing.

I strongly support the approval of this proposed development project (minus the Bike Share subsidy). Thank you for your consideration and your service to our city.

Respectfully submitted,

Mike

Michael B. Porterfield

Tartan Properties Commercial

1020 Wythe Street

Alexandria, VA 22314

(703) 836-6555 tel

[www.tartanproperties.com]www.tartanproperties.com

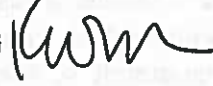


City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 29, 2016

TO: CHAIRWOMAN LYMAN AND MEMBERS OF PLANNING COMMISSION

FROM: KARL MORITZ, DIRECTOR OF PLANNING AND ZONING 

SUBJECT: EDSALL ROAD SHELL – 5740 EDSALL ROAD (DOCKET ITEM #5)
ABC/GIANT – EDENS – 530 FIRST STREET (DOCKET ITEM #8)

A. Edsall Road Shell

Staff and the applicant for the Edsall Road Shell DSUP extension request (Docket Item #5) had agreed, prior to the issuance of the staff report, to amend existing Condition #26k regarding allowable light levels at the site. However, these changes were inadvertently not incorporated into the published report. Staff recommends that the Planning Commission amend Condition #26k as follows:

26k. The lighting levels at the center, edge, and outside of the canopy shall not exceed 15, 6 ~~and 1.5~~ 10 and 6 fc, respectively; however, if the City receives complaints regarding site lighting levels prior to release of the Performance Bond then the applicant shall make improvements to mitigate the concerns of the complainants to the satisfaction of the Directors of T&ES, P&Z, and Code Administration.

B. ABC/Giant-Edens

The applicant for the ABC/Giant-Edens project (Docket Item #8) has requested adjustments to the recommended conditions of approval, as published on Pages #76-79 of the staff report, for the Special Use Permit for multiple commercial uses (“umbrella SUP”). Specifically, the applicant has asked for changes to staff’s recommendation that the change of ownership condition and several other standard conditions would apply to uses covered under the umbrella SUP, such as retail shopping establishments and personal service establishments, that are typically regulated as permitted uses in most of the City’s commercial and mixed-use zones. The applicant asked staff to consider recommending the elimination of all conditions of SUP approval for these uses in the interest of, in its view, equity and future flexibility. According to this thinking, an SUP approval without conditions would result, practically speaking, in a similar level of regulation for these uses as is the case in most other zones in the City.

Staff largely agrees with the applicant's broad interest in equity and flexibility for the relevant uses in the umbrella SUP, but has identified a smaller group of standard conditions that should remain. These conditions, largely pertaining to general matters such as loading hours and odors, are routinely included in DSUP approvals with ground-level commercial uses throughout the City and regardless of the zone in which they are located. The retention of this smaller group of conditions in the umbrella SUP for all uses therefore does not, in staff's view, present equity issues. Their retention would also continue their intended function of mitigating any potential land-use impacts that might arise in the future in this mixed-use building.

Staff recommends, and the applicant has agreed to, several changes to the umbrella SUP conditions as shown in the new list of recommended conditions on the third page of this memorandum. The smaller group of standard conditions referenced above - old Conditions #3, #9-12, #14, #16 and #19 - have been moved to the first section of the condition list and have been renumbered as new Conditions #1, and #5-11. This group of conditions would apply to all uses covered under the umbrella SUP. The remaining standard conditions would still apply to all umbrella SUP uses except for the four not typically needing SUP approval elsewhere in the City: day care centers, personal service uses, pet supplies/grooming/training with no overnight accommodations, and retail shopping establishments. These remaining standard conditions have been relocated under a new heading and renumbered as Conditions #13-22. Conditions pertaining only to day care centers (Conditions #23-24) and only to restaurants and outdoor dining (Conditions #25-31) would remain unchanged but have been renumbered.

Finally, to improve the coordination between DSUP and umbrella SUP conditions and to generally clarify condition language, staff has included a few additional, minor changes. Three essentially repeating conditions (new Conditions #2-4) pertaining to commercial storefronts and signage, virtually identical to the recommended DSUP and Coordinated Sign Program conditions for this project, have been added and would apply to all uses. Old Condition #15 has been deleted and old Condition #2 (new Condition #14) has been amended to eliminate language that, in both instances, addressed a matter already covered in old Condition #3 (new Condition #1).

Staff recommends approval of the umbrella SUP with the attached, revised condition language and continues to recommend approval of the remaining land-use requests associated with the ABC/Giant-Edens project at 530 First Street.

SPECIAL USE PERMIT #2016-0001 CONDITIONS

Staff recommends approval of the Special Use Permit for day care centers; health and athletic clubs; personal service establishments; massage establishments; pet supplies, grooming, training with no overnight accommodation; private schools, academic or commercial, with more than 20 students on the premises at any one time; restaurants and outdoor dining; and retail shopping establishments, subject to compliance with all applicable codes and ordinances and the following conditions:

For All Uses Listed Above:

1. ~~3-~~ At no time shall the aggregate parking requirement, consistent with Zoning Ordinance parking requirements, for all commercial uses at the site exceed 324 spaces unless the applicant provides additional off-street parking spaces or receives separate Special Use Permit approval for a parking reduction exceeding the 85-space parking reduction requested as part of DSUP#2015-0019. (P&Z)
2. **CONDITION ADDED: All commercial entrances along the commercial frontages of the building shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant. (P&Z)**
3. **CONDITION ADDED: The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the lease for each tenant. (P&Z)**
4. **CONDITION ADDED: Individual tenant signage shall be consistent with all conditions of the Coordinated Sign Program SUP (SUP#2015-0115) for this site. (P&Z)**
5. ~~9-~~ The applicant shall control cooking odors, smoke and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)
6. ~~10-~~ The use of loudspeakers or musicians outside is prohibited, unless otherwise approved through a noise variance permit.
7. ~~11-~~ The applicant will encourage patrons to utilize off-street parking options through the provision of information about the on-site garage on business websites. (T&ES)
8. ~~12-~~ The applicant shall require its employees who drive to use off-street parking. (T&ES)
9. ~~14-~~ The applicant shall provide information about alternative forms of transportation to access the site, including but not limited to printed and electronic business promotional

material, posting on the business website, and other similar methods. Contact Local Motion at 703-746-4686 or www.alexandriava.gov/LocalMotion for more information about available resources.

10. ~~16.~~ Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00 p.m. and 7:00 a.m. (T&ES)
11. ~~19.~~ The Director of Planning and Zoning shall review the special use permit after it has been operational for one year, and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a violation of the permit conditions, or (c) the director has determined that there are problems with the operation of the use and that new or revised conditions are needed. (P&Z)

For all uses listed above except restaurants (in addition to Conditions #1 – 11):

12. ~~20.~~ The hours of operation for the business shall not exceed 5 a.m. to 12 midnight daily.

For all uses listed above except day care centers; personal service establishments; pet supplies, grooming and training with no overnight accommodations; and retail shopping establishments (in addition to Conditions #1 – 11 and, as applicable, #12):

13. ~~1.~~ The Special Use Permit shall be granted to the applicant only or to any corporation in which the applicant has a controlling interest. (P&Z)
14. **CONDITION AMENDED:** ~~2.~~ This umbrella Special Use Permit shall be separated into discrete Special Use Permits for each tenant. Each tenant shall be subject to these approved conditions (or as may be amended in the future), ~~provided that in no case may the maximum number of indoor and outdoor seats for all restaurant uses at the subject property exceed 841.~~ (P&Z)
15. ~~4.~~ The applicant shall post the hours of operation at the entrance of each business. (P&Z)
16. ~~5.~~ The applicant shall conduct employee training sessions on an ongoing basis, including as part of any employee orientation, to discuss all SUP provisions and requirements, and, as applicable, on how to prevent underage sales of alcohol. (P&Z)
17. ~~6.~~ No food, beverages, or other material shall be stored outside. (P&Z)
18. ~~7.~~ Trash and garbage shall be placed in sealed containers which do not allow odors to escape and shall be stored inside or in closed containers which do not allow invasion by animals. No trash or debris shall be allowed to accumulate on site outside of those containers. (P&Z)

19. ~~8.~~ Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public. (T&ES)
20. ~~13.~~ The applicant shall encourage its employees to use public transportation to travel to and from work. Within 60 days of discrete SUP approval, the business shall contact Local Motion at 703-746-4686 for information on establishing an employee transportation benefits program. (T&ES) (T&ES)

CONDITION DELETED: ~~15. The applicant shall comply with the parking conditions approved in Development Special Use Permit #2015-0019, which is hereby incorporated into this Special Use Permit. (P&Z)~~

21. ~~17.~~ All waste products including but not limited to organic compounds (solvents and cleaners), shall be disposed of in accordance with all local, state and federal ordinances or regulations. (T&ES)
22. ~~18.~~ The applicant is to contact the Community Relations Unit of the Alexandria Police Department at 703-746-1920 regarding a security survey for the business and robbery readiness training for all employees. (Police)

For day care centers only (in addition to Conditions #1- 22):

23. ~~21.~~ The applicant shall provide adequate drop off and pick up facilities that minimizes impact on pedestrian and vehicular traffic.
24. ~~22.~~ The applicant shall provide a pick-up and drop-off plan for the review and approval of the Director of Planning & Zoning that demonstrates the provision of adequate pick-up/drop off facilities for the proposed day care center.

For restaurants and outdoor dining only (in addition to Conditions #1-11 and #13-22):

25. ~~23.~~ The hours of operation for indoor seats shall be limited to between 6 a.m. and midnight Sunday-Thursdays and 6 a.m. to 1 a.m. Friday and Saturday. For indoor seating, meals ordered before 12:00 midnight Sunday-Thursdays or 1 a.m. Friday and Saturday may be sold, but no new patrons may be admitted and no alcoholic beverages may be served after 12:00 midnight Sunday-Thursdays or 1 a.m. Friday and Saturday and all patrons must leave by 1 a.m. Sunday-Thursdays or 2 a.m. Friday and Saturday. (P&Z)
26. ~~24.~~ The hours of operation for any outdoor dining areas shall be limited to between 7 a.m. to 11p.m., daily. The outdoor dining area shall be cleared of all diners by 11p.m. and shall be cleaned and washed at the close of each business day that it is in use. The outdoor dining area shall not include advertising signage, including on umbrellas. (P&Z)

27. ~~25.~~ The maximum number of restaurant seats permitted for this development shall be 841 seats, unless additional parking, per the Zoning Ordinance requirements, is provided for any increase in seats above this number, within the garage or in an off-site location approved by the Director of T&ES. Off-site parking provided to satisfy this requirement shall be secured prior to the opening of the restaurant. (P&Z)(TES)
28. ~~26.~~ Live entertainment shall be limited to the indoor seating area to provide ambient / background music for patrons and should be subordinate to the restaurant use. Noise levels shall not exceed 60 decibels measured at the property line per the Alexandria City Code. (P&Z)
29. ~~27.~~ Food delivery service to customers may be allowed from the restaurant(s) subject to the review and approval of the Director of Planning & Zoning and subject to the following minimum standards:
- a. One dedicated off-street parking space shall be available for each delivery vehicle operating at any one time from the restaurant; and
 - b. The delivery vehicle parking shall not cause the commercial uses at the site to exceed the 85-space parking reduction approved in DSUP#2015-0019; and
 - c. Delivery vehicles shall not park on-street at any time they are located in the vicinity of the restaurant (P&Z)
30. ~~28.~~ On and off premises alcohol service may be permitted. Beer or wine coolers may be sold in at least 4-packs, 6-packs or bottles of more than 40 fluid ounces. Wine may be sold only in bottles of at least 750 ml or 25.4 ounces. Fortified wine (wine with an alcohol content of 14% or more by volume) may not be sold. (P&Z)
31. ~~29.~~ Kitchen equipment, including floor mats, shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)

for redeveloping and invigorating 530 first st by the Edens Plan

David Martin <david@goldworksusa.com>

Wed 3/2/2016 7:31 PM

To: PlanComm <PlanComm@alexandriava.gov>; Jackie Henderson <Jackie.Henderson@alexandriava.gov>;

I am a business owner in Alexandria. I wanted to write you my personal opinion to lend my strong support to plans submitted by Edens for the redevelopment of 530 First Street in Old Town North Alexandria.

That block, to the best of my memory, was very well used mostly for events at the Holiday Inn . I was there several times a year for receptions , breakfasts. and training . Whenever I tried to park there I ended up using one of the many run down spaces in the Giant parking Lot and if I cared to be towed used the empty unattractive ABC lot where I always ran into someone there stumbling in or out and an occasionally a full lot during Holidays when even I thought it was a wonderful spot and well stocked. Neither here nor there. The property is up for consideration to develop and to my delight takes advantage of it altogether.

The plans, currently under consideration by Council would enhance that unsightly and unproductive block of Old Town North. Moreover, it would add a dynamic mix of residential and retail in a way envisioned by the city's Old Town North Small Area Plan. And the community benefits offered by the developers are substantial. With affordable housing the source of so much recent controversy, the Edens proposal seems The perfect solution !

Thank you for giving the Edens proposal for 530 First Street your attention and consideration.

Involved and concerned ,

David Martin

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David M. Martin
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