

***Development Special Use Permit #2020-10019  
 Coordinated Sign Plan Special Use Permit #2020-00051  
 Transportation Management Plan  
 Special Use Permit #2020-00052  
 Lindsay Company Campus – 1511 North Quaker Lane,  
 1707 Osage Street, and 1525 Kenwood Avenue***

<b>Applicant</b>	<b>General Data</b>	
<b>Project Name:</b> Lindsay Company Campus  <b>Location:</b> 1511 N Quaker Lane, 1707 Osage Street, 1525 Kenwood Avenue  <b>Applicant:</b> Lindsay Motor Car Company, represented by M. Catharine Puskar, Attorney.	PC Hearing:	January 5, 2021
	CC Hearing:	January 23, 2021
	If approved, DSUP Expiration:	January 23, 2024
	Plan Acreage:	6.77 acres (295,048 square feet)
	Zone:	CG/Commercial General, CSL/Commercial Service Low
	Proposed Use:	Auto Dealership
	Gross Floor Area:	Proposed: 279,996 square feet Existing to Remain: 6,900 square
	Small Area Plan:	Fairlington/Bradlee
	Green Building:	Compliance with City's 2019 Green Building Policy
<b>Purpose of Application</b>		
Consideration of a request to construct a 36,500 square foot Volvo automobile sales/service facility building, a 34,873 Lexus sales facility building, a 63,066 square foot Lexus service facility building with above grade and under-ground parking facilities throughout the site.		
<b>Special Use Permits and Modifications Requested:</b>		
1. Development Special Use Permit and site plan 2. Special Use Permit for a Coordinated Site Plan 3. Special Use Permit for a Transportation Management Plan 4. Special Use permit for a loading space reduction 5. Site plan modifications for landscape islands and zone transition line setback		
<b>Staff Recommendation: APPROVAL WITH CONDITIONS</b>		
<b>Staff Reviewers:</b>		
Robert Kerns, AICP; Development Division Chief <a href="mailto:rob.kerns@alexandriava.gov">rob.kerns@alexandriava.gov</a> Nathan Imm; Principal Planner <a href="mailto:nathan.imm@alexandriava.gov">nathan.imm@alexandriava.gov</a> Anna Franco; Urban Planner II <a href="mailto:anna.franco@alexandriava.gov">anna.franco@alexandriava.gov</a>		

**PLANNING COMMISSION ACTION, JANUARY 5, 2021:** On a motion by Commissioner Koenig, seconded by Commissioner McMahon, the Planning Commission voted to recommend approval of Development Special Use Permit #2020-10019, Coordinated Sign Program Special Use Permit #2020-00051, and Transportation Management Plan Special Use Permit #2020-00052, with the incorporation of the two proposed additional conditions in the applicant letter dated January 5, 2021. The motion carried on a vote of 7 to 0.

The two additional conditions are shown in bold and underline below:

**18. CONDITION AMENDED BY PLANNING COMMISSION:**

Provide the following modifications to the landscape plan and supporting drawings:

- a. The Applicant shall provide 25% canopy coverage. (P&Z)
- b. **The Applicant shall increase the height of the fence along the property line from 6' to 8' in height. (P&Z) (PC)**
- c. **The Applicant shall add three trees on Site 2C as reflected on the Exhibit entitled "Site 2B: Additional Planting Exhibit" prepared by Parker Rodriguez Inc. and dated January 4, 2021. (P&Z) (PC)**

Reason:

The Planning Commission agreed with the staff analysis and the conditions.

Summary of Planning Commission Discussion During Staff and Applicant Questioning:

Commissioner Brown asked Ms. Puskar about the parking along Centre Plaza, which is half owned by the applicant and Ms. Puskar clarified that the existing angled parking would remain. Commissioner Brown stated that the existing parking makes the commercial area viable and expressed his support of the continuation of this parking.

Chairman Macek asked staff if they had additional clarifications regarding then zone transition setback modification request and staff responded with a graphic depiction of the request.

Chairman Macek also asked for clarification on why an 8-foot rather than a 6-foot fence was allowed, as fence over six feet in height were not allowed in previous cases reviewed by the Planning Commission. Staff clarified that an 8-foot fence is allowed because the property is zoned commercial and has no yard requirements. Therefore, the 6-foot fence maximum does not apply.

Summary of Planning Commission Discussion:

Chairman Macek expressed support for the proposal and stated his appreciation of Lindsay's outreach efforts to the neighbors. He stated he was happy that we could accommodate the request for additional trees and a higher fence to help protect the adjacent neighbors.

Commissioner Koenig agreed with Chairman Macek's observations and would make a motion when the time was right.

Commissioner Brown stated that residents along Woodbine have lived with their use for a long time. He stated that if we look at the bigger picture, the proposal will make life better for the residents.

Speakers:

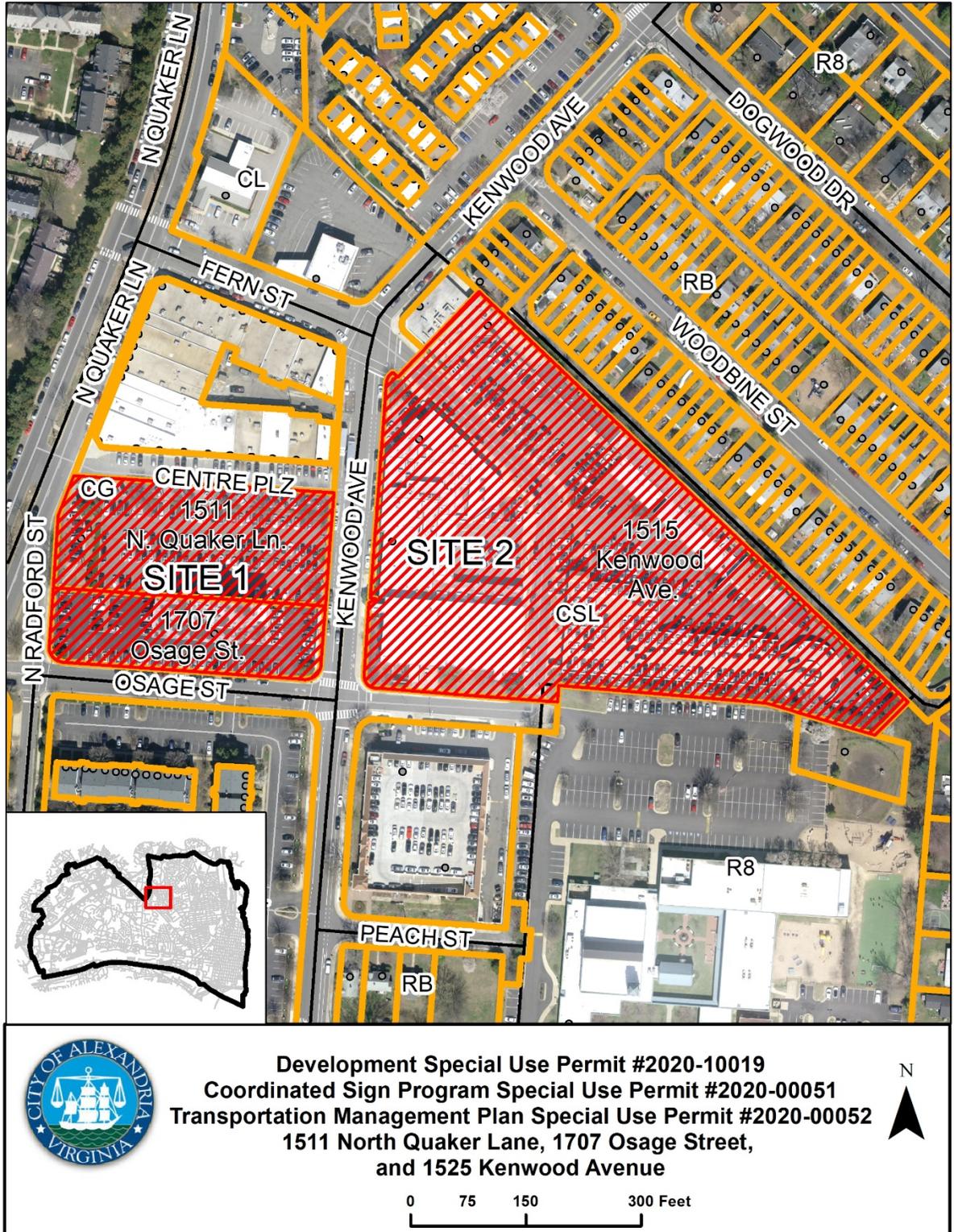
Zachary Best, of 1513 Woodbine Street, expressed his concerns with the project, specifically regarding the ability of an 8-foot fence to adequately screen activities on the Lindsay property. He stated that he would like to see a landscape buffer along the property line in addition to the fence. Mr. Best said he understood the landscape buffer would decrease the applicant's parking quantity but believed that there was already enough parking on the site already. Mr. Best also asked staff and/or the applicant to clarify the requested zone transition setback modification, which both staff and the applicant elaborated on later in the meeting.

Kathryn McGlynn, of Woodbine Street, also expressed concerns regarding the 8-foot fence height and its inadequacy to block sound and deter people from jumping the fence. She expressed her hope that the proposed stormwater improvements and adherence to City requirements would improve stormwater issues in the alley parallel to Woodbine Street and stated she would like to review the proposed lighting plan prior to approval.

M. Catharine Puskar, representing the applicant, spoke in support of the project and addressed concerns from the residents of Woodbine Street. First, Ms. Puskar clarified the zone transition setback modification request for Mr. Best. Then Ms. Puskar went on to clarify many aspects of the proposed development.

She stated that demolition of the buildings along the west property line of Site 2 will move auto activities farther from neighboring residents. She stated that the applicant would not be supportive of installing a landscape buffer along the west property line as this would eliminate the proposed head in parking for the Site 2b and 2c and that all proposed parking is necessary for the proposed auto uses on the property. Further, she stated that Lindsay employees should not be parking on Kenwood Avenue or Woodbine Street and that the applicant will provide a reminder to all employees to not park in these areas. Regarding the screening fence, Ms. Puskar stated that the fence would provide adequate screening and provided an illustration of a viewshed from the Woodbine properties into the Lindsay property showing what extent of the Lexus Service building they would see. Some residents suggested further beautification of the public alley, however, the applicant declined to provide improvements, due to concerns with overhead utilities and the opinion that the applicant should not be paying for these improvements. Ms. Puskar further addressed lighting conditions and referred to several lighting conditions in the DSUP that should adequately address these concerns. Ms. Puskar stated that lighting could be reviewed with the adjacent neighbors after it has been installed. Finally, Ms. Puskar outlined the proposed phasing plan for the development and stated that construction of the property closest to Woodbine street would not commence until late 2022.

Lindsay Company Campus  
DSUP #2020-10019; SUP#2020-00051; TMP SUP #2020-00052  
1511 N. Quaker Lane, 1707 Osage Street, 1525 Kenwood Avenue



**PROJECT LOCATION MAP**

## **I. SUMMARY**

### ***Recommendation***

Staff recommends approval of the request to redevelopment the Lindsay Company auto dealership campus with three new buildings and surface and below grade parking with a Development Special Use Permit (DSUP) and associated requests, subject to compliance with staff recommendations. The proposal provides many benefits for the City and surrounding community, including:

- A \$20,000 contribution for maintenance and operation of the existing bike share facility on Radford Street.
- A voluntary contribution of \$309,697 to the Affordable Housing Trust Fund;
- Public art elements in form of a contribution to the public arts fund or to be incorporated on-site consistent with the City's Public Art Policy equivalent to a value of at least \$83,999, or \$0.30 per gross square foot of development;
- Increased landscaping and an increase to the 25% crown cover requirement;
- Streetscape and pedestrian improvements, including new street trees and tree wells along each of the street frontages and a mid-block crosswalk across Kenwood Avenue; and,
- Construction of modernized architecture in compliance with the Green Building Policy.

### ***General Description***

The Lindsay Motor Car Company ("Applicant") proposes to redevelop the subject property with three new auto dealership buildings to replace several of the existing building on the property and enhance the property with pedestrian and streetscape improvements to improve pedestrian safety and general aesthetics of the plan area. The proposed development would not change the layout of the existing street layout and instead establish new development within the existing block layout. The new buildings would include:

1. A 2-story **Volvo Sales and Service Building** with approximately 94,300 gross square feet located on the western two parcels (Site 1), including surface parking and two levels of underground parking;
2. A 2-story **Lexus Sales Building** with approximately 87,192 gross square feet located on the eastern parcel (Site 2), including surface parking and one level of underground parking; and,
3. A **2**-story **Lexus Service Facility Building** (Site 2), approximately 91,604 gross square feet, including surface parking and one rooftop level of parking.

The proposed redevelopment will also retain the existing 6,900 square foot auxiliary sales/service building at the northeast corner of Site 2.

## **II. BACKGROUND**

### ***A. Site History & Context***

The project site is a collection of three parcels located at the intersection of Kenwood and Osage Street, with two parcels (1707 Osage Street and 1511 N. Quaker Lane) comprising Site 1 and one parcel comprising Site 2 (1525 Kenwood Avenue), for a total site area of 85,369 square feet on Site 1 and 209,679 square feet on Site 2. The topography of Site 1 is generally flat but with a downward slope at the northeast portion of the property, resulting in a grade difference of about four feet. Site 2 is generally flat as well with a downward slope toward the south east and east portions of the property, resulting in a grade difference of about four feet as well.

Site 1 is zoned CG/Commercial General and is currently developed with an existing office building that was built in approximately 1967 and contains approximately 30,000 square feet, as well as a surface parking lot for automobile storage. The existing office building exceeds the permitted height in the CG zone. Site 2 is zoned CSL/Commercial Service Low and is currently developed with a Cadillac dealership and Volvo dealership that were constructed in approximately 1949 as well as a parking structure that was constructed in approximately 2003. Both properties are located within the Fairlington/Bradlee Small Area Plan (SAP).

A mix of institutional, residential, and commercial uses are located nearby. The existing Lexus service building, the Kingsgate condominiums, and the Blessed Sacrament church, school, and surface parking lot are located to the south. Directly east of the property is a townhome development located along Woodbine Street. Toward the north are several neighborhood serving retail establishments located along Centre Plaza and Fern Street.

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

The Applicant is requesting a Development Special Use Permit (DSUP) with modifications, a Transportation Management Plan Special Use Permit (SUP), a Coordinated Sign Program SUP, and a loading space reduction SUP to redevelop Site 1 with a new Volvo automobile sales/service facility and Site 2 with a new Lexus automobile sales building and a new Lexus service facility. The existing 6,900 square foot automobile sales/service facility on Site 2 will remain on the property.

The Applicant is proposing to update and expand the automobile sales and service facilities within the existing CG and CSL zoning, which permits an FAR of 0.5 and a maximum height of 50 feet. The proposal for Site 1 includes the demolition of the existing office building and the development of a new Volvo sales/service building containing approximately 36,500 square feet and that will be a maximum of 26 feet in height. Site 1 will also contain surface parking and two levels of below grade parking spaces.

The proposal for Site 2 includes the demolition of the existing Cadillac Dealership and parking structure and development of a new 34,873 square foot Lexus Sales facility, which will be a maximum of 37' in height, and a new 63,066 square foot Lexus Service facility, which will be a maximum of 50' in height. Site 2 will retain the existing 6,900 sales/service facility on the northwest corner of the property. Site 2 will also contain surface parking, one level below grade parking below the Lexus sales building and an above grade parking structure in the Lexus service building. Total parking on the property will include 260 surface spaces and 387 garage spaces. Electric vehicle charging stations will also be provided on-site.

Redevelopment of the property will also include enhanced streetscape with new sidewalks, street trees, and streetlights along Osage Street, Kenwood Avenue, and the private extension of Fern Street. On street parking spaces, a raised mid-block crossing, and high visibility crosswalks have been added to enhance pedestrian safety and connectivity through and around the site. In addition, the site perimeter to the east and south of Site 2 will be improved with landscaping and a solid fence to screen the improvements from the adjacent residential neighborhood and Blessed Sacrament.

The automobile sales and service facilities are consistent with the existing development, the existing zoning, and are compatible with the surrounding neighborhood. The proposed development will improve the site through the incorporation of sustainable design elements, undergrounding of utilities, new streetscape, and additional tax revenue. The proposed architecture will create a more aesthetically pleasing condition than exists today and will provide an opportunity for the Applicant to update their dealerships to address new technology in the automobile sales and service industry.

### III. ZONING

**Table 1: Zoning**

<b>Property Address:</b>	1511 N Quaker Lane, 1707 Osage Street, 1525 Kenwood Avenue	
<b>Total Site Area:</b>	6.77 acres (295,048 square feet)	
<b>Total Site 1 Area:</b>	1.95 acres (85,369 square feet)	
<b>Total Site 2 Area:</b>	4.81 acres (209,679 square feet)	
<b>Gross Square Feet:</b>	Proposed: 279,996 square feet, Existing: 6,900 square feet	
<b>Net Square Feet:</b>	Proposed: 97,939 square feet, Existing: 6,900 square feet	
<b>Zone:</b>	CG/Commercial General (Site 1) & CSL/Commercial Service Low Zone (Site 2)	
<b>Current Use:</b>	Auto Dealership, Office, Parking	
<b>Proposed Use:</b>	Auto Dealership	
	<b>Permitted/Required</b>	<b>Proposed</b>
<b>Maximum FAR</b>	0.5 FAR (Site 1) 0.5 FAR (Site 2)	0.44 FAR (Site 1) 0.50 FAR (Site 2)
<b>Maximum Height:</b>	50 feet (Site 1) 50 feet (Site 2)	26 feet (Volvo Building, Site 1) 37 feet (Lexus Sales Building, Site 2) 50 feet (Lexus Service Building, Site 2) 27 feet (Ex. Volvo Service Building, Site 2)

<b>Minimum Open Space:</b>	None required (Site 1) None required (Site 2)	19%, 16,751 square feet (Site 1) 17%, 35,550 square feet (Site 2)
<b>Minimum Setbacks:</b>	No requirement	N/A
<b>Zone Transition Setback:</b>	50 feet <sup>1</sup>	21.5 feet <sup>2</sup>
<b>Parking:</b>	Minimum: 355 spaces or 1 space/400 square feet  Maximum: N/A	Total: 647 spaces <sup>3</sup> Surface Space (including ADA): 260 spaces Garage Spaces: 387 spaces
<b>Minimum Loading Spaces:</b>	7 spaces	3 spaces <sup>4</sup>
<b>Minimum Crown Coverage:</b>	25% of property	25% of property <sup>5</sup>
<b>Minimum Street Trees:</b>	1 tree per every 30 linear feet of frontage	1 tree per every 30 linear feet of frontage
<b>Minimum Parking Lot Islands:</b>	1 island per 10 parking spaces (27 islands) 1 island per 100 linear feet	29 islands  Short by 1 parking island <sup>6</sup>
<p><sup>1</sup> Per Section 7-902(A), no commercial building shall be located within a distance from the nearest residential zone line equal to the height of such commercial building or 25 feet, whichever is greater.</p> <p><sup>2</sup> Modification of setback requirement at line of zone transition per Section 7-902 requested for the south side of the Lexus Service building on Site 2.</p> <p><sup>3</sup> The total proposed parking space count includes 27 shared spaces with the Fairlington Shopping Center.</p> <p><sup>4</sup> Special Use Permit for loading space reduction per Section 8-200(B)(2) requested. Loading space requirement calculation based on net square footage.</p> <p><sup>5</sup> The Applicant is not meeting the canopy coverage by 12 square feet. The Applicant will likely meet canopy coverage with the inclusion of the canopy from proposed shrubs or by adding one additional tree. Staff has included condition #18(a) to correct this error.</p> <p><sup>6</sup> Modification of the Landscape Guidelines requested.</p>		

## IV. STAFF ANALYSIS

### *A. Conformance to the City Master Plan*

The site is located within the Fairlington/Bradlee Small Area Plan (SAP) boundary, which was adopted in 1992, and amended in 2012. The SAP provides guidelines and recommendations for implementing appropriate land use, zoning, transportation, and urban design policies in the area, which were a result of planning staff analysis and issues and concerns raised by the Fairlington/Bradlee Area Task Force. The plan sets out a series of five (5) overarching goals for the areas within the plan boundary that center around the balance of residential neighborhood and commercial development, improved traffic flow, and improved visual appearance.

Staff finds that the Applicant’s proposal serves to enrich the immediate area as intended by the Fairlington/Bradlee SAP and advances the goals of the plan. Goals of the SAP that are advanced with this proposal include:

- *Goal #1: To preserve and maintain neighborhoods adjacent to the plan areas and protect those areas from density increase and from congestion from development and redevelopment of land within the plan area.*

The Applicant's proposal meets the density requirements that were initially set forth in the SAP and later implemented via a rezoning of the properties to Commercial General (CG) and Commercial Service Low (CSL) zoning. As stated in the SAP, the rezoning of the subject property was pursued to limit density but also to "accommodate the automobile sales and service uses on the two sites owned by Lindsay Cadillac." The Applicant proposes to demolish several of the existing garage buildings located along the Site 2 eastern property line and replace them with surface parking. The replacement of the garage structures with surface parking will reduce density nearest the residential along Woodbine Street.

The Applicant has made no requests to increase density beyond what is allowed by zoning and originally intended for this property. Traffic generation for this site will not substantially change as the Applicant is proposing a continuation of an auto dealership use, which is largely a continuation of the existing use.

Further, the Applicant has agreed to several conditions to protect neighbors from unnecessary site lighting, sign lighting, late night delivery noise, and auto service activities to reduce potential impacts on neighboring properties

- *Goal #2: To preserve and maintain the continued presence of neighborhood serving retail currently existing in the area.*

The Applicant is not proposing any improvements that would negatively or directly impact the nearby neighborhood serving retail along Centre Plaza and Fern Street. The Applicant is providing pedestrian improvements, including street trees on all frontages and a mid-block pedestrian crossing on Kenwood Avenue that will enhance the function and appeal of the pedestrian realm and improve walkability to the nearby neighborhood serving retail.

- *Goal #3: To ensure that commercial redevelopment be compatible with surrounding neighborhoods and in scale with existing commercial areas.*

Staff worked with the Applicant to relocate the proposed Volvo service building closer to Quaker Lane to promote a continuation of the existing street wall created by CVS and other shops along Centre Plaza for improved urban design.

- *Goal #4: To improve traffic circulation in the area, consistent with attainment of other goals and objectives.*

The Applicant's proposal maintains the existing street and block layout, however, the coordinated design between the new and existing buildings and changes in curb cuts and

other access points improve vehicular circulation throughout the development. This project will be required to participate in a Transportation Management Plan (TMP) and will be contributing to the City's TMP fund (as discussed in the Special Use Permits section of the report). The goal of the TMP is to encourage modes of transportation other than the single occupancy vehicle (SOV) to help reduce traffic congestion in the SAP area.

- *Goal #5: To improve the visual appearance of the area, consistent with sound principles of urban design.*

The proposed development will significantly improve the visual appearance of the neighborhood due to enhanced site planning and improvements, modern building design, and underground parking. Although surface parking has only been slightly reduced through this proposal, the provision of approximately 54 street trees (including trees on the private Fern Street) achieves the master plan objective "to soften the impact of surface parking lot[s]" and "to reduce the harsh visual and pedestrian environment". Further, the modernized architecture is a notable enhancement over the outdated buildings currently on the property and the provision of 1 to 2 levels of underground parking replaces an otherwise unsightly above-grade use. See the "Building Architecture" section later in this report for additional information.

## ***B. Consistency with City Plans and Policies***

### **Green Building Policy**

The Applicant will comply with the 2019 Green Building Policy, which requires new development to be certified as LEED Silver (or equivalent) for the entire project. The policy also requires that the Applicant achieve specific "performance points" in addition to the LEED Silver-level certification. The Applicant has agreed to achieve the performance points related to energy use reduction, water efficiency and indoor environmental quality as outlined in the policy. The Applicant submitted a narrative with the DSUP application and will coordinate with the City on achieving compliance with the policy and identifying any equivalencies in seeking the performance points during Final Site Plan.

### **Public Art Policy**

In December 2014, the City Council adopted the Public Art Policy which established a monetary contribution requirement from development projects to go towards public art. The contribution can be used for public art on the site or a contribution to further the City's public arts efforts in the neighborhood. The Applicant has agreed to provide a public art contribution of approximately \$83,999, or \$0.30 per gross square foot of development, for future public art within the general vicinity of the site. In lieu of a contribution, City Staff will coordinate with the applicant during Final Site Plan to determine if on-site placement of public art is feasible.

## **Affordable Housing**

The Applicant has agreed to provide a voluntary monetary contribution of \$309,697 to the Housing Trust Fund. This contribution is consistent with the “Developer Housing Contribution Work Group Report” accepted by the Alexandria City Council on December 14, 2013 (and adjusted to 2020 dollars) and supports the implementation of the City’s Housing Master Plan goals. The contribution payments will be due at the time of issuance of the first Certificate of Occupancy for each building. Payments will be proportionate to the square footage of each building as reflected in the Preliminary Site Plan - \$85,417 for Site 1A; \$79,859 for Site 2A, and \$144,421 for Site 2B.

## ***C. Building Architecture***

### Lindsay Volvo Sales & Service Building

The Applicant’s building design was developed with the goal of updating the design to meet the current Volvo brand identity standards. The proposed Volvo sales and service building design, color scheme, and building materials are all consistent with the standards template for Volvo buildings throughout the country.

The building was designed to be oriented both to the west and east to present the more favorable facades to the active Quaker Lane and Kenwood Avenue frontages. The building contains service uses in the western half of the building, so the façades in this area include limited windows to screen these activities from public view and include a utilitarian use of gray split face CMU material. The exception is the west elevation which includes a small display area with windows and a white curtain wall with exterior Volvo signage. In contrast, the Kenwood Avenue facing façade, which is the sales side of the building, is composed of gray metal panel, the Volvo white curtain wall and large windows to create a welcoming and attractive façade for customers.

The building is two-stories with service facilities on the ground floor with offices above. The building also contains two levels of below grade parking.

### Lexus Sales Building

The welcoming façade of the Volvo sales and service building is reflected by the attractive design and façade treatment of the Lexus sales building on the east side of Kenwood Avenue. Like the Volvo building, the Lexus sales building design is consistent with the Lexus brand identity but features more muted colors than the Volvo bright blue and white. The Lexus sales main building entrance is on the south side of the building, but the building is oriented both towards Osage Street to the south and Kenwood Avenue. Two-stories of windows provide an attractive façade that provides substantial natural lighting to the showroom inside the building. The rest of the façade is composed of light grey metal panels and smaller windows where offices will be located. The building also features two prominent architectural fins composed of dark grey metal panel and illuminated Lexus logo signage, which appear to be a prominent feature of Lexus’s current branding.

The building is two stories in height with the sales floor and offices on the first floor of the building and offices on the second floor of the building. The building also contains one-level of below grade parking.

Lexus Service Building

The Lexus service facility building is the tallest of the proposed buildings, with **two** floors and a height of 44 feet and a parapet wall of 6 feet. The building contains two levels of service bays and rooftop parking that can be accessed by an interior vehicular ramp, as well as a car wash facility at the north side of the building. Since the building is intended for service uses only, the facades are simple and composed of mainly light gray CMU brick, with a light gray metal accent wall that wraps the southwest corner of the building. Metal paneling is also provided along the roofline, to echo the same feature in the Lexus sales building across Fern Street. Windows are limited to screen services activities; however, the Applicant has made an effort to enhance the west façade with vertical stacks of windows. The building does not contain any underground parking.

***D. Parking, Transportation, Site Circulation***

**Parking & Loading**

The Applicant is proposing a total of 647 parking spaces for the auto dealership campus. Of the total 647 spaces, 260 spaces will be surface parking, while 387 (about 60 percent of the total spaces) will be located in either the 2-levels of underground parking under the Volvo sales and service building, the 1-level of underground parking below the Lexus sales building, or the above-grade rooftop parking located atop the Lexus service building. There is no maximum parking requirement prescribed for this use. Please see a summary of parking in Table 2 below.

**Table 2: Parking Summary**

Site	Proposed Use	Proposed Floor Area (SF)	Required # of Spaces*	Surface Parking**	Garage Spaces	Total Spaces
1	New Volvo	37,300	93	73	151	224
2A	Lexus Sales	34,873	87	45	152	197
2B	Lexus Service	63,066	158	105	84	189
2C	Ex. Volvo Service	6,900	17	37	none	37
			<b>355</b>	<b>260</b>	<b>387</b>	<b>647</b>

\* One space per 400 square feet of floor area required.

\*\*Includes four ADA parking spaces.

Staff recognizes the nature of the dealership use and that a significant portion of the parking spaces will be used for inventory storage, and accordingly supports the proposed quantity of parking spaces.

### **Site Circulation & Traffic Impacts**

Since the Applicant is not making any changes to the existing street network, site circulation will remain largely the same with a few notable improvements. The Applicant is proposing two curb cuts on Site 1 to Osage Street. Originally, Staff was not supportive of the western most curb cut due to the distance to the Osage and Radford street intersection, however, the Applicant made the case for the necessity of the rejected curb cut because of its vitality to the operation of the facility. A compromise was reached to limit the access to right-in, right-out operation only via condition #40. The compromise is a moderate improvement to the existing full access curb cut, which is located even closer to the Osage and Radford intersection. Additionally, the Applicant is proposing curb cut access on both sides of Site 2a (Lexus Sales) which will create cross-access through the site that may limit some traffic on the surrounding road network. Traffic impacts are expected to be minimal since the Applicant is largely not changing the overall use of the property.

### **Pedestrian Improvements**

The Applicant is proposing to enhance the pedestrian realm with new sidewalks, street trees, and pedestrian scaled streetlights along Quaker Lane, Osage Street, Kenwood Avenue, and the private extension of Fern Street. The Applicant will install approximately 54 new street trees (including trees along private Fern Street) to accomplish these improvements. The Applicant will also install new BMP wells along Kenwood Avenue and Centre Plaza to help meet stormwater management requirements.

In addition, the Applicant will also construct a new mid-block crosswalk across Kenwood Avenue to provide a safe pedestrian connection between the Volvo sales and service building and the Lexus service building and prioritize multimodal forms of transportation along Kenwood Avenue.

### **Dedication**

Staff has included condition #30, which states that portions of the subject parcel's frontages along Osage Street, N Radford Street and N Quaker Lane shall be dedicated so that the right-of-way line is located 1' behind the proposed sidewalk. The dedication of areas including sidewalk to the City will ensure that sidewalks are properly maintained.

### **Transit & Bicycle Facilities**

The site is served by both WMATA and DASH transit with a WMATA-8S/WMATA-8Z bus stop located adjacent to Site 1 on Quaker Lane and DASH AT-9 bus stops (north and southbound) located mid-block on Kenwood Avenue. Kenwood Avenue also features on-street bike lanes that extend from King Street to the south to Fern Street to the north. Per the 2016 Transportation Master Plan Pedestrian and Bicycle Chapter, the bike lanes are intended to continue to Robert Leider Park.

There is also an existing Capital Bikeshare facility along North Radford Street, next to the Volvo site. The bikeshare facility is intended to remain but the developer may move the facility slightly

north to coordinate with the proposed site improvements. The Applicant has agreed to provide a \$20,000 contribution to the City's Capital Bikeshare fund for maintenance and operation of the existing bike share station.

### ***E. Special Use Permits***

Section 11-500 of the Zoning Ordinance gives authority to the City Council to approve Special Use Permits (SUPs); three of which are included with this application. The Zoning Ordinance requires that the approval of the SUPs associated with the development application:

1. Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use;
2. Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood; and
3. Will substantially conform to the master plan of the city.

A summary of each SUP requested with this application along with a rationale for approval is provided below.

#### **Coordinated Sign Plan Special Use Permit**

The Applicant has requested a Coordinated Sign Plan Special Use Permit to provide a cohesive and consistent approach to signage and wayfinding for the Lindsay dealership campus. The coordinated sign plan includes three types of signs, including: wall mounted signs, monument signs, and roof signs that provide site wayfinding and promote the Volvo and Lexus brand standards.

Staff supports the 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. Based on the three criteria City Council considers in its approval of SUPs, Staff supports this approval due to the following:

1. The signage will not affect the health or safety of residents or area employees. Staff believes that these signs are well-designed and of high-quality materials. The signage and the branding represented in the signs would be consistent with the Lexus and Volvo worldwide signage that has already been installed in structures throughout the country and beyond.
2. The signage will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood. Staff has reviewed the proposal to ensure that the Coordinated Sign Plan will not adversely impact the surrounding areas. The Zoning Ordinance and Condition #123 limit the impact on neighboring residences by requiring that any illuminated signs facing and in close proximity to a residential zone shall not be illuminated between 10:30 p.m. and 6:30 a.m.

3. There are no sign recommendations provided in the Fairlington/Bradlee Small Area Plan Chapter of the Master Plan.

### **Loading Space Reduction Special Use Permit**

The Applicant has requested a loading space reduction to provide relief from Section 8-200(B) of the Zoning Ordinance which requires at least one loading space be provided for each 20,000 sq. feet of floor area, or seven loading spaces. The Applicant has provided three total loading spaces, which are located outside of the proposed buildings. The loading space for the Site 1 Volvo sales building is located near the southwest corner of the building and is accessible from Osage Street. The two other loading spaces are located behind the Lexus service building and are accessible from Fern Street. Staff finds the loading spaces provided on-site are sufficient to serve the proposed buildings and that the location of the loading docks minimizes impacts to the pedestrian environment.

Based on the three criteria City Council considers in their approval of SUPs, Staff supports this approval due to the following:

1. The loading space reduction will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use. The location of the proposed loading spaces are situated so there should be minimal conflict with pedestrians and other vehicles. A reduction in loading spaces will only serve to minimize potential conflicts.
2. The loading space reduction will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood. The loading bays are located more than 60' away from the nearest residential property line and Staff has provided condition #86, which states that supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am, to reduce the time period that loading activities are allowed to operate.
3. The flexibility of the number of required loading dock size requirements allows the construction of buildings with less of an industrial impression and achieves the master plan objectives to improve visual appearance and promote commercial development compatible with surrounding neighborhoods.

### **Transportation Management Plan Special Use Permit**

According to Section 11-700 of the Zoning Ordinance, the Applicant is required to participate in a "tier two" Transportation Management Plan (TMP) to encourage modes of transportation other than the single occupancy vehicle (SOV). The Applicant has the option of participating in the citywide TMP program and following the small project conditions (conditions #50 through #54) or operating its own stand-alone TMP and following the large project conditions (conditions #42 through #49). To support the TMP, the Applicant has agreed to the City's standard TMP

rates, (adjusted annually per the Consumer Price Index [CPI-U]) to be contributed to the City's TMP fund. The TMP shall always maintain a point of contact for the purposes of billing.

### ***F. Site Plan Modifications***

As part of this request, the Applicant is requesting modification to the requirements of the Zoning Ordinance, related to the zone transition setback requirement at the southern end of Site # and the parking islands requirement in the City's Landscape Guidelines. Pursuant to Section 11-416 of the Zoning Ordinance, the Planning Commission may approve modifications if they determine that such modifications:

1. Are necessary or desirable to good site development;
2. That specific and identified features of the site design make up for those impacts otherwise protected by the regulations for which the modification is sought; and
3. That such modification would not be detrimental to neighboring property or to the public health, safety and welfare.

### **Zone Transition Line Setback**

Each building containing commercial uses is to be sited a minimum of 25 feet from the residential zone transition line and at a 1:1 building height to setback ratio thereafter, per Section 7-902 of the Zoning Ordinance. The proposed Lexus service facility building on Site 2 triggers the setback requirement as the building is directly adjacent to Blessed Sacrament Church property to the south, which is zoned R8. Due to the required 1:1 building height to setback ratio, the setback in this location is a minimum of 50', equivalent to the height of the Lexus service building. The Applicant is requesting zoning relief from the zone transition requirement via a site plan modification so that they may reduce the setback to approximately 21 feet.

Staff supports the request for a site plan modification to the required zone transition setback as the proposal meets the three review criteria for modifications as noted below.

1. The requested setback modifications are desirable and necessary for good site development. A modification of the setback requirement allows for a building layout that adapts to the irregular triangular shape of the property and that can accommodate the necessary quantity of vehicle service stalls to support the use.
2. The specific and identified features of the site design make up for those impacts otherwise protected by the regulations for which the modification is sought; The setback of the proposed Lexus service building is actual farther from the zone transition line than the existing building in this location. While the Lexus service building would be one floor taller than the existing building, the proposed building would not extend as close to the east and south property lines as the existing building, which is about a car's length away from the alleyway along the eastern property line and directly adjacent to the southern property line.

3. The requested setback modification will not be detrimental to neighboring property or to the public health, safety and welfare. In addition to the reasoning stated in item #2 above, the Applicant's proposal to demolish and replace several existing garages along the east property line with surface parking will further create distance between active uses on this development and neighboring residential. Further, the Applicant is proposing a solid 6-foot fence along Site 2's eastern and southern property lines to limit access to the property and provide visual screening.

### **Parking Lot Island Reduction**

Per Section 11-410(CC), the Applicant is required to provide landscaping as specified in the City's Landscape Guidelines, which state the following regarding parking islands:

1. Landscape islands in the interior of parking areas shall include a minimum of one (1) Category III or IV tree.
2. Quantity: Landscape islands in parking areas shall be provided at a ratio of one (1) per ten (10) parking spaces and approximately every one-hundred (100) linear feet of parking row.
3. Location: Landscape islands shall be incorporated into the ends of all parking rows, sides of ingress/egress aisles and pedestrian access ways.

The Applicant has provided the adequate number of parking lot islands per item #2 above, however, is not meeting item #1 by two trees, not meeting the linear foot parking island outlined in item #2 in one row of parking on Site 2 and has not incorporated parking islands for the parking behind the Lexus service building. Staff supports the requested modifications as these modifications are necessary to the function of the development.

1. The requested modifications are necessary for good site development. The subtraction of trees on two of the parking islands on Site 1 are necessary to provide an internal pathway and pedestrian crossing from Kenwood Avenue to the front door of the Volvo service building. Additionally, the lack of a one (1) parking island on Site 2 is necessary to provide two (2) ADA parking spaces near the front entrance of the Lexus Service facility. Parking islands in back of the Lexus service building are not necessary for good site development.
2. The specific and identified features stated above outweigh the need for the required parking islands specifications.
3. The modifications would not be detrimental to neighboring property or to the public health, safety and welfare. The use of parking islands for a safe pedestrian connection will only improve pedestrian safety. The ADA spaces provide parking necessary for those with disabilities. Further, parking islands behind the Lexus service building will not affect the health, safety, and welfare of those in the immediate vicinity.

## V. COMMUNITY

The Applicant presented the development plan to several community organizations and adjacent property owners and kept these organizations updated as changes were made to the plans. The Applicant found that the community organizations were generally supportive of the plan proposal. Below is a summary of the Applicant's outreach efforts:

Blessed Sacrament leadership	March 2, 2020
North Ridge Citizens Association	June 8, 2020
Kingsgate Condominium Board	July 21, 2020
Kingsgate Condominium	July 30, 2020
Fairlington Citizens Association	August 12, 2020
<b><u>North Ridge Citizens Association</u></b>	<b><u>December 14, 2020</u></b>
<b><u>Woodbine Neighbors Meeting</u></b>	<b><u>January 4, 2021</u></b>

## VI. CONCLUSION

Staff recommends approval of the Development Site Plan and modifications and all associated Special Use Permits subject to compliance with all applicable codes and the following Staff recommendations.

## VII. GRAPHICS

### A. Illustrative Site Plan



### B. Renderings



*Volvo sales and service building perspective from Quaker Lane.*

Lindsay Company Campus  
DSUP #2020-10019; SUP#2020-00051; TMP SUP #2020-00052  
1511 N. Quaker Lane, 1707 Osage Street, 1525 Kenwood Avenue



*Lexus sales building perspective from the corner of Kenwood Avenue and Fern Street.*



*Lexus sales building perspective from the corner of Kenwood Avenue and Osage Street.*

## **VIII. STAFF RECOMMENDATIONS:**

1. The Final Site Plan shall be in substantial conformance with the preliminary plan dated October 30, 2020 and comply with the following conditions of approval.

### **A. SITE PLAN**

2. 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 (plus any extensions per the October 6, 2020 City Council Docket Item 19 due to the COVID-19 emergency, as may be extended) 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. The period of validity may be extended upon petition by the applicant and after adequate notice and public hearing. (P&Z)
3. Submit the plat and all applicable easements prior to the Final Site Plan submission. The plat(s) shall be approved prior to or concurrently with the release of the Final Site Plan. (P&Z) (T&ES) \*
4. 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) \*\*
5. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and T&ES. These items include:
  - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
  - b. Minimize conflicts with plantings, pedestrian areas, and major view sheds.
  - c. Do not locate above grade utilities in dedicated open space areas 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) (BAR)
6. Site lighting (e.g., parking lot lighting, building lighting, and perimeter security lighting,) shall be directed to the Lindsay Company Campus property and away from adjacent residential neighborhoods to the maximum extent possible. Particular attention must be paid with regard to the lighting for the Lexus Service facility above grade parking garage to minimize impact to neighboring properties. (T&ES) (P&Z)
7. 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/or P&Z in consultation with the Chief of Police and shall include the following:

- a. Clearly show location of all existing and proposed streetlights and site lights, shading back less relevant information.
- b. Determine if existing lighting meets minimum standards within the City right-of-way 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. All proposed light fixtures in the City right of way shall be basic, approved Dominion LED light fixtures.
- e. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
- f. 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.
- g. Photometric plan must either be separated into two plans or provide a clear distinction between the following: a plan with all street lights and other pertinent off-site lighting, and a plan without street lights and off-site lighting; to demonstrate the plan's compliance with lighting regulations re: light spill.
- h. If site lights are included in the photometric plan to comply with City's lighting standards, then these lights shall be put on photovoltaic switches.
- i. Provide location of conduit routing between site lighting fixtures to avoid conflicts with street trees.
- j. Detail information indicating proposed light pole and any footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view or light poles shall be direct bury.
- k. The lighting for the areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
- l. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
- m. The walls and ceilings in the garage must be light-colored concrete (painted or dyed) to increase reflectivity and improve lighting levels at night.
- n. The lighting for the underground/structured 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.
- o. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
- p. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.

- q. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.\*\*\*
  - r. Full cut-off lighting shall be used as applicable at the development site to prevent light spill onto adjacent properties. (P&Z) (T&ES)  
(Police)(BAR)(Code)
8. **CONDITION EDITED BY STAFF:** Parking light levels should be reduced to the extent possible while maintaining necessary visibility/security within 30 minutes after the close of business. The Applicant shall coordinate with T&ES during final site **plan** to determine the reduced parking light levels. (T&ES) (P&Z)
9. Provide a georeferenced CAD file in AutoCAD 2018.dwg format, which follows the National CAD Standards, of the dimension plan of this project including existing conditions, proposed conditions and grading elements. This information will be used to compile a master CAD reference to ensure all proposed features are correctly located and will connect. (P&Z) (DPI)\*

**BUILDING:**

- 10. The building design, including the appearance, color and quality of materials, final detailing, and three-dimensional expression, and shall be consistent with the elevations dated October 30, 2020 and the following conditions. (P&Z)
- 11. Provide the following information to the satisfaction of the Director of P&Z:
  - a. Provide samples of actual glazing, frame and sash components that are proposed for each area of the building in the color and material that will be provided.
- 12. Provide detailed drawings (enlarged and coordinated plan-section-elevation studies, typically at ¼”=1’-0” scale, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections) in realistic color to evaluate the building base, entrance canopy, 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, different wall or bay type. When the three-dimensional complexity warrants it, applicant shall also provide isometric vignettes of such special conditions or building areas. (P&Z)
- 13. 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 and as set forth in the associated *Guidelines for Preparations of Mock-Up Panels* Memo to Industry, effective May 16, 2013. 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 requires a building permit and 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) (Code)
14. The project shall comply with the requirements defined by the City of Alexandria 2019 Green Building Policy. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. The project shall comply with the requirements defined by the City of Alexandria 2019 Green Building Policy.
  - b. The project shall meet the Energy Use Reduction requirements including Optimize Energy Performance, Renewable Energy Production, Advanced Energy Metering and Enhanced Commissioning (or equivalents) defined by the City of Alexandria Green Building Policy.
  - c. The project shall comply the Water Efficiency requirements including Indoor Water Use Reduction and Outdoor Water Use Reduction (or equivalents) defined by the City of Alexandria Green Building Policy.
  - d. The project shall comply the Indoor Environmental Quality requirements including Low Emitting Materials, Construction Indoor Air Quality Management Plan, Thermal Comfort, Daylight and Indoor Air Quality Assessment (or equivalents) defined by the City of Alexandria Green Building Policy.
  - e. The application shall provide a draft scorecard identifying the project's path to LEED, Green Globes or Earthcraft certification (or equivalent) with the submission of the Preliminary Review documents.
  - f. Provide evidence of the project's registration with LEED, Green Globes or Earthcraft (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 and clearly indicate that requirements for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality are being met as defined by the City of Alexandria 2019 Green Building Policy. \*
  - g. Provide an updated copy of the certification scorecard prior to the release of building permits for above-grade construction. \*\*

- h. Provide updated energy reports prior to the release of building permits for above-grade construction. \*\*
- i. Provide a draft commissioning plan that includes items “i” through “v” below, prior to the release of building permits for above-grade construction. \*\*
  - i. A narrative description of the activities that will be accomplished during each phase of commissioning, including the personnel intended to accomplish each of the activities.
  - ii. A listing of the specific equipment, appliances or systems to be tested and a description of the tests to be performed.
  - iii. Functions to be tested including, but not limited to, calibrations and economizer controls.
  - iv. Conditions under which the test will be performed. Testing shall affirm winter and summer design conditions and full outside air conditions.
  - v. Measurable criteria for performance.
- j. Provide updated water efficiency documentation reflecting any changes from the Final Site Plan prior to the release of building permits for above-grade construction. \*\*
- k. Provide updated daylight analysis documentation reflecting any changes from the Final Site Plan prior to the release of building permits for above-grade construction. Provide updated daylight analysis documentation reflecting any changes from the Final Site Plan prior to the release of building permits for above-grade construction. \*\*
- l. Provide evidence that design phase credits have been submitted by the first certificate of occupancy. \*\*\*
- m. Provide a commission report including issues log, completed pre-function checklists and any completed functional performance tests by the final certificate of occupancy. \*\*\*
- n. Provide evidence of submission of materials clearly indicating that requirements for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality are being met as defined by the City of Alexandria Green Building Policy for Design Phase credits to the U.S. Green Building Council (USGBC), Green Globes or Earthcraft (or equivalent) prior to issuance of a certificate of occupancy. \*\*\*
- o. Provide documentation certification at the release of the maintenance bond clearly indicating that requirements for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality have been achieved as defined by the City of Alexandria Green Building Policy. \*\*\*\*
- p. Failure to achieve the certification level, as required by the City of Alexandria 2019 Green Building Policy, will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve the certification level, then any City-wide Green Building policies existing at the time of staffs’ release of Final Site Plan will apply.

15. 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: [www.epa.gov/WaterSense](http://www.epa.gov/WaterSense). (T&ES)
16. Equip a minimum of six parking spaces with a level 2 electric vehicle charger, three of the spaces shall be provided at each the Volvo and Lexus facilities. In addition, equip one publicly accessible parking space with a level 3 electric vehicle charger. City staff supports an optional placement of the publicly accessible level 3 electric vehicle charger to be within the private portion of the Fern Street right-of-way. (T&ES)

**OPEN SPACE/LANDSCAPING:**

17. Develop, provide, install and maintain an integrated Landscape Plan in accordance with the City of Alexandria’s Landscape Guidelines, available online at: [www.alexandriava.gov/uploadedFiles/recreation/ParkPlanning/LandscapeGuidelinesFinalv2Final.pdf](http://www.alexandriava.gov/uploadedFiles/recreation/ParkPlanning/LandscapeGuidelinesFinalv2Final.pdf)
18. **CONDITION AMENDED BY PLANNING COMMISSION:** Provide the following modifications to the landscape plan and supporting drawings:
  - a. The Applicant shall provide 25% canopy coverage. (P&Z)
  - b. **The Applicant shall increase the height of the fence along the property line from 6’ to 8’ in height. (P&Z) (PC)**
  - c. **The Applicant shall add three trees on Site 2C as reflected on the Exhibit entitled “Site 2B: Additional Planting Exhibit” prepared by Parker Rodriguez Inc. and dated January 4, 2021. (P&Z) (PC)**
19. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails — if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES) (Code) \*

**TREE PROTECTION AND PRESERVATION:**

20. Provide, implement and follow a Tree and Vegetation Protection Plan per the City of Alexandria Landscape Guidelines. (P&Z) (RP&CA)

**ARCHAEOLOGY:**

21. 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)
22. 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)

**PEDESTRIAN/STREETSCAPE:**

23. 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 and hybrid concrete-brick sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet.
  - d. Sidewalks shall be flush across all driveway crossings.
  - e. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
  - f. 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.
  - g. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
  - h. 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.
  - i. 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 to minimize any potential visible impacts. \*\*\* (P&Z) (T&ES)

**PARKING:**

24. Parking for the commercial uses shall be consistent with the requirements of the Zoning Ordinance in effect at the time of approval by City Council and/or Planning Commission. (P&Z) (T&ES)
25. Provide wheel stops for all 90-degree and angled vehicle parking spaces adjacent to a sidewalk if the back of the sidewalk is less than seven (7) feet from the curb. (T&ES).
26. 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 comply with the requirements of the Parking Management Plan Template provided in Memo to Industry 01-19. (P&Z) (T&ES)
27. Parking spaces within the parking garage that are required to comply with zoning requirements may be made available for public/off-site parking provided excess parking can be demonstrated to the satisfaction of the Directors of P&Z and T&ES.(T&ES) (P&Z)
28. Show all existing and proposed on-street parking controls and restrictions on the Final Site Plan. All on-street parking controls and restrictions within the project area shall be approved by the City staff during the Final Site Plan process. Any on-street parking changes desired after the Signature Set approval are required to be approved through the Traffic and Parking Board. (P&Z) (T&ES)
29. Provide bicycle parking per Alexandria’s current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: [www.alexandriava.gov/bicycleparking](http://www.alexandriava.gov/bicycleparking). 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. (T&ES) \*\*\*

**B. TRANSPORTATION**

**STREETS/TRAFFIC:**

30. Dedicate portions of the subject parcel’s frontages along Osage Street, N Radford Street and N Quaker Lane to ensure the relocated right-of-way line is located 1’ behind the proposed sidewalk. (T&ES)
31. A minimum separation of 30 feet shall be maintained on residential streets between the beginning of the street corner radius and any driveway apron radius. (T&ES)

32. 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)
33. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff and Code Administration staff to document existing conditions prior to any land disturbing activities. (T&ES) (Code)
34. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)
35. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of the largest delivery vehicle projected to maneuver through the site surface parking lot. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
36. The maximum desirable slope on parking ramps to garage entrance/exit shall not exceed that shown in the Verification of Completeness Submission. For slopes 10 percent and greater, provide trench drains connected to a storm sewer to eliminate or diminish the possibility of ice forming. The slope on a ramp with parking or used for egress shall not exceed 6.5 percent. For non-parking ramps with slopes of greater than 10 percent, 10 foot transition slopes at the top and bottom of the ramp shall be required, and the transition slope shall be half of the ramp slope percentage. (T&ES)
37. Wall mounted obstructions at the wall end of a parking space shall extend no more than 24 inches from the wall and shall be at least 48 inches from the garage floor. Spaces with obstructions that exceed this requirement will not be counted as usable parking spaces. (T&ES)
38. 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)
39. Preserve bicycle facilities on the site frontage and through the site per the City's Transportation Master Plan, Pedestrian and Bicycle Mobility Plan and applicable Small Area Plans and Design Guidelines.
  - a. Bike lanes on Kenwood Avenue shall be preserved or replaced in kind.

- b. Provide routing signs on on-street bicycle facilities consistent with guidance from AASHTO and MUTCD. For shared-use paths, signs should be consistent with the City's Wayfinding Program. (T&ES)
40. The most east entrance to the proposed Site #1 Building, Volvo Sales and Services, intersecting Osage Street shall remain a right-in, right-out operation. All appropriate traffic control signs and pavement markings shall be included in the Sign and Striping Plan Sheet and installed to the satisfaction of the Director of T&ES. (T&ES)

**TRANSPORTATION MANAGEMENT PLAN:**

41. This development requires a Tier 2 TMP and shall have the option of participating in the citywide TMP program and following the small project conditions listed below or operating its own stand-alone TMP and following the large project conditions listed below. (T&ES)

*LARGE PROJECTS (Tier 2)*

42. 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 driving alone in a vehicle. Below are the basic conditions from which other details originate. (T&ES)
43. 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's Transportation Demand Management Program. (T&ES)
44. The applicant shall integrate into the District Transportation Management Program when it is organized. All TMP holders in the established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES)
45. 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 determined as set forth in section 11-708 (TMP Assessments Schedule and Adjustments). 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. The TMP shall operate on the fiscal year, July 1 to June 30. (T&ES)

46. An on-site 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's Transportation Demand Management Coordinator 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. (T&ES)  
\*\*\*
47. 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. (T&ES)
48. The TMP Coordinator or Association will submit to the Mobility Services Division the following as detailed attachments; biannual fund reports due in July and January of each fiscal year, and modes of transportation survey, and a TMP Coordinator survey both due in July of each fiscal year. (T&ES)
49. 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)

*SMALL PROJECTS (Tier 2)*

50. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement Transportation Demand Management (TDM) strategies to discourage single occupancy vehicle (SOV) travel and encourage residents and employees to take public transportation, walk, bike or share a ride. (T&ES)
51. 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's Transportation Demand Management Coordinator 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 inform residents and tenants about benefits and alternatives to SOV travel. (T&ES) \*\*\*

52. 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 no later than January 15 and July 15 of each year. The annual base assessment rate for this development shall be determined as set forth in section 11-708 (TMP Assessments Schedule and Adjustments). 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. (T&ES)
53. 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. (T&ES)
54. 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)

**BUS STOPS AND BUS SHELTERS:**

55. Show all existing and proposed bus amenities and bus stop bench(es) (if existing, proposed, or conditioned) in the vicinity of the site on the Final Site Plan
56. Any proposed features shall be ADA compliant and shall meet City standards and the approval of the Director of T&ES. (T&ES) (Code)
57. The bus stops at on the east side of Kenwood Avenue shall meet ADA requirements and City Standards per the following:
  - a. Install an unobstructed 5-foot wide, parallel to the roadway, by 8-foot wide, perpendicular to the curb, illuminated bus stop passenger loading pad. The unobstructed loading area should be at the front of the boarding zone and adjacent sidewalk. The loading pad's cross slope shall be less than 2 percent. 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.
58. Street trees in proximity to bus stop approaches or directly adjacent to travel lanes shall be planted and maintained pursuant to the Landscape Guidelines:
- a. Located to avoid conflict with vehicles, specifically:
    - i. Trees within both the 10-foot departure zone and the 20-foot approach zone (on either side of the 40-foot zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses.

## C. **PUBLIC WORKS**

### **WASTEWATER/SANITARY SEWERS:**

59. The sewer connection fee must be paid prior to release of the final site plan for the subject building. (T&ES) \*

### **UTILITIES:**

60. The water main line along Osage Street and the private Fern Street is shown diagrammatically. At the beginning of the Final Site Plan process, the Applicant will perform survey work, including test pits, to determine the actual location and depth of the water line. Depending on the outcome of this survey, the Applicant shall adjust the plans as follows:
- a. Relocate the water line along Osage Street to ensure the provision of a curb-side tree planting area as shown on the plans.
  - b. Relocate the water line along Fern Street to ensure the placement of BMPs and tree planting directly adjacent to the western sidewalk of Fern Street. If a relocation of the water line into the street is required to accomplish this, the Applicant shall make every reasonable effort to locate the BMPs and street trees at the originally intended curb-side location. (T&ES) (P&Z) \*
61. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
62. All overhead power and communication lines along site frontages and throughout the development shall be undergrounded, with the exception of the utility lines along Centre Plaza, as shown on the Preliminary Site Plan. (T&ES)
63. No transformer and switch gears shall be located in the public right of way. (T&ES)

**SOLID WASTE:**

64. All trash collectors for the project site are required to take their collected trash to the Alexandria/Arlington waste-to-energy facility (T&ES)
65. Provide \$1402 per receptacle to the Director of T&ES for purchase and installation of three (3) Victor Stanley Ironsites Series model SD-42 black receptacle with Dome Lid. 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. To the extent that the cans cannot be located where accessible for public collection, the applicant may provide a contribution for receptacles to be located in the vicinity or may agree to private hauling. (T&ES)
66. Provide \$1626 per receptacle to the Director of T&ES for the purchase and installation of five (5) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid, approved dome decals, and approved band. 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. To the extent that the cans cannot be located where accessible for public collection, the applicant may provide a contribution for receptacles to be located in the vicinity or may agree to private hauling. (T&ES)

**D. ENVIRONMENTAL**

**STORMWATER MANAGEMENT:**

67. 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)
68. 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)

69. All stormwater Best Management Practices (BMPs) must be designed to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs. This includes site specific plan views, cross sections, planting plans, and complete design calculations for each BMP. (T&ES)
70. Provide a BMP table with a separate listing for each individual BMP that includes the name of the practice, total area treated (acres), pervious area treated (acres), impervious area treated (acres), phosphorous removal efficiency (percentage), phosphorous removal efficiency (percentage), phosphorous removed by the practice (lbs.), and latitude and longitude in decimal degrees (T&ES)
71. Construction inspection checklists and associated photographic documentation must be completed for each stormwater best management practice (BMP) and detention facility during construction. Prior to the release of the performance bond, the applicant must submit all documents required by *The City of Alexandria As-Built Stormwater Requirements* to the City including as built plans, CAD data, BMP certifications and completed construction inspection checklists. (T&ES)
72. 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 released 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) \*\*\*\*\*
73. 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)
74. Submit two (2) originals of the stormwater quality BMP and Stormwater Detention Facilities Maintenance Agreement to include the BMP Schedule and Guidelines Addendum with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the Final Site Plan. (T&ES)
75. The Applicant/Owner shall be responsible for installing and maintaining stormwater Best Management Practices (BMPs) to include BMPs in the right of way as these facilities treat a significant portion of the private development runoff. An agreement to install and maintain nonstandard materials in the right of way is required prior to

release of the final site plan. The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) 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) \* \*\*\*\*

76. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division on digital media prior to release of the performance bond. (T&ES) \*\*\*\*
77. 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) \*\*\*\*

**WATERSHED, WETLANDS, & RPAs:**

78. The stormwater collection system is located within the Hooff's Run 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)
79. Provide Environmental Site Assessment Notes that clearly delineate, map, describe and/or explain the following environmental features if located on site: individual components of the RPA as well as the total geographic extent of the RPA, to include the appropriate buffer, intermittent streams and associated buffers; highly erodible and highly permeable soils; steep slopes greater than 15 percent in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)

**CONTAMINATED LAND:**

80. Indicate whether there is any known soil and groundwater contamination present on the plan. The applicant must submit supporting reports for associated environmental investigations or assessments performed to substantiate this determination. (T&ES)

81. 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.
  - 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) \*
82. 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) (Code)

83. 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. The installed vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (T&ES)

**SOILS:**

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

**NOISE:**

85. All uses within the development shall adhere to the City noise ordinance and no amplified sound shall be audible at the property line after 11 pm. (T&ES)
86. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
87. All roof top HVAC and other mechanical equipment shall be equipped with appropriate noise reducing devices such as (but not limited to) silencers, acoustic plenums or louvers or enclosures, if required, in order to comply with the City noise limit at the property lines for that building. (T&ES)
88. 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)

**AIR POLLUTION:**

89. 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)

**E. CONSTRUCTION MANAGEMENT**

90. 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) \*

91. Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to Final Site Plan release. The plan shall:
  - a. No street lights shall be removed without authorization from the City of Alexandria.
  - b. If street lights are to be removed from the public right of way, then temporary lights shall be provided until the installation and commissioning of new lights.
  - c. 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.
  - d. Provide a detailed sequence of demolition and construction of improvements in the public right of way along with an overall proposed schedule for demolition and construction;
  - e. Include an overall proposed schedule for construction;
  - f. Include a plan for temporary pedestrian circulation;
  - g. Include the location and size of proposed construction trailers, if any;
  - h. 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.
  - i. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z) (T&ES)
  
92. Provide off-street parking for all construction workers without charge to the construction workers. The applicant shall be responsible for ensuring that all contractors use the off-street parking provided. 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 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) \*

93. Sidewalks adjacent to the site shall remain open during construction. If sidewalks must be closed, pedestrian access shall be maintained adjacent to the site per Memo to Industry #04-18 throughout the construction of the project. The plan for maintenance of pedestrian access shall be included in the Construction Management Plan for approval by T&ES. (T&ES)
94. Bicycle facilities adjacent to the site shall remain open during construction. If a bicycle facility must be closed, Bicycle access shall be maintained adjacent to the site per Memo to Industry #04-18 throughout the construction of the project. The plan for maintenance of bicycle access shall be included in the Construction Management Plan for approval by T&ES. (T&ES)
95. No major construction staging shall be allowed within the public right-of-way. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES) \*\*
96. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of the stop on Kenwood Avenue, a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES Transportation Planning Division at 703.746.4088 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)
97. 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)
98. 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)
99. 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 a minimum of 14 calendar days prior to the meeting date, and the meeting must be held before any permits are issued. (P&Z) (T&ES) \*\*
100. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of P&Z to review the scope of installation procedures and processes.

This is in addition to the pre-construction meeting required above. (P&Z) (T&ES)  
\*\*\*

101. 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)
102. Install a temporary informational sign on the site prior to approval of the Final Site Plan for the project. The sign shall notify the public of the nature of the project and shall include the name and telephone number of the community liaison, including an emergency contact number for public questions regarding the project. The sign shall be displayed until construction is complete. (P&Z) (T&ES) \*
103. Implement a waste 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. Provide information on the program in construction management plan. If program is implemented in coordination with green building certification, include documentation as appropriate per the City's Green Building Policy and conditions herein. (T&ES)
104. 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) (Code) \*\*\*
105. 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 released 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 submitted to Planning & Zoning. Approval of the wall check by Planning & Zoning is required prior to commencement of framing. (P&Z)
106. 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) \*\*\*

107. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
108. 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 and associated documents 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)

## **F. CONTRIBUTIONS**

109. Contribute \$20,000 to the City prior to Final Site Plan for maintenance and operation of the existing bike share station on Radford Street. (T&ES) \*

### **HOUSING:**

110. A voluntary contribution of \$309,697 to the Housing Trust Fund would be consistent with the conclusions of the Development Housing Contribution Work Group accepted by The Alexandria City Council in December 2013. (Housing) \*\*\*

### **PUBLIC ART:**

111. Per the City's Public Art Policy, adopted December 13, 2014, work with City staff to determine ways to incorporate public art elements on-site, or provide an equivalent monetary contribution to be used toward public art within the Small Area Plan planning area, to the satisfaction of the Directors of RP&CA and P&Z. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. In the event public art is provided on-site, the public art shall be of an equivalent value. (RP&CA) (P&Z)
  - a. The next submission shall identify the location, type and goals for public art. Prior to release of the Final Site Plan, the applicant shall have selected the artist, have locations and medium finalized and provide a schedule for the art installation. The applicant is strongly encouraged to concurrently provide information on construction materials and the recommended maintenance regimen. 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) \* \*\*\*

- 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) \*\*\*

## **G. USES AND SIGNS**

### **RETAIL USES:**

112. The applicant shall encourage its employees who drive to use off-street parking. (T&ES)
113. The applicant shall encourage its employees to use public transportation to travel to and from work. The business shall contact Go Alex at [goalex@alexandriava.gov](mailto:goalex@alexandriava.gov) for information on establishing an employee transportation benefits program. (T&ES)
114. 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 Go Alex at [goalex@alexandriava.gov](mailto:goalex@alexandriava.gov) for more information about available resources. (T&ES)

### **AUTOMOTIVE:**

115. Car wash facilities must be equipped with a water recycling system. The building official shall approve such a system. Any car washing activity must drain to the sanitary sewer system with prior approval from Alexandria Renew Enterprises or be covered by a VPDES permit for discharge into the storm sewer. (T&ES)
116. Provide a plan that shows the method of connection for the discharge of vehicle wash to an approved sanitary sewer system and proper disposal of rainwater to the storm sewer system. In case the applicant chooses to install commercial car washing equipment, such equipment shall be equipped with a water recycling system approved by the building official. (T&ES)
117. All waste products including but not limited to organic compounds (solvents), motor oil, compressor lubricant and antifreeze shall be disposed of in accordance with all local, state and federal ordinances or regulations and not be discharged to the sanitary or storm sewers or be discharged onto the ground. (T&ES)
118. Comply with the City of Alexandria Best Management practices manual for automotive related industries. A copy can be obtained by contacting the Office of Environmental Quality at 703.746.4065. (T&ES)

119. No repair work shall be done outside. All repairs of motor vehicles shall be conducted inside a building or structure. (P&Z) (T&ES)
120. The application of paints or coatings shall be prohibited at the site, unless a paint spray booth is designed and built to the satisfaction of the Director of Code Administration. If automotive refinishing is permitted, no materials shall be disposed of by venting to the atmosphere and no paints or coating shall be applied outside of the approved paint spray booth. (T&ES)

**SIGNAGE:**

121. Design and develop a coordinated sign plan, which includes a color palette, for all proposed commercial signage. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Director of P&Z. Ensure the sign plan includes:
  - a. Update the coordinated sign application to indicate if any directional signs, such as those indicating the location of trash/loading or parking. Indicate potential locations and the size of signage. (P&Z) \*
122. A sign permit application is required for new or replacement signs and signage shall comply with the Coordinated Sign Plan. (P&Z)
123. Lighted signs facing and in close proximity to a residential zone shall not be illuminated between 10:30 p.m. and 6:30 a.m, per Zoning Ordinance Section 9-105(A)(2)(a). (P&Z)
124. All wayfinding and directional signage shall be incorporated into the sign plan at Final Site Plan. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Director of T&ES. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances (T&ES) \*

**CITY DEPARTMENT CODE COMMENTS**

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

**Planning and Zoning**

- 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. (P&Z) (T&ES) \*\*\*\*
- C - 2 Tree conservation and protection plans shall identify all trees to be removed, and all trees to be protected / preserved. Construction methods to reduce disturbance within

driplines shall also be identified. An on-site inspection of existing conditions shall be held with the City Arborist and Natural Resources Division Staff prior to the preparation of the Tree Conservation and Protection Plan. (P&Z)

- C - 3 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 (3) years after completion. (P&Z) (T&ES) \*\*\*\*

### **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. A preconstruction conference is recommended for large projects. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- C - 1 A building permit and plan review are required prior to the start of construction.
- C - 2 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C - 3 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 - 4 A soils report must be submitted with the building permit application for all new and existing building structures.
- C - 5 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 6 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
- C - 7 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 - 8 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 - 9 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 - 10 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.

### **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.

### **Transportation and Environmental Services (T&ES)**

- F - 1. 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 - 2. 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 website:  
<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 3. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)

- F - 4. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 5. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 6. All storm sewers shall be constructed to the City of Alexandria standards and specifications. 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 - 7. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4-inch 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 inch 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 - 8. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (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 inches 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 - 9. 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 inches for sanitary sewer and 12 inches 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-inch clearance shall be encased in concrete. (T&ES)

- F - 10. 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 - 11. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches 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 - 12. Any rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)
- F - 13. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 14. 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 - 15. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 16. 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 - 17. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and shall replicate the existing vehicular and pedestrian routes as nearly as

practical. Pedestrian and bike access shall be maintained adjacent to the site per Memo to Industry #04-18. These sheets are to be provided as “Information Only.” (T&ES)

- F - 18. 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 - 19. 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 stormwater 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 or known flooding area, then the applicant shall provide an additional 10 percent 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 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)

- C - 5 If it is determined that the site is not in compliance with Section 13-1-3 of the City Code, then the applicant shall make additional improvements to adjust lighting levels to the satisfaction of the Director of T&ES to comply with the Code. (T&ES)
- C - 6 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 7 (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 - 8 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 of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 9 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)
- C - 10 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 - 11 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 plan shall show the turning movements of the collection trucks and for safety reasons, the trucks shall minimize the need to reverse in order to perform trash or recycling collection. The City's storage space guidelines are available online at: <https://www.alexandriava.gov/ResourceRecovery> or by contacting the City's Resource Recovery Division at 703.746.4410, or via email at [commercialrecycling@alexandriava.gov](mailto:commercialrecycling@alexandriava.gov). (T&ES)
- C - 12 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 - 13 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste 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: <https://www.alexandriava.gov/ResourceRecovery> or by calling the Resource Recovery Division at 703.746.4410 or by e-mailing [CommercialRecycling@alexandriava.gov](mailto:CommercialRecycling@alexandriava.gov). (T&ES)
- C - 14 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 15 Bond for the public improvements must be posted prior to release of the site plan. (T&ES)\*
- C - 16 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 - 17 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 18 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 ensure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)

- C - 19 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 - 20 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 - 21 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travel ways unless otherwise permitted by the City Code. (T&ES)
- C - 22 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 23 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 24 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 - 25 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 - 26 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 - 27 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 28 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. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)\_for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. (T&ES) \*
- C - 29 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final 1 submission. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, an electronic copy of the approved SWPPP Book must be provided with the Mylar submission and the coverage letter must be copied onto the plan sheet containing the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the approved hardcopy SWPPP Binder Book must accompany the construction drawings onsite. Separate parcel owners will be required to seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES-Storm)

### **AlexRenew Comments**

*AlexRenew has no comments.*

### **VAWC Comments**

*No comments received.*

### **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.
- R - 1. In the event an existing building will be razed, contact the Alexandria Fire Department Training Division at 703-746-5265 or 703-746-5194 during the Final Site Plan review to discuss utilizing the structure(s) for training exercises prior to demolition. If such an

agreement can be reached, conditions of use between the parties and a hold harmless agreement will be provided to the owner or their representative.

**Police Department**

- R - 1. The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.
  
- R - 2. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.

**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



APPLICATION

**DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN**

DSUP # \_\_\_\_\_ Project Name: \_\_\_\_\_

PROPERTY LOCATION: \_\_\_\_\_

TAX MAP REFERENCE: \_\_\_\_\_ ZONE: \_\_\_\_\_

APPLICANT:

Name: \_\_\_\_\_

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

PROPERTY OWNER:

Name: \_\_\_\_\_

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

SUMMARY OF PROPOSAL \_\_\_\_\_

MODIFICATIONS REQUESTED \_\_\_\_\_

SUP's REQUESTED \_\_\_\_\_

[ ] 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.

\_\_\_\_\_  
Print Name of Applicant or Agent

*McPaskar*  
\_\_\_\_\_  
Signature

\_\_\_\_\_  
Mailing/Street Address

\_\_\_\_\_  
Telephone # Fax #

\_\_\_\_\_  
City and State Zip Code

\_\_\_\_\_  
Email address

\_\_\_\_\_  
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: \_\_\_\_\_

**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.

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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?

- <sup>N/A</sup> 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.



July 2, 2020

Lindsay Motor Car Company  
1525 Kenwood Avenue  
Alexandria, VA 22302

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

Re: Authorization to File an Application for a Development Special Use Permit, Coordinated Sign Program Special Use Permit, Transportation Management Plan Special Use Permit, and any related requests on the Property  
1525 Kenwood Avenue (TM ID #022.04-05-43), 1511 N Quaker Lane (TM ID #022.04-07-01), 1707 Osage Street (TM ID #022.04-07-02) (the "Property")

Dear Mr. Moritz:

Lindsay Motor Car Company hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of an application for a Development Special Use Permit, Coordinated Sign Program Special Use Permit, Transportation Management Plan Special Use Permit, and any related requests on the Property.

Very Truly Yours,

Lindsay Motor Car Company

By: Michael L-4

Its: Manager

Date: 7/2/2020





Lindsay Cadillac Company  
1511 N Quaker Lane  
Alexandria, Virginia 22302

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

July 2, 2020

Re: Consent to File Applications for a Development Special Use Permit, Coordinated Sign Program Special Use Permit, Transportation Management Plan Special Use Permit and Associated Requests  
1511 N Quaker Lane; TM ID #022.04-07-01 (“The Property”)

Dear Mr. Moritz:

As owner of the above-referenced Property, Lindsay Cadillac Company hereby consents to the filing of an application by Lindsay Motor Car Company for a Development Special Use Permit, Coordinated Sign Program Special Use Permit, Transportation Management Plan Special Use Permit, and any associated requests on the Property.

Very Truly Yours,

Lindsay Cadillac Company  
By: Michael L-S

Its: Manager

Date: 7/2/2020





Osage Street LLC  
1707 Osage Street  
Alexandria, Virginia 22302

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

July 2, 2020

Re: Consent to File Applications for a Development Special Use Permit, Coordinated Sign Program Special Use Permit, Transportation Management Plan Special Use Permit, and Associated Requests  
1707 Osage Street; TM ID #022.04-07-02 (“The Property”)

Dear Mr. Moritz:

As owner of the above-referenced Property, Osage Street LLC hereby consents to the filing of an application by Lindsay Motor Car Company for a Development Special Use Permit, Coordinated Sign Program Special Use Permit, Traffic Management Plan Special Use Permit, and any associated requests on the Property.

Very Truly Yours,

Osage Street LLC

By: Michael L. S.

Its: Manager

Date: 7/2/2020



## 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. Lindsay Motor Car Company		
2. Osage Street LLC		
3. Lindsay Cadillac Company		

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

Name	Address	Percent of Ownership
1. Lindsay Motor Car Company		
2. Osage Street LLC		
3. Lindsay Cadillac Company		

**3. BusinessorFinancialRelationships.** 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. Lindsay Motor Car Company		
2. Osage Street LLC		
3. Lindsay Cadillac Company		

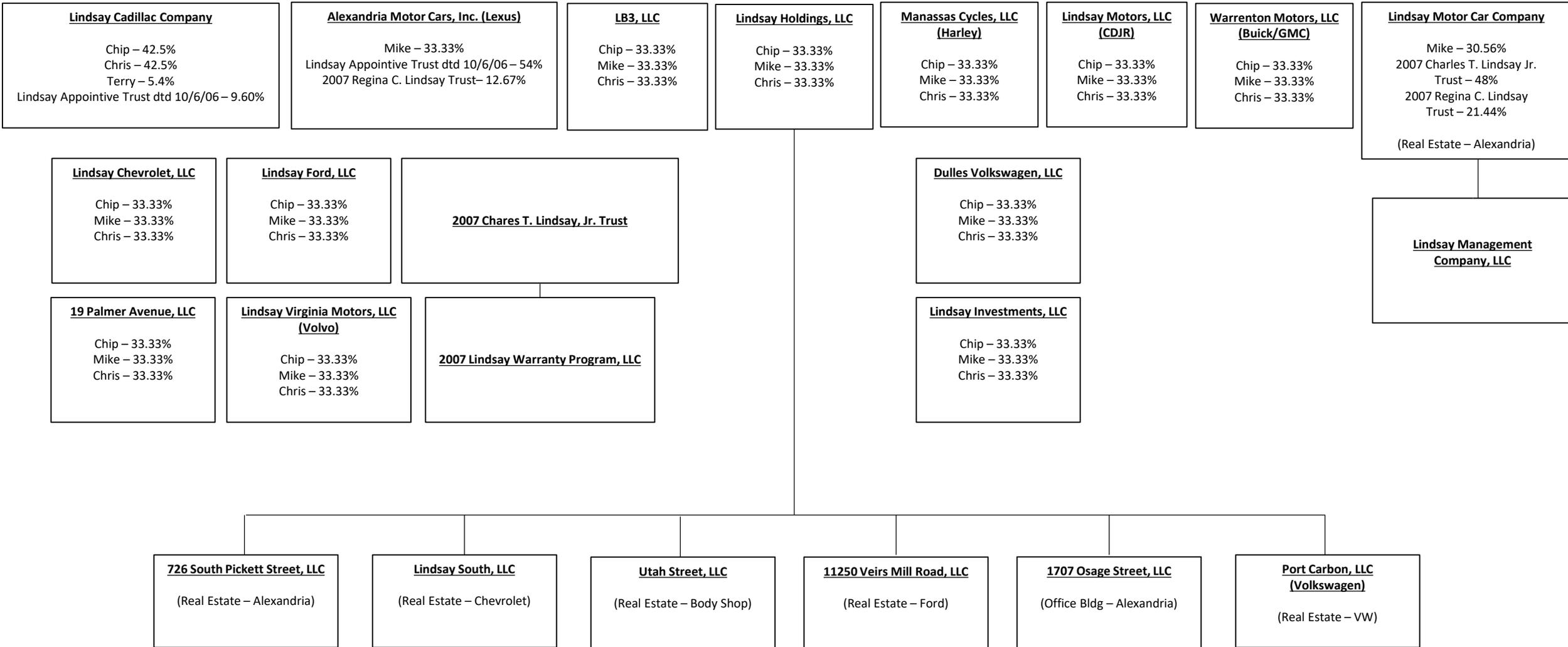
NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

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.

\_\_\_\_\_   
 Date Printed Name Signature

# Lindsay Automotive Group

## as of 3/15/2018





## Lindsay Campus Narrative Statement

The Property is a collection of three parcels located at the intersection of Kenwood and Osage Street, with two parcels (1707 Osage Street and 1511 N. Quaker Lane) comprising Site #1 and one parcel comprising Site #2 (1525 Kenwood Avenue). Lindsay Motor Car Company (the “Applicant”) is requesting a Development Special Use Permit with modifications, a Transportation Management Plan Special Use Permit, a Coordinated Sign Program, and a Special Use Permit for Reduction of Loading Spaces to redevelop Site #1 with a new Volvo automobile sales/service facility and Site #2 with a new Lexus automobile sales/service facility and to retain an existing automobile sales/service facility on a portion of the site. The Traffic Impact Analysis provided by Wells & Associates for the proposed Transportation Management Plan and the Coordinated Sign Plan have been submitted under separate cover.

In the way of background, Site #1 is zoned CG/Commercial General and is currently developed with an existing office building that was built in approximately 1967 and contains approximately 30,000 square feet, as well as a surface parking lot for automobile storage. The existing office building exceeds the permitted height in the CG zone. Site #2 is zoned CSL/Commercial Service Low and is currently developed with a Cadillac dealership and Volvo dealership that were constructed in approximately 1949 as well as a parking structure that was constructed in approximately 2003.

The Applicant is proposing to update and expand the automobile sales and service facilities within the existing CG and CSL zoning. The existing zoning permits an FAR of 0.5 and a maximum height of 50 feet. The proposed development complies with the permitted FAR and heights. The Zoning Ordinance requires one off-street loading space per 20,000 square feet of floor area for the proposed development, totaling seven spaces. This application includes a Special Use Permit for Reduction of Loading Spaces, as the applicant is providing three off-street loading spaces, which are sufficient to serve the proposed development. All loading and unloading will occur on private property, not from public right of ways.

The proposal for Site #1 includes the demolition of the existing office building and the development of a new Volvo sales/service facility containing approximately 36,500, which will be a maximum of 26 feet in height. Site #1 will also contain surface parking and below grade parking spaces, as well as one on site loading space. The proposal for Site #2 includes the demolition of the existing Cadillac Dealership and parking structure and development of a new 34,873 square foot Lexus Sales facility, which will be a maximum of 37’ in height and a new 63,066 square foot Lexus Service facility, which will be a maximum of 50’ in height, with the retention of the existing 6,900 sales/service facility on a portion of the site. Site #2 will also contain surface parking, below grade parking, an above grade parking structure, and two on site loading spaces. Publicly accessible electric vehicle charging stations will also be provided on-site.

Redevelopment of the Property will include enhanced streetscape with new sidewalks, street trees, and street lights along Osage St, Kenwood Ave and the private extension of Fern St. On street parking spaces, a mid-block crossing and high visibility crosswalks have been added to enhance pedestrian safety and connectivity around and through the site. In addition, the site perimeter to the east and south of Site #2 will be improved with landscaping and a fence to screen the improvements from the adjacent residential neighborhood and Blessed Sacrament.

The Lindsay Family has been operating car dealerships in the community since the 1960s. The existing dealerships have created millions of dollars in tax revenue for the City of Alexandria, and the Lindsay’s have been outstanding corporate citizens through their relationship with the surrounding neighborhood and through their participation in and contribution charitable endeavors throughout the City and beyond. .

The automobile sales and service facilities are consistent with the existing development, the existing zoning and are compatible with the surrounding neighborhood. The proposed development will improve the site

and provide community benefit, through the incorporation of sustainable design elements, undergrounding of utilities, new streetscape and additional tax revenue. The proposed architecture will create a more aesthetically pleasing condition than exists today and will provide an opportunity for the Lindsay Family to update their dealerships to address new technology in the automobile sales and service industry.

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

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

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

Day	Hours	Day	Hours
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

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

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

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B. How will the noise from patrons be controlled?

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

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

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

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

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C. How often will trash be collected?

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

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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:

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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:

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

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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.

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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?

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

\_\_\_\_\_ Standard spaces  
\_\_\_\_\_ Compact spaces  
\_\_\_\_\_ Handicapped accessible spaces  
\_\_\_\_\_ Other

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

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

\_\_\_\_\_

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

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

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

A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 7

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

C. Where are off-street loading facilities located?

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

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

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

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

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

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?

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



# APPLICATION

# SPECIAL USE PERMIT

**SPECIAL USE PERMIT #** \_\_\_\_\_

**PROPERTY LOCATION:** \_\_\_\_\_

**TAX MAP REFERENCE:** \_\_\_\_\_ **ZONE:** \_\_\_\_\_

**APPLICANT:**

Name: \_\_\_\_\_

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

**PROPOSED USE:** \_\_\_\_\_

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.

\_\_\_\_\_  
Print Name of Applicant or Agent

Signature

Date

\_\_\_\_\_  
Mailing/Street Address

\_\_\_\_\_  
Telephone #

\_\_\_\_\_  
Fax #

\_\_\_\_\_  
City and State

\_\_\_\_\_  
Zip Code

\_\_\_\_\_  
Email address

**PROPERTY OWNER'S AUTHORIZATION**

As the property owner of \_\_\_\_\_, I hereby  
(Property Address)  
grant the applicant authorization to apply for the \_\_\_\_\_ use as  
(use)  
described in this application.

Name: \_\_\_\_\_ Phone \_\_\_\_\_

Please Print

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

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

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

**Required floor plan and plot/site plan attached.**

**Requesting a waiver. See attached written request.**

**2.** The applicant is the *(check one)*:

Owner

Contract Purchaser

Lessee or

Other: \_\_\_\_\_ 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 three percent.

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July 2, 2020

Lindsay Motor Car Company  
1525 Kenwood Avenue  
Alexandria, VA 22302

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

Re: Authorization to File an Application for a Development Special Use Permit,  
Coordinated Sign Program Special Use Permit, Transportation Management Plan  
Special Use Permit, and any related requests on the Property  
1525 Kenwood Avenue (TM ID #022.04-05-43), 1511 N Quaker Lane (TM ID  
#022.04-07-01), 1707 Osage Street (TM ID #022.04-07-02) (the "Property")

Dear Mr. Moritz:

Lindsay Motor Car Company hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C.  
to act as agent on its behalf for the filing and representation of an application for a Development  
Special Use Permit, Coordinated Sign Program Special Use Permit, Transportation Management  
Plan Special Use Permit, and any related requests on the Property.

Very Truly Yours,

Lindsay Motor Car Company

By: Michael L-4

Its: Manager

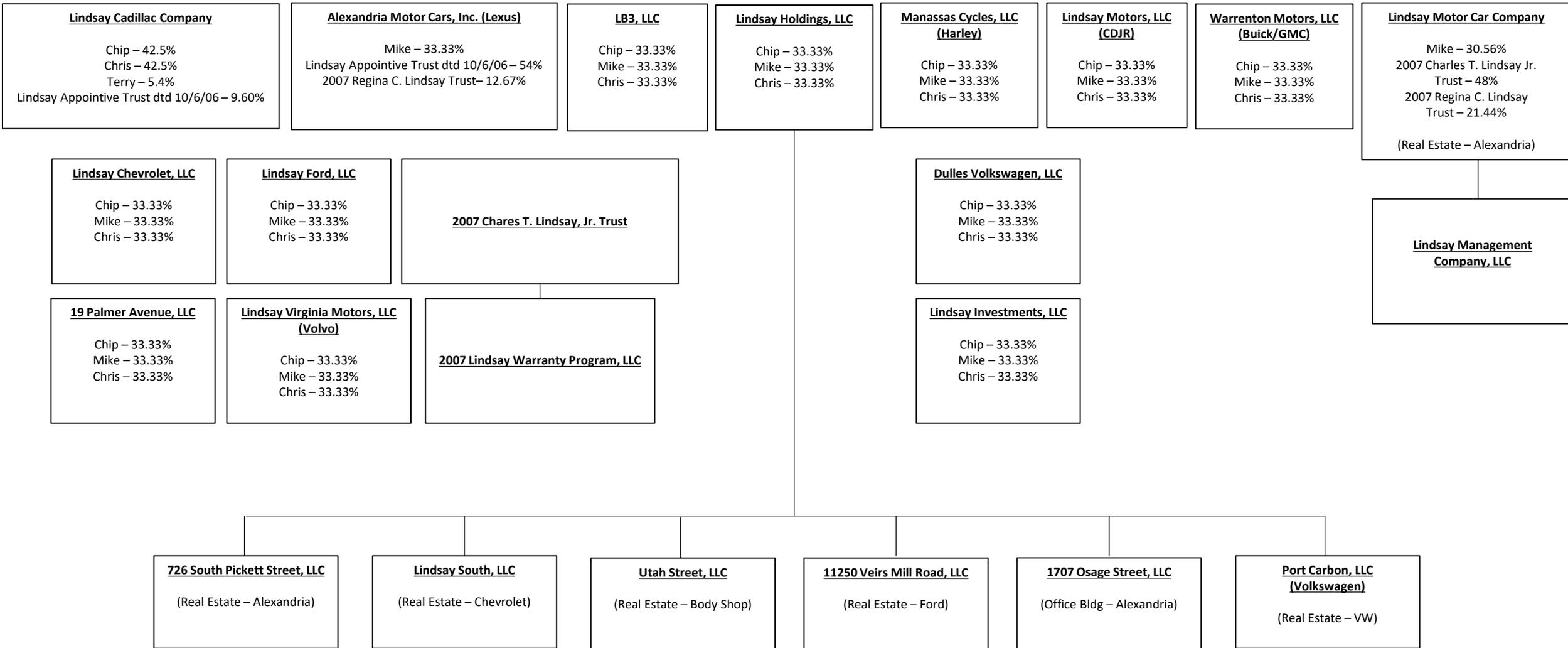
Date: 7/2/2020





# Lindsay Automotive Group

## as of 3/15/2018





## USE CHARACTERISTICS

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

5. Please describe the capacity of the proposed use: N/A

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

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

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

Day:

Hours:

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

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

---

---

- B. How will the noise be controlled?

---

---

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

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**9.** Please provide information regarding trash and litter generated by the use. N/A

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

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

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---

C. How often will trash be collected?

---

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

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---

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

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? N/A

Yes.       No.

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

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---

---

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

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---

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## **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.

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## 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? <input type="checkbox"/> Yes <input type="checkbox"/> 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: N/A

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

Planning and Zoning Staff Only
Required number of loading spaces for use per Zoning Ordinance Section 8-200 _____
Does the application meet the requirement? <input type="checkbox"/> Yes <input type="checkbox"/> No

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

\_\_\_\_\_

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

\_\_\_\_\_

\_\_\_\_\_

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

\_\_\_\_\_

\_\_\_\_\_

**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?

\_\_\_\_\_

\_\_\_\_\_

## **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? N/A

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

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

a stand alone building

a house located in a residential zone

a warehouse

a shopping center. Please provide name of the center: \_\_\_\_\_

an office building. Please provide name of the building: \_\_\_\_\_

other. Please describe: \_\_\_\_\_

## **End of Application**



## APPLICATION - SUPPLEMENTAL

### SIGNS

1. How many signs exist on the property?
  
2. Please provide the size of each existing sign(s), including, length, width and square footage of the sign face, and the height of the sign above grade.
  
3. Provide the length of frontage for every street that the subject property touches.
  
4. How many businesses are located on the property?
  
5. How many signs are proposed?
  
6. Provide the size of each proposed sign(s), including, length, width and square footage of the sign face, and the height of the sign above grade.
  
7. How will the sign(s) be illuminated?

Attach a sign image drawn to scale of the sign you propose. Include color and placement on the building or site.

PDSUP Second Submission	09.11.2020
PDSUP First Submission	07.02.2020
Concept II Submission	05.01.2020
Concept I Submission	01.10.2020

No.	Issue / Revision	Date
Drawn By:		L.K.
Checked By:		L.H.
Plot Date:	September 9, 2020	

Sheet Number  
**SGN-1**  
Sheet Title  
**Signage Plan**

Project Number	File Name
LNA016a	Lindsay Alexandria Signage.dwg

**Alexandria Zoning Ordinance**

ARTICLE IX - SIGNS, MARQUEES AND AWNINGS  
\*Applicable sections from ARTICLE IX have been excerpted for efficiency.

**9-105 - Standards for permitted signs, marquees and awnings.**

(C) *Illumination.* Lighted signs facing and in close proximity to land zoned for residential use shall not be illuminated between 10:30 p.m. and 6:30 a.m. Such signs shall be constructed so that the lighting elements are shielded from view of the residential zone by nontransparent or translucent material or other means designed to eliminate glare.

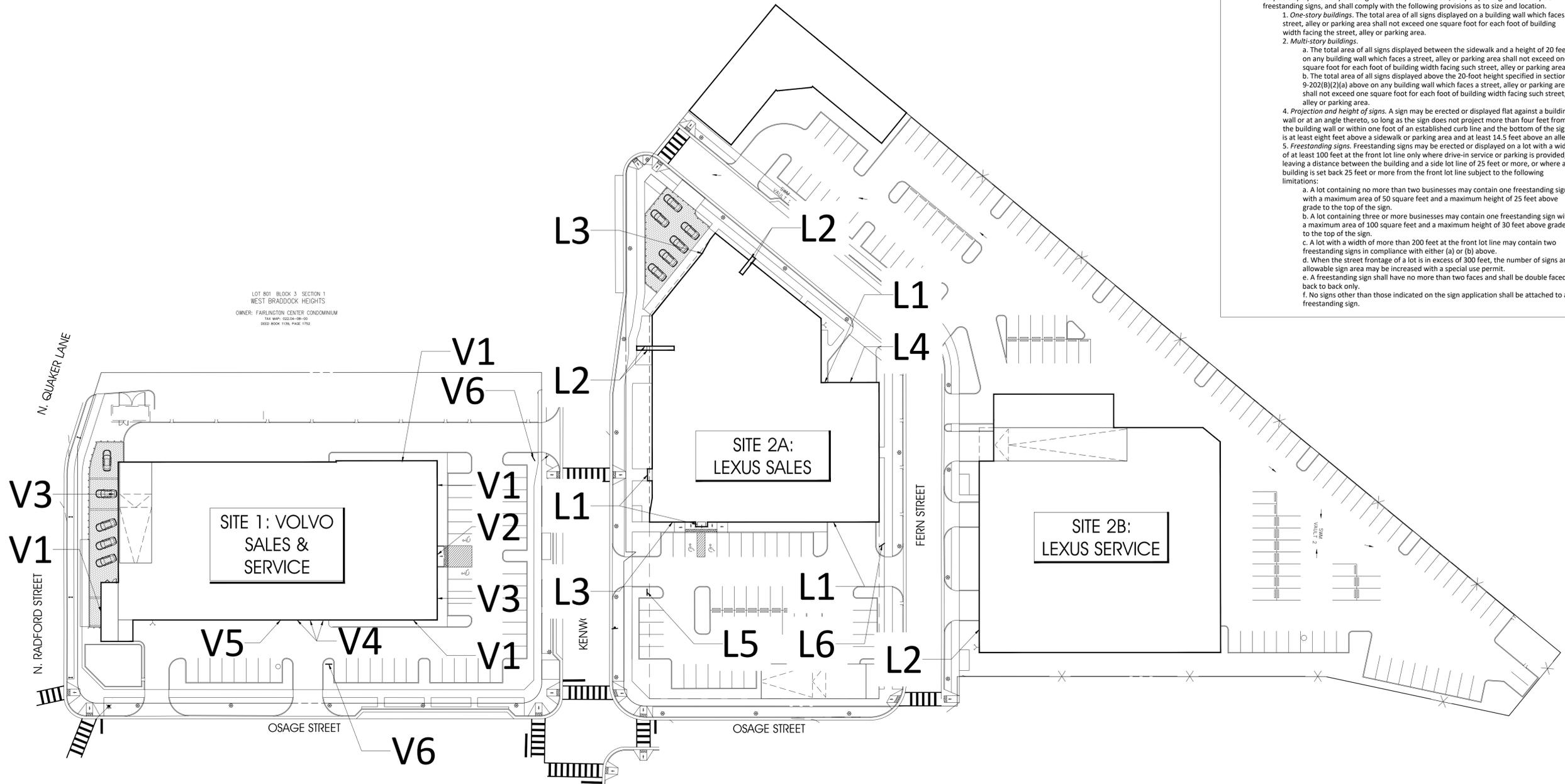
(F) *Coordinated sign program.* As an alternative to signs, marquees or awnings otherwise permitted under this Article IX, signs, marquees or awnings may be permitted in a CDD/Coordinated Development District, or in a unified development more than three acres in size, which contains more than one building, more than one parcel or private streets in accordance with a coordinated sign program approved by special use permit.

1. A proposed coordinated sign program shall include a statement of justification for such program, in addition to information which describes the number, location, size, height, color, material, type of illumination, if applicable, of all proposed signs within the program, as well as the information to be displayed on the signs.
2. A proposed coordinated sign program may be approved if council finds that it provides the same or greater benefits to the public as the sign regulations otherwise applicable.

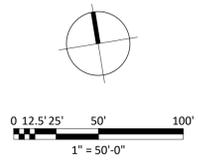
**9-202 - Commercial zones.**

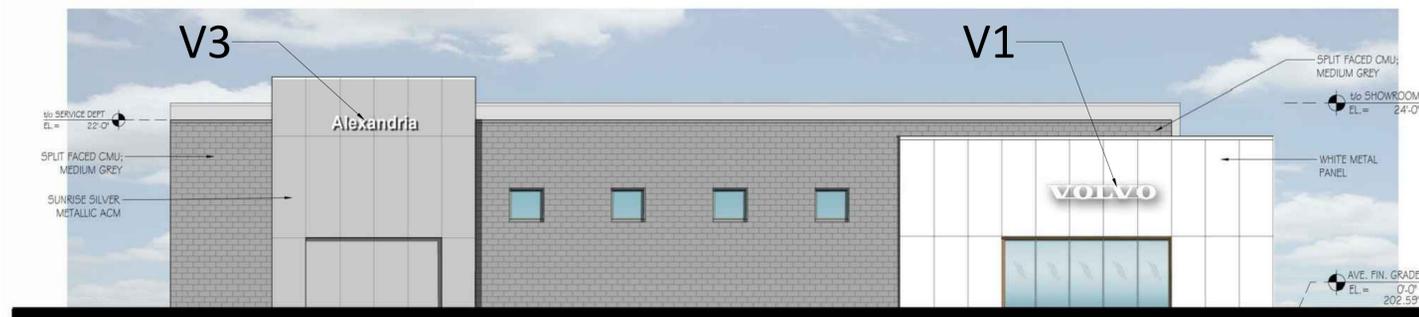
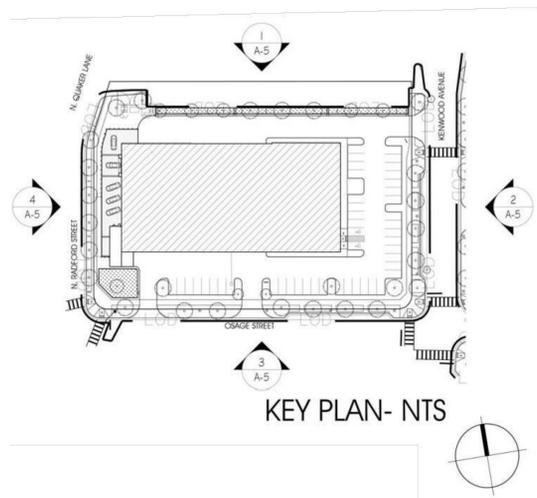
(A) *Size and location limitations.* Signs permitted within a commercial zone under section 9-202(A) may be displayed on any building wall which faces a street, alley or parking area or may be freestanding signs, and shall comply with the following provisions as to size and location.

1. *One-story buildings.* The total area of all signs displayed on a building wall which faces a street, alley or parking area shall not exceed one square foot for each foot of building width facing the street, alley or parking area.
2. *Multi-story buildings.*
  - a. The total area of all signs displayed between the sidewalk and a height of 20 feet on any building wall which faces a street, alley or parking area shall not exceed one square foot for each foot of building width facing such street, alley or parking area.
  - b. The total area of all signs displayed above the 20-foot height specified in section 9-202(B)(2)(a) above on any building wall which faces a street, alley or parking area shall not exceed one square foot for each foot of building width facing such street, alley or parking area.
3. *Projection and height of signs.* A sign may be erected or displayed flat against a building wall or at an angle thereto, so long as the sign does not project more than four feet from the building wall or within one foot of an established curb line and the bottom of the sign is at least eight feet above a sidewalk or parking area and at least 14.5 feet above an alley.
4. *Freestanding signs.* Freestanding signs may be erected or displayed on a lot with a width of at least 100 feet at the front lot line only where drive-in service or parking is provided, leaving a distance between the building and a side lot line of 25 feet or more, or where a building is set back 25 feet or more from the front lot line subject to the following limitations:
  - a. A lot containing no more than two businesses may contain one freestanding sign with a maximum area of 50 square feet and a maximum height of 25 feet above grade to the top of the sign.
  - b. A lot containing three or more businesses may contain one freestanding sign with a maximum area of 100 square feet and a maximum height of 30 feet above grade to the top of the sign.
  - c. A lot with a width of more than 200 feet at the front lot line may contain two freestanding signs in compliance with either (a) or (b) above.
  - d. When the street frontage of a lot is in excess of 300 feet, the number of signs and allowable sign area may be increased with a special use permit.
  - e. A freestanding sign shall have no more than two faces and shall be double faced back to back only.
  - f. No signs other than those indicated on the sign application shall be attached to a freestanding sign.

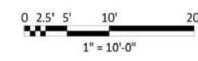
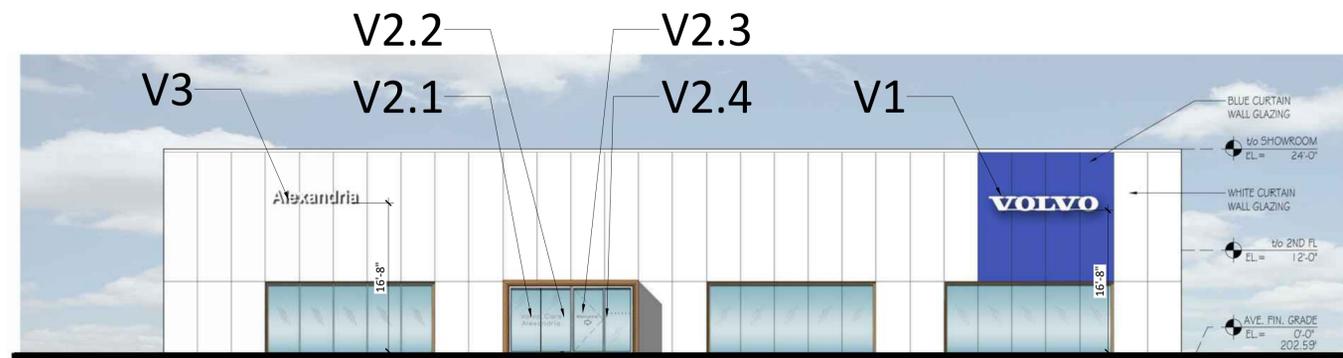
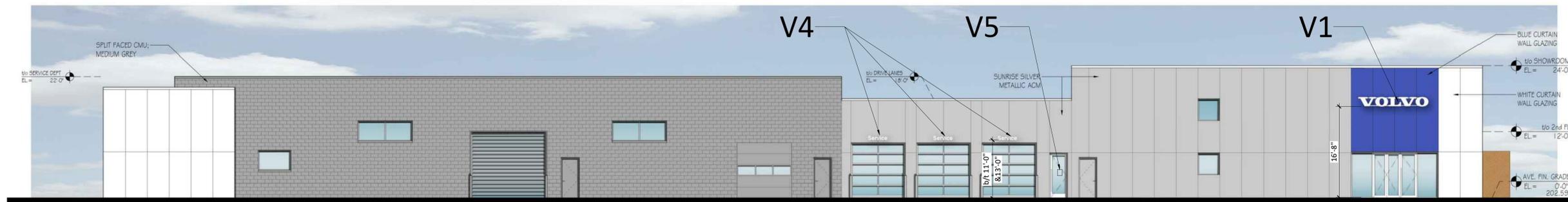


LOT 801 BLOCK 3 SECTION 1  
WEST BRADDOCK HEIGHTS  
OWNER: FARLINGTON CENTER CONDOMINIUM  
TAX MAP: 02254-08-05  
DEED BOOK 1136, PAGE 1752





SITE 1 SIGNAGE INFORMATION			
TAG	QTY	SIGN TYPE	AREA (SQUARE FEET)
V1	4	30" ILLUMINATED CHANNEL LETTERS	21.7 SF x 4 = 86.8 SF
V2.1	1	VINYL FILM	6.3 SF
V2.2	1	VINYL FILM	1.4 SF
V2.3	1	VINYL FILM	0.5 SF
V2.4	1	ETCHED GLASS	2.6 SF
V3	2	30" ILLUMINATED CHANNEL LETTERS	39.9 SF x 2 = 79.8 SF
V4	3	12" ILLUMINATED CHANNEL LETTERS	4.8 x 3 = 14.4 SF
V5	1	VINYL	1 SF
TOTAL BUILDING SIGNAGE			192.8 SF
V6	2	ILLUMINATED DIRECTIONAL SIGN	17.5 SF x 2 = 35 SF
TOTAL SITE SIGNAGE			35 SF



ARCHITECTURE | PLANNING | INTERIORS

8120 Woodmont Avenue  
Suite 750  
Bethesda, Maryland 20814  
p.301.979.7600  
f.301.710.6384

www.penneydesigngroup.com

Lindsay Campus  
Preliminary Development Special Use Permit  
Kenwood Avenue  
City of Alexandria, Virginia

Lindsay Motor Car Company  
Kenwood Ave  
Alexandria, VA 22302

PDSUP Second Submission	09.11.2020
PDSUP First Submission	07.02.2020
Concept II Submission	05.01.2020
Concept I Submission	01.10.2020

No.	Issue / Revision	Date

Drawn By: L.K.  
Checked By: L.H.  
Plot Date: September 9, 2020

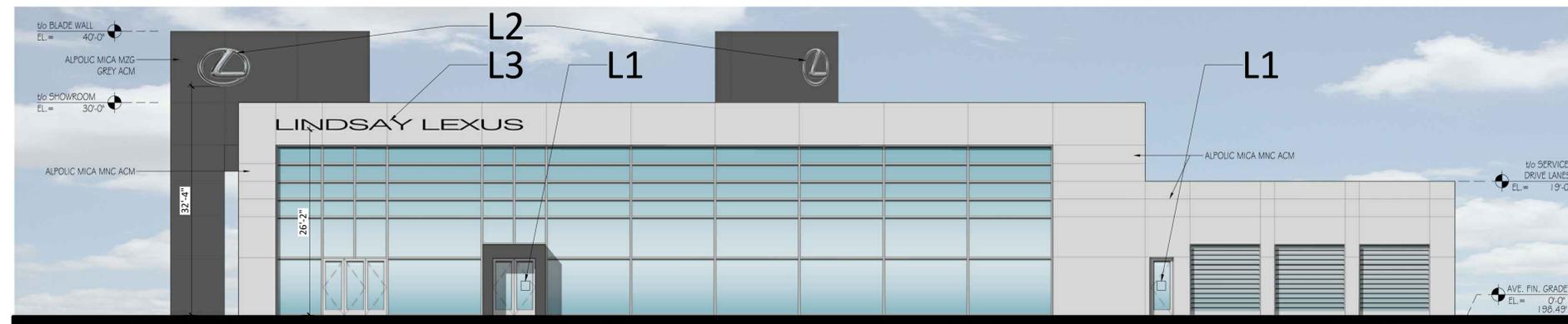
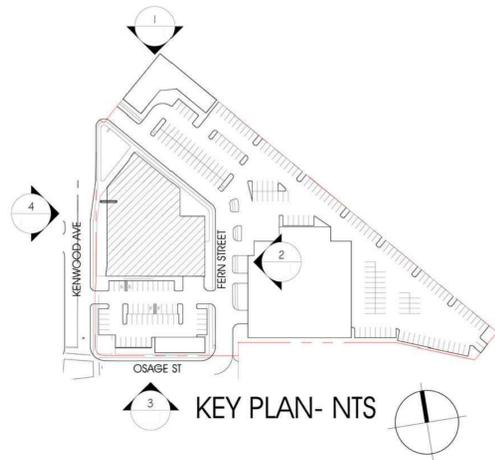
Sheet Number  
**SGN-2**  
Sheet Title  
**Site 1 Signage**

Project Number: LNA016a  
File Name: Lindsay Alexandria Signage.dwg





4- WEST ELEVATION



3- SOUTH ELEVATION



2- EAST ELEVATION



1- NORTH ELEVATION

**SITE 2A SIGNAGE INFORMATION**

TAG	QTY	SIGN TYPE	AREA (SQUARE FEET)
L1	4	VINYL FILM	1 SF x 4 = 4 SF
L2	4	ILLUMINATED SYMBOL	29.8 SF x 4 = 119.2 SF
L3	2	18" ILLUMINATED CHANNEL LETTERS	52.3 SF x 2 = 104.6 SF
L4	1	18" ILLUMINATED CHANNEL LETTERS	28.3 SF
TOTAL BUILDING SIGNAGE			256.1 SF
L5	1	DIRECTIONAL SIGN	14.4 SF
L6	1	DIRECTIONAL SIGN	16.7 SF
TOTAL SITE SIGNAGE			31.1 SF

No.	Issue / Revision	Date
	PDSUP Second Submission	09.11.2020
	PDSUP First Submission	07.02.2020
	Concept II Submission	05.01.2020
	Concept I Submission	01.10.2020

Drawn By: L.K.  
Checked By: L.H.  
Plot Date: September 9, 2020

Sheet Number  
**SGN-4**  
Sheet Title  
**Site 2A Signage**





## [EXTERNAL]Woodbine Street Residents - Concerns about Lindsay Dealership Redevelopment

Bradley Kinder <bradley.kinder@gmail.com>

Sun 12/27/2020 2:19 PM

To: Puskar, M. Catharine <cpuskar@thelandlawyers.com>

Cc: Charles Kent <chuckent@comcast.net>; Russ Bailey <rrussell.bailey@gmail.com>; Amy Burwell <amy.burwell@me.com>; John Fehrenbach <johnfehrenbach@comcast.net>; Amy Krafft <amykrafft@comcast.net>; Kay Stimson <kstimson@me.com>; Justin Wilson <justin.wilson@alexandriava.gov>; PlanComm <PlanComm@alexandriava.gov>; Natalie <natcurls@gmail.com>; Ben Kraut <krautb@gmail.com>; cristidono@gmail.com <cristidono@gmail.com>; zwhbest@gmail.com <zwhbest@gmail.com>; elainecperkins@gmail.com <elainecperkins@gmail.com>

 1 attachments (251 KB)

Woodbine St Community Letter\_Lindsay Redevelopment Plans.pdf;

Dear Ms. Puskar and Mr. Lindsay,

I am writing to communicate the concerns of the residents of Woodbine Street regarding the proposed redevelopment of the Lindsay car dealership in Alexandria, VA. The attached letter describes these concerns and proposed remedies in detail.

Thus far, we have been disappointed by the lack of direct engagement with residents of our street. We only learned of these plans after a story appeared in ALX Now. The dealership's current operations and proposed changes have significant impact on our property values, privacy, and the enjoyment of our community – particularly because we share an alley with the dealership.

We are hopeful, however, from recent communication with Ms. Puskar that a separate community meeting will be held in early January with the residents of Woodbine Street.

Thank you for consideration of these concerns. We look forward to engaging you in the future on the redevelopment plans.

Sincerely,  
*The Residents of Woodbine Street*

---

**DISCLAIMER: This message was sent from outside the City of Alexandria email system. DO NOT CLICK any links or download attachments unless the contents are from a trusted source.**

Michael Lindsay  
Lindsay Automotive Group  
1525 Kenwood Ave.  
Alexandria, VA 22302

Catharine Puskar  
Walsh, Colucci, Lubeley & Walsh  
2200 Clarendon Blvd.  
Arlington, VA 22201

Date: December 27th, 2020  
RE: Lindsay Proposed Redevelopment

Dear Mr. Lindsay and Ms. Puskar,

I am writing to communicate the concerns of the residents of Woodbine Street regarding the proposed redevelopment of the Lindsay car dealership in Alexandria, VA. On December 22<sup>nd</sup>, residents saw a news article in ALX Now about the proposed redevelopment. Shortly thereafter, we learned that two meetings had taken place with the Northridge Citizen's Community Association. To our knowledge, no residents of Woodbine Street were present during these meetings. We are dismayed by the lack of direct engagement with residents of our street. The dealership's current operations and proposed changes have significant impact on our property values, privacy, and the enjoyment of our community – particularly because we share an alley with the dealership.

We are hopeful, however, from recent communication with Ms. Puskar that a separate community meeting will be held in early January with the residents of Woodbine Street. In advance of this meeting, we have collected residents' concerns and comments on current operations and the proposed changes. This letter summarizes these concerns and offers several solutions, which we hope will be considered in conjunction with the redevelopment plans.

In addition to the concerns summarized below, we would like to request frequent, direct communication as the redevelopment moves forward. Ideally, the dealership could designate a community liaison who is knowledgeable about the redevelopment, proactive in communication, and able to effectively and efficiently address our concerns. We believe a strong relationship built on trust and dialogue is essential to a successful, positive coexistence in this community.

Thank you in advance for considering our concerns and remedies below. We look forward to an opportunity to discuss them further.

Sincerely,  
*The Residents of Woodbine Street*

Contact: Brad Kinder, [bradley.kinder@gmail.com](mailto:bradley.kinder@gmail.com), 202-329-8593

CC:  
Northridge Citizen's Association  
City of Alexandria Planning Commission  
Mayor of the City of Alexandria, Justin Wilson  
Alexandria City Council

## **Woodbine Street Residents' Concerns** **Related to Lindsay Proposed Redevelopment**

*Background:* The Residents of Woodbine Street (Residents) hold significant concerns related to Lindsay's proposed redevelopment plan. Woodbine Street is located directly adjacent to the Lindsay dealership. Residents share an alley with the dealership, which is used frequently as a place of recreation, exercise, and play for children. A barbed wire fence, parking lot, patchy greenery, and a red brick building currently abuts the alley on the dealership side. Current conditions at the dealership and proposed changes impact property value, privacy, and enjoyment of our community and private residences. This letter provides the first opportunity for the Resident to voice concern related to proposed redevelopment (Proposal) and construction considerations. It also provides feedback and concerns on current conditions that Residents have noted in the past to the dealership (through Jim Redden) and to the City of Alexandria (through the 311 service or the police). Some of these concerns have been addressed, but many others have not or have only been addressed temporarily. Residents are dismayed by the lack of direct outreach or engagement on the redevelopment plans. The Residents seek an ongoing dialogue with the dealership and the City to address the proceeding concerns and proposed remedies.

***Current Conditions:*** Several current conditions are offered below for Lindsay's consideration for improvement in conjunction with the Proposal.

*Noise:* Current activities impact Residents along the Woodbine Alley related to noise that could be addressed both in the near term and in conjunction with the Proposal.

- Early morning trash trucks/Emptying of dumpster. *Residents have been trying for over a year to stop the 6 am dumpster dropping with no resolution. Residents propose relocating these services away from private residences and/or constructing sufficient noise mitigation.*
- Noise of other car repair services such as painting/spray painting. *Resident's propose relocating these services away from private residences and/or constructing sufficient noise mitigation.*

*Alley Conditions:* Current state of Lindsay owned property detracts from Residents' property value and use of the Woodbine Street Alley that could be addressed in conjunction with the Proposal.

- Sediment runoff from dealership property remains on alley pavement, blocks drainage and creates significant dust in summer and muddy/polluted conditions from fall to winter. *Recommend appropriate re-grading and/or retaining wall should the berm abutting the alley and Lindsay's facilities remain after construction. Residents also note private beautification efforts along the alley should attempt to be preserved if possible.*

- Summer condensation drainage from Lindsay facilities creates pools of water in the alley, contributing to persistent mosquito issues in the alley. *Recommend new facilities drainage not flow into the alley.*
- Graffiti Mitigation. *Residents appreciate Lindsay's effort to combat graffiti in the alley but note, with concern, that installed security cameras may unintentionally impact certain Residents' privacy. Recommend that future facilities, if utilizing security cameras, to the extent possible, not impact Residents' privacy.*

*Chemical use/smell:* Chemical fumes/smell from car repair/painting is a persistent issue in the alley and a health and safety concern. *Residents propose relocating these services away from private residences.*

***Residents' Comment on the Proposal:*** In addition to the above noted recommendations, Residents note the following concerns for Lindsay's consideration related to the Proposal.

*Privacy:* Current plans provided to Residents by file titled "DSUP2020-10019 StaffReport.pdf" (attached to planning commission docket for a Jan. 5 meeting) do not describe with particularity Lindsay's proposed construction along the Woodbine alley. Residents are concerned about the proposed parking facility's view into residences and property, the proposed greenery improvements, and barrier between the newly proposed parking lot and the alley.

- Proposed plans for a three-story parking structure with roof top parking offers a potential significant reduction in privacy for Residents. *Residents seek to better understand design plans for this structure and what privacy mitigations may be available e.g. extra height for alley facing wall to prevent viewing into residences and adjoining property, contiguous wall without windows to prevent viewing into residences and adjoining property, no egress from structure/parking lot into alley.*
- Proposed plans for a PVC 6' privacy fence along the remaining alley will significantly reduce privacy and offer limited noise protection. In addition, it is unclear from the Proposal if pedestrian or vehicular entrance/egress is planned. *Residents urge Lindsay to consider rejecting any entrance/egress plans to the Woodbine alley and following of best soundproofing practices by considering a masonry wall that is sufficiently tall for privacy (greater than 6').*
- The Proposal appears to envision beautification projects. *Residents recommend greenery improvements that incorporate both beautification objectives and furthers privacy of residences along the alley, i.e., tall shrubbery or trees.*

*Beautification:* The Proposal appears to envision beautification and improvements along Kenwood and other outward facing streets but does not address improvements to along the Woodbine alley. *Residents support Lindsay's consideration of beautification along the Woodbine alley that adequately supports and compliments current residents' efforts for beautification while addressing issues identified in the Privacy section of **Residents' Comment on the Proposal** and the Alley Conditions section of the **Current Conditions** section.*

*Opportunity for Residents' input regarding beautification to allow for garden plots, flower beds or other usable space, should the berm abutting the alley be removed/regraded, would be welcome. Residents note that some property owners have engaged in extensive beautification efforts along the alley that benefit all who use the alley and request consideration of preserving such efforts where possible.*

**Construction Considerations:** Construction on the Proposal will have a significant near and mid-term impact on Residents – particularly for those along the Woodbine Alley. Construction considerations including timeline, hours of construction, noise, debris, runoff, hazardous material remediation, dust, and parking will all impact short term property values, safety, and enjoyment of Residents' private property. Residents note the following concerns for Lindsay's consideration related to the Proposal.

*Timeline: Residents seek the overall Proposal's anticipated start and finish date and timelines for specific stages of construction directly impacting Residents, e.g., structure demolition and construction, paving, beautification, installation of privacy fence, etc.*

*Noise: Residents seek the accommodation by Lindsay for set hours of construction restricted to 7AM – 5PM with no construction occurring on weekends. It is also of note that many Residents are currently teleworking. Further, Residents seek to better understand how Lindsay will address potential construction-related violation of the city code for noise.*

*Debris/Dust/Runoff/Hazardous Materials: Residents request to better understand the Proposal's plan to limit the impact of debris, dust, construction/demolition-related runoff, and Hazmat remediation. Given the nature of Lindsay's services provided by their current facilities, Residents are concerned about the presence and leakage of oils, solvents, aerosols, and other potentially hazardous materials, particularly during demolition. Residents request assurances from Lindsay that appropriate measures are or will be in place to prevent impact on the health, safety, and property of owners along the Woodbine alley.*

*Parking: Parking on Woodbine Street does not meet current residential requirements, particularly at the time of this letter due to significantly increased requirement for Residents to work from home. Residents seek to better understand Lindsay's plan for employee parking during the implementation of the Proposal and how it will impact parking on Woodbine Street.*

*Use of Lindsay building for Pizzaiolo: Residents request to better understand the future of this restaurant- an anchor for the Northridge/Kenwood Towers community.*

## Re: Woodbine Street Residents - Concerns about Lindsay Dealership Redevelopment

Puskar, M. Catharine <cpuskar@thelandlawyers.com>

Sun 12/27/2020 5:53 PM

To: Bradley Kinder <bradley.kinder@gmail.com>

Cc: Charles Kent <chuckent@comcast.net>; Russ Bailey <rrussell.bailey@gmail.com>; Amy Burwell <amy.burwell@me.com>; John Fehrenbach <johnfehrenbach@comcast.net>; Amy Krafft <amykrafft@comcast.net>; Kay Stimson <kstimson@me.com>; Justin Wilson <justin.wilson@alexandriava.gov>; PlanComm <PlanComm@alexandriava.gov>; Natalie <natcurls@gmail.com>; Ben Kraut <krautb@gmail.com>; cristidono@gmail.com <cristidono@gmail.com>; zwhbest@gmail.com <zwhbest@gmail.com>; elainecperkins@gmail.com <elainecperkins@gmail.com>

I heard back from Michael Lindsay and we are available for a meeting at 6 pm on Monday the 4th if that works for you. You can send me the names and email addresses or I can forward you the link to share with your Facebook group, whichever works best for you. Let's coordinate tomorrow.

Best,

Cathy

Sent from my iPhone

On Dec 27, 2020, at 5:44 PM, Bradley Kinder <bradley.kinder@gmail.com> wrote:

?

Cathy,

Thank you for your prompt reply! We appreciate the meetings you had with NRCA, and I'm thankful they put us in touch. So many of us have been in touch with the dealership over the years for various issues that we were surprised we hadn't heard about this directly from them. Great news that we'll have another opportunity to engage. Looking forward to it!

Regarding the Woodbine Residents - we have a Facebook group of 54 individuals. This is the group that worked together on the letter. I will gather up the names and emails of those in the group that would like the meeting invitation and get back to you as soon as possible. Many of them are indeed copied in this email.

Best regards,  
Brad

On Sun, Dec 27, 2020 at 2:43 PM Puskar, M. Catharine <cpuskar@thelandlawyers.com> wrote:

Mr. Kinder - thank you for your email. Per our prior email exchange, I am checking with my client to see if we might be able to do a special meeting with you and your neighbors in advance of the Planning Commission hearing.

In order to facilitate the meeting, I note that you sign your letter and email "the residents of Woodbine Street." Can you please provide names and emails of those who join in your concerns so that we can invite them to the meeting? Are they cc'd on this email? Any info would be helpful in making sure we include the right parties.

Also, as you note, we reached out to the Northridge Civic Association, who you also reached out to, as the neighborhood conduit for information regarding this project. They have a very broad reach and do a great job of communicating (as they did by putting you in contact with me after your original email to Mr. Kent) so I am surprised that you and your neighbors did not receive notice of either of the meetings, as our goal is to have maximum participation by interested parties. That being said, we appreciate you sharing your concerns in advance of our meeting and look forward to discussing with you. I will get back to you as soon as I hear from my client.

Best,

Cathy

Sent from my iPhone

On Dec 27, 2020, at 2:19 PM, Bradley Kinder  
<bradley.kinder@gmail.com<mailto:bradley.kinder@gmail.com>> wrote:

?

External Sender. Be aware of links, attachments and requests.

Dear Ms. Puskar and Mr. Lindsay,

I am writing to communicate the concerns of the residents of Woodbine Street regarding the proposed redevelopment of the Lindsay car dealership in Alexandria, VA. The attached letter describes these concerns and proposed remedies in detail.

Thus far, we have been disappointed by the lack of direct engagement with residents of our street. We only learned of these plans after a story appeared in ALX Now. The dealership's current operations and proposed changes have significant impact on our property values, privacy, and the enjoyment of our community - particularly because we share an alley with the dealership.

We are hopeful, however, from recent communication with Ms. Puskar that a separate community meeting will be held in early January with the residents of Woodbine Street.

Thank you for consideration of these concerns. We look forward to engaging you in the future on the redevelopment plans.

Sincerely,

The Residents of Woodbine Street

< Woodbine St Community Letter\_Lindsay Redevelopment Plans.pdf >

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WALSH COLUCCI  
LUBELEY & WALSH PC

M. Catharine Puskar  
(703) 528-4700 Ext. 5413  
cpuskar@thelandlawyers.com

January 5, 2021

Planning Commission  
City Hall  
301 King Street, Room 2100  
Alexandria, VA 22314

Re: Docket Item #12

Dear Members of the Planning Commission:

In response to concerns that have been raised, on behalf of my client, Lindsay Motor Car Company, I am writing to request the following conditions be added to DSUP 2020-1019:

18(b) The Applicant shall increase the height of the fence along the property line from 6' to 8' in height.

18(c) The Applicant shall add three trees on Site 2C as reflected on the Exhibit entitled "Site 2B: Additional Planting Exhibit" prepared by Parker Rodriguez Inc. and dated January 4, 2021.

Thank you for your attention to this matter.

Very truly yours,

WALSH, COLUCCI, LUBELEY & WALSH, P.C.

M. Catharine Puskar

MCP/mnm

ATTORNEYS AT LAW

703 528 4700 ■ WWW.THELANDLAWYERS.COM  
2200 CLARENDON BLVD. ■ SUITE 1300 ■ ARLINGTON, VA 22201-3359

LOUDOUN 703 737 3633 ■ WOODBRIDGE 703 680 4664



**SITE 2B: ADDITIONAL  
PLANTING EXHIBIT**

LEXUS  
SERVICE FACILITY



# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** JANUARY 5, 2021  
**TO:** CHAIR MACEK AND MEMBERS OF THE PLANNING COMMISSION  
**FROM:** KARL MORITZ, DIRECTOR; DEPARTMENT OF PLANNING & ZONING  
**SUBJECT:** DSUP #2020-10019 / LINDSAY COMPANY CAMPUS

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**ISSUE:**

To provide updates and clarifications to the Planning Commission.

**Issues Raised from January 4, 2021 Community Meeting**

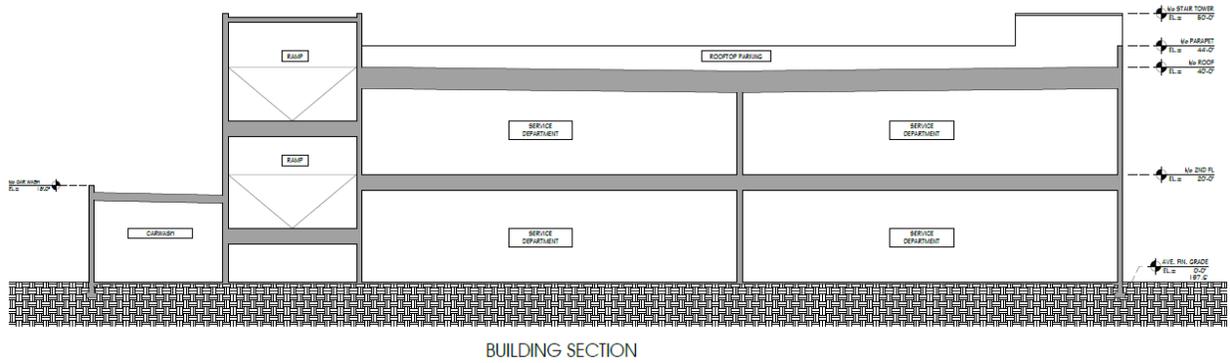
In response to the letter from the Woodbine Residents, dated December 27, 2020, the applicant held a virtual community meeting with the residents along Woodbine and Dogwood Drive at 6:00 pm on January 4, 2021. The meeting reflected the concerns outlined in the December 27th letter and mainly focused on concerns regarding noise from vehicle repair and delivery trucks, privacy and screening, automobile associated fumes, stormwater issues in the adjacent alley, site lighting, and employee and customer parking along Woodbine Street.

In response to these concerns, the applicant has proposed the following new DSUP conditions, which have been outlined the applicant's memo sent to the Planning Commission the morning of January 5<sup>th</sup>:

- *New Condition 18(b): The Applicant shall increase the height of the fence along the property line from 6' to 8' in height.*
- *New Condition 18(c): The Applicant shall add three trees on Site 2C as reflected on the Exhibit entitled "Site 2B: Additional Planting Exhibit" prepared by Parker Rodriguez Inc. and dated January 4, 2021.*

**Lexus Service Facility Height Clarification**

Staff has incorrectly referred to the Lindsay Lexus Service building as "3-stories" in height when it is in fact "2-stories" in height. The first floor of the building will contain service bays and storage as well as a 1-story car wash facility. The second floor of the building will contain service bays and storage. The rooftop, which has incorrectly been referred to as a third floor, will contain rooftop parking with a 6' parapet wall. The stairwells and vehicle ramp will extend about 10' from the base of the base of the rooftop. Please see the diagram on the next page for reference.



The staff report for the City Council will be updated with changes denoted in underline and bold. For example, “**text**”. Staff will also update the City Council staff report to reflect the neighborhood meeting that occurred on Monday, January 4, 2021.

**Zone Transition Modification Clarification**

The applicant is requesting a modification to the zone transition setback as part of the DSUP request. Staff would like to clarify that the zone transition modification is for the Lexus Service Building (Site 2B) south zone transition line, **only**. The required zone transition setback for both the south and west is equivalent to the height of the building, which is 50’. While the west side of the 2-story Lexus Service Building meets the requirement at a setback of about 52’, the south side setback at approximately 21.5 feet, does not. It is pertinent to note that the existing 2-story garage (to be removed) also does not meet the zone transition setback requirement.



**[EXTERNAL]1/5 Docket #12 DSUP2020-10019 - Lighting Request**

mo <isawmogo@yahoo.com>

Tue 1/5/2021 2:03 PM

To: PlanComm <PlanComm@alexandriava.gov>

Planning Commission -

Request a briefing with illustrations on the lighting plan with metrics, lighting scheme and materials be shared with the Woodbine St residents prior to final approval for our understanding and input.

Reference Document: DSUP-2020-10019

VIII. Staff Recommendations

A. Site Plan Items 6., 7., and 8.

Thank You,  
Maureen Mancias  
1432 Woodbine St  
Alexandria VA 22302  
703.989.3554

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DO NOT CLICK any links or download attachments unless the contents are from a trusted source.**

Planning Commission  
City of Alexandria, VA

RE: Development Special Use Permit #2020-10019

Dear Members of the Planning Commission for the City of Alexandria,

We, the residents of Woodbine Street (Residents), are writing regarding the Development Special Use Permit #2020-10019, the Redevelopment of the Lindsay auto sales and service facilities. Residents recently submitted a letter to Ms. Puskar and Mr. Lindsay regarding our concerns related to the current operation of the Lindsay facilities and the proposed redevelopment. The letter is included as an attachment to the docket for this evening's (Jan 5<sup>th</sup>) planning commission meeting. We share an alleyway with the Lindsay facilities; therefore, current conditions and proposed changes impact property value, privacy, and enjoyment of our community and private residences.

After submitting the letter with our concerns, Ms. Puskar, Mr. Lindsay, and their team held a community webinar on January 4<sup>th</sup> to discuss these issues and answer our questions. We greatly appreciated this opportunity and their effort to engage us directly – in addition to their proposed change to the fence height from 6 ft. to 8 ft. between the future Lindsay facility and the alleyway.

A few issues remain in which we'd like to ask for assistance from the planning commission and from Ms. Puskar and Mr. Lindsay:

1. **Construction:** Residents request continued, direct engagement with Ms. Puskar and Mr. Lindsay to improve understanding of measures to mitigate the impact of debris, dust, construction/demolition-related runoff on adjacent residences in addition to rodent control measures and Hazmat remediation.
2. **Light Pollution:** Residents request review of and ability to provide input into the lighting plan before lighting is installed to mitigate light pollution.
3. **Tree Planting:** Residents would like to see more trees planted adjacent to the fence line **on the Lindsay property**. Although Lindsay may need to give up several parking spaces, we think the benefits to the community would be substantial.
4. **Alleyway beautification:** Since the alleyway and berm that abuts the applicant's property is city-owned, residents ask that the City Arborist and/or City Landscape Architects assist in landscaping and beautifying the alleyway. Residents are willing and able to participate in this effort and hope Lindsay could provide financial support. We ask the planning commission for specific contacts at relevant departments such as contacts at Transportation and Environmental Services that can assist in this effort.

Thank you for the opportunity to express our concerns. We look forward to continuing to work with the Planning Commission, Ms. Puskar, and Mr. Lindsay as this project moves forward.

Sincerely,

The Residents of Woodbine Street (DSUP2020-10019 Site Plan, Pg4 "C3.00" Adjacent Owner Information)

Contact: [bradley.kinder@gmail.com](mailto:bradley.kinder@gmail.com)

# Lindsay Campus

January 5, 2021







**LINDSAY CAMPUS**

ALEXANDRIA, VA

**SITE 2B: ADDITIONAL  
PLANTING EXHIBIT**

LEXUS  
SERVICE FACILITY



**PARKERRODRIGUEZ, INC**

JANUARY 04, 2021 Landscape Architecture | Urban Design | Planning



6' SCREEN FENCE  
PVC or Approved Equal

**LINDSAY CAMPUS**

ALEXANDRIA, VA

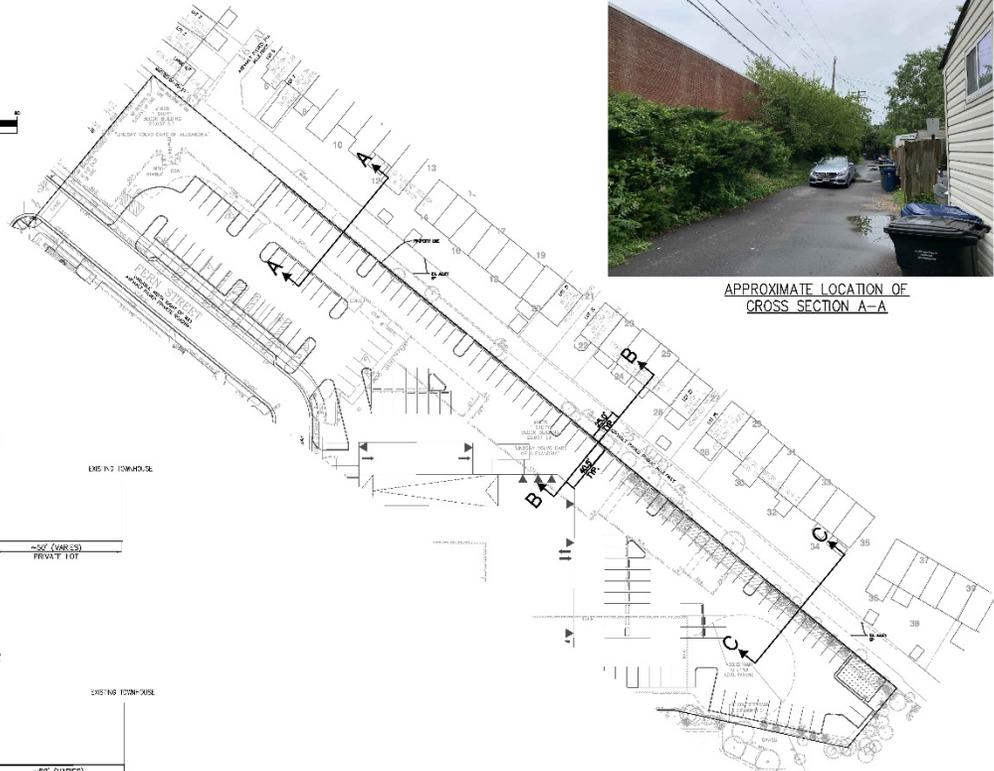
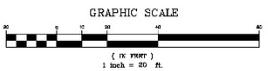
**SITE 2B: SCREENING EXHIBIT**

LEXUS  
SERVICE FACILITY

**PARKERRODRIGUEZ, INC**

JANUARY 04, 2021 | Landscape Architecture | Urban Design | Planning

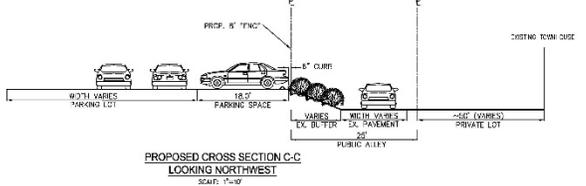
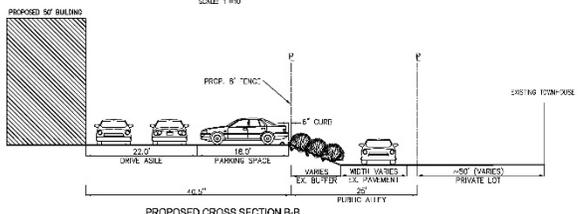
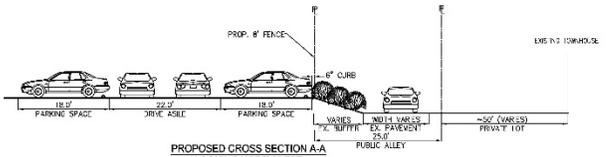




APPROXIMATE LOCATION OF CROSS SECTION A-A



APPROXIMATE LOCATION OF CROSS SECTION C-C



DESIGN ENGINEER / SUPERVISOR

**Bowman CONSULTING**

1380 S. GREEN VALLEY DRIVE, SUITE 200  
ALEXANDRIA, VA 22304  
PHONE: (703) 487-1270  
WWW.BOWMANCONSULTING.COM

SCALE: AS SHOWN

DATE: JANUARY 2021

PROJECT: LINDSAY CAMPUS

SHEET: 01

REVISION APPROVED BY

NO.	DESCRIPTION	DATE	BY	APPROVED	DATE

**LINDSAY CAMPUS**

**FINAL SITE PLAN**

CITY OF ALEXANDRIA, VIRGINIA

**SHEET NAME: ALLEY CROSS SECTIONS**

APPROVED SPECIAL USE PERMIT NO. 05SUP#2020-100119

DEPARTMENT OF PLANNING & ZONING

DIRECTOR DATE

DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES

SITE PLAN No. \_\_\_\_\_

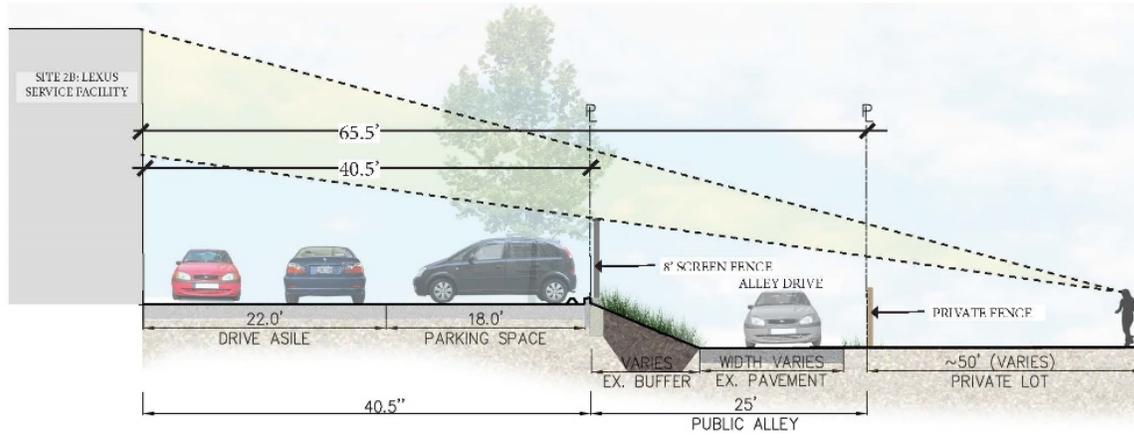
DIRECTOR DATE

CHARLENE PLANNING COORDINATOR DATE

DATE RECORDED \_\_\_\_\_

INSTRUMENT NO. DEED BOOK NO. PAGE NO.

ESI Peer Review



8' SCREEN FENCE  
PVC or Approved Equal

**LINDSAY CAMPUS**

ALEXANDRIA, VA

**SITE 2B: SCREENING SECTION**

LEXUS  
SERVICE FACILITY

**PARKERRODRIGUEZ, INC**

JANUARY 04, 2021 | Landscape Architecture | Urban Design | Planning

