



**Docket Item # 6**

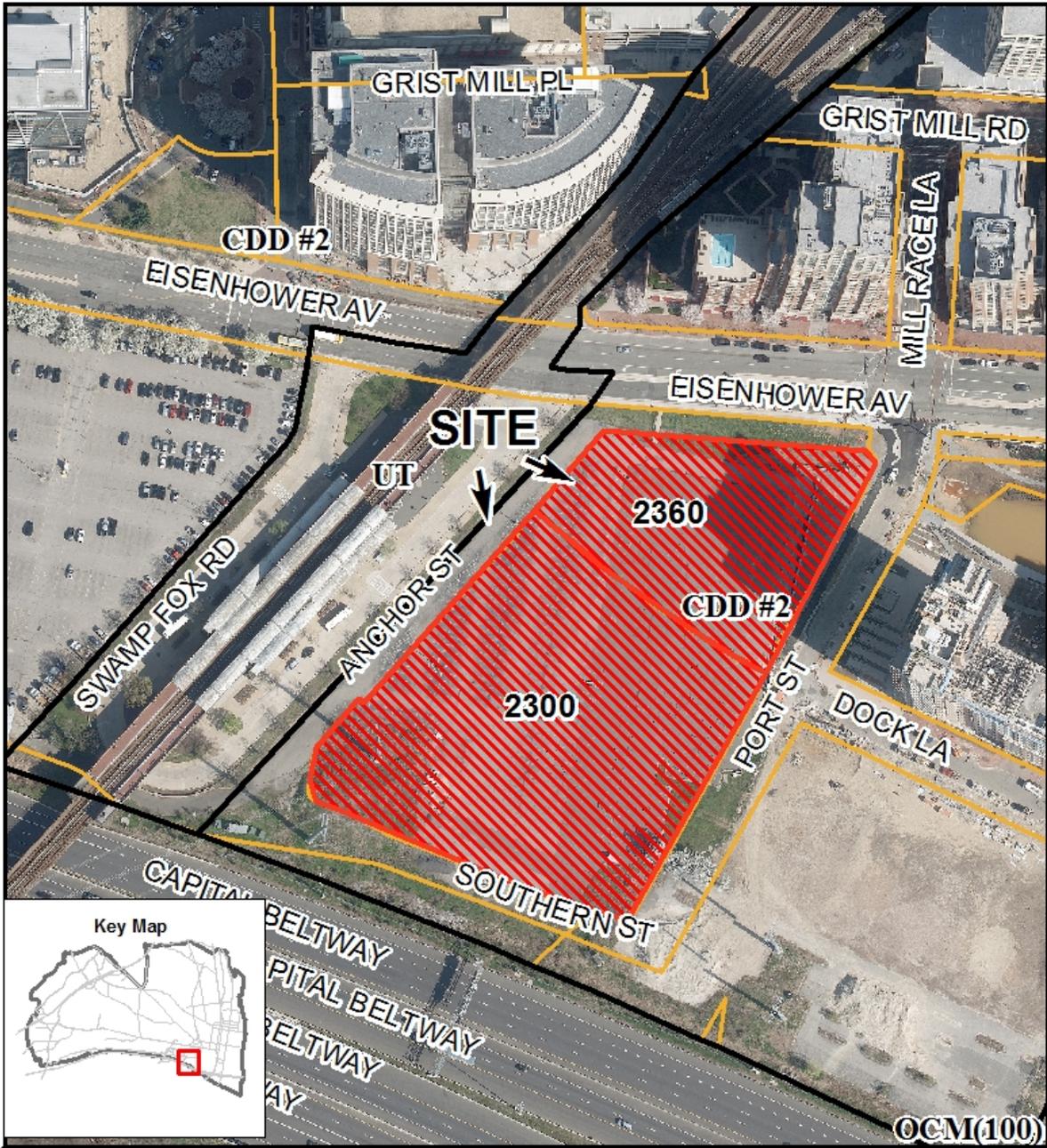
**Development Special Use Permit #2016-0012**

**2360 Eisenhower Avenue & 2300 Dock Lane - EESAP Blocks 11 & 12 Extension**

<b>Application</b>	<b>General Data</b>	
<b>Project Name:</b> Eisenhower East Blocks 11 & 12 (Hoffman)	<b>PC Hearing:</b>	April 6, 2017
	<b>CC Hearing:</b>	April 22, 2017
	<b>If approved, DSUP expiration:</b>	April 22, 2020 (36 months)
	<b>Site Area:</b>	Block 11: 126,010 sf (2.89 ac) Block 12: 59,653 sf (1.37 ac)
<b>Location:</b> 2360 Eisenhower Avenue and 2300 Dock Lane	<b>Zone:</b>	CDD#2
	<b>Proposed Use:</b>	Residential & Retail
	<b>Gross Floor Area:</b>	Block 11: 674,259 sf Block 12: 641,964 sf Total: 1,317,304 sf
<b>Applicant:</b> Hoffman Company, LLC by Kenneth Wire, McGuireWoods LLP	<b>Small Area Plan:</b>	Eisenhower East
	<b>Green Building:</b>	LEED Certified or 1 Green Globe (& min. 40% of possible Green Globes points)

<b>Purpose of Application</b>
Approval of a three-year extension for a previously approved Development Special Use Permit, DSUP #2013-0008 for two blocks in the <i>Eisenhower East Small Area Plan</i> area.

<b>Special Use Permits, Modifications, and other Approvals Requested:</b>
1. Development Special Use Permit with Site Plan Stage 2(DSUP 2016-00012) 2. SUP for affordable housing density bonus per Section 7-700 3. SUP for increased penthouse heights and additional penthouses 4. Modifications to building setback to building height ratio, landscape guidelines and compact parking space ratio.
<b>Staff Recommendation: APPROVAL WITH CONDITIONS</b>
<b>Staff Reviewers:</b> Gary Wagner, <a href="mailto:gary.wagner@alexandriava.gov">gary.wagner@alexandriava.gov</a> Rob Kerns, <a href="mailto:robert.kerns@alexandriava.gov">robert.kerns@alexandriava.gov</a> Stephanie Free, <a href="mailto:stephanie.free@alexandriava.gov">stephanie.free@alexandriava.gov</a>



**Development Special Use Permit  
#2016-0012 - 2360 Eisenhower  
Avenue & 2300 Dock Lane**



## **I. SUMMARY**

Staff recommends **approval** of an extension for Eisenhower East Blocks 11 and 12 (DSUP2016-00012) for an additional three years. The applicant, Hoffman Company, LLC, is requesting approval of an extension of the previously approved Development Special Use Permit (DSUP2013-0012) and associated applications for a proposed mixed-use, residential and commercial development. This is the second extension of the DSUP; the first extension was approved by the City Council on June 15, 2013. The applicant was unable to start construction of the development within the required timeframe due to financial constraints and the larger economic situation. The Hoffman Company is currently in discussions to sell Blocks 11 and 12 to another entity.

This application does not need an extension of the approved Master Plan Amendment for increased building height and density, the CDD Concept Plan, the TMP, the encroachment for a transformer vault in the Port Street right-of-way, or the street naming cases, which were part of the original approval, because they have no expiration. The following is a summary of the approvals needed for the extension application:

1. Development Special Use Permit with Site Plan (Stage 2);
2. SUP for affordable housing density bonus per Section 7-700;
3. SUP for increased penthouse heights and additional penthouses;
4. Modifications to building setback to building height ratio, landscape guidelines and compact parking space ratio.

All of the above were approved with the original DSUP application and with the extension approved by City Council in 2013. The original staff report (DSUP2009-0004), as well as the previous extension report (DSUP2013-0012) are attached for reference. Some of the benefits that will be provided with this proposal, as outline in the original staff report, consist of:

- This development is an important part of achieving the vision for the Eisenhower East Small Area Plan as a high density, transit-oriented area with a significant system of integrated open spaces.
- The heights of the three towers and architectural design of this project will define Alexandria's skyline as it will be among the tallest buildings in the Washington, D.C. region.
- The mix of high-density residential and retail uses, including approximately 1,200 dwelling units and approximately 67,000 square feet of total retail - with a potential 50,000 square-foot grocery store - is appropriate near a Metro station and will help to maximize transit usage.
- This development creates four new streets that will contribute significantly to creation of an urban grid system in the East Eisenhower area.

- In conjunction with this project, there will be a major renovation of the Eisenhower Metro Station, including reconfigured and consolidated bus facilities, relocation of the Kiss & Ride lot, better taxi, shuttle and car-share spaces, and upgraded paving and canopies. The applicant is required to implement the bus loop improvements; however, the City may construct the bus loop, as well as implementing the station improvements using Federal and State grant funds, and be reimbursed by the applicant prior to occupancy of either block. See amended conditions related to the bus loop improvements.
- A new open space plaza immediately north of the Metro station entrance (where the current Kiss & Ride lot is located) will be created as part of this proposal. The expanded Eisenhower Station Square, as it is called, will be a key node for public gatherings in Eisenhower East and will complement the Eisenhower Metro transit hub. The costs for the design and construction of this portion of the project are being shared by the City and the applicant.
- This project is proposing over 50,000 square feet (which equates to over 50 units) of new affordable housing units and significant monetary contributions to the City's Housing Trust Fund.
- This project will achieve green building certification levels of LEED Certified or 1 Green Globe (attaining a minimum of 40 percent of the total possible Green Globes points).

## **II. BACKGROUND**

### *Site Context*

Blocks 11 and 12 are located in the Coordinated Development District (CDD#2) zone, on the south side of Eisenhower Avenue, adjacent to the Eisenhower Avenue Metro station, which is west of the site. Blocks 19 and 20 are located to the east of the subject property. Block 19, owned by Paradigm Development Company, has been constructed with a new high-rise building consisting of 505 dwelling units, and is now occupied. Block 20 is the former site of the American Trucking Association (ATA) office building, which has been demolished. To the south of the site is a Dominion Virginia Power easement with high-tension power lines, and the Capital Beltway (I-495). The site is currently a large, vacant surface parking lot.

### *Project Description*

The development proposal for Blocks 11 and 12 includes the construction of two mixed-use buildings with three towers and five levels of below grade parking. The project was previously approved for approximately 1,200 dwelling units and 67,000 square feet of retail, including a potential grocery store on Block 11. The project also includes over 50,000 square feet of new affordable housing and a significant contribution to the City's Housing Trust Fund. In conjunction with this project, there will also be a major renovation of the Eisenhower Metro Station and a new open space plaza on the north side of the station.

Block 11 consists of one building with two residential towers and a grocery store at the ground level for a total of approximately 675,000 total square feet. The east tower will be approximately 22 stories and the west tower, adjacent to the Eisenhower Avenue Metro Station, will be approximately 31 stories. In addition to the below grade parking, a 150-space surface parking lot on Block 11 is proposed in conjunction with the proposed grocery store use. This surface parking lot is located within a Dominion Virginia Power easement with major transmission lines, and thus no building can be located in this area.

A 28 story residential tower is proposed on Block 12 consisting of approximately 642,000 square feet with approximately 17,000 square feet of retail space on the ground floor level, mostly facing Eisenhower Avenue.

Framing the new blocks will be several new streets for the development. Dock Lane and Southern Street will run east and west, while Anchor Street and Port Street will run north and south, forming the two new blocks. Anchor Street will be constructed between the site and the Metro station, with a mid-block pedestrian connection from Dock Lane providing access to the station. Hoffman Company will construct the three new streets that form Blocks 11 and 12. The north portion of Port Street has been constructed by the adjacent Paradigm development on Block 19, and is operational.

### **III. STAFF ANALYSIS**

The applicant is not proposing any architectural or site related changes to the previously approved DSUP with this extension request. Staff is recommending several changes to the conditions in order to be more consistent with current City Policies, standard conditions, and code requirements. Below is a summary of the main changes:

#### ***Eisenhower East Small Area Plan:***

With no proposed changes to the previously approved Development Special Use Permit, except for changes to update standard conditions and other conditions related to timing of the Eisenhower Station improvements, the DSUP remains in conformance with the current Eisenhower East Small Area Plan. A portion of the Plan is currently under study for the conversion of three (3) blocks to other uses: Blocks 4&5 from office and residential to retail and residential; Block 6A from office to residential; and Block 20 from office to residential and hotel. A larger Plan review is anticipated to be undertaken in 2020 that will include the remaining blocks in the Plan. If Blocks 11 & 12 are not constructed by that time, they would be included in the larger, overall Plan study.

#### ***Eisenhower Station Improvements:***

- Staff is recommending adjusting language to Condition 4. regarding the improvements to the Eisenhower Metro station, including the construction of the bus loop and realignment of Swamp Fox Road, pursuant to the Memorandum of

Understanding between the City, WMATA and Hoffman. The current condition requires the applicant to construct the bus loop prior to occupancy of the first building. As this is the second extension for the project, the originally anticipated schedule for construction of these improvements was not met. City staff are concerned that Federal and Commonwealth funding earmarked for the project could be lost if the improvements are not completed as soon as possible. Federal and Commonwealth funds have been earmarked for this project since 2007. Therefore, a new condition has been added that now requires the applicant to design and gain approval of the bus loop from WMATA and the City. The City will then construct the bus loop using the Federal and Commonwealth funds. The applicant will reimburse the City the cost of construction of the bus loop prior to the issuance of the first certificate of occupancy for either building.

- If the City does not receive the funding, the applicant will then be responsible for constructing the bus loop within 6 months of obtaining approval from WMATA and the City, and will be required to complete the bus loop within one year of the commencement of construction.

#### ***Eisenhower Metro Plaza:***

- Federal and Commonwealth funding, mentioned above, also covers the cost of construction for the new Metro Plaza fronting on Eisenhower Avenue, and is in jeopardy of being lost if construction is not started soon. The plaza design was approved by City Council with the original DSUP, and is an integral part of the overall Station improvements. With the original approval, the intent was to relocate the General Eisenhower statue from the traffic circle at Holland Lane to the plaza as a major public art contribution and focal point. The relocation of the statue to the Metro Station was mentioned in the Eisenhower East Small Area Plan. Subsequent to the original DSUP approval in 2010, Norfolk Southern Railroad transferred all open space in Carlyle to the Carlyle Community Council (CCC), including the green area and statue in the traffic circle. Condition 11 of the DSUP requires the applicant to relocate the statue to the Metro Plaza. Staff has provided additional language to this condition that allows for the statue to be relocated to the plaza, contingent upon successful execution of an agreement between the Carlyle Community Council (CCC) and the City. In the event that the CCC does not agree to donate the statue to the City, some other public art will be required in that location.

#### ***Housing:***

- Consistent with the conclusions of the Developer's Housing Contribution Policy Work Group (DHCPWG), the applicant agreed to provide a voluntary cash contribution in the amount of \$3,333,151 to the Housing Trust Fund as part of the 2010 DSUP approval. The applicant's proposal also utilized bonus density as permitted under Sec. 7-700 of the Zoning Ordinance and included 56 on-site affordable rental units affordable to households earning 60% of the area median

income. During the applicant's first extension request in 2013, only one amendment was made to the Housing conditions to extend the term of affordability of the set-aside units from 30 to 40 years.

Since that time, the City has revised its policies in coordination with NVBIA and NAIOP regarding affordable housing contributions as they relate to second extension requests. If an applicant requests a second extension, the City's policy is now to update the affordable housing contribution using the rates current at the time the extension application is accepted for review. (No adjustments are made to the affordable housing contributions during first extension requests.) This policy change amends the housing contribution to \$4,496,776<sup>1</sup>. If construction of Blocks 11 and 12 is phased, the applicant will make payments and provide affordable units corresponding to each phase. City staff notes that the applicant may choose to utilize the optional parking reductions for affordable housing, as allowed by the current conditions; the cost savings associated with this reduction would help offset the increase in the housing contribution.

Several other amendments have also been proposed to the conditions to bring them into conformance with new or updated City housing policies. These include a clarification on what occurs when a resident in an affordable unit becomes over-income and a change to the maximum parking fees charged to residents of the affordable units for the first parking space; these fees are proposed to be capped at the cost of the sticker and management fee. New proposed conditions would ensure residents of the affordable units have access to all amenities offered in the development and are not charged more than 15% of their rent on non-refundable fees, excluding application and pet fees. New conditions also require the applicant to list the affordable units in an online housing search database sponsored by the Virginia Housing Development Authority and to notify the Office of Housing of the availability of the units 45 days prior to leasing.

***Stormwater Management:***

- The project obtained coverage under the state Construction General Permit from the Virginia Department of Environmental Quality prior to July 1, 2014. Therefore, the project is subject to the old technical criteria using the impervious cover conditions found in Worksheets A, B and C, as applicable, to include the Alexandria water quality volume default. The project shall remain subject to these technical criteria for two additional permit cycles, until July 1, 2029. After such time, portions of the project not under construction shall become subject to

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<sup>1</sup> The 2010 housing contribution was based on the DHCPWG contribution rates set in 2005. The amended contribution reflects the following adjustments: the contribution on commercial gross floor area was increased from \$1.50 per square foot to \$1.92; the contribution on Tier 1 residential rental gross floor area was increased from \$1.50 per square to \$2.56; and the contribution for Tier 2 residential gross floor area was increased from \$4.00 per square foot to \$5.13

any new technical criteria adopted locally at that time. Additionally, the previously approved Stormwater Pollution Prevention Plan (SWPPP), to include the coverage letter, must be submitted to the City for further review and approval prior to release of the final site plan. If changes to the project's stormwater management plan or the SWPPP necessitates in depth review by staff, the project will be required to submit a 'modification fee' payment to the City.

***Sewer Tap Fees:***

- The Code Requirement section of the conditions has been amended to reflect the current fee structure (See C-14 under T&ES). The ordinance allows for one extension without revising the connection fee, but since this is the applicant's second extension, the new rates would apply unless the applicant pays the sewer connection fees prior to the extension being approved. The sewer connection ordinance was passed in May 2013 and the first extension was approved on June 15, 2013, so that extension counted as the one extension without revising the fee.

#### **IV. COMMUNITY**

The property has been posted with public notice signs announcing the proposed extension request. Additionally, notification has been sent to all adjacent property owners with information about the proposal, hearing dates and contact information. Neither staff nor the applicant have received any comments from the community. The request will be presented to the Federation of Civic Associations at its regular March 2017 meeting.

#### **V. CONCLUSION**

Staff recommends **approval** of the requested extension of three years for Blocks 11 and 12, subject to compliance with the Amended Conditions of Approval section below.

#### **VI. STAFF RECOMMENDATIONS**

*Added Conditions:* A4jj(i), A4jj(ii), B11d, B12g, G60.A, G60.B, G60.C, G60.D, K69m, K69n, L75e, L75f, L81.A, L86.A, N89.A, S115f, S115.A, W130g, W130h

*Amended Conditions:* VI3, A4c, A4jj, B9, B11, B15.B, C25, G49, G52, G53, G54,G56, G57, G58, G59, H64, L74, L75a, L75b, L76, L76a, L76b, L80, L81, L82, L85, L86, L89, R, R104, R111, R112, S113, S115c, S115e, T117

*Deleted Conditions:* L75d, O94, V128

*Satisfied Conditions:* VII

*T&ES Code Requirements Amended: C-2, C-3, C-4, C-5, C14*

*Fire Department Code Comments: Section Added*

*Code Administration Findings Added: F-1*

*Code Administration Code Requirements Amended: C-1, C-2, C-3, C-4, C-5, C-6, C-7, C-9*

*Code Administration Code Requirements Deleted: C-10, C-11, C-12*

Amended and new conditions are underlined. Deleted conditions are ~~stricken~~.

1. **CONDITION SATISFIED** ~~The final site plan for Blocks 11 & 12 shall not be released until the successful execution of a three party agreement between Hoffman, the City and WMATA regarding the Eisenhower Station Improvements, Bus Loop Improvements, and Expanded Eisenhower Station Square, including the transfer of 63,905 sf (1.467 acres) of property from WMATA to the City for construction of necessary infrastructure. (P&Z)(T&ES)(RP&CA)(PC)~~
2. The final site plan shall be in substantial conformance with the preliminary plan originally submitted on dated 10/22/09, as amended by the applicant's replacement architectural and civil drawing sheets dated 11/05/09 and landscape drawing sheets dated 11/06/09 (the November 5, 2010 Preliminary Plan) with the changes to the building design reflected in the building design submission packages dated February 16, March 16 and March 23, 2010 and comply with the following conditions of approval. (P&Z) (PC)
3. **CONDITION AMENDED BY STAFF:** The applicant is responsible for obtaining agreements for the dedication of all public rights-of-way, except in regard to the ~~WMATA right of way noted in Condition 1 and~~ VDOT right-of-way noted in Condition 4. ~~In the first case, it shall be the responsibility of the City, and in the latter~~ The City and the applicant will work jointly to obtain agreements for these dedications. Agreements for the dedication of all public rights-of-way must be reached prior to the release of the final site plan. The deeds of dedications shall be recorded prior to the release of the first certificate of occupancy for either Block 11 or 12.

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

4. Provide the following pedestrian improvements as shown in the preliminary plan or referenced attachments to the satisfaction of the Directors of P&Z, RP&CA and T&ES:\*\*\*
  - a. Subject to the overall construction phasing plan referenced in Section L of this document, complete all pedestrian improvements prior to the issuance of the first temporary or permanent certificate of occupancy permit.
  - b. Install ADA accessible pedestrian crossings serving the site.

- c. **CONDITION AMENDED BY STAFF:** All brick sidewalks within the public right-of-way shall comply with the City's Memo to Industry 05-08. ~~If an alternate design for the brick sidewalks that incorporates a City standard concrete portion is developed by the City prior to release of the final site plan, this design shall be required for Eisenhower Avenue, Port Street and Anchor Street shall be constructed per City Standard hybrid sidewalk detail.~~
- d. Sidewalks shall be flush across all driveway crossings.
- e. All newly constructed curb ramps shall be concrete with detectable warnings 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, including future Port Street crossings, shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
- g. Provide and install pedestrian actuated in-roadway warning lights or MUTCD approved rectangular rapid flash beacons for the mid-block Anchor Street pedestrian crossing connecting to Block 11.
- h. Provide colored and imprinted concrete pedestrian crosswalks for all crossings within the public right-of-way, except at the intersection of Southern Street and Port Street, which shall be thermoplastic. Concrete crosswalks shall be H20 loaded and shall have 6" white lines on the outside edges of the concrete. All crosswalks shall be 10' wide.
- i. Crosswalks on Dock Lane shall be installed and maintained by the applicant.
- j. Thermoplastic crosswalks shall be standard, 6" wide white parallel lines with reflective material, 10' wide between interior lines.
- k. Remove the northern crosswalk on Block 12 located at the Anchor Street and Dock Lane intersection, including the portion crossing the bus loop road.
- l. Shift the crosswalk on Block 11 located at the Anchor Street and Dock Lane intersection to the south – including the portion crossing the bus loop road – in order to provide additional stacking room for buses.
- m. Provide a decorative fence and densely planted shrubbery in the Anchor Street median to guide pedestrians to designated pedestrian crossings.
- n. Provide special paving patterns to designate entrances per the *Eisenhower East Design Guidelines* in sidewalk areas outside of the public ROW.

***Eisenhower Avenue:***

- o. Revise spacing of street trees along Eisenhower Avenue to be 25-foot on-center in compliance with the *Eisenhower East Design Guidelines*.
- p. Subject to the maximum right-of-way dedication specified in CDD#2005-0002 Condition #22 which states: "67' south of the centerline shown on DSUP98-0042 shall be provided by Applicant," the applicant shall design and construct 16' of pavement (11' lane, 5' bike lane), curb and gutter, bump outs and an 18' wide sidewalk along the frontage of Block 12 in accordance with the City's Eisenhower East Small Area Plan and Sheet 13 of final site plan #2.

- q. Update the internally illuminated street name signs at the intersection of Eisenhower Avenue and Mill Race Lane to include both Mill Race Lane and Port Street on the signs facing Eisenhower Avenue.

***Port Street:***

- r. The minimum width of the sidewalk along Port Street shall be per the preliminary plan except at the southeast corner of Block 11 which shall be 10 feet (5 feet unobstructed) per ATTACHMENT A.
- s. Condition satisfied.
- t. Condition deleted.
- u. Prior to the issuance of the first certificate of occupancy for Block 11 or Block 12, Port Street shall be constructed, operational and dedicated to the City in accordance with CDD#2005-0002 Condition #23.\*\*\*
- v. Condition deleted. (PC)
- w. Provide the street trees along Port Street at the southeast corner of Block 12 as shown on Sheet L3.03 of the preliminary plan, spaced 25 feet on center in accordance with the *Eisenhower East Design Guidelines*.
- x. Provide one pick-up/drop-off space in front of the residential lobby on Port Street on Block 12.

***Anchor Street:***

- y. The minimum width of the sidewalk along Anchor Street shall be per the preliminary plan.
- z. Subject to the City successfully acquiring the necessary right-of-way from WMATA and the Hoffman/WMATA/City joint agreement, prior to the issuance of the first certificate of occupancy for Block 11 or Block 12, Anchor Street shall be constructed, operational and dedicated to the City in accordance with CDD#2005-0002 Condition #23.\*\*\*
- aa. Prior to the issuance of the first certificate of occupancy for Block 11 or Block 12, construction of sidewalks along Anchor Street shall be per the approved construction phasing plan noted in Section L of this document.\*\*\*
- bb. Subject to the City successfully acquiring the necessary right-of-way from WMATA and the Hoffman/WMATA/City joint agreement, widen the sidewalk in the Anchor Street median at Southern Street to 6 feet.

***Dock Lane:***

- cc. Prior to the issuance of the first certificate of occupancy for Block 11 or Block 12, Dock Lane shall be constructed, operational, and a public access easement shall be dedicated to the City.\*\*\*
- dd. Prior to the issuance of the first certificate of occupancy for Block 11 or Block 12, construction of sidewalks along Dock Lane shall be per the approved construction phasing plan noted in Section L of this document.\*\*\*
- ee. The Dock Lane street section, including the sidewalks, size of parking spaces, and street trees in ADA-compliant tree grates shall be as shown in ATTACHMENT B.

- ff. The visual treatment of the parallel parking spaces and pick-up/drop-off zones along Dock Lane shall be designed to match the treatment of the surface lot parking spaces on Block 11 or shall have color concrete pavers at the election of the Director of P&Z. (PC)
- gg. Ensure all retail bays comply with required sidewalk widths.
- hh. Explore the provision of one pick-up/drop-off space in front of each residential lobby on Dock Lane.
- ii. If the Bicycle Master Plan update determines that bike facilities, such as signage and sharrows, should be installed on Dock Lane, the applicant shall permit the City to install such facilities.

**CONDITION AMENDED BY STAFF: Swamp Fox Road, and Eisenhower Metro Station and bus loop Improvements:**

- jj. Subject to the City successfully acquiring the necessary right-of-way from WMATA and the Hoffman/WMATA/City joint agreement, ~~prior to the issuance of the first certificate of occupancy for Block 11 or Block 12~~, Swamp Fox Road shall be constructed, operational and dedicated to the City in accordance with CDD#2005-0002 Condition #23.\*\*\* The applicant shall dedicate 9 feet of the necessary right-of-way to the City for this street pursuant to the Memorandum of Understanding.
  - i. **CONDITION ADDED BY STAFF:** The Developer will complete the design and gain approval(s) of the bus loop improvements from the City and WMATA. Pending approval by funding partners (FTA, DRPT), the City will use a portion of such funds to advance construction of the bus loop. The Developer shall provide to the City complete construction documents. Prior to issuance of the first Certificate of Occupancy (temporary or final) for either building, the Developer shall reimburse the City for the cost of constructing the bus loop facility. If the City does not receive necessary funding approval(s), the Applicant will construct the bus loop per Condition A4jj(ii).
  - ii. **CONDITION ADDED BY STAFF:** If the City does not receive necessary funding approval(s) as noted in condition A4jj(i), submit updated bus loop improvement plans within 60 days of City receiving Station Improvements approval from WMATA. Written approval is required from both WMATA and the City for approval of the bus loop improvements. The applicant shall commence construction within 6 months of obtaining both approvals and the bus loop shall be completed within one (1) year of commencement of construction, or to the satisfaction of the Directors of T&ES and Planning and Zoning.
- kk. Prior to the issuance of the first certificate of occupancy for Block 11 or Block 12, provide a 10-foot-wide temporary asphalt sidewalk along the west side of Swamp Fox Road from Southern Street to Eisenhower Avenue.\*\*\*

**Southern Street:**

- ll. Revise the site plan to provide the following:

- i. A four (4) foot wide minimum landscape buffer and a six (6) foot wide minimum sidewalk along Block 11 as shown on ATTACHMENT C.
- ii. Elimination of proposed parallel parking spaces along Southern Street to provide additional planting area within the parking lot and flow through islands for additional trees.
- iii. Provide additional street trees along the north side of Southern Street as shown on ATTACHMENT C.
- mm. Subject to the City and the applicant working jointly to successfully acquire the necessary rights-of-way from VDOT, and the City acquiring WMATA right-of-way and successfully executing the Hoffman/WMATA/City joint agreement, and prior to the issuance of the first certificate of occupancy for Block 11 or Block 12, Southern Street from Port Street to Swamp Fox Road shall be constructed, operational and dedicated to the City in accordance with CDD#2005-0002 Condition #23.\*\*\* (PC)
- nn. Coordinate boundary information and final alignment of Southern Street with adjacent property (Block 20) to the east.\* (P&Z)(RP&CA)(T&ES)
- oo. Align Southern Street to the south as shown on the preliminary plan provided that the City and the applicant are successful in obtaining agreements for necessary right-of-way dedication from VDOT.

## **B. OPEN SPACE/LANDSCAPING**

- 5. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions and the *Eisenhower East Design Guidelines* to the satisfaction of the Directors of P&Z and RP&CA. At a minimum the Landscape Plan shall:
  - a. Provide an enhanced level of detail plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
  - b. Ensure positive drainage in all planted areas.
  - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities. Continuous tree trenches shall be provided along streets where there are street trees. All trees shall have a minimum soil volume of 300 cubic feet.
  - d. All street trees adjacent to retail shall be 4' x 8' and have tree grates.
  - e. Provide detail sections showing above and below grade conditions for plantings above a structure. All plantings above structure shall comply with City of Alexandria Landscape Guidelines. Provide an exhibit documenting soil volume. (P&Z)(RP&CA)

6. Provide the following modifications to the landscape plan and supporting drawings to the satisfaction of the Directors of P&Z and RP&CA:
  - a. Ensure all drawings are coordinated.
  - b. Provide a narrative demonstrating compliance with the open space requirements for the project.
  - c. Revise the crown coverage calculations in accordance with ATTACHMENT D.
  - d. Condition deleted.
  - e. Amend details for turf area over structure to align with manufacturer's recommendations. (P&Z)(RP&CA)
  
7. Provide the following additional modifications to the proposed surface parking lot on Block 11 to the satisfaction of the Director of P&Z:
  - a. Additional screening of the surface parking lot from view of public streets, particularly along Port and Anchor Streets, per ATTACHMENT E.
  - b. A maintenance plan for the flow through islands in the parking area. The plan shall include information on daily and long-term care, cleaning, and maintenance.
  - c. Wheel stops for parking spaces adjacent to landscape areas.
  - d. Final details of the parking lot to be determined at Final Site Plan. (P&Z)(PC)
  
8. The plans for the Eisenhower Station Square, included as part of the November 5, 2009 preliminary plan submission, as amended by the Design Review Board submission dated March 23, 2010, are conceptual in nature and shall be revised prior to release of the final site plan to, at a minimum, include the following to the satisfaction of the Directors of T&ES, RP&CA, and P&Z:
  - a. Continue to work with staff and WMATA to provide a comprehensive plan for both plazas (east and west) for design and construction. The design of the urban squares shall be integrated with the design of the metro station and with the proposed development.
  - b. The plaza shall be designed as a civic center, with at least 50% of the area suitable to accommodate informal and formal gatherings and events.
  - c. The plaza shall be created with the highest quality materials, paving, design and amenities.
  - d. With the Stage 2 DSUP application for Blocks 9A & 9B, consideration shall be given to providing a decorative paving material for Swamp Fox Road to visually connect the two areas of open space.
  - e. Final design and construction of the western plaza shall be in conjunction with a Stage 2 DSUP for Blocks 9A & 9B. The plaza shall include at a minimum, hardscaping and landscaping to accommodate informal outdoor gatherings, a fountain, benches, trash receptacles, and special lighting. The plaza shall be fully open to the public with a perpetual public access easement provided and depicted on the subdivision plat prior to the release of the final site plan.
  - f. Provided that the City agrees to reimburse the applicant (by form of credit to final site plan fee, building permit, and/or CO fee, at applicant's election) for all costs incurred in connection with designing the portion of the plaza that the applicant does not have the obligation to construct in the Stage 2 PDSUP Infrastructure

Phasing Plan on Sheet 10 of the Preliminary Plan, the final design of the eastern plaza shall include the area under the metro platform and be completed prior to final site plan approval for the Stage 2 DSUP for Blocks 11 and 12. The plaza shall include at a minimum, hardscaping and landscaping to accommodate informal and formal outdoor events, shows and other activities for workers, retail patrons and visitors, as well as residents of the City. The square shall also include the following:

- i. Relocated Eisenhower statue as described in Condition 11 below;
  - ii. Information or quotes within the granite paving area of the plaza and/or base of the statue in order to highlight the historic significance of President Eisenhower.
  - iii. One readily accessible two phase 120 volt power source. Locate in coordination with City Staff.
  - iv. Work with WMATA and the City to incorporate special lighting under the overhead Metro platform.
  - v. Explore providing 5 to 7 additional ornamental trees in landscaped bands with additional benches in the plaza area around the statue.
  - vi. Provide four medium sized shade trees or ornamentals on the east side of the metro platform.
  - vii. Ensure that landscape bands do not interfere with pedestrian desire lines to and from the station.
  - viii. Align granite band with crosswalk on east side of plaza.
  - ix. On-site mock-up/sample of the stamped/imprinted concrete paving to be approved by T&ES and P&Z prior to construction to verify color and panels.
  - x. Integral color concrete is discouraged. Stained concrete is preferred. (City Council)
- g. The final design of any proposed LID measures on either plaza or along Swamp Fox Road are subject to the approval of T&ES, RP&CA and P&Z.
- h. The eastern portion of the park shall be dedicated to the City and constructed with the Metro bus loop road as may be provided in the Memorandum of Understanding for the Eisenhower Station Improvements, Expanded Eisenhower Station Square, and Bus Loop Improvements prior to the issuance of the first certificate of occupancy for either Block 11 or 12.\*\*\* (PC) (P&Z)(RP&CA)(T&ES)
9. **CONDITION AMENDED BY STAFF:** Per Condition 27 of CDD#2005-0002, the applicant must plan and construct Eisenhower Station Square prior to the release of the final site plan. In lieu of actually constructing the portion of the open space anticipated in this CDD Condition, the application shall contribute a maximum of \$350,000 to the City, and the City and the applicant shall mutually reconcile the actual construction costs after the completion of construction. (PC)
10. The design for the open space plaza in the northeast corner of Block 12 shall be coordinated with the Historical Interpretive Plan and subject to the following:

- a. Consider provision of an artistic element of appropriate size in the plaza or on the face of the building that recalls the historic aspects of the site, including the historic 18<sup>th</sup> century landing/wharf and mill race in that location.
  - b. Provide paving patterns that reflect the location of the mid-19<sup>th</sup> century shoreline and swamp in that location.
  - c. Provide an interpretive marker in the plaza that highlights the historical aspects of the site.
  - d. Consider provision of additional planting area and benches in the plaza.
  - e. All planters shall be seat wall height. (P&Z)
11. **CONDITION AMENDED BY STAFF:** Contingent upon successful execution of an agreement between the Carlyle Community Council (CCC) and the City, and the City Council's acceptance of the statue as a gift in accordance with the standard procedures of the Arts Commission, the applicant shall accept the relocation of the existing statue of President Eisenhower currently located in the Eisenhower Avenue and Holland Lane rotary to the future Eisenhower Station Square as indicated in the *Eisenhower East Small Area Plan* to the satisfaction of the Directors of P&Z, RP&CA and in accordance with the following:
- a. Final design of the base for any art piece, including identification of the artist and artwork, located in Eisenhower Station Square shall be coordinated with the artist and approved by the City.
  - b. The applicant shall bear the cost for the relocation and installation of the statue of President Eisenhower, including the design and installation of the base with appropriate lighting.
  - c. Upon completion of the statue base, provide a lump sum payment of \$5,000 towards a maintenance fund for the statue of President Eisenhower.
  - d. **CONDITION ADDED BY STAFF:** In the event that the Carlyle Community Council (CCC) does not agree to relocation of the existing statue of President Eisenhower, or non-acceptance of the statue as a gift by the City Council, the applicant shall be responsible for the cost of furnishing and installing a different public art piece in accordance with the City Council's Public Art Implementation Plan and to the satisfaction of the Directors of Planning & Zoning, T&ES, RP&CA, and the City of Alexandria Commission for the Arts. In this event, conditions a, b, and c above shall apply towards the final design and installation of the base, lighting, and maintenance for the installed art piece. (RP&CA)
12. Provide a site irrigation/water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA and Code Administration.
- a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
  - b. Provide at least one accessible external water hose bib on all building sides at a maximum spacing of 90 feet apart.
  - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
  - d. Install all lines beneath paved surfaces as sleeved connections.

- e. Locate water sources and hose bibs in coordination with City Staff.
  - f. Ensure that irrigation system for Eisenhower Station Square is compatible with City's remote control Maxicom System.
  - g. **CONDITION ADDED BY STAFF: Maintenance agreement for irrigation in the right of way shall be recorded prior to release of the site plan. (Code Administration)(RP&CA)**
13. Develop a palette of site furnishings in consultation with staff.
- a. Provide location and specification for site furnishings that depicts the scale, massing and character of site furnishings.
  - b. Site furnishings shall include benches, bicycle racks, trash receptacles, and other associated features, and shall be provided in compliance with the *Eisenhower East Small Area Plan* and *Eisenhower East Design Guidelines*, and to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)
14. 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 materials, finishes, and details with adjacent buildings. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)
15. The applicant shall submit a land transfer agreement to the owner(s) of Block 19 that equitably allows the construction of Port Street and the improvements required by this condition. An exhibit showing the required land transfer is shown on ATTACHMENT F. In the land transfer agreement between the applicant and the owner of Block 19, the following issues will be addressed:
- a. Ensure that a six-foot-wide stone dust trail with metal edging is provided at the time Block 19 is constructed as generally depicted in ATTACHMENT F. The trail shall connect to the proposed trail on Block 19 that is under separate ownership. The trail shall have a minimum 15-foot-wide public access easement and shall be designed and constructed to the satisfaction of the Directors of T&ES, RP&CA and P&Z.
  - b. Ensure that a wildflower mix is provided at the time Block 19 is constructed in the area generally depicted in ATTACHMENT G to match the adjacent condition on the portion of Block 19 that is under separate ownership.
  - c. The limits of disturbance shall be limited to retain existing trees and grades.
  - d. Provide, implement and follow a tree conservation and protection program that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Directors of P&Z and RP&CA and the City Arborist.
  - e. A fine shall be paid by the applicant in an amount not to exceed \$10,000 for each tree to be preserved over 2" in caliper that is destroyed if the approved tree protection methods have not been followed. Trees less than or equal to 2" in caliper shall be replaced in kind with no fine. The replacement trees shall be installed and if applicable the fine shall be paid prior to the issuance of the last

certificate of occupancy permit to the satisfaction of the City Arborist and in accordance with the City of Alexandria Landscape Guidelines.\*\*\*

- f. Condition deleted. (City Council)  
(P&Z)(RP&CA)(PC)
  
- 15A. If development of Block 19 is implemented per an agreement between Hoffman, the City and Paradigm that was executed on May 22, 2013, then Condition 15 is deemed satisfied. (P&Z) (RP&CA) (T&ES)
  
- 15B. **CONDITION AMENDED BY STAFF:** A sanitary sewer pump station will ~~may~~ be required on the applicant's open space on Block 19. The review of this pump station will take place at final site plan, with final approval of the pump station from A Renew required prior to issuance of a building permit. All elements of the pump station to the extent possible will be placed below grade with appropriate landscaping of the facility to be installed. (P&Z) (RP&CA) (TE&S)
  
- 16. Proposed plantings shall be coordinated with on-site utilities. Horizontal and vertical location of all site utilities including storm and sanitary sewer, water, electrical, gas and associated appurtenances shall be adjusted to maximize accommodation of street and on-site plantings. (RP&CA)
  
- 17. Project elements associated with pedestrian areas including sidewalks, crosswalks, depressed curbs, street and site lighting, site lighting and site furnishings, signals and signs shall be located and coordinated so as maximize accommodation of street and on-site plantings. Horizontal and vertical locations of all associate service, footings and foundations shall be adjusted to maximize accommodation of street and on-site plantings. (RP&CA)
  
- 18. The large, open space plaza on the third level shall be designed to function as high-quality usable open space for the residents. At a minimum, the revised plans for this rooftop open space shall include in addition to the elements shown on the Preliminary Plan, the following to the satisfaction of the Director of P&Z:
  - a. Features and elements such as seating, trash receptacles, and pedestrian-scale lighting.
  - b. Varied paving patterns and materials.
  - c. Adequate landscaping and irrigation systems consistent with a high-quality apartment building.
  - d. Lighting shall be pedestrian-scale pathway lighting and shall not be visible from the adjoining streets.Any additional rooftop gathering places shall be reviewed as part of the final site plan review process. (P&Z)

### **C. RETAIL AND RESTAURANT USES**

19. Ground floor uses of areas designated on the plan as “retail” shall be limited to retail, personal service uses, day care uses, and restaurants as defined below:
  - a. retail shopping establishments as defined in Section 2-191 of the Zoning Ordinance, excepting appliance stores, auto parts stores, lawn and garden supply stores,
  - b. personal service establishments as defined in Section 2-183 of the Zoning Ordinance, excepting appliance repair and rental, contractors’ offices, laundromats, and pawnshops;
  - c. day care centers, as defined in Section 2-133 of the Zoning Ordinance,
  - d. restaurants, as defined in Section 2-190 of the Zoning Ordinance, and
  - e. other similar pedestrian-oriented uses as approved by the Director of P&Z to meet the intent of providing active pedestrian-oriented neighborhood-serving retail uses. (P&Z)
20. The retail shopping establishments and personal service establishments as noted above are permitted uses and do not require either an administrative or a full SUP applications. (P&Z)
21. Quick-service restaurants and other pedestrian-oriented uses as approved by the Director of P&Z (as noted above) are permitted, but would require a full SUP application. (P&Z)
22. Day care centers may be approved administratively by the Director of P&Z, provided that any day care center approved under this provision complies with the conditions listed below. Day care centers that do not meet these criteria may be approved subject to a special use permit.
  - a. A plan that shows drop off and pick up areas must be provided and must be reviewed to ensure that the drop off and pick up areas will create minimal impact on pedestrian and vehicular traffic and will be safe for the day care users.
  - b. Day care uses must not occupy more than 1/3 retail square footage on Blocks 11 and 12, exclusive of the large retail space (approximately 50,000 square feet) on Block 11. (P&Z)
23. A full-service restaurant may be approved administratively by the Director of P&Z, provided that any restaurant approved under this provision complies with the conditions listed below. Restaurants that do not meet these criteria may be approved subject to a special use permit.
  - a. A full service restaurant is defined as one where all patrons are seated by a host or hostess, printed menus shall be provided at the tables, service is provided at the tables by a waiter or waitress, and tables are preset with non-disposable tableware and glassware. All other restaurants are considered quick service for the purpose of this condition.
  - b. Restaurants shall close no later than 2:00 a.m.

- c. Non-amplified, low-scale, acoustic entertainment may be permitted, but must be accessory to the restaurant use. Any advertising of the entertainment shall reflect the subordinate nature of the entertainment by featuring food service as well as the entertainment.
  - d. If low-scale, acoustic entertainment is proposed, then it must be demonstrated by a qualified professional that sufficient sound-proofing materials are provided so as to prevent the entertainment from disturbing building residents.
  - e. Deliveries to the business shall not take place between the hours of 8:00 a.m. and 9:30 a.m., or between 4:00 p.m. and 6:00 p.m., Monday through Friday.
  - f. If any food delivery services are provided, they shall clearly be accessory to dine-in food sales, and all deliveries shall be non-vehicular (made on foot, via bicycle, etc.).
  - g. Alcoholic beverages may be sold for on-premises consumption only, and shall clearly be accessory to food sales.
  - h. Grease traps shall be located within the building. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys, or storm sewers.
  - i. No food, beverages, or other material shall be stored outside.
  - j. Trash and garbage shall be placed in sealed containers, which do not allow odors to escape and shall be stored inside or in a closed container, which does not allow invasions by animals. No trash or debris shall be allowed to accumulate on-site outside of those containers.
  - k. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public.
  - l. Cooking odors, smoke and any other air pollution from operations at the site shall be properly ventilated and shall not be permitted to become a nuisance to neighboring properties, as determined by the Department of T&ES.
  - m. The applicant shall contact the Crime Prevention Unit of the Alexandria Police Department for a security survey and a robbery awareness program for all employees. (P&Z)(T&ES)
24. Restaurants - Outdoor Dining: outdoor dining is encouraged and may be permitted administratively by the Director of P&Z subject to the following minimum criteria and conditions:
- a. All outdoor dining areas shall be accessory to an approved indoor restaurant.
  - b. An unobstructed sidewalk pathway with a minimum width of 8 feet shall be provided at all times.
  - c. Any permanent structures which are required for the outdoor seating area shall be subject to review and approval by the Director of P&Z.
  - d. Any outdoor seating areas shall not include advertising signage. The design of the outdoor seating shall be compatible with the design of the building.
  - e. The outside dining area shall be cleaned at the close of each day of operation.

- f. One city trash container Model SD-42 shall be provided exclusively for the outdoor dining area. The trash container shall be emptied as the close of business each day.
  - g. All conditions associated with the primary restaurant use noted above, continue to be in force for the outdoor dining use. (P&Z)(T&ES)
25. **CONDITION AMENDED BY STAFF:** The large retail space (approximately 50,000 square feet) on Block 11 shall be restricted in use to a grocery store, or other major retailer and limited amenity space. Any other proposed use for the space shall require a major amendment to the DSUP. (P&Z)
26. The large retail space on Block 11 shall have entrances facing the surface parking lot to the south and Anchor Street to the west. The entrances facing the southern parking lot shall be open during normal business hours and the entrances on Anchor Street shall be open during peak business hours. (P&Z) (PC)
27. The first level floor-to-floor height of the retail space on Block 12 and the non-grocery store retail space on Block 11 shall be a minimum of 20 ft. and the depth of retail spaces shall be per the preliminary plan. Exceptions to these requirements may be approved by the Director of P&Z on a case by case basis for exceptional interior design. This requirement shall not apply to retail service, back of house, kitchen and bathroom space. (P&Z)(PC)
28. Within each building containing ground floor retail, design opportunities shall accommodate a minimum of one exhaust vent shaft and grease trap shall be located within the retail space to accommodate ground floor restaurant uses and shall be depicted on the final site plan and all applicable building permits. (P&Z)
29. The “pocket” retail spaces along Dock Lane shall each have individual, operable entrances. They shall have coordinated retail lighting and signage. Limited outdoor seating associated with the “pocket” retail shall be allowed as long as it still allows for an unobstructed sidewalk pathway with a minimum width of 8 feet. (P&Z)
30. All retail entrances on Eisenhower Avenue, Anchor Street, Port Street and Dock Lane shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant. (P&Z)
31. A pedestrian connection from within the Block 12 parking garage facilities directly to Eisenhower Avenue shall be provided to serve the Block 12 retail spaces. (P&Z)
32. Retail leases shall prohibit the placement of storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, and similar items which block the visibility of the interior of the store from the street. This condition, however, is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. (P&Z)

## **D. PUBLIC ART & PUBLIC HISTORY**

33. The Applicant shall comply with the Public Art Plan in Attachment H. (P&Z)(RP&CA)(Arch)
34. Hire a professional consultant to prepare a Historical Interpretive Plan to identify themes and methods to incorporate and interpret elements of the heritage and historic character of the property into the design of open space and to prepare interpretive signage, which shall be erected as part of the development property. The Historical Interpretive Plan shall be coordinated with the Open Space Plan and the Public Art Plan and shall be submitted for approval prior to submission of the final site plan. The signage will highlight the history and archaeology of the site (pier discovered during archaeological work, relationship to mill and tail race location, historic landscape and development of Cameron at Hunting Creek navigation limits, etc.). The professional consultant hired by the developer shall provide text and graphics for the marker(s). The location, text and graphics for the signage shall be approved by Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z and RP&CA prior to release of the final site plan.\* (Arch)(P&Z)(RP&CA)

## **E. BUILDING**

35. Provide the following building refinements to the satisfaction of the Director of P&Z\*:
  - a. The Applicant shall continue to work with staff on the exterior building design to:
    - i. Resolve the final color scheme and materials selection for the project to be in general conformance with the drawings submitted March 23, 2010.
    - ii. Refine and define the building base elements in terms of height, extent, materials and details.
    - iii. Integrate building rooftop accents with the facades below more effectively.
    - iv. The applicant will work with staff on strengthening the expression of the building tops through strategies including use of color, increased percentage of glass, and stronger vertical expression. (PC)
    - v. to strengthen and explore the use of strong accent colors and alternate materials and finishes for the vertical accent fins.
    - vi. Use high-quality materials on principal facades, restricted to brick, precast concrete, natural stone, glazed or architectural masonry units, architectural metal, and clear, low-e glass. In addition, the penthouse materials shall be consistent with the rest of the building in type and quality.
    - vii. Redesign the large, blank expanse of masonry wall shown facing the corner of Eisenhower Avenue and Port Street, overlooking the RPA. Strategies to accomplish this could include either incorporating substantial glass areas or integrating public art into the wall surface.

- b. Through-the-wall HVAC vent grilles, and other vents, shall, wherever possible, be located so as not to directly face streets (for example, turned to face into adjacent private balcony spaces). All such vents shall also be designed with high-quality grille work and of a color to match the material of the building and integrated into the facade design. During Final Site Plan, the applicant will work with staff on the location, style, materials and detailing of vent grills. (PC)
  - c. On the ground floor of both blocks, building/window system integrated louvers for fresh/outside air and exhaust, i.e. toilet and or non-grease laden kitchen exhaust for the designated retail areas shall be allowed to the satisfaction of the Director of P&Z.
  - d. Provide aluminum, double-insulated, quality windows for all glazed openings in all areas of the buildings.
  - e. Provide detailed design drawings (enlarged plan, section, and elevation studies, with shadows cast @ 45 degrees,) to evaluate the building base, entrance canopies, window treatments, balconies and railings, and other feature elements, including the final detailing, finish and color of these components, during final site plan review. Provide these detailed design drawings at a scale sufficient to fully explain the detailing and depth of façade treatment, but not necessarily show construction-level detail. Color architectural elevations shall be submitted during final site plan review.\*
  - f. Provide detailed design drawings showing all architectural metalwork (balcony rails, transformer covers, garage doors, etc.) along with color, material and finish information for each. \*
  - g. Provide design details including colors and materials for all balconies, decks, canopies, and rooftop spaces with the final site plan.\*
  - h. Provide plan and section details of the conditions adjoining garage and loading bay doors. The doors shall be an opaque screen or mesh to minimize the projection of light from the garage or loading bay onto the adjoining street.
  - i. The final materials, details, and color selection shall be subject to review by the Eisenhower East Design Review Board and approval by the Director of P&Z prior to obtaining a building permit.\*\*
  - j. On-site mock-up panels for the buildings on Blocks 11 and 12 shall be provided for final approval of the brick and metal materials and other major building materials (base, metal panels, windows, etc).\*\* (P&Z)
36. The applicant shall coordinate with the Federal Aviation Administration (FAA) on any FAA-required reviews of the building proposal. (P&Z)
37. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Certified, or 1 Green Globe for the entire project, to the satisfaction of the Directors of P&Z, RP&CA and T&ES. The applicant shall achieve a minimum of a 40 percent of the 1,000 possible Green Globes points. If Green Globes certification is pursued, the applicant shall: (1) complete a third-party New Construction (NC) Stage I and II assessment; (2) conduct a GBI-certified energy modeling analysis to achieve a minimum score of 75 based on the Environmental Protection Agency's (EPA)

National Energy Performance Rating System; and/or (3) achieve a certified Energy Star rating of 75 based on EPA's National Energy Performance Rating System if the project becomes eligible. Diligent pursuance and achievement of this certification shall be monitored through the following:

- a. Provide evidence of the project's registration with LEED or Green Globes with the submission of the first final site plan.\*
  - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) or third-party NC Stage I assessment to the Green Building Initiative (GBI) prior to issuance of a certificate of occupancy.\*\*\*
  - c. Provide evidence of submission of materials for Construction Phase credits to USGBC or third-party NC Stage II assessment to the GBI within six months of obtaining a final certificate of occupancy.
  - d. Provide documentation of LEED Certified certification from USGBC or achievement of 1 Green Globe from GBI within two years of obtaining a final certificate of occupancy.
  - e. Failure to achieve LEED Certification project or failure to achieve 1 Green Globe for the entire project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staff's determination will apply. (P&Z)(RP&CA)(T&ES)
38. The applicant shall work with the City for reuse of the existing materials as part of the demolition process, including leftover, unused, and/or discarded materials. (T&ES)
39. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
40. The applicant shall use **EPA-labeled WaterSense** fixtures, or equivalent, to minimize the generation of municipal wastewater from the site. **A list of applicable mechanisms can be found at <http://www.epa.gov/WaterSense/pp/index.htm>.** (T&ES)
41. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

## **F. SIGNAGE**

42. A more detailed signage 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.\*
- a. Condition deleted.
  - b. Condition deleted.
  - c. Condition deleted.

- d. Condition deleted.
  - e. Condition deleted.
  - f. Condition deleted. (PC)
43. Condition deleted. (PC)
44. Condition deleted. (PC)
45. Install a temporary informational sign on the site prior to the approval of the final site plan for the project and shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.\* (P&Z)(T&ES)
46. Provide City standard park signage for Eisenhower Station Square. (P&Z)(RP&CA)
47. Provide City standard parking signage for the retail parking garage to the satisfaction of the Directors of P&Z and T&ES. The retail parking signage shall match the parking signs currently installed on the Block 14 Hoffman parking garage and the Block G parking garage located at 1925 Ballenger Avenue.
48. In the event that a City wayfinding program is implemented in the future, the applicant shall be required to participate in the program. (P&Z)(T&ES)(RP&CA)

## **G. HOUSING**

49. **CONDITION AMENDED BY STAFF:** The developer shall make a voluntary cash contribution of ~~\$3,333,151~~ 4,496,776 to the City's Housing Trust Fund in keeping with the conclusions of the Developer's Housing Contribution Policy Work Group (DHCPWG) and the City of Alexandria Procedures Regarding Affordable Housing Contributions. The portion of the contribution applicable to each building shall be provided prior to the issuance of the certificate of occupancy for that building.\*\*\* (Housing)
50. The developer shall provide the mix of fifty-six affordable set-aside rental units as set forth in the unit matrix submitted to the Director of Housing on April 15, 2010. The total gross floor area for the affordable set-aside units shall be equal to 1/3 of the affordable housing density bonus. The portion of the affordable units applicable to each building shall be provided as each building is occupied. (Housing)(City Council)
51. Rents payable for the set-aside units shall not exceed the maximum rents allowed under the Federal Low Income Housing Tax Credit program for households with incomes at or below 60% of Washington D.C. Metropolitan Area Family Median Income (taking into account utility allowances and any charges for parking spaces) for a period of 40 years

from the date of initial occupancy of each affordable unit. The developer shall re-certify the incomes of such households annually. (Housing)(City Council)

52. **CONDITION AMENDED BY STAFF:** Once an income-eligible household moves into a unit, that unit will be considered an affordable unit until the household's income increases to more than 140% percent of the then-current income limit. At that time, The household will be given one additional one-year lease term at the affordable rent and will be notified that at the end of one year the household will not be eligible to continue at the affordable rent. At the developer's option when the final lease term concludes, the over income household shall be allowed to remain, may be offered a comparable market rate unit, or may be allowed to remain in the same unit, but the next available unit of comparable size (i.e., with the same number of bedrooms, den space and/or approximate square footage) must be made available to a qualified household. Once the comparable unit is made available for lease, rented the rent of the over income unit may then be increased to market rate in accordance with any lease restrictions. If a comparable unit within the building does not exist (e.g. a three-bedroom unit), the over-income tenant must be given notice and required to vacate the unit and replaced with an income-eligible household. (Housing)
53. **CONDITION AMENDED BY STAFF:** ~~Applicants receiving Section 8 assistance will not be denied admission on the basis of receiving Section 8. Section 8 payments will be treated as income for the purpose of determining income eligibility.~~ Households receiving Housing Choice Voucher assistance will not be denied admission on the basis of receiving such assistance. A household will be considered income qualified if the amount of rent it can pay based on income, together with the voucher payment, is sufficient to cover the applicable rent. (Housing)
54. **CONDITION AMENDED BY STAFF:** The set-aside units shall be of the same size, floor plan, and with the same amenities finishes as other similar units in the development. Units designated as affordable housing units shall be distributed throughout the first fifteen (15) floors of the residential development. Concentrations of affordable units will be avoided. (Housing)
55. If the market rents are less than anticipated, the tax credit rents (as adjusted for utility allowances) will continue to be used as the affordable rents; however, in the event the differential between the market rents and the affordable rents falls below \$150, the affordable rents shall be reduced to maintain a differential of at least \$150 at all times. (Housing)
56. **CONDITION AMENDED BY STAFF:** ~~The tenants of the affordable rental units shall be offered the same number of parking spaces made available to the tenants of similarly sized market rate units. The parking fee for the first parking space for each affordable rental unit shall be included in the maximum allowable rental rate permitted by this approval. For their first parking space, residents of the set-aside units shall be charged a parking fee equivalent to no more than the cost of the sticker and management fee. Any~~

All additional parking spaces shall will be offered at subject to market-rate standard fees.  
(Housing)

57. **CONDITION AMENDED BY STAFF:** The developer shall provide the City with access to the necessary records and information to enable annual monitoring ~~of~~ for compliance with the above conditions for the 40-year affordability period. (Housing)
58. **CONDITION AMENDED BY STAFF:** Amendments to the approved Affordable Housing Plan must be submitted to the Alexandria Housing Affordable Affordability Housing Advisory Committee for consideration, and require final approval from the City Manager. (Housing)
59. **CONDITION AMENDED BY STAFF:** In the event of a reduction in the approved gross floor area of the proposed development the contribution will be scaled down in proportion to the reduction in gross floor area, with any reduction in the number of affordable units subject to review by the Alexandria Housing Affordability Affordable Housing Advisory Committee and final approval by the City Manager. (Housing)
60. The developer will work with the City and ARHA to consider the possibility of providing 16 public housing replacement units to ARHA as an alternative to some or all of the aforementioned units. (Housing)
- 60A. **CONDITION ADDED BY STAFF:** The total of non-refundable fees, excluding application and pet fees, shall not exceed 15% of gross affordable rent. (Housing)
- 60B. **CONDITION ADDED BY STAFF:** The developer agrees that residents of set-aside units shall have access to all amenities offered on the entire development. (Housing)
- 60C. **CONDITION ADDED BY STAFF:** The developer shall notify Melodie Seau, Landlord-Tenant Relations Division Chief at the Office of Housing in writing 45 days prior to leasing and provide the City with marketing information, including the affordable rents, fees, and property amenities. The City will notify interested parties of the availability of set-aside units. The developer shall not accept applications for affordable set-aside units until 45 days after written notification has been provided to the Office of Housing. (Housing)
- 60D. **CONDITION ADDED BY STAFF:** The developer shall list all set-aside units in [www.VirginiaHousingSearch.com](http://www.VirginiaHousingSearch.com), an online housing search database sponsored by VHDA.

## H. PARKING

61. The development shall be subject to compliance with the Parking Management Plan dated March 15, 2010. Any further revisions to the Parking Management Plan may be approved by the Directors of T&ES and P&Z. (T&ES)(P&Z)

62. Parking areas on Blocks 11&12 shall be allocated as follows:
- a. A minimum of 1027 and a maximum of 1445 parking spaces shall be provided in the Blocks 11&12 parking garages for residents. Nine (9) percent of the total provided residential spaces shall be reserved for visitor use and shall include all applicable signage. Residential parking spaces shall be separated from retail spaces. At such point when certificates of occupancy have been issued for a minimum of 95 percent of the residential units, the applicant may submit a parking study on the utilization of the visitor parking spaces for City determination on reducing the amount of visitor parking required for this project.
  - b. A maximum of 60 parking spaces shall be provided in the Block 12 parking garage for retail uses.
  - c. Any surface parking lot on Block 11 is limited to a maximum of 150 parking spaces and only permissible in conjunction with a grocery store tenant on that block.
  - d. If the proposed grocery store that is a part of the application is eliminated, the applicant shall be required to file a major DSUP amendment.
  - e. Provide controlled access into the garage for vehicles and pedestrians. The controlled access to the garages shall be designed to allow convenient access to the parking garages for residents, retail patrons and visitors, and through the use of market or higher parking rates, discourage the use of the above-grade parking garage in Block 12 by users other than retail patrons, residents and bona fide visitors of residents.
  - f. At the request of the applicant, revisions to the Preliminary Plan, which would allow more of the approved parking spaces to be relocated below grade, may be reviewed and approved by the Director of P&Z during the final site plan process. (P&Z)(T&ES)(RP&CA)
63. Provide 402 bicycle parking/storage space(s) 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). This condition complies with the bicycle parking requirements of the TMP. (T&ES)
64. **CONDITION AMENDED BY STAFF:** All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the final site plan. Within the project area, eight (8) any parking meters which are placed on private streets with public access easements or on public rights of way shall be acquired and installed by the applicant in accord with City specifications for the on-street spaces on Eisenhower Avenue, Port Street, Dock Lane, and Anchor Street. The City reserves the right to maintain, enforce, and collect revenue from parking meters on private streets containing public access easements. The applicant shall have the right to use the parking spaces on private streets for construction parking without charge by the City. The public access easement for the private streets shall incorporate the terms of this condition. (P&Z)(T&ES)

## **I. CDD CONCEPT PLAN**

65. Within 30 calendar days of approval of the Stage 2 DSUP for Blocks 11&12, submit a revised CDD Concept Plan incorporating and reflecting the amended CDD table showing Allowable Gross Floor Area (AGFA), height, parking and use. (P&Z)

## **J. EISENHOWER METRO STATION IMPROVEMENTS**

66. Subject to the City successfully acquiring the necessary right-of-way from WMATA and per the Hoffman/WMATA/City joint agreement or Memorandum of Understanding, the applicant shall: 1) undertake all improvements described in the MOU agreement as being the responsibility of the applicant; 2) all such improvements shall be completed prior to issuance of the first certificate of occupancy permit for any building on Block 11 or Block 12; and 3) dedicate to the City any land in their ownership necessary for Eisenhower Station Square and the new bus loop prior to issuance of the first certificate of occupancy for any building on Block 11 or Block 12.\*\*\* (P&Z)(RP&CA)(T&ES)(PC)
67. Final negotiation and execution of the Hoffman/WMATA/City joint agreement or MOU on behalf of the City will be the responsibility of the City of Alexandria City Manager.(PC)

## **K. SITE PLAN**

68. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. These items include:
- a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
  - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
  - c. Do not locate above grade utilities in dedicated open space areas. (RP&CA)(P&Z)(T&ES)
69. Provide a lighting plan with the first final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and RP&CA in consultation with the Chief of Police and shall include the following:
- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
  - b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
  - c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
  - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent

- streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
- e. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
  - f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
  - g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
  - h. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
  - i. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
  - j. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
  - k. The lighting for the parking garages shall be a minimum of 5.0 foot candle maintained. The fixtures should not be flush against the ceiling, unless there are no cross beams, but should hang down at least to the crossbeam to provide as much light spread as possible.
  - l. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)
  - m. **CONDITION ADDED BY STAFF: 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.**
  - n. **CONDITION ADDED BY STAFF: All proposed cobra head light fixtures in the City right of way shall be approved Dominion LED light fixtures.**
70. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors, however, if approved by the United States Postal Service, the top two floors of Block 12 and Block 11 E and the top four floors of 11 W may also have an alpha prefix (e.g. PH) to designate a penthouse level unit. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)
71. Revise the right-of-way line located at the northeast corner on Block 12 to provide the right-of-way alignment shown on the preliminary #1 plan dated September 17, 2009. (P&Z)(T&ES)
- 71A. Dedicate to the City, as required by Condition 25 a. and described in Condition 22 of the Stage I DSUP, the necessary right-of-way to construct roadway and sidewalk improvements along Eisenhower Avenue for Block 19, and provide the necessary plats

and accompanying applicable documentation necessary for the City to accept dedication of the property within 60 days of DSUP approval.(T&ES)(P&Z)

## L. CONSTRUCTION

72. The Applicant shall design and construct the Eisenhower Avenue widening improvements along Block 12, including but not limited to 16' of pavement (11' lane, 5' bike lane), curb and gutter, bump outs, an 18' wide sidewalk prior to the release of the final certificate of occupancy for Block 12. The design of these improvements shall be to the satisfaction of the Directors of T&ES and P&Z. (City Council)
73. Submit a construction phasing plan to the satisfaction of the Directors of P&Z and T&ES as part of the final site plan and building permit drawings. The construction phasing plan shall, at a minimum, be subject to the following:
- a. If the development is constructed in more than one phase, all public and private streets shall be constructed as part of the first phase of development.
  - b. If construction of the development on Block 11 precedes Block 12, provide a temporary 10-foot wide asphalt sidewalk on the west side of Port Street between Dock Lane and Eisenhower Avenue at such point when certificates of occupancy have been issued for a minimum of 95 percent of the residential units on Block 11 and until construction on Block 12 commences.
  - c. If construction of the development on Block 11 precedes Block 12, provide a temporary 10-foot wide asphalt sidewalk on the north side of Dock Lane between Port and Anchor Streets at such point when certificates of occupancy have been issued for a minimum of 95 percent of the residential units on Block 11 and until construction on Block 12 commences.
  - d. If construction of the development on Block 11 precedes Block 12, provide a temporary 10-foot wide asphalt sidewalk on the east side of Anchor Street between Dock Lane and Eisenhower Avenue at such point when certificates of occupancy have been issued for a minimum of 95 percent of the residential units on Block 11 and until construction on Block 12 commences.
  - e. If construction of the development on Block 11 precedes Block 12, the interim parking lot use on Block 12 shall either be resurfaced, resurfaced and restriped for use as a parking lot, or seeded as an open grass area until commencement of construction on Block 12.
  - f. If construction of the development on Block 11 precedes the construction of Southern Street between Port Street and Mill Road, provide turning movement diagrams with the final site plan demonstrating access from/to the Block 11 loading zone can be accommodated with the available roadway network. (P&Z)(T&ES)
74. **CONDITION AMENDED BY STAFF:** Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. ~~In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES.~~ 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)

75. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
- CONDITION AMENDED BY STAFF:** Include a plan for temporary pedestrian and vehicular circulation;
  - CONDITION AMENDED BY STAFF:** Include the overall schedule for construction and the hauling route;
  - Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
  - CONDITION DELETED BY STAFF:** ~~If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a “stop work order” will be issued, with construction halted until the violation has been corrected. \* (P&Z)(T&ES)(Code Administration)~~
  - CONDITION ADDED BY STAFF:** 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.
  - CONDITION ADDED BY STAFF:** 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.
76. **CONDITION AMENDED BY STAFF:** Provide off-street parking for all construction workers without charge to the workers. Construction workers shall not be permitted to park on-street. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall cause a minimum subsidy 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 Departments of P&Z and T&ES prior to final site plan release. This plan shall:
- CONDITION AMENDED BY STAFF:** 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, mechanisms which will be used to encourage the use of mass transit, and that the availability of transit fare above will be posted immediately outside of the construction trailer.
  - CONDITION AMENDED BY STAFF:** Metro schedules and routes, bus schedules and routes for Eisenhower Avenue shall be posted immediately outside the construction trailer. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
  - If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5)

days, a "stop work order" will be issued, with construction halted until the violation has been corrected.\* (P&Z)(T&ES)

77. The sidewalk along Eisenhower Avenue shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
78. No major construction staging shall be allowed within the right of way along Eisenhower Avenue; provided, however, that the area dedicated for a third east bound lane by applicant may, at the discretion of the Director of T&ES, be the subject of a staging/lane closure agreement if pre-cast concrete is employed in the construction of Block 12 . The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. The construction schedule for the Eisenhower Avenue Improvements shall take precedence over any closures proposed by the applicant adjacent to Eisenhower Avenue.\*\* (T&ES)
79. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
80. **CONDITION AMENDED BY STAFF:** A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Infrastructure Right of Way Construction & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
81. **CONDITION AMENDED BY STAFF:** 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. Adjoining property owners, civic associations, and the Departments of P&Z and T&ES shall be notified at least 14 calendar days prior to of the date of the meeting date, and the meeting must be held before any the permits are is issued. (P&Z)(T&ES)
- 81A. **CONDITION ADDED BY STAFF:** Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
82. **CONDITION AMENDED BY STAFF:** Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in

writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, ~~RP&CA~~ and T&ES. (P&Z)~~(RP&CA)~~(T&ES)

83. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
84. 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)
85. **CONDITION AMENDED BY STAFF:** Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and submitted to Planning & Zoning. Approval of the walk check by Planning & Zoning is required ~~shall be approved by the P&Z~~ prior to commencement of framing. (P&Z)
86. **CONDITION AMENDED BY STAFF:** 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) ~~Submit a height certification and a location survey for all site improvements to the Department of P&Z as part of the request for a certificate of occupancy permit. The height certification and the location survey shall be prepared and sealed by a registered architect, engineer, or surveyor. The height certification shall state that the height was calculated based on all applicable provisions of the Zoning Ordinance.\*\*\* (P&Z)~~
- 86A. **CONDITION ADDED BY STAFF:** 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)

## **M. WASTEWATER / SANITARY SEWERS**

87. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)
88. The applicant shall submit a letter to the director of T&ES that acknowledges that properties within the Stage 1 DSUP approval will participate if the City adopts a plan in the future to require equal and proportionate participation in an improvements plan to mitigate wet weather surcharging in the Holmes Run Trunk Sewer sanitary sewer shed. The letter must be submitted prior to release of the final site plan. (PC)
- 88A. Per discussions with AlexRenew, a sanitary sewer pump station is required to serve this development. Once the final location has been determined, the applicant shall provide and/or allow screening for the proposed sanitary sewer pump station to the satisfaction of AlexRenew and the Directors of T&ES and P&Z. (T&ES)(P&Z)

## **N. SOLID WASTE**

89. **CONDITION AMENDED BY STAFF:** Provide \$ ~~896~~ 1,150 per receptacle to the Director of T&ES for purchase and installation of eight (8) Victor Stanley Ironsites Series ~~City standard Iron Site Bethesda Series,~~ Model SD-42 receptacle with Dome Lid dedicated to trash collection ~~decorative black metal trash cans with domed lid by Victor Stanley.~~ The receptacle(s) shall be placed in the public right of way. Receptacles shall be generally located along the property frontage and at strategic locations as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. \* (T&ES)
- 89A. **CONDITION ADDED BY STAFF:** Provide \$996 per receptacle to the Director of T&ES for the purchase and installation of eight (8) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. \*(T&ES)

## **O. STREETS / TRAFFIC**

90. Condition deleted. (PC)
91. Anchor Street shall be right in and right out only at the Eisenhower Avenue intersection. (T&ES)
92. 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 of T&ES. (T&ES)

93. A pre-construction walk/survey of the site shall occur with T&ES Construction and Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
94. ~~**CONDITION DELETED BY STAFF:** Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan, shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The final site plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets. (T&ES)~~
95. 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)
96. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
97. The slope on parking ramp to garage entrance shall not exceed 12 percent. In case the slope varies between 10% and 12% then the applicant shall provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)

## **P. UTILITIES**

98. Locate all private utilities without a franchise agreement or encroachment outside of the public right-of-way and public utility easements. (T&ES)
99. Transformer vaults located in the right-of-way shall have covers that are flush and match the material and design of the surrounding sidewalks or driveway aprons. (T&ES)
100. No BMPs shall be installed within the public right-of-way. Location of BMPs in private utility easements will only be allowed with written permission from the easement owner or demonstrate that such permission is not required.\* (T&ES)

## **Q. WATERSHED, WETLANDS, & RPAs**

101. The storm water collection system is located within the Timber Branch watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line

shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

102. The project is located within an existing RPA or mapped wetland area, therefore the applicant shall prepare a Water Quality Impact Assessment in accordance with the provisions of Article XIII of the City of Alexandria Zoning Ordinance to the satisfaction of the Director of T&ES. (T&ES)
103. Mitigate any impacts on water quality of the development by encroachment into and/or destruction of an existing resource protection area (RPA) by the following methods to the satisfaction of the Director of T&ES:
  - Resource Protection Area encroachments of 1,375 square feet (or that acreage shown on the final site plan) shall be mitigated according to the guidelines suggested in the "Riparian Buffers Modification & Mitigation Guidance manual" by the Chesapeake Bay Local Assistance Department. Plantings shall be placed on Block 19 north of the run according to final site plan approval. All invasive species within the same area on the north side of the run shall be removed prior to RPA replanting. This replanting shall be coordinated with the Eisenhower Avenue widening and shall occur within 6 months of completion of the widening project. (T&ES)

**R. BMP FACILITIES STORMWATER MANAGEMENT**

104. **CONDITION AMENDED BY STAFF:** The City of Alexandria's storm water management regulations regarding water quality are two-fold: 1) first, state phosphorus removal requirement and 2) second, Alexandria ~~w~~Water ~~e~~Quality ~~v~~Volume ~~d~~Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria ~~w~~Water ~~e~~Quality ~~d~~Default requirement. The Alexandria Water Quality Volume default, as ~~water quality volume~~ determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
105. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, or the state worksheets as applicable. (T&ES)
106. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
  - a. Constructed and installed as designed and in accordance with the approved final site plan.

- b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized.\*\*\*\* (T&ES)
107. Submit two originals of the storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.\* (T&ES)
108. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City.\*\*\*\*(T&ES)
109. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
- a. The Applicant shall furnish the Homeowner's Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMP's) used on site. 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 any 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.
  - b. The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowner's Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners.

Otherwise the following condition applies:

110. The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)
111. **CONDITION AMENDED BY STAFF:** Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division Office of

~~Environmental Quality~~ on digital media prior to release of the performance bond.\*\*\*\*(T&ES)

112. **CONDITION AMENDED BY STAFF:** Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations ~~and that they are functioning as designed and are unaffected by construction activities.~~ If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed.\*\*\*\*(T&ES)

## S. CONTAMINATED LAND

113. **CONDITION AMENDED BY STAFF:** Indicate whether or not there is any known soil and groundwater contamination present. The applicant must submit supporting reports for associated environmental investigations or assessments performed to substantiate this determination. ~~Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality.~~ (T&ES)
114. Design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. (T&ES)
115. 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:
- 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.
  - Submit a Risk Assessment indicating any risks associated with the contamination.
  - CONDITION AMENDED BY STAFF:** 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).
  - 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.

- e. **CONDITION AMENDED BY STAFF:** Applicant shall submit three (3) electronic and two (2) hard copies ~~5 copies~~ of the above. The remediation plan must be included in the final site plan.\* (T&ES)
  - f. **CONDITION ADDED BY STAFF:** 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).
- 115A. **CONDITION ADDED BY STAFF:** 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)

## T. NOISE

- 116. Prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). If necessary, as a result of this study, identify options to minimize noise exposure to future residents at the site, particularly in those units closest to the interstate highway, metro tracks and Eisenhower Avenue traffic, including triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)
- 117. **CONDITION AMENDED BY STAFF:** The noise study and noise commitment letter shall be submitted and approved prior to final site plan approval.\* (T&ES)
- 118. All exterior building mounted loudspeakers are prohibited and no amplified sound should be audible at the property line. (T&ES)
- 119. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 6:00am. (T&ES)

120. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. (T&ES)

#### **U. AIR POLLUTION**

121. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
122. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
123. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
124. No material may be disposed of by venting into the atmosphere. (T&ES)
125. 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 T&ES. (T&ES)

#### **V. ARCHAEOLOGY**

126. 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)
127. 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)
128. ~~**CONDITION DELETED BY STAFF:** The final certificates of occupancy for each phase shall not be issued until the applicable interpretive elements have been constructed and interpretive markers have been erected.\*\*\*~~ (Archaeology)

#### **W. DISCLOSURE REQUIREMENTS**

129. Present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:

- a. That Eisenhower Avenue is a major arterial and that future traffic is expected to increase significantly as development along Eisenhower Avenue continues.
  - b. The Metro tracks exist today and there is no expectation that they will be removed. Metro traffic along said tracks may increase.
  - c. I-495 is a major interstate highway with traffic expected to increase over time. (P&Z)(T&ES)
130. All condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.
- a. The principal use of the garages and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
  - b. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
  - c. No more than two parking spaces shall be assigned to a specific condominium unit until all settlement on the units are complete; all unassigned spaces in the garage shall be made generally available to residents and/or visitors.
  - d. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
  - e. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
  - f. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit.\*\*\*(P&Z)
  - g. **CONDITION ADDED BY STAFF:** The applicant shall develop a noise control by-law aimed at controlling noise levels in the proposed development and resolving noise issues between neighboring occupants, and disclose this by-law to all involved at the time of sale or lease agreement.
  - h. **CONDITION ADDED BY STAFF:** Stormwater facility BMPs must be inspected and adequately maintained as designed to ensure proper functioning.
131. The applicant shall present a disclosure statement to all renters, and condominium owners signed prior to signing any lease or contract of purchase. The statement shall disclose the following:
- a. That retail uses including but not limited to restaurants, bakeries, banks bookstores, clothing, clothing accessories, department stores, drugstores, dry cleaners, florists, groceries, jewelry, restaurants and any similar use deemed by the Director of P&Z shall occur within the first floor retail spaces and that outdoor dining will likely be associated with any restaurants and the retail uses will generate noise and truck

traffic on the public and internal streets surrounding the project and will have extended hours of operation. (PC)

- b. The specific language of the disclosure statement to be utilized shall be provided to the City for approval by the Director of P&Z and City Attorney, prior to release of any certificates of occupancy for residential units.\*\*\* (P&Z)
132. Notify prospective tenants/buyers in lease agreements and/or disclosure documents that Dock Lane is a private street and that storm sewers located within the site are privately owned and maintained. (T&ES)
133. Notify prospective tenants/buyers in lease agreements and/or disclosure documents, that the mid-block crossing street is a private street with public access easement and shall not be maintained by the City of Alexandria; and that the sanitary and storm sewers located within the site are private and shall be maintained privately. (T&ES)
134. The applicant or its agent shall furnish each prospective tenant/buyer with a statement disclosing the prior history of the site, including previous environmental conditions and on-going remediation measures. Disclosures shall be made to the satisfaction of the Director of T&ES. (T&ES)

## **X. ENCROACHMENTS**

135. The applicant (and his/her successors, if any) must obtain and maintain a policy of general liability insurance in the amount of \$1,000,000, which will indemnify the applicant (and his /her successors, if any) and the City of Alexandria, as an additional named insured, against all claims, demands, suits, etc., and all costs related thereto, including attorney fees, relating to any bodily injury or property damage which may occur as a result of the granting of this encroachment. (T&ES)
136. Neither the City nor any Private utility company will be held responsible for damage to the private improvements in the public right-of-way during repair, maintenance or replacement of any utilities that may be located within the area of the proposed encroachment. (T&ES)

## **Y. TRANSPORTATION MANAGEMENT PLAN**

137. Hoffman Blocks 11/12 is subject to the conditions of Transportation Management Plan Special Use Permit No. 2005-0115 approved by City Council.

## **CITY DEPARTMENT CODE COMMENTS**

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

### **Planning and Zoning**

R - 1 For all first floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-838-4884) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.

### **Transportation and Environmental Services**

F - 1 The site is located within the 1000-foot “zone of potential contamination” adjacent to a historic landfill and within the boundaries of a historic methane gas producing swamp. Contamination issues have been documented at three adjacent properties including a section of Eisenhower Avenue along the northern property line of Block 12. These reports are available for review in the OEQ office. (T&ES)

F - 2 Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)

F - 3 The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)

F - 4 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)

F - 5 Include all symbols, abbreviations, and line types in the legend. (T&ES)

- F - 6 All storm sewers shall be constructed to the City of Alexandria standards and specifications. 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 material will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternately, 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” in the public Right of Way and sanitary lateral 6” for all commercial and institutional developments; however, a 4” sanitary lateral will be acceptable for single-family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12” or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured “Y” or “T” or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured “Y” or “T”, or else install a manhole. (T&ES)
- F - 8 Lateral Separation of Sewers and Water Mains: A horizontal separation of 10’ (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18” above of the top of the sanitary/storm 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” for sanitary and 12” for storm sewer; however, if this cannot be achieved then both the water main and the sanitary/storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main.

Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)

- F - 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" 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 The 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 The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)
- F - 18 The maximum right-of-way dedication from the applicant for the Eisenhower Avenue improvements (including sidewalks and/or pedestrian/bicyclist paths) contemplated by the City is addressed in CDD#2005-0002 Condition #22 states: "67' south of the centerline shown on DSUP98-0042 shall be provided by Applicant." The City and applicant specifically understand that any sidewalk on the south side of Eisenhower Avenue and/or pedestrian/bicyclist shared-use path with a minimum unobstructed width of 10 feet, shall be located within 67' south of the centerline shown on DSUP #98-0042.

- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2 **CODE REQUIREMENT AMENDED BY STAFF:** Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the water quality and quantity peak flow requirements and provide channel protection and flood protection in accordance with these requirements ~~prepare a Stormwater Management Plan so that from the site, the post development peak runoff rate from a two year storm and a ten year storm, considered individually, shall not exceed their respective predevelopment rates.~~ If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 **CODE REQUIREMENT AMENDED BY STAFF:** Per the requirements of Article 13-114 (F) ~~13-113 (d)~~ of AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4 **CODE REQUIREMENT AMENDED BY STAFF:** Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 ~~the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004~~ that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII Environmental Management Ordinance of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 5 **CODE REQUIREMENT AMENDED BY STAFF:** In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. ~~02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007.~~ (T&ES) 06-14 New Sanitary Sewer Connection and Adequate Outfall Analysis, effective July 1, 2014. The sanitary sewer adequate outfall analysis is required as part of the

Preliminary Site Plan submission. The memorandum is available at the following web address of the City of Alexandria. (T&ES)  
<http://alexandriava.gov/uploadedFiles/tes/info/MemoToIndustry06-14.pdf>

- C - 6 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 - 7 In the event that Section 5-1-2(12b) of the City Charter and Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as Required User Property [as defined in 5-1-2(12b) of the City Charter and Code], then refuse collection shall be provided by the City for the condominium portion of this plan. (T&ES)
- C - 8 Comment deleted.
- C - 9 The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: [www.alexandriava.gov](http://www.alexandriava.gov) or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)
- C - 10 The applicant shall be responsible to deliver the solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 11 The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. (T&ES)
- C - 12 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 13 Bond for the public improvements must be posted prior to release of the site plan.\* (T&ES)
- C - 14 **CODE REQUIREMENT AMENDED BY STAFF:** The sewer tap fee must be paid prior to release of the site plan. Per Title 5 Chapter 6 Section 5-6-25.1(8) of the City Code of Ordinances, the sewer connection rate shall be revised to reflect the current fee

structure at the time the extension is approved. The ordinance allows for one extension without revising the connection fee, but since this is the applicant's second extension, the new rates would apply unless the applicant pays the sewer connection fees prior to the extension being approved. The sewer connection ordinance was passed in May 2013 and the first extension was approved on June 15, 2013 so that extension counted as the one extension without revising the fee. \* (T&ES)

- C - 15 All easements and/or dedications must be recorded prior to release of the site plan.\* (T&ES)
- C - 16 Underground all secondary utilities serving the site.\*\*\*(T&ES)
- C - 17 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 - 18 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 19 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 20 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 T&ES will be acceptable. (T&ES)
- C - 21 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 - 22 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)

- C - 23 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 24 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 25 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 - 26 The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management. (T&ES)
- C - 27 The applicant must 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, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. (T&ES)

**Fire Department: SECTION ADDED BY STAFF**

- F - 1 All new fire hydrants on property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance, and service. This will be evaluated on a case by case basis.
- R - 1 To improve fire department operational capabilities, it is recommended that all stairways extend to the roof level for direct access to the roof.
- C - 1 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) floor area per floor; e) fire protection plan. The applicant expects to have the building code analysis completed by next submission since the building needs to be completely designed. **Code requirement met, see sheet A-0.**
- C - 2 The final site plans shall show placement of fire easement signs. See attached guidelines for sign details and placement requirements. **Code requirement met.**
- C - 3 The Applicant shall provide a separate Fire Service Plan which illustrates **where applicable:** a) emergency ingress/egress routes to the site; b) one fire department connection (FDC) for buildings under 5 stories or 55 feet or two sufficiently remote FDC's for buildings over 5 stories or 55 feet; c) FDC's located within one hundred (100)

feet of any existing or new fire hydrants d) new fire hydrants installed not less than forty (40) feet from building e) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; f) emergency vehicle easements (EVE) around the building with a minimum width of twenty-two (22) feet; g) the location and size of the separate fire line(s) for the building fire service connection and fire hydrants.

- C - 4** If building or structure is over 50 feet in height, it is required to have ladder truck access to 48% perimeter of the buildings by public roads or recorded emergency vehicle easements (EVE). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. Equivalency may be demonstrated through methods outlined in the City Fire Prevention Code Appendix D. All elevated structures designated as an EVE shall be designed to AASHTO HS-20 loadings.
- C - 5** The Applicant shall provide two wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The two copies shall be submitted to Alexandria Fire Department, Fire Prevention, C/O A. Maurice Jones, Jr. 900 Second Street, Alexandria, Va. 22314.
- C - 6** A Knox Box Rapid Entry key access system shall be installed to facilitate building entry by fire department personnel during an emergency. The size and number of Knox Boxes, number of key sets, and required keys or access devices shall be determined by Alexandria Fire Department personnel.
- C - 7** An Applicant for construction of any building or structure, or addition to any building or structure, in excess of 10,000 square feet shall contact the City of Alexandria Radio System Manager in the Department of Emergency Communications prior to submission of a final site plan. The proposed project shall be reviewed with the Radio System Manager for compliance with City of Alexandria public safety radio communications requirements. The minimum requirements follow:
- a. The design shall allow penetration of radio signals in the 806 to 815 MHz and 851 to 860 MHz frequency range.
  - b. The design shall support minimum signal reception strength of -95 dBm, on signals transmitted from the radio system, when received within 90 percent or greater of each floor area.
  - c. The design shall support minimum signal reception strength of -95 dBm on signals received by the radio system, when transmitted at a power level of 3 watts (35dBm) from within 90 percent or greater of each floor area.
  - d. Areas deemed critical by the City of Alexandria, such as fire control rooms, exit stairways, and exit passageways shall provide 99 percent coverage or greater with minimum received strength of -95 dBm.

If the building or structure fails to meet the above criterion the Applicant shall install, to the satisfaction of the Radio System Manager and in compliance with relevant building codes, a radio frequency amplification and distribution system designed to meet the above requirements. Amplifiers and any other powered equipment must consist of two power sources:

- a. Primary Source: Dedicated branch circuit.
- b. Secondary Source: Battery backup capable of powering the system for 12 hours at 100 percent capacity.

Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio System Manager.

The building or structure shall be tested annually for compliance with City of Alexandria public safety radio communication requirements. Test results shall be submitted to the Radio System Manager. (Eric Parker, 703-746-1863 or [radiomanager@alexandriava.gov](mailto:radiomanager@alexandriava.gov)

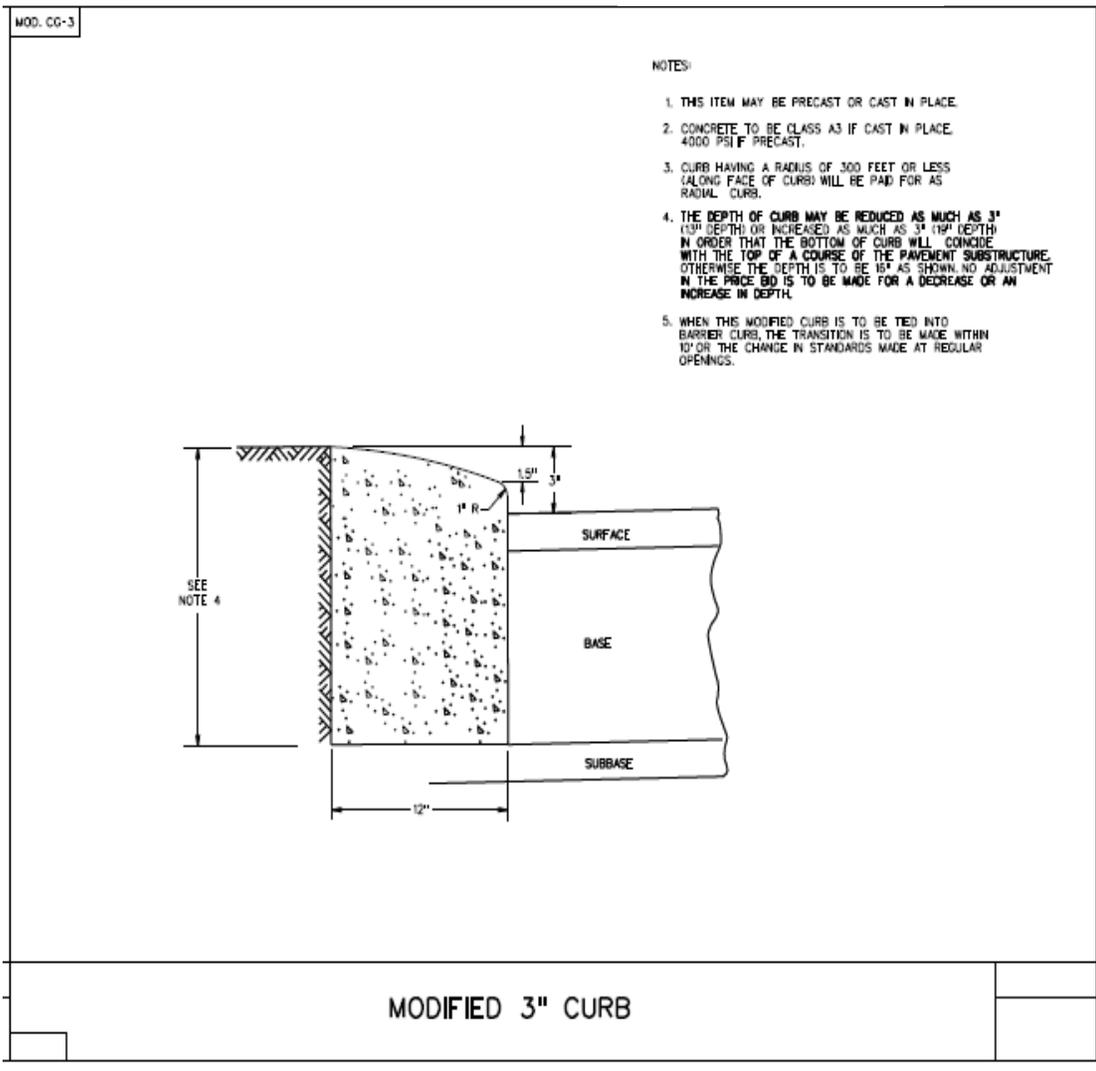
- C - 8** The fire service plan shall show placement of emergency vehicle easement signs. See sign detail and placement requirements are as follows:

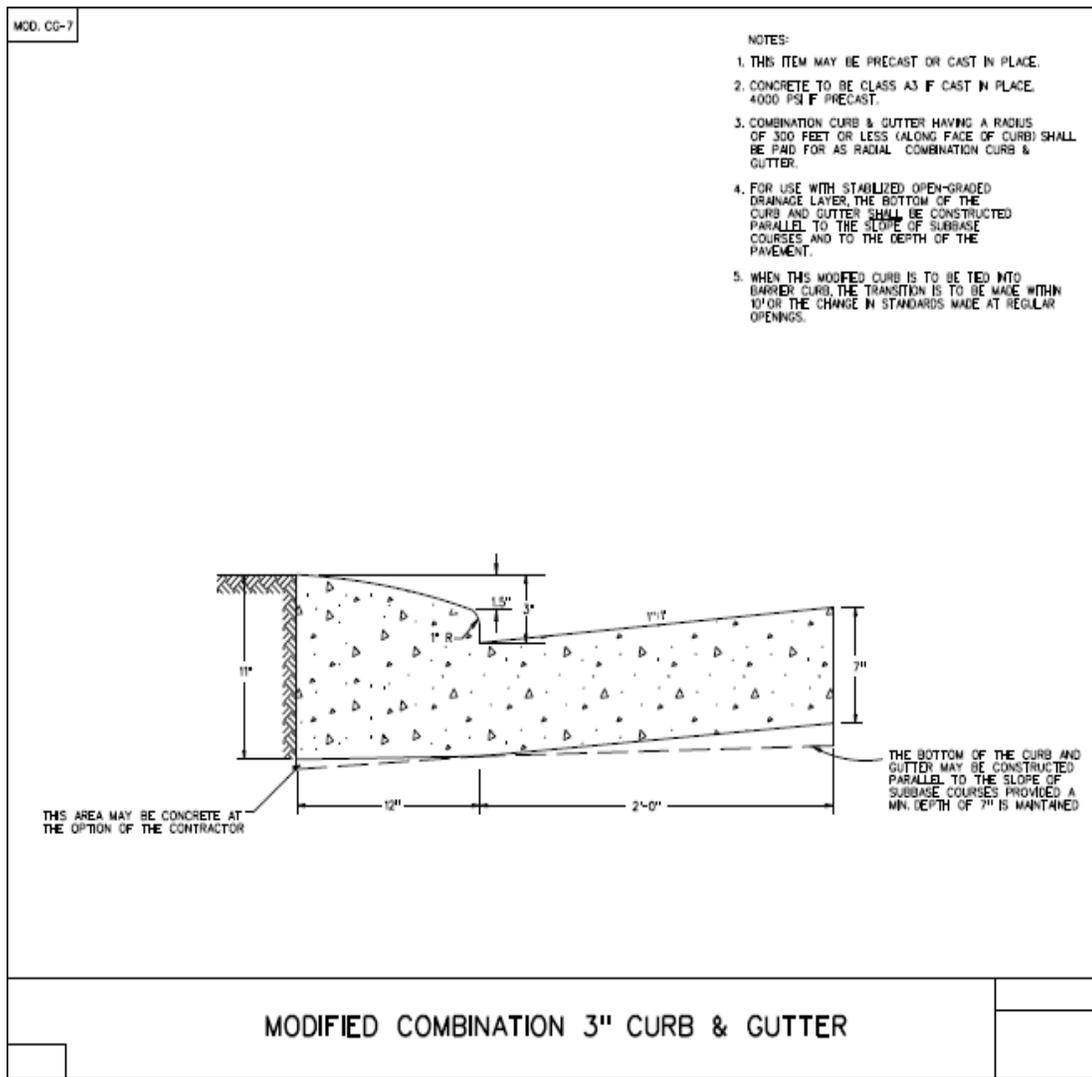
Emergency vehicle easements shall be a minimum of 22 feet across the travel lane. The emergency vehicle easement shall provide access to strategic areas of the building and fire protection systems. Curbing and street components shall conform to the standards established by Transportation and Environmental Services and this document for emergency vehicle easements.

Emergency vehicle easement signs shall be metal construction, 12-inches wide and 18 inches in height. Provide red letters on reflective white background with a 3/8-inch red trim strip around the entire outer edge of the sign. The lettering shall say "NO PARKING," "FIRE LANE," "EM. VEH. EAS.," and "City of Alex.," Lettering size shall be as follows: "NO PARKING" - 2 inches, "FIRE LANE" - 2½ inches. EM. VEH. EAS. - 1 inch, CITY OF ALEX. - ½ inch. Directional Arrows - 1 inch by 6 inches solid shaft with solid head - 1½ inches wide and 2 inches deep (For examples, see Figures D102.1, D102.2, and D102.3). Signs shall be mounted with the bottom of the sign 7 feet above the roadway, and shall be properly attached to a signpost or other approved structure such as designated by the fire official. Posts for signs, when required, shall be metal and securely mounted. Signs shall be parallel to the direction of vehicle travel and posted so the directional arrows clearly show the boundaries and limits of the Emergency Vehicle Easement. In areas where emergency vehicle easements involve two-way traffic, double mounted signs shall be provided. The maximum distance between signs shall be 100 feet. Other special signs or modifications to emergency vehicle easement signs shall be approved by the fire official.

Where curbing is a component of the emergency vehicle easement, the curbing construction shall conform to weight and grade requirements for vehicular traffic. In no circumstances shall a raised curb be located in the path of travel in an emergency vehicle

easement. Where a mountable curb is provided as part of an emergency vehicle easement, emergency vehicle easement signs shall be posted at the point nearest the edge of the emergency vehicle easement, but in no case within the clear width of the emergency vehicle easement. With the exception of flush curbs, any fire department access points that require fire apparatus to mount a curb shall conform to the modified 3 inch curb design standard MOD CG-3 or MOD CG-7 design as shown.





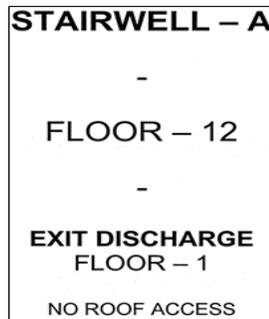
C - 9 Show fire apparatus vehicle turning radius based on the following specifications:  
Tower 203 Turning Specifications

- Turning Radius – Wall to Wall = 54.98 feet + / - 2 feet
- Curb to Curb = 51.33 feet + / - 2 feet
- Inside turning radius = 37.73 feet + / - 2 feet
- Overall Length – 47' – 4 1/2"
- Overall Width – 98"
- Wheel Bases from front axle to both rear axles – 240"
- Tandem axle spacing – 56" CL of axle to CL of axle
- Gross Weight – As built with no equipment or water gross weight = 66,000#
- Angle of Approach – 13 Degrees
- Angle of Departure – 11 degrees
- Ramp Break Over – Break over angle is 9°

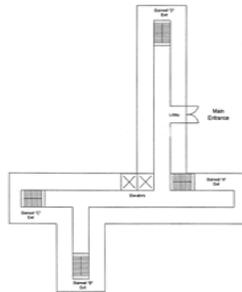
- C - 10** Provide Stairway Identification. Stairway identification signs shall be provided at each landing in all interior exit stairways connecting more than three stories. Stairways shall be identified by letter designation starting next to the main entrance with "A" and continuing in a clockwise or left to right pattern using consecutive letters of the alphabet for each additional stairway. Two copies of the stairway signs shall be submitted to the fire official for approval before occupancy.

Stairway signs shall designate the stairway letter, state the floor level, the level of exit discharge, and if there is access or no access to the roof regardless if the access door or roof hatch locks. The bottom of the sign shall be located five (5) feet above the floor landing in a position that is readily visible when the stairwell door is opened or closed. The signs must have lettering that is a minimum of 2 inches but no greater than 4 inches in height. This information may be stenciled directly onto the wall but all lettering must be of a color contrasting with the background stairway wall color.

In buildings greater than three stories where there is no graphic representation of the building footprint, a simplified building schematic must be display in the lobby. The simplified building footprint shall be an overhead view of the building exterior and the general layout of the lobby of the first floor. Stairways shall be denoted by letter as required.



Ex. Stairway Identification Sign



Ex. Building Footprint Sign

- C - 11** Existing fire hydrants shall remain in-service and unobstructed during construction.
- C - 12** All fire department connections shall be Knox® StorzGuard® with Locking Cap and 30 degree Elbow Knox® part number 5022.

**Code Administration:**

- F - 1** **FINDING ADDED BY STAFF:** The review by Code Administration is a pre-building permit review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact Code Administration, at 703.746.4200

- C - 1 CODE REQUIREMENT AMENDED BY STAFF:** ~~Provide two Siamese connections per building located to the satisfaction of the Director of Code Administration. Code requirement met.~~ New construction must comply with the current – at the time of permit submission - edition of the Virginia Construction Code (VCC).
- C - 2 CODE REQUIREMENT AMENDED BY STAFF:** ~~A separate tap is required for the building fire service connection. Code requirement met.~~ Alterations to the existing structure must comply with the current – at the time of permit submission - edition of the Virginia Construction Code (VCC)
- C - 3 CODE REQUIREMENT AMENDED BY STAFF:** ~~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) floor area per floor; e) fire protection plan. The applicant expects to have the building code analysis completed by next submission since the building needs to be completely designed. Code requirement met, see sheet A-0.~~ Before a building permit can be issued on any proposed future alterations, a certification is required from the owner or owner’s agent that the building has been inspected by a licensed asbestos inspector for the presence of asbestos.
- C - 4 CODE REQUIREMENT AMENDED BY STAFF:** ~~The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located between forty (40) and one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a width of eighteen (18) feet (one way) and twenty-two (22) feet for two-way traffic; f) all Fire Service Plan elements are subject to the approval of the Director of Code Administration. The Fire Service Plan shall be completed by Preliminary Plan Submission. The two FDC’s located along Port Street do not have any fire hydrants serving them. The two fire hydrants located along Southern Street can be relocated to serve the FDC’s located along Port Street for compliance.~~ 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) floor area per floor; e) fire protection plan.
- C - 5 CODE REQUIREMENT AMENDED BY STAFF:** ~~Fire Department ladder truck access is required for 48% of the perimeter of all buildings over 50 feet in height. This requires a truck to be able to position itself between 15 and 30 feet from the face of the building. All elevated structures used for this purpose shall be designed to AASHTO HS 20 loadings. Code requirement met.~~ Final Site address shall be issued prior to applying for a construction permit from the Department of Code Administration. The applicant shall coordinate with the Departments of information Technology/GIS and Planning & Zoning to obtain a designated address for the site prior to submitting construction permit applications to the permit center.

- C - 6 CODE REQUIREMENT AMENDED BY STAFF:** ~~Building is over 50 feet in height and as such is required to have ladder truck access to a 48% perimeter of the buildings by public roads or recorded emergency vehicle easements (eve). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. The face of the building may not articulate back into the mass of the building more than 7 feet horizontally in the first 75 feet of vertical dimension of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. Code requirement met. A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof. Alterations to any existing structure and/or installation and/or altering of equipment therein requires a building permit. Five sets of plans, bearing the signature and seal of a design professional registered in the Commonwealth of Virginia, must accompany the written application. The plans must include all dimensions, construction alterations details, kitchen equipment, electrical, plumbing, and mechanical layouts and schematics.~~
- C - 7 CODE REQUIREMENT AMENDED BY STAFF:** ~~The final site plans shall show placement of fire easement signs. See attached guidelines for sign details and placement requirements. Code requirement met. When a change of use requires a greater degree of structural strength, fire protection, exit facilities or sanitary provisions, a construction permit is required.~~
- C - 8** Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Handicapped accessible bathrooms shall also be provided. Acknowledged by applicant.
- C - 9 CODE REQUIREMENT AMENDED BY STAFF:** ~~Prior to submission of the final site plan #3, the developer shall provide three wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The three copies shall be submitted to the Site Plan Coordinator of Code Administration, 301 King Street, Suite 4200, Alexandria, VA 22314. This structure contains mixed use groups [S-2 Storage, R-2 Residential, M- Mercantile], and is subject to the mixed use and occupancy requirements of USBC 508.~~
- C - 10 CODE REQUIREMENT DELETED BY STAFF:** ~~A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 116.1.~~
- C - 11 CODE REQUIREMENT DELETED BY STAFF:** ~~Provide Stairway Identification. A sign shall be provided at each floor landing in interior vertical exit enclosures connecting more than three stories designating the floor level, the terminus of the top and bottom of the stair enclosure and the identification of the stair. The signage shall also state the story of, and the direction to the exit discharge and the~~

~~availability of roof access from the stairway for the fire Department, in accordance with USBC 1020.1.6.~~

**C - 12 CODE REQUIREMENT DELETED BY STAFF: ~~This structure contains mixed use groups [S-2 Storage, R-2 Residential, M- Mercantile], and is subject to the mixed use and occupancy requirements of USBC 508~~**

### Police

#### Parking Garage:

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

#### Landscape:

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

#### Parks:

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

#### Miscellaneous:

- R - 7 It is recommended that the buildings have an address number which is contrasting in color to the background, at least 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.
- R - 8 It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a "breaking and entering" when the windows are open for air.

- R - 9 It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

**Archaeology**

- F - 19 Archaeological investigations conducted on the Hoffman properties to date have located the eighteenth-century West family cemetery, remnants of an eighteenth through nineteenth-century mill race, and the foundations of Cameron Mills and of several historic residential structures, one of which may have served as an early tavern. A pier buried under deep fill was found in the northeastern section of Block 12. However, a recent geomorphological study along Eisenhower Avenue just to the north of this property has indicated that Blocks 11 and 12 were floodplain areas not conducive to human occupation. Based on this information, there is low potential for the recovery of additional significant archaeological resources, but this area is suitable for interpretation of the previous discoveries. No additional archaeological work is needed prior to construction, but statements on the plans are required to insure that information is recovered in the event that new finds are unearthed during construction.
- F - 20 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 - 13 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

**Alexandria Sanitation Authority**

- C - 14 Ensure all discharges are in accordance with City of Alexandria Code 4035. (ASA)
- C - 15 Provide sanitary flow computations. (ASA)
- C - 16 Follow the sanitary sewer connection and Adequate Outfall Analysis as stated in the July 1, 2007 Memorandum. (ASA)

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**

**DSP #** DSUP 2013-0008 **Project Name:** Hoffman, Blocks 11 and 12

**PROPERTY LOCATION:** 2360 Eisenhower Avenue & 2300 Dock Lane

**TAX MAP REFERENCE:** 078.02-01-09, 13 **ZONE:** CDD #2

**APPLICANT:**

Name: Hoffman Towers Block 11 LLC/Hoffman Towers Block 12 LLC

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

**PROPERTY OWNER:**

Name: Hoffman Towers Block 11 LLC/Hoffman Towers Block 12 LLC

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

**SUMMARY OF PROPOSAL** Applicant requests extension of existing approval with no changes

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

**SUPs 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.

Kenneth W. Wire, Esquire, Agent  
Print Name of Applicant or Agent  
McGuireWoods LLP, 1750 Tysons Blvd., Suite 1800  
Mailing/Street Address  
Tysons Corner, VA 22102  
City and State Zip Code

Signature  
703-712-5362 703-712-5222  
Telephone # Fax #  
kwire@mcguirewoods.com  
Email address  
3/3/16  
Date

**DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY**

Application Received: \_\_\_\_\_ Received Plans for Completeness: \_\_\_\_\_  
Fee Paid and Date: \_\_\_\_\_ Received Plans for Preliminary: \_\_\_\_\_

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

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

Development SUP # \_\_\_\_\_

**ALL APPLICANTS MUST COMPLETE THIS FORM.**

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

**1. The applicant is: (check one)**

the Owner     Contract Purchaser     Lessee or     Other: \_\_\_\_\_ of the subject property.

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

See attached ownership disclosure sheet  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

- Yes.** Provide proof of current City business license.
- No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

## Hoffman Blocks 11 and 12 Ownership Disclosures

### Hoffman Block 11 LLC

99% Hoffman Family LLC  
1% Hoffman Towers Development, LLC

### Hoffman Block 12 LLC

99% Hoffman Family LLC  
1% Hoffman Towers Development, LLC

### Hoffman Family LLC

21.78% Hoffman Family Trust  
5.3898% Peggy Hoffman Trust  
21.52206% Hubert N. Hoffman, III  
10.76103% Nancy Connor  
19.728555% Holly Nolting  
19.728555% Thomas Hoffman  
1.09% Hoffman Development, LLC

## OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

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

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

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

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

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

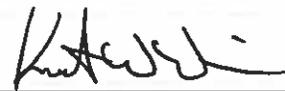
Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Hoffman Family Trust	Political contribution of \$1,000	Paul Smedberg
2.		
3.		

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

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

3/3/16  
Date

Kenneth W. Wire  
Printed Name

  
Signature



Development SUP # \_\_\_\_\_

**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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**Development SUP #** \_\_\_\_\_

**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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<b>Development SUP #</b> _____
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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

**Development SUP #** \_\_\_\_\_

- 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? \_\_\_\_\_
- B. How many loading spaces are available for the use? \_\_\_\_\_
- 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?**

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

**Development Special Use Permit #2013-0008**

**EESAP Blocks 11 & 12 Extension - 2210 Eisenhower Avenue**

Application	General Data	
<b>Project Name:</b> Eisenhower East Blocks 11 & 12	<b>PC Hearing:</b>	June 4, 2013
	<b>CC Hearing:</b>	June 15, 2013
	<b>If approved, DSUP expiration:</b>	June 15, 2016 (36 months)
	<b>Site Area:</b>	Block 11: 126,010 sf (2.89 ac) Block 12: 59,653 sf (1.37 ac)
<b>Location:</b> 2210 Eisenhower Avenue	<b>Zone:</b>	CDD#2
	<b>Proposed Use:</b>	Residential & Retail
	<b>Gross Floor Area:</b>	Block 11: 674,259 sf Block 12: 641,964 sf Total: 1,317,304 sf
<b>Applicant:</b> Hoffman Company, LLC by Kenneth Wire, McGuireWoods LLP	<b>Small Area Plan:</b>	Eisenhower East
	<b>Green Building:</b>	LEED Certified or 1 Green Globe (& min. 40% of possible Green Globes points)

Purpose of Application
Approval of a three year extension for a previously approved Development Special Use Permit, DSUP #2009-0004 for two blocks in the <i>Eisenhower East Small Area Plan</i> area.

Special Use Permits, Modifications, and other Approvals Requested:
1. Development Special Use Permit with Site Plan Stage 2(DSUP 2013-0008) 2. SUP for affordable housing density bonus per Section 7-700 3. SUP for increased penthouse heights and additional penthouses 4. Modifications to building setback to building height ratio, landscape guidelines and compact parking space ratio.
<b>Staff Recommendation: APPROVAL WITH CONDITIONS</b>
<b>Staff Reviewers:</b> Gary Wagner, <a href="mailto:gary.wagner@alexandriava.gov">gary.wagner@alexandriava.gov</a> Gwen Wright, <a href="mailto:gwen.wright@alexandriava.gov">gwen.wright@alexandriava.gov</a>

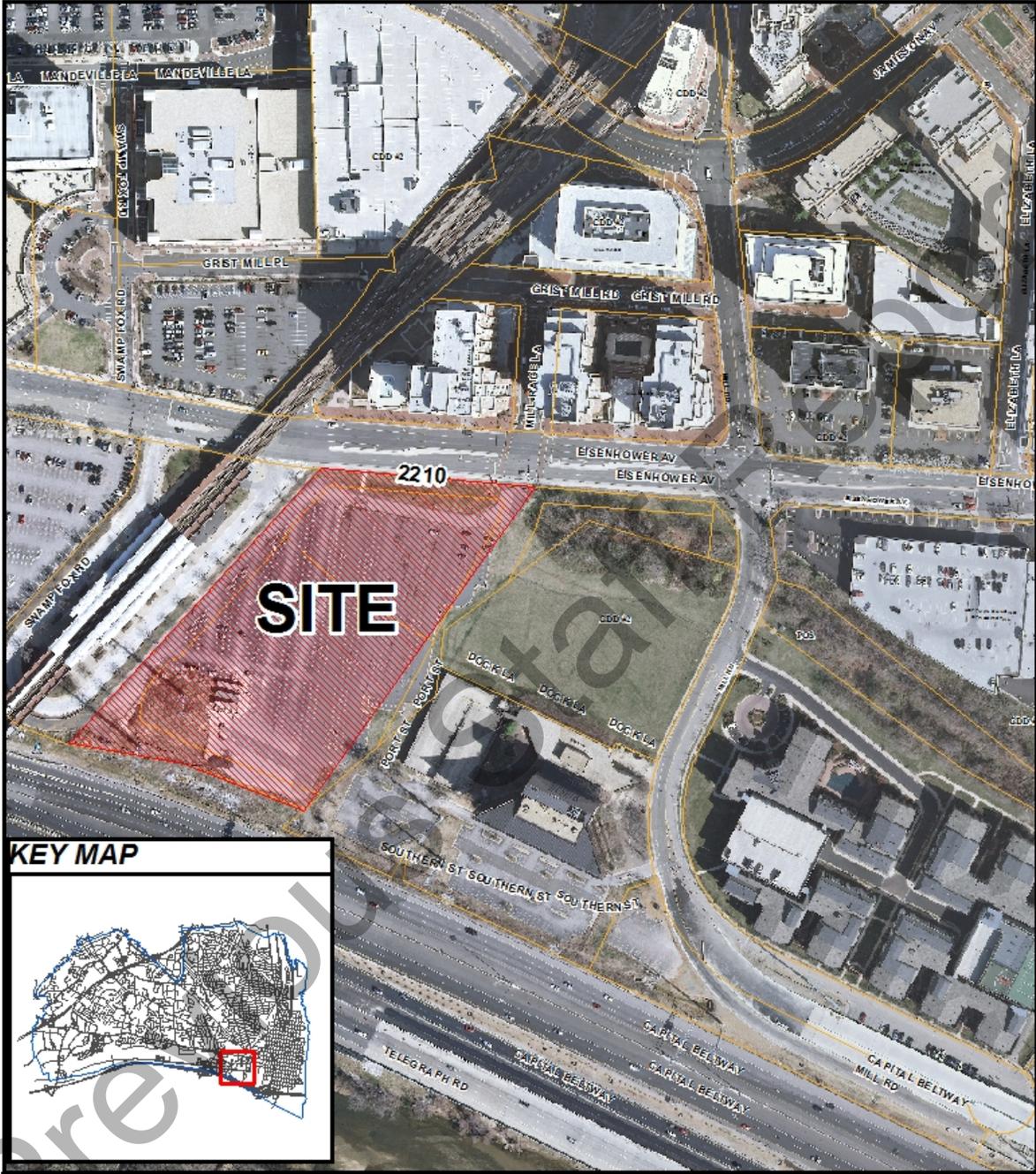
**CITY COUNCIL ACTION, JUNE 15, 2013:** City Council approved the recommendation of the Planning Commission, noting that there is no change to condition #104.

**PLANNING COMMISSION ACTION, JUNE 4, 2013:** On a motion by Ms. Lyman, seconded by Ms. Wasowski, the Planning Commission voted to **recommend approval** of DSUP #2013-0008, subject to compliance with all applicable codes, ordinances, staff recommendations and conditions. The motion carried on a vote of 5 to 0. Commissioners Komoroski and Wagner were absent.

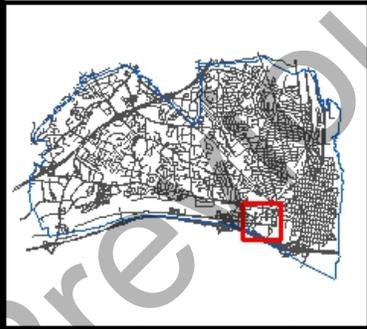
Reason: The Planning Commission agreed with the staff analysis and recommendations.

Speakers: Ken Wire, attorney representing the applicant, spoke in support of the application.

Previous Staff Report



KEY MAP



**DSUP #2013-0008**  
**2210 Eisenhower Ave.**

**6/4/2013 N**



## **I. REQUEST**

The applicant for Blocks 11 and 12 in Eisenhower East, Hoffman Company, LLC, is requesting approval of an extension of the previously approved Development Special Use Permit (DSUP2009-0004) and associated applications for a proposed mixed-use, residential and commercial development. The applicant was unable to start construction of the development within the required timeframe due to financial constraints and the larger economic situation. This application does not need an extension of the approved Master Plan Amendment for increased building height and density, the CDD Concept Plan, the TMP, the encroachment for a transformer vault in the Port Street right-of-way, or the street naming cases, which were part of the original approval, because they have no expiration. The following is a summary of the approvals needed for the extension application:

1. Development Special Use Permit with Site Plan (Stage 2);
2. SUP for affordable housing density bonus per Section 7-700;
3. SUP for increased penthouse heights and additional penthouses;
4. Modifications to building setback to building height ratio, landscape guidelines and compact parking space ratio.

All of the above are described in the original Staff Report approved by City Council on April 17, 2010, which is attached for reference.

## **II. SITE DESCRIPTION**

Blocks 11 and 12 are located in the Coordinated Development District (CDD#2) zone, on the south side of Eisenhower Avenue, adjacent to the Eisenhower Avenue Metro station, which is west of the site. Blocks 19 and 20 are located to the east of the subject property. Block 19, owned by Paradigm Development Company, is currently under review by the City for a new high-rise building consisting of 505 dwelling units, and is also on the Planning Commission and City Council docket in June. Block 20 is occupied by a vacant office building, formerly the offices of the American Trucking Association (ATA). To the south of the site are the future Southern Street, Dominion Virginia high-tension power lines, and the Capital Beltway.

## **III. BACKGROUND**

The development proposal for Blocks 11 and 12 includes the construction of two mixed-use buildings with three towers and five levels of below grade parking. The project will provide approximately 1,200 dwelling units and 67,000 square feet of retail, including a grocery store on Block 11. The project will also include over 50,000 square feet of new affordable housing and a significant contribution to the City's Housing Trust Fund. In conjunction with this project, there will also be a major renovation of the Eisenhower Metro Station and a new open space plaza on the north side of the station.

Block 11 consists of one building with two towers and the grocery store at the ground level for a total of approximately 675,000 total square feet. The east tower will be approximately 22 stories and the west tower adjacent to the Eisenhower Avenue Metro Station will be approximately 31

stories. In addition to the below grade parking, a 150-space surface parking lot on Block 11 is proposed in conjunction with the proposed grocery store use. This surface lot is located below major Dominion Virginia Power transmission lines and, thus, no building can be located in this area.

A 28 story residential tower is proposed on Block 12 consisting of approximately 642,000 square feet with approximately 17,000 square feet of retail space on the ground floor level, mostly facing Eisenhower Avenue.

Framing the new blocks will be several new streets for the development. Dock Lane and Southern Street will run east and west, while Anchor Street and Port Street will run north and south, forming the two new blocks. Anchor Street will be constructed between the site and the Metro station, with a mid-block connection from Dock Lane providing access to the station. Hoffman Company will construct the three new streets that form Blocks 11 and 12, and will share in the cost and construction of a portion of Port Street, the fourth street, with the adjacent Paradigm development on Block 19.

#### **IV. SUMMARY OF ISSUES**

The applicant is not requesting any changes to the original DSUP with this extension; however, there are several changes to the conditions recommended by Staff. Below is a brief summary of the main changes:

- There are several amendments to the conditions to bring them into conformance with new or updated City policies and standards, such as: 1) an amendment to the Housing condition to change the number of years for the set aside units from 30 to 40 years; 2) an increase in the number of bicycle parking spaces per Alexandria's current Bicycle Parking Standards; 3) a change to the Eisenhower Avenue widening along Block 12 that requires the developer to construct the improvements rather than provide payment to the City to construct (this portion of Eisenhower Avenue is no longer included in the Eisenhower Avenue Roadway Improvements project); 4) allow for some possible changes to brick sidewalks in concert with additional City studies on accessibility; 5) allow for some possible bike facilities, such as signage and sharrows, on Dock Lane; and 6) amendments to the BMP conditions to bring them up to current standards.
- There are also several new conditions, such as: 1) getting the right-of-way dedication along Eisenhower Avenue and the Block 19 frontage, which was provided for in the Stage I DSUP; 2) providing access for a new trail that connects to the open space on Block 19; and 3) landscape requirements for a proposed sanitary sewer pump station on Block 19;
- There are also some minor changes to the City Code Comments.

#### **V. STAFF RECOMMENDATION**

Staff recommends approval of the requested extension of three years for Blocks 11 and 12, subject to compliance with the Amended Conditions of Approval section below.



**Docket Item #4 A-F**  
**EESAP Blocks 11 & 12 - 2210 Eisenhower Avenue**

<b>Application</b>	<b>General Data</b>	
<b>Project Name:</b> Eisenhower East Blocks 11 & 12	<b>PC Hearing:</b>	April 6, 2010
	<b>CC Hearing:</b>	April 17, 2010
	<b>If approved, DSUP expiration:</b>	April 17, 2013 (36 months)
	<b>Site Area:</b>	Block 11: 126,010 sf (2.89 ac) Block 12: 59,653 sf (1.37 ac)
<b>Location:</b> 2210 Eisenhower Avenue	<b>Zone:</b>	CDD#2
	<b>Proposed Use:</b>	Residential & Retail
	<b>Gross Floor Area:</b>	Block 11: 674,259 sf Block 12: 641,964 sf Total: 1,317,304 sf
<b>Applicant:</b> Hoffman Company, LLC by Kenneth Wire, McGuireWoods LLP	<b>Small Area Plan:</b>	Eisenhower East
	<b>Green Building:</b>	LEED Certified or 1 Green Globe (& min. 40% of possible Green Globes points)

**Purpose of Application**  
 Stage 2 DSUP approval for development of two blocks in the *Eisenhower East Small Area Plan* area. The proposal includes two residential/retail mixed-use buildings on the east side of the Eisenhower Avenue Metro Station, name approvals for two new public streets – Anchor Street and Swamp Fox Road – and the new Eisenhower Station Square at the renovated Eisenhower Avenue Metro Station.

**Special Use Permits, Modifications, and other Approvals Requested:**

1. Development Special Use Permit with Site Plan Stage 2(DSUP 2009-0004)
2. Coordinated Development District Amendment (CDD 2009-0002)
3. Special Use Permit for a Transportation Management Plan (SUP 2009-0063)
4. Master Plan Amendment for increased height (MPA 2009-0002)
5. Special Use Permit for increased penthouse heights and additional penthouses
6. Street Names for two new public streets (Street Name Case 2009-0002, 2009-0009)
7. Modifications to building setback to building height ratio, landscape guidelines and compact parking space ratio.
8. Encroachment for electrical vaults in the public right of way.

**Staff Recommendation: APPROVAL WITH CONDITIONS**

**Staff Reviewers:** Gwen Wright, [gwen.wright@alexandriava.gov](mailto:gwen.wright@alexandriava.gov)  
 Thomas H. Canfield, AIA, NCARB, [tom.canfield@alexandriava.gov](mailto:tom.canfield@alexandriava.gov)  
 Gary Wagner, RLA [gary.wagner@alexandriava.gov](mailto:gary.wagner@alexandriava.gov)  
 Natalie Sun, AICP, LEED AP (former staff member)

**CITY COUNCIL ACTION, APRIL 17, 2010:** City Council approved the Planning Commission recommendation with the following changes: (1) amend condition 8f as stated in the letter dated April 16, 2010 from the applicant by adding the phrase, "*Provided that the City agrees to reimburse the applicant (by form of credit to final site plan fee, building permit, and/or CO fee, at applicant's election) for all costs incurred in connection with designing the portion of the plaza that the applicant does not have the obligation to construct in the Stage 2 PDSUP Infrastructure Phasing Plan on Sheet 10 of the Preliminary Plan;*" (2) strike condition 15f; (3) amend condition 72 to state, "*The Applicant shall design and construct the Eisenhower Avenue widening improvements along Block 12, including but not limited to the sidewalk area, travel lanes and median, prior to the release of the final certificate of occupancy for Block 12. The design of these improvements shall be to the satisfaction of the Directors of T&ES and P&Z. If, however, the City notifies the Applicant, prior to the commencement of construction for either Blocks 11 or 12, that the City will be undertaking construction of the Eisenhower Avenue widening improvements including the frontage of Block 12, then the Applicant shall provide a payment of \$795,882.00 to the City in the satisfaction of the Applicant's obligation under Condition 26 of CDD 2005-0002 to pay the equivalent of the actual cost of constructing the Eisenhower Avenue improvements. This payment is required prior to the release of the first certificate of occupancy for Block 11 or 12, provided, however, that in no event shall payment be made later than 24 months from the commencement of construction of either Blocks 11 or 12;*" (4) amend condition 50 to delete the first sentence of the condition and add the following sentence in its place, "*The developer shall provide the mix of fifty-six affordable set-aside rental units as set forth in the unit matrix submitted to the Director of Housing on April 15, 2010;*" and (5) restore condition #51 to the original condition recommended by staff stating, "for a period of 30 years from the date of initial occupancy of each affordable unit."

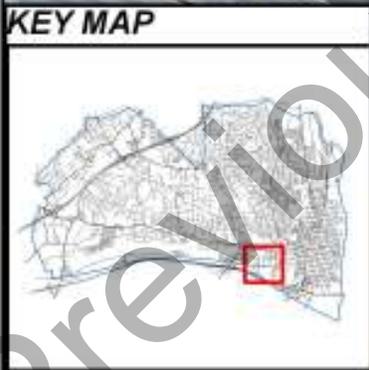
**PLANNING COMMISSION ACTION, APRIL 6, 2010:** On a motion by Mr. Wagner, seconded by Mr. Jennings, the Planning Commission voted to **adopt** Resolution MPA #2009-0002 for increased height. The motion carried on a vote of 6 to 0. On a motion by Mr. Wagner, seconded by Mr. Jennings, the Planning Commission voted to **recommend approval** of CDD #2009-0002. The motion carried on a vote of 6 to 0. On a motion by Mr. Wagner, seconded by Mr. Jennings, the Planning Commission voted to **recommend approval** of DSUP #2009-0004, SUP #2009-0063, and ENC #2010-0004, and voted to **approve** Street Name #2009-0002 and 2009-0009, subject to compliance with all applicable codes, ordinances, staff recommendations and conditions, with amendments to Conditions 1, 2, 3, 4(ff), 4(ll), 4(nn), 7, 8, 8(h), 9, 15, 26, 27, 35(a)(iv), 35(b), 42, 43, 44, 51, 57, 66, 67, 88, 131(a) and deletion of Conditions 4(v) and 90. The motion carried on a vote of 6 to 0.

**Reason:** The Planning Commission agreed with the staff analysis and recommendations as amended and also recommended that Conditions 51 and 57 regarding affordable housing units not be limited to a 30 year expiration date.

**Speakers:**

Joanne Lepanto spoke in opposition to the proposal.

Jonathan Rak, attorney representing the applicant, spoke in support of the application and to clarify conditions with which the applicant disagreed.



 CDD #2009-0002  
MPA #2009-0002  
DSUP #2009-0004  
TMP-SUP #2009-0063  
ENC#2010-0004  
STNAME #2009-0002, #2009-0009

04/06/10

N  


# **I. SUMMARY**

## ***A. Recommendation and Summary of Issues***

The Hoffman Company, LLC is requesting approval of a Stage 2 Development Special Use Permit and all associated applications for a proposed mixed-use residential and retail development on Blocks 11 and 12 in Eisenhower East. Staff recommends **approval** of these applications subject to compliance with the staff recommended conditions.

There are many significant issues that were considered with this proposal, and are discussed in this report, including:

- Consistency with the *Eisenhower East Small Area Plan*, Hoffman CDD Plan, and Stage 1 DSUP for Blocks 11 & 12;
- Affordable housing and associated density bonus;
- Building design and environmental sustainability;
- Retail uses – including a new grocery store and street-facing retail along Eisenhower Avenue and new Dock Lane;
- Creation of public open space;
- Improvements to the Eisenhower Avenue Metro Station area;
- Improvements to a Resource Protection Area;
- Traffic impacts; and
- Pedestrian and streetscape improvements.

In particular, staff would like to emphasize a number of aspects of this application:

- This development is an important part of achieving the vision for the *Eisenhower East Small Area Plan* as a high density, transit-oriented area with a significant system of integrated open spaces.
- The heights of the three towers and architectural design of this project will define Alexandria's skyline as it will be among the tallest buildings in the Washington, D.C. region.
- The mix of high-density residential and retail uses, including approximately 1,200 dwelling units and approximately 67,000 square feet of total retail - with a 50,000 square-foot Harris Teeter grocery store - is appropriate near a Metro station and will help to maximize transit usage.
- This development creates four new streets that will contribute significantly to creation of an urban grid system in the East Eisenhower area.
- In conjunction with this project, there will be a major renovation of the Eisenhower Metro Station, including reconfigured and consolidated bus facilities, relocation of the Kiss & Ride lot, better taxi, shuttle and car-share spaces, and upgraded paving and canopies. The applicant will be implementing the bus loop improvements, and the City will be implementing the station improvements using existing grant funds – the CIP budget next year will be modified to reflect this City project.
- A new open space plaza immediately north of the Metro station entrance (where the current Kiss & Ride lot is located) will be created as part of this proposal. The expanded Eisenhower Station Square, as it is called, will be a key node for public gatherings in Eisenhower East and will complement the Eisenhower Metro transit hub. The costs for

the design and construction of this portion of the project are being shared by the City and the applicant.

- This project is proposing over 50,000 square feet (which equates to over 50 units) of new affordable housing units and significant monetary contributions to the City's Housing Trust Fund.
- This project will achieve green building certification levels of LEED Certified or 1 Green Globe (attaining a minimum of 40 percent of the total possible Green Globes points).
- The net new tax revenue (after City services have been accounted for) generated from the residential development is anticipated to be approximately \$1,073,000 per year. The sales tax generated by this development would add an anticipated \$225,000 more in net tax revenue per year, thereby making the total net new taxes generated by this project approximately \$1.3 million per year in today's dollars.

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

The development proposal for Blocks 11 and 12 in the Eisenhower East district includes the construction of two buildings. Block 11 consists of one building with two towers for a total of approximately 675,000 square feet – an east tower with 22 stories and a west tower adjacent to the Eisenhower Avenue Metro Station consisting of 31 stories. A 723-space underground parking garage will serve this block and will include 5 levels of underground parking. In addition, a 150-space surface parking lot on Block 11 is proposed in conjunction with the proposed grocery store use. This surface lot is located below major Dominion Virginia Power transmission lines and, thus, no building can be located in this area.

Block 12 will include a 28-story building with approximately 640,000 square feet and 782 above- and below-grade parking spaces. The northeast corner of Block 12 will also have a small open space plaza area on the applicant's property, which could be used for informal gathering space or outdoor dining.

As the application for Blocks 11 and 12 is the first Stage 2 application to be filed for the Hoffman properties, several additional components accompany this proposal, as mandated by the CDD conditions. One of these additional elements is improvements to the Eisenhower Metro Station area, including construction of a new urban plaza and reconfiguration of the bus loop road. This Stage 2 DSUP application for Blocks 11 and 12 includes plans for these adjacent improvements.

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

1. Stage 2 Development Special Use Permit with Site Plan;
2. Coordinated Development District Plan (CDD) Amendment;
3. Special Use Permit for a Transportation Management Plan Amendment;
4. Master Plan Amendment for increased height for both blocks;
5. Special Use Permit for increased penthouse heights and additional penthouses on both blocks; and
6. Street Names for two new public streets: Anchor Street and Swamp Fox Road.
7. Encroachment for electrical vaults in the public right of way.

8. Modifications to building setback to building height ratio, landscape guidelines and compact parking space ratio.

## **II. BACKGROUND**

### ***A. Procedural Background***

#### ***Two-stage DSUP Approval Process***

The two-stage DSUP approval process for Blocks 11 and 12 is unique to the Hoffman properties located in the Eisenhower East district. This two-step process is the result of a settlement agreement to a lawsuit filed by Hoffman Management, Inc. against the City of Alexandria on the basis that the approval of the 1998 CDD Concept Plan vested the Hoffman properties with certain specific development rights, notwithstanding the subsequent adoption of the *Eisenhower East Small Area Plan* in 2003. The City opposed the argument that the 1998 CDD Concept Plan created any vested rights with respect to the Hoffman properties. Prior to completion of the Circuit Court trial, both parties agreed to a compromise, which resulted in the creation of a two-stage DSUP approval process.

In February 2006, a series of applications related to the Hoffman properties were approved by the Planning Commission and City Council. These approvals included:

- An amendment to the 1998 CDD Concept Plan (CDD#2005-0002) for the Hoffman properties in Eisenhower East
- A transportation management plan special use permit (SUP#2005-0115)
- Stage 1 development special use permits (DSUP#2005-0031 through 0035) for Eisenhower East Blocks 2, 3, 4, 5, 9A, 9B, 11, 12, 24, and 25A

The Stage 1 DSUP approvals included approvals for use, adjusted gross floor area (AGFA), number of parking spaces, levels of underground parking, preliminary building massing, and height. As all of the above-named blocks have obtained Stage 1 DSUP approvals, the next step in the development approval process is for each block to apply for individual Stage 2 DSUP applications. Evaluation of the Stage 2 DSUP application includes review of the final massing, design scale, articulation, and footprint of the building(s) together with other related factors including the DSUP application checklist items not previously provided as part of the Stage 1 DSUP. In addition, review of the development proposals for each block for compliance with the *Eisenhower East Design Guidelines* is part of the Stage 2 DSUP process. Blocks 11 and 12, the subject of this application, is the first set of blocks that has filed for approval of its Stage 2 DSUP.

In addition to the Stage 2 DSUP application and associated requests, the applicant is also requesting approvals for amendments to the CDD Plan and transportation management plan (TMP) special use permit (SUP), and master plan. The proposed increase in floor area for Blocks 11 and 12 triggers the TMP-SUP amendment per Condition 7 of the CDD approval. In conjunction with the proposed additional floor area is a proposed height increase, requiring a master plan amendment (MPA).

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

Located in the Coordinated Development District (CDD#2) zone, Blocks 11 and 12 are located along Eisenhower Avenue immediately to the east of the Eisenhower Avenue Metro Station. Blocks 11 and 12 are undeveloped and are currently occupied by a large surface parking lot.

A new street, Port Street, will be located to the east of the subject properties. On the east side of Port Street is the future head of the Eisenhower Park system and Blocks 19 and 20 (2250 and 2200 Mill Road, respectively). DSUPs for Blocks 19 and 20 have been approved by the Planning Commission and City Council, and four high-rise buildings are planned on these blocks. The existing WMATA Eisenhower Avenue Metro Station is located to the west, and will be separated from Blocks 11 and 12 by Anchor Street, a new street to be constructed by the applicant. Across Eisenhower Avenue to the north is the existing Mill Race residential development, the Meridian at Eisenhower (2351 Eisenhower Avenue) and Carlyle Place East (2251 Eisenhower Avenue). South of the site are the future Southern Street, Dominion Virginia high-tension power lines, and the Capital Beltway.

## ***C. Site History and Historic Context***

During the nineteenth century, much of Eisenhower East was marshland and the area currently defined as Blocks 11 and 12 would have been part of the flood plain of Cameron Run. These low-lying areas have since been filled, first with sediment and later with soil from the construction of the Capital Beltway to the south. As recently as the 1940's, small boats may have navigated areas within the marsh.

During the archaeological excavation, the remains of a pier were found in the eastern part of Blocks 11 and 12. The pier is believed to have been part of a historic dock on Hunting Creek that functioned as an export point for Cameron Mill. Other significant sites discovered on the Hoffman property include:

- The burial vault and cemetery of the West family, located just north of the AMC movie theater. The Wests were among the founders of the Town of Alexandria.
- The remains of a mill race and Cameron Mills, constructed by 1798 where the Hoffman parking structure now stands. One of the mills became the Alexandria Water Company pumping station in 1851, and operated until the mid-20th century. The tail race for the mills ran through Blocks 11 and 12.
- The remnants of the Cameron Farm complex, purchased by the Roberts' family in 1848, which included the mills, farmhouse, miller's residence, and several outbuildings.

Another significant site, the Village of Cameron, probably located just west of the current development blocks, was settled before the establishment of Alexandria and is believed to have been a port for tobacco export on Hunting Creek.

Since the 1980's, the project site and the Eisenhower Avenue corridor have been largely surrounded by surface parking lots, large vacant sites, office space, flex space, and warehousing uses. Under the *Eisenhower East Small Area Plan*, high-density, transit-oriented uses are envisioned for this district, with the highest density closest to the metro station. The beginnings

of this vision are starting to be realized with the recent completion of the Meridian at Eisenhower and Carlyle Place East mixed-use buildings across Eisenhower Avenue from Blocks 11 and 12.

#### ***D. Detailed Project Description***

The Hoffman Company, LLC is requesting approval for a development consisting of two mixed-use buildings with three towers. Under the small area plan, Coordinated Development District Plan (CDD #2), and Stage 1 Development Special Use Permit for Blocks 11 and 12, mixed-use residential and retail development has been approved for these sites. The proposal for Block 11 consists of a 22-story residential tower and a 31-story residential tower on top of a three-story expressed base with designated retail space for an anticipated Harris Teeter grocery store use on the ground floor and retail uses along Dock Lane. A 28-story residential tower is proposed on Block 12, with ground-floor retail frontage along Eisenhower Avenue, Anchor Street, and portions of retail along Dock Lane and Port Street. Framing these two blocks will be several new streets: Southern Street, an east-west connection originating at Mill Road and eventually continuing west to Block 1 (existing Holiday Inn); Port and Anchor Streets, north-south connections between Eisenhower Avenue and Southern Street; and Dock Lane, an east-west private road separating Blocks 11 and 12 (and Blocks 19 and 20 to the east.)

Approximately 1,200 residential units are in the current proposal, including approximately 50-55 affordable units, due to the application of the Affordable Housing Density Bonus. The current mix of units, which may be adjusted slightly at final site plan, is: 12% Studios (ave. 560 sq. ft.); 64% 1BR (ave. 700-850 sq.ft.); and 24% 2BR (ave. 1,100 – 2,000 sq. ft.).

The ground-floor retail configuration includes the potential for an approximately 50,000 square-foot grocery store on Block 11, with approximately 17,000 square-feet of additional retail space on Blocks 11 and 12. The ground-level retail also includes approximately 1,000 square feet of “pocket retail” on Dock Lane as described below.

In addition to the proposal for construction on Blocks 11 and 12, CDD conditions require implementation of certain additional improvements at the Eisenhower Metro Station, which are discussed in more detail below.

Several district-wide requirements of the CDD are also tied to the Stage 2 DSUP application process, including a Public Art Plan and Open Space and Infrastructure Phasing Plan for all of the Hoffman Stage 1 and 2 properties. As the application for Blocks 11 and 12 is the first Stage 2 application to be filed for the Hoffman properties, the CDD requires that many of these district-wide components be addressed with the Blocks 11 and 12 proposal.

#### ***Blocks 11 and 12***

The proposal for Blocks 11 and 12 consists of three, primarily masonry and glass, residential towers on top of bases with designated retail on the ground floor of both buildings. Block 11 East is 277 feet (22 stories); Block 12 is 339 feet (28 stories); and Block 11 West is 370 feet (31 stories). The two Block 11 towers total approximately 675,000 square feet in a single building, with the tallest tower adjacent to the Eisenhower Avenue Metro Station. Block 12 consists of a single tower, with approximately 640,000 square feet of floor area. The design of the buildings is discussed in more detail below in the Staff Analysis Section.

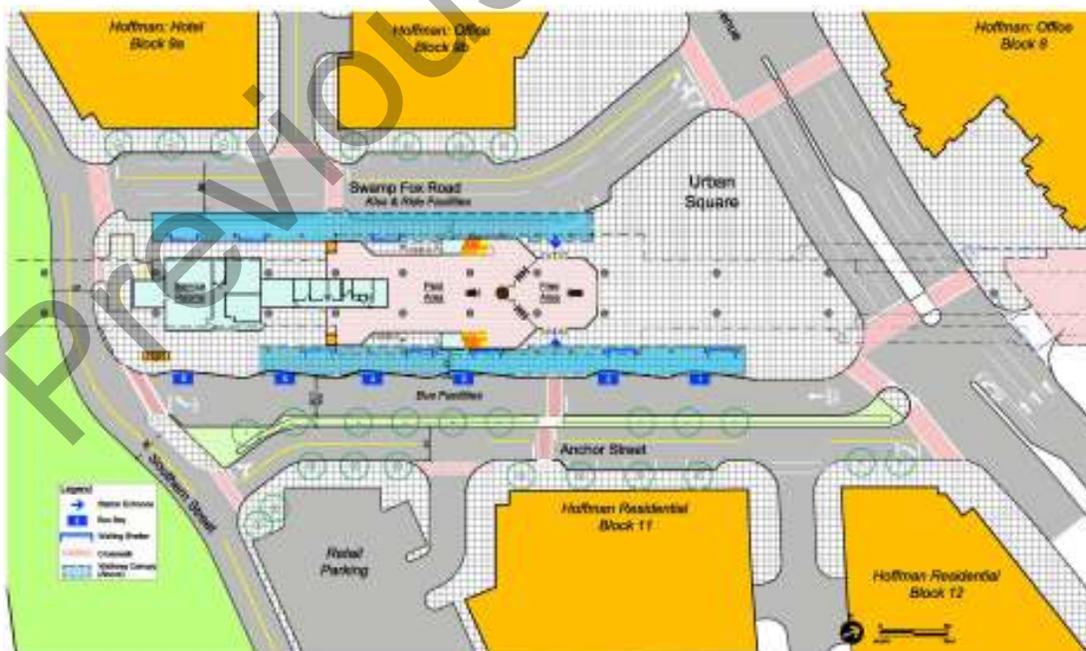
The ground-floor retail configuration includes the potential for an approximately 50,000 square-foot grocery store on Block 11, as well as approximately 17,000 square feet of ground-floor retail on Blocks 11 & 12 combined. The northeast corner of Block 12 will also have a small open space plaza area on the applicant's property, which could be used for informal gathering space or outdoor dining.

A 723-space underground parking garage will serve Block 11, and a 150-space surface lot will accompany the grocery store on this block. On Block 12, 782 spaces are proposed in above and below-grade garages to serve the residential and retail uses in this block.

### Eisenhower Metro Station and Eisenhower Station Square

In conjunction with this project, there will be a major renovation of the Eisenhower Metro Station, including reconfigured and consolidated bus facilities, relocation of the Kiss & Ride lot, better taxi, shuttle and car-share spaces, upgraded paving and canopies, and construction of a major public open space – Eisenhower Station Square.

These are all improvements that were called for the *Eisenhower East Small Area Plan* and CDD #2005-0002. As part of the CDD amendment, certain improvements to the Metro station area were tied to the Stage 2 DSUP applications for Blocks 9A, 9B, 11, or 12. Specific improvements are required to occur as part of the first of these applications. Over the past several years, the Hoffman Company, WMATA, and the City have worked jointly to develop a plan to improve the Eisenhower Metro Station and a draft Memorandum of Understanding is being developed which lays out the parties' respective responsibilities for these improvements. A summary of these responsibilities is: 1.) the applicant will be implementing the bus loop improvements, in fulfillment of the CDD conditions, along with construction of new public streets planned around the station; 2.) the City will be implementing the station improvements using existing grant funds – and the City's CIP budget next year will be modified to reflect this project; and 3.) the City and the applicant will share the responsibility for designing/constructing Eisenhower Station Square.



A key node of the *Eisenhower East Small Area Plan*, Eisenhower Station Square will be a transit plaza centrally located at the metro station. This plaza will be a major gathering space and civic center for the City along Eisenhower Avenue within the Hoffman Town Center, which encompasses Blocks 11 and 12.

### III. ZONING

*Table 1. Zoning compliance table.*

Property Address:	2210 Eisenhower Avenue			
Site Area:	Block 11: 126,010 sf (2.89 ac)			
	Block 12: 59,653 sf (1.37 ac)			
	Total: 185,663 sf (4.26 ac)			
Zone:	Existing – CDD#2			
	Proposed – CDD#2			
Current Use:	Block 11: Surface parking lot			
	Block 12: Surface parking lot			
Proposed Use:	Block 11: Residential & retail			
	Block 12: Residential & retail			
	Permitted/Required		Proposed	
	<i>Block 11</i>	<i>Block 12</i>	<i>Block 11</i>	<i>Block 12</i>
Floor area <sup>1</sup> :	626,456 sf	545,762 sf	674,259 sf*	641,964 sf*
Height:	250 ft	250 ft	East: 277 ft** West: 370 ft**	339 ft**
Parking:	Garage: 924 spaces	Garage: 238 spaces	Garage: 723 spaces	Garage: 782 spaces
	Surface: 160 spaces (for grocery store)		Surface: 150 spaces (for grocery store)	
	<b>Total: 1084 spaces</b>		<b>Total: 873 spaces</b>	<b>Total: 782 spaces</b>
Loading spaces:	4 spaces	2 spaces	5 spaces	1 space

\*Includes request for bonus density as part of affordable housing provision

\*\*Includes Master Plan Amendment request for additional height

<sup>1</sup>Gross Floor area (GFA) is defined as the sum of all gross horizontal areas under a roof or roofs. These areas are measured from the exterior faces of walls or from the center-line of party walls. Elevator and stair bulkheads, multi-story atriums and similar volumetric construction, not involving floor space are excluded.

## IV. STAFF ANALYSIS

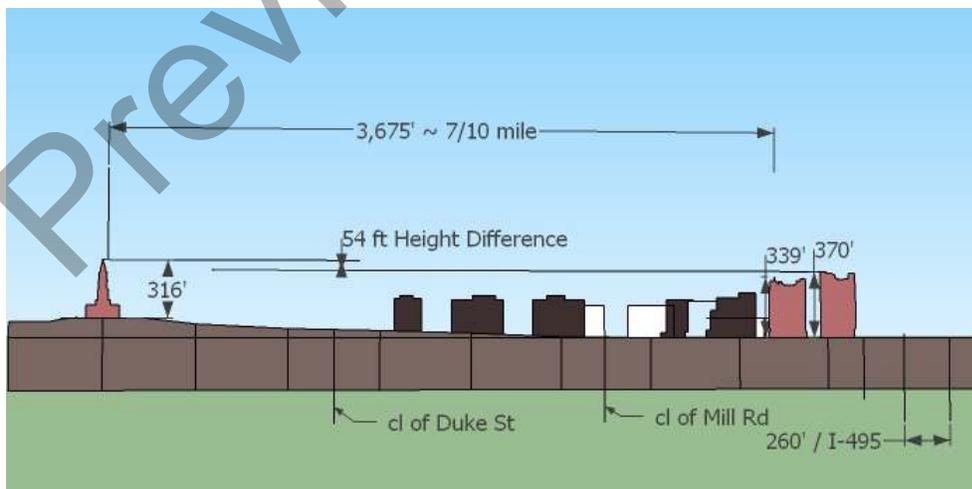
### ***A. Master Plan Amendment Request***

The applicant is requesting a significant increase in the permitted height for Blocks 11 and 12 specified by the *Eisenhower East Small Area Plan*. Currently, the EESAP permits a maximum of 250 feet in height as the cap for these blocks. The proposal is for a 120-foot increase in height on Block 11 and an 89-foot increase on Block 12. Providing variety in height and mass, the buildings will step up counterclockwise towards the Eisenhower Avenue Metro Station. The Block 11 east tower will stand at 277 feet, Block 12 will be 339 feet, and Block 11 west will be 370 feet tall (all heights are to highest point of building – for example, top of the accent fins – and not roof height.)

Staff supports this increase in the permitted height for several reasons:

1. Staff believes that this Master Plan Amendment for additional height is consistent with the goals established by the EESAP. The EESAP envisions that the tallest buildings in Eisenhower East should be concentrated around the Eisenhower Avenue Metro station area. A number of buildings on blocks adjacent to 11 and 12 are approved at and/or built at 250 feet tall. Blocks 11 and 12 are next to the station, and should have the greatest height and density. This creates a clear “tent” of buildings focused on the Metro station.

2. The design of three slim, very tall towers of staggered heights will contribute positively to the Alexandria skyline and will serve as a symbol of the transformation of the Eisenhower valley. At 370 feet tall, Block 11-west would be one of the tallest buildings in the region, and as a slender tower, would contribute positively to defining Alexandria’s skyline. The two Block 11 towers, with narrow floorplates and a strong vertical design emphasis, will be visible from several vantage points in the surrounding area and prominent within the Eisenhower valley. Out of concern for the building height in comparison to the height of the Masonic Temple, staff did a section study, *Illustrative A* below, that demonstrates that the top of the tallest building on Block 11 is approximately 54 feet lower than the top of the Masonic Temple. In addition, the closest building (Block 12) is approximately 7/10 of a mile away from the Masonic Temple, with a number of large buildings between them.



*Illustrative A*

In earlier schemes for this project, the applicant proposed three towers of uniform (albeit lower) heights. Staff encouraged the applicant to reevaluate the massing to incorporate stepped forms which would provide visual interest and would counteract the perception of Carlyle/Eisenhower East as a visual “plateau.” For more information on building design, see Section K. Building Design below.

3. Another reason staff supports the additional height is that the applicant is providing a significant amount of affordable housing on this site in return for a density bonus. Additional development density – including that for affordable housing – in this location next to a Metro Station, is particularly desirable, with readily accessible transit amenities. With approximately 50,000 square feet of affordable housing, this project will provide the largest number of affordable housing units of any new development in the City. Additionally, these affordable units will be located in a part of the City that has a very small amount of existing affordable housing.

4. The additional height allows for more vertical building forms with narrower building masses and smaller tower footprints. The Stage 1 DSUP plan for Blocks 11 and 12 included buildings with blockier massing that focused more height along Dock Lane, which is anticipated to be a major pedestrian route to the Metro station. The massing on Block 11 included a 70-foot-high bar of residential above retail running parallel to the street, connecting the east and west towers. This would have created a “canyon effect” on Dock Lane and left it in shadow most of the time. With the current application, the design was revised to remove some of the massing along Dock Lane to be incorporated into the vertical towers. This supports the principle behind the required setback-to-building height ratio in Section 6-403a of the Zoning Ordinance, “to provide for appropriate building heights or streetwalls given certain street widths.” The result is a Dock Lane that has improved sun exposure for the street. Additionally, there is more sun for the amenity deck on Block 12. Even though the applicant has worked to push the bulk of the building massing away from Dock Lane, the applicant is requesting a modification to Section 6-403a of the Zoning Ordinance in specific locations along Dock Lane. This modification is further described below.

For all the above reasons, staff supports the requested Master Plan Amendment for increased building height on Blocks 11 and 12.

## ***B. Consistency with Eisenhower East Small Area Plan and CDD #2***

The *Eisenhower East Small Area Plan* (EESAP) calls for high-density projects on both Blocks 11 and 12. This proposal is consistent with the small area plan, providing dense mixed-use residential and commercial buildings adjacent to a Metro station, transit incentives, significant ground-floor retail, and extensive pedestrian amenities including the new Eisenhower Station Square.

Development of these three buildings also includes the creation of four new streets, forming the urban grid pattern envisioned by the EESAP. The existing mega block on which Blocks 11 and 12 is situated will be reorganized into a pedestrian-oriented urban environment. The following public benefits will be provided, consistent with required elements of the EESAP:

- High-density development near a Metro station
- Transit-oriented development

- Creation of new grid streets
- Creation of Eisenhower Station Square, a new urban plaza
- Improvements to the Eisenhower Metro Station, including a reconfigured bus loop road
- LEED or Green Globes certification
- Underground parking for both blocks
- Affordable housing on both blocks
- Significant ground-floor retail, including a grocery store
- Pedestrian and streetscape improvements
- Public art in both Eisenhower Station Square and on the plaza on Block 12.

The mass and scale of the buildings are appropriate for the blocks on which they are located and the design has achieved conceptual approval from the Carlyle-Eisenhower East Design Review Board, and a memo from the DRB is attached (*Attachment J*). Proposals for both blocks are also in substantial compliance with the *Eisenhower East Design Guidelines*. A few deviations from the design guidelines exist. See Figures 2 and 3 for an analysis of the design guidelines pertaining to Blocks 11 and 12. The applicant's SUP request for increased density and Master Plan amendment for increased building height on both blocks discussed above and below addresses the inconsistencies related to the design guidelines for the building envelope. The remaining design guideline deviations related to the building design will be discussed further as part of the building design analysis section of this report.

Revisions to the CDD are proposed in conformance with this Stage 2 DSUP for Blocks 11&12. The amendments to the CDD consist of revisions to incorporate the additional AGFA, additional parking spaces and the increased height for the project. In addition, amended conditions are proposed addressing the phasing of the expanded Eisenhower Station Square, to include construction of a portion of this urban plaza as part of the development of Eisenhower East Blocks 9A and 9B. It is anticipated that future Stage 2 DSUP applications may also require amendments to the CDD to, at a minimum, ensure consistency with those Stage 2 DSUP development proposals.

### **C. *Retail Uses***

The Hoffman Town Center, stretching from the Metro Station northward along Swamp Fox Road and past the AMC theater complex, is the major retail entertainment center of Eisenhower East. Retail locations proposed in the Blocks 11 and 12 buildings have been planned in synergy with the Hoffman Town Center destination and Metro Station, with concentrated storefronts along Anchor Street, Dock Lane and Eisenhower Avenue. In a recent retail study of the Eisenhower East and Carlyle areas, the area near the existing Hoffman AMC Movie Theater was noted as a location where new retail uses should be clustered, so as to build on the existing successful retail and entertainment uses.

#### *Grocery Store on Block 11*

The applicant has a signed agreement with Harris Teeter to open a new 50,000 square foot grocery store on Block 11. The design of the current proposal has been focused to meet the needs of this desirable tenant, with approval of certain features – such as the surface parking lot – that are generally not recommended in very dense projects directly next to a Metro station. Staff has worked to ensure that the design elements are as compatible with the Metro location as

possible, including additional landscaping for the parking area and a second pedestrian entrance to the grocery store facing the Metro station. Because the design of the current proposal has been so informed by the potential for a grocery store use on Block 11, staff is recommending a condition that states that, if a grocery store use is not located on Block 11, then the applicant must come back to the Planning Commission and City Council for a major amendment to the DSUP.

#### Permitted retail uses

Staff is recommending a definition of retail for this project that is substantially in conformance with the definition of retail in the Zoning Ordinance and believes that this will provide a rich and diverse collection of uses that are appropriate for this location. Ground floor uses on Blocks 11 and 12 that are designated as retail are recommended to be limited to retail, personal service uses, day care uses, and restaurants. In addition, as in the Carlyle district, staff has included a condition that allows administrative approval of other similar pedestrian-oriented uses that meet the intent of providing active pedestrian-oriented neighborhood-serving retail uses. Staff is also recommending that full-service restaurants can be approved administratively, whereas quick-service restaurants would require a full special use permit. Finally, day care centers are also encouraged within this development and may be approved by staff administratively permitted that certain criteria are met. Staff believes that day care is a use that is particularly supportive of a residential development of this size. The City has not included day care as an administratively permitted use for required retail square footage in many other DSUPs in the past, but it is very appropriate in this location.

#### “Pocket” retail uses

The applicant has worked extensively with staff to address the building façade treatment along Dock Lane, which will be an important pedestrian connection serving the site and connecting to the Metro Station. The presence of above-grade parking on Block 12 and curb cuts on both blocks are constraints that make it difficult to activate the pedestrian realm along the street. To address this concern, several “pocket” retail spaces, approximately 200 square feet each, line the parking garage along Dock Lane to help activate the street. Possible tenants of these spaces could include newsstands, flower shops, food vendors, and jewelry stores.

### **D. Affordable Housing**

The applicant’s proposal includes on-site affordable sales units or apartments, and will allow this major new residential project to successfully include a mix of incomes. Specifically, as allowed under Sec. 7-700 of the Zoning Ordinance, the applicant requests that the maximum allowed floor area under CDD #2005-0002 (626,456 square feet for Block 11 and 545,762 square feet for Block 12) be increased by a total of approximately 145,000 square feet (55,004 square feet on Block 11 and 90,082 square feet on Block 12) or approximately 11 percent., resulting in a total floor area cap of approximately 1.3 million square feet.

The applicant proposes to set aside 33 percent of the bonus density, as affordable units. This floor area will be used to provide affordable set-aside rental units. At this time the exact size of the units are unknown so the final number of units provided will be to the satisfaction of the Director of Housing. The projected number of units is 50-55 depending on final unit

configuration. These units will be rented to individuals making up to 60% of the area median income.

The developer has also agreed to provide a voluntary cash contribution consistent with the conclusions of the Developer's Housing Contribution Policy Work Group (DHCPWG). The dollar amount for the voluntary contribution is \$3,333,151.<sup>2</sup> If construction of Blocks 11 and 12 is phased, the applicant will make payments and provide affordable units corresponding to each phase.

The applicant's proposal constitutes an important public benefit, as there is a considerable lack of affordable housing in Alexandria. This project demonstrates how compliance by a developer with the bonus density and height provisions of the Zoning Ordinance and the conclusions of the DHCPWG can be an effective tool to provide a substantial number of affordable housing opportunities for low- and moderate-income households within a mixed-income model. In this instance, the developer is also able to make a meaningful contribution to the City's Housing Trust Fund.

The applicant's Affordable Housing Plan was approved by the Affordable Housing Advisory Committee (AHAC) in January 2010. This approval took into account that one of the recommendations of the Affordable Housing Initiatives Work Group (AHIWG) Report of May 2009 was "New affordable housing units should be significant in number or location, or should address another housing goal, such as replacement of other priority housing units, including public housing units." These affordable units are in line with this recommendation for both number and location. This project would be the largest developer contribution of affordable units in the City. The location within *Eisenhower East Small Area Plan* has a low concentration of affordable housing units compared to other Small Area Plans in the City.

In the past, the Planning Commission has questioned whether the policy of setting aside only 33 percent of the bonus density is significant enough to warrant the granting of density bonuses by the City. The Planning Commission has discussed this issue at length and expressed its view that developers should, in an appropriate case, be willing to set aside more of the bonus floor area for housing than 33 percent, recognizing the significant gain to the applicant from any additional floor area. In response to that concern, the Office of Housing wishes to note that any bonus density program must sufficiently incentivize developers to make their affordable housing contribution cost a known and acceptable consideration when they model projects, structure financing options and assess feasibility, as well as offer opportunities for increased economic benefit. Staff supports the bonus density proposal in this case for several reasons.

First, the 33 percent allocation was a policy decision negotiated among developers, landowners, and City staff and accepted by City Council to guide cases like this one. In this development, the approval of bonus density will yield an additional 145,000 square feet of floor area beyond what is allowed under the current zoning ordinance. The developer has agreed to comply with the current policy by providing 33 percent of this additional density as affordable units onsite, which is estimated to be between 50 and 55 units.

Second, the cash equivalent of the affordable units is significant. As calculated by the City in

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<sup>2</sup> The DHCPWG contribution on permitted square footage of gross floor area is \$1.50 for rental units and commercial space. The contribution for the additional square footage allowed with an SUP is \$4.00 per square foot.

other developments with set aside units, the subsidy value of the set aside units will be equal to the average discount price per unit (i.e., the difference between the anticipated market price per unit and the affordable sales price per unit) multiplied by the total number of set aside units. The difference between the anticipated gross proceeds and the value of the set aside units, represents additional developer cash flow realized as a result of bonus density. The additional project revenue does not represent the developer's profit since that would be calculated by subtracting total development cost first, but by spreading land and infrastructure and other development costs over so many more units, these added revenues contribute to the economic feasibility of the proposed project, bounding developer risk while accomplishing public benefit.

Third, the site's proximity to the Eisenhower Metro Station is a desirable feature, and a concept the City has continually supported. The provision of affordable housing in this location is consistent with the transit-oriented goals of the *Eisenhower East Small Area Plan*.

Finally, because so many locations in the City are problematic for density increases, even for vital affordable housing, the City should maximize potential opportunities for new affordable housing achieved through this mechanism. In this case, in the center of an urban neighborhood of large buildings, additional density near the Metro demonstrates smart growth. The scale of buildings in Eisenhower East is appropriate for bonus density where sufficient public benefit is gained from the developer. For all of these reasons, staff supports granting the bonus density.

With regard to any affordable units provided, staff has included extensive conditions governing the affordable housing; that rents may not exceed the Federal requirements for the low-income housing tax credit program for Washington, D.C. and must be maintained for 30 years with annual reporting; provisions to address the circumstance when a formerly income-eligible household changes to one that exceeds income eligibility; that set aside units must be of the same size, floor plan and provide the same amenities as other similar units in the complex and that concentrations of affordable units must be avoided.

Because this is a 100% rental project, with affordable units scattered throughout, this project is not optimal for consideration as part of the goal of finding 16 replacement units for purchase for ARHA. However, there is a recommended condition which states that the developer will work with the City and ARHA to consider the possibility of providing 16 public housing replacement units to ARHA as an alternative to some or all of the aforementioned units.

#### ***E. New Streets and Street Names***

Four new public streets (Anchor Street, Port Street, Swamp Fox Road, and Southern Street) and one new private street (Dock Lane) will serve Blocks 11 and 12 and the Eisenhower Avenue Metro Station, as called for by the EESAP. The applicant will construct Dock Lane between Blocks 11 and 12 and the segment of Southern Street between Port Street and Swamp Fox Road. If construction of the development on Blocks 11 and 12 precedes construction of Blocks 19 and 20, the applicant will also be responsible for constructing Port Street. These five new streets will contribute to the urban grid and block system identified by the EESAP. The creation of the grid network will help to disperse traffic along several streets and relieve pressure at both Eisenhower Avenue/ Mill Road and Eisenhower Avenue/Stovall Street intersections.

As part of the request for this project, the applicant is also requesting approval of the street names Anchor Street and Swamp Fox Road. Port and Southern Streets were approved in

conjunction with the proposal for the adjacent Blocks 19 and 20. Dock Lane, which is a private street, does not require Planning Commission or City Council approval for its naming. A description of all five streets is included here for informational purposes.

### Street Name Requests

#### ***Anchor Street***

Anchor Street is the proposed name for the 66-foot wide public street located on the western side of Blocks 11 and 12, to the east of the Eisenhower Avenue Metro Station. This street will consist of 40 feet of land dedicated by the applicant and 26 feet acquired by the City from WMATA. Staff has recommended that this street be constructed prior to the issuance of the first certificate of occupancy for Block 11 or Block 12. The name Anchor Street was chosen in line with the area's maritime history, similar to the previously approved Port Street discussed below.

#### ***Swamp Fox Road***

Swamp Fox Road is the proposed name for a new two-lane, 66-foot-wide public street located to the west of the Eisenhower Avenue Metro Station, bisecting Eisenhower Station Square. This road segment is an extension of the existing Swamp Fox Road, a private street, located north of Eisenhower Avenue and connecting to Mandeville Lane. The CDD plan envisions Swamp Fox Road eventually extending north to Mill Road as part of the development of Blocks 4 and 5.

The *Eisenhower East Small Area Plan* did not envision the north-south segment of Swamp Fox Road adjacent to the Eisenhower Metro Station. However, subsequent to the approval of the small area plan, this portion of roadway was planned to accommodate bus loop operations. This new road will provide another connection to the southwest quadrant of Eisenhower East and access to and from Block 9.

### Previously Approved Street Names

#### ***Port Street***

Port Street is the proposed name for the two-lane, 66-foot-wide public street located on the eastern side of Blocks 11 and 12. This street will be created from land dedicated by the applicant and by Lane Development, owner of Blocks 19 and 20. Staff has recommended that the street be constructed prior to issuance of the first certificate of occupancy for Block 11 or Block 12. The name Port Street was chosen since this area was once the site of a dock functioning as an export point for Cameron Mill.

#### ***Southern Street***

Southern Street is the proposed name for the two-lane, 66-foot-wide public street located south of Block 11 eventually extending west to the Eisenhower Avenue Metro Station. The name Southern Street was chosen because the roadway is the southern most street in Alexandria.

### Private Street

#### ***Dock Lane***

Dock Lane is the proposed name for the two-lane, 66-foot-wide private street located between Blocks 11 and 12. Although the applicant will retain ownership of this portion of property due to the presence of underground parking under the street, staff is recommending a public access

easement for Dock Lane so that it can function as a public street. Similar to the naming of Port Street, the name Dock Lane was chosen based on the area's maritime history.

These five new roads are significant public improvements for Eisenhower East, providing pedestrian circulation with sidewalks, street trees, and other amenities.

#### ***F. Eisenhower Avenue Metro Station Improvements***

The City's vision for the Eisenhower East neighborhood is a "dynamic urban mixed-use community that encourages the use of transit." With this goal in mind, WMATA, Hoffman and the City collaborated to develop a plan to improve the Eisenhower Avenue Metro Station area, and in September 2008, WMATA issued a Final Report of its "Eisenhower Avenue Station Access Improvement Study."

The Hoffman Company, WMATA, and the City are working jointly on a draft Memorandum of Understanding related to the parties' respective responsibilities for implementing the improvements outlined in the WMATA Final Report. This MOU contains detailed information about the scope of work for three project areas: 1.) Bus Loop Improvement; 2.) Expanded Eisenhower Station Square; and 3.) Station Improvements. The City Manager's Office will finalize the negotiations and execution of the MOU.

##### *Bus Loop Improvements*

As envisioned by the EESAP, one component that the 2008 WMATA study addresses is improvements to the bus and Kiss and Ride facilities at the existing station. As part of the first Stage 2 DSUP for Blocks 9A, 9B, 11, or 12, whichever occurs first, the applicant is required to prepare a plan for the construction of the bus loop improvements and explore the possibility of eliminating or relocating the existing Kiss and Ride facilities. These improvements are hereinafter referred to as the "Bus Loop Improvements."

The Bus Loop Improvements include relocation of three bus bays on the west side of the Metro Station to the east side of the Station, beside the three existing bus bays. This consolidation of the six bus bays will improve transit operations and pedestrian flow. In addition, the Kiss and Ride functions currently located beneath the aerial platform will be accommodated along Swamp Fox Road as on-street spaces. Car-share reserved parking spaces, taxicab spaces, and shuttle spaces will also be located along Swamp Fox Road.

For purposes of this application, the Bus Loop Improvements also include construction of certain new public streets, including Swamp Fox Road, Southern Street, and Anchor Street, adjacent to the Station. These streets will be constructed by the applicant on land to be contributed by WMATA and Hoffman.

##### *Expanded Eisenhower Station Square*

A key focal point of the *Eisenhower East Small Area Plan*, the Expanded Eisenhower Station Square will be a transit plaza located at the metro station. This station plaza will be a central gathering space along Eisenhower Avenue within the Hoffman Town Center, which is immediately northwest of Blocks 11 and 12.

The 2006 CDD Amendment for the Hoffman properties also requires the applicant to dedicate land towards creation of Eisenhower Station Square, a new urban plaza that is bisected by realigned Swamp Fox Road, and to design and construct the eastern portion of Eisenhower Station Square part of the Stage 2 DSUP application for Blocks 11 and 12. The western portion of Eisenhower Station Square will be completed with the development of Block 9B.

Not included in these two areas is the space beneath the WMATA aerial platform. However, WMATA has expressed willingness to transfer the land under the platform to the City so that it can be seamlessly integrated into the Eisenhower Station Square open space – thereby expanding it significantly. Collectively, this area plus the east and west portions of Eisenhower Station Square, are hereinafter referred to as the “Expanded Eisenhower Station Square,” which is approximately 30,000 square feet in size.

The Expanded Eisenhower Station Square will include informal seating areas, public art, plantings, a fountain, LID technology, and decorative paving. In addition, the statue of President Eisenhower currently located in the Holland Lane rotary will be relocated to this urban plaza. Funding for this portion of the project will be shared by the applicant – who is responsible under the terms of the CDD for design and construction of approximately 1/3 of the full Expanded Eisenhower Station Square – and the City. The City will use existing grant funds to pay for this portion of the project.

#### Station Improvements

The final collection of improvements to the Eisenhower Metro Station area is referred to as the “Station Improvements,” located entirely on WMATA property. These improvements will be the responsibility of the City, as part of the transfer of approximately 1.4 acres of land from WMATA for the Bus Loop Improvements and Expanded Eisenhower Station Square noted above. Funding for these improvements will come from existing Federal Transit Administration grant funds and funds contributed by the applicant in lieu of making road improvements to Eisenhower Avenue along Block 12 (this project is now funded by VDOT.) The Station Improvements project will consist of new sidewalk paving, new waiting shelters and canopies for the bus platform and taxi waiting area, and other amenities such as bike racks.

### **G. Open Space**

#### Block 19 Open Space

A small portion of the site, less than ½ acre, is located on the northern side of Block 19 (see *Attachment F*). This area will be severed from the site when Port Street is constructed and will be further reduced in size when Eisenhower Avenue is widened. The area contains a stream (the Old Cameron Run channel) and wooded buffer, which is considered a resource protection area (RPA) and is protected from encroachment by development or impervious surfaces in order to maintain water quality. The stream in this RPA daylights on the Hoffman property and flows east eventually to Hooff’s Run. The area of the RPA is the most western portion of the future Eisenhower Park. Future dedication of open space on other properties to the east will ultimately link the park to the African American Heritage Park on the east side of Holland Lane.

The *Eisenhower East Small Area Plan* (EESAP) and the *Eisenhower East Plan Implementation* anticipates that approximately 55,000 square feet of open space area within Block 19 will be dedicated to the City as part of the future Eisenhower Park. With the ATA/Lane development plan, approved in June 2009, the developer was required to dedicate approximately 40,000 square feet of land, all within the RPA, to the City. It was also anticipated at the time of that approval that the balance (approximately 15,000 sq. ft.) of the 55,000 square feet would be provided with the Hoffman application for Block 12.

Staff strongly suggested that the applicant dedicate this portion of the site to the City for inclusion into the future Eisenhower Park. Since the site is entirely within an RPA, there is no future development potential for this land. However, the applicant has been adamant that they are not required to dedicate any additional land in their ownership because the requirement to construct Eisenhower Station Square fulfills their open space obligation for Blocks 11 and 12.

As an alternative to dedication of this RPA open space area, staff is recommending certain requirements to preserve and enhance the potential use of this open space; including the provision of a connection to the 6 ft. pervious stone dust trail within the RPA buffer area on the Lane property as well as enhancements within the RPA such as a continuation of the wildflower meadow on the adjacent Lane site, additional trees and retention of this area in its natural state, all of which will improve the environmental and visual quality of the area. In addition, staff is recommending that a tree conservation and protection plan be provided for the wooded portions of the tract and that a perpetual public access easement be provided over the privately owned open space so that neighbors and local pedestrians will have an opportunity to experience the natural environment and stream.

#### Roof Top Decks and Amenities

The applicant is proposing two large private amenity decks, each approximately ½ acre in size, on Blocks 11 and 12. Additionally, roof top open space areas with additional amenities will be provided for each of the residential towers. The two amenity decks will be connected by a pedestrian bridge that will span Dock Lane. This bridge will be open and designed to fit in with and enhance the architecture of the buildings.

The applicant has indicated that the amenities for the apartment towers are not fully programmed yet, but are anticipated to include a club room, gym, business center, library/e-lounge, movie room, outdoor recreational areas (pool, putting green, grilling areas, hot tubs, rock climbing wall, and roof-top observation deck/lounge on 11W and 12. Block 11E will share a club room with 11 W.

The Block 11 amenity deck, directly above the grocery store, is the slightly larger of the two main amenity decks and will include a pool and hot tubs with a large sun deck area and a shade trellis with landscape planters and sitting areas.

#### Eisenhower Station Square

The *Eisenhower East Small Area Plan* (EESAP) and the *Eisenhower East Plan Implementation* provides for a system of open space areas in the form of urban plazas, parks and conservation areas. Developers are required to either contribute to or design and construct these open space areas as part of their respective development projects. In this case, the developer is required to

design and construct an urban plaza at the Eisenhower Metro Station (Eisenhower Station Square) in conjunction with the development of Blocks 11 and 12. No other ground level open space areas are required for either Blocks 11 or 12; however, a smaller ground level plaza is provided at the intersection of Port Street and Eisenhower Avenue and large private above-grade plazas are proposed for each block.

The *EESAP* originally envisioned a 28,000 square-foot urban square (Eisenhower Station Square) on the south side of Eisenhower Avenue and the west side of the metro station. The plan describes this plaza as “a major gathering and social space along Eisenhower” that will “anchor the southern end of Swamp Fox Road, the major north south shopping street and the route to the entertainment complex.”

With the approval of the Stage I DSUP, the plaza was revised as a result of a new north-south extension of Swamp Fox Road to allow better traffic circulation and access to Blocks 9A and 9B. The plaza was divided into two plazas; a 9,200 square-foot plaza adjacent to the metro station to be designed and constructed by the applicant with the subject application and an approximately 11,000 square-foot future plaza adjacent to Block 9B.

Additionally, WMATA has offered to the City the portion of the plaza that is under the above-grade platform, extending the size of the plaza east of Swamp Fox Road to approximately 20,000 square feet. WMATA would retain the area as a permanent surface easement for maintenance purposes. By having the property in City ownership, the City would be able to use the property for special events without obtaining permits from WMATA.

## ***H. Pedestrian and Streetscape Improvements***

The development of Blocks 11 and 12 will provide pedestrian and streetscape improvements that will enhance the area in accordance with the *Eisenhower East Small Area Plan* and associated design guidelines. In general, the streetscape for Blocks 11 and 12 will consist of minimum 14-foot-wide brick sidewalks with street trees, pedestrian scale lighting, and continuous sidewalks at all drive aisles serving the site.

Additionally, the *Eisenhower East Plan* identifies a hierarchy of street frontages with “A,” “B,” and “C” designations. On Block 11, the Anchor Street side is classified as an “A” frontage, the most restrictive guidelines to ensure the highest quality character and appearance. Block 12 has a more prominent location, with two “A” frontages – Anchor Street and Eisenhower Avenue. “B” frontages, or secondary street designations, are located along the Block 12 Port Street façade. Finally, Dock Lane, Southern Street, and the portion of Port Street serving Block 11 are classified as “C” frontages, which are considered the least public in nature and therefore, the least restrictive in design. Specific streetscape guidelines are associated with each type of frontage.

Dock Lane is required by the Stage 1 DSUP to be a 66-foot-wide street with a public access easement and is an important street within the overall grid street pattern in the Eisenhower East Plan area given that it provides a direct link to the Eisenhower Metro Station for this development as well as for other development to the east of the project. The street has recently taken on a more significant role as a major pedestrian route than was originally anticipated in the Eisenhower East Small Area Plan.

As discussed above, the EESAP classifies Dock Lane as a “C” street, which is “the least public in nature and the least restrictive in design intent.” With the recently approved development for Blocks 19 and 20 (ATA site), a new “A” street envisioned by the Plan on the north side of the residential buildings on Block 19 was not required, placing more emphasis on Dock Lane as a major pedestrian street with direct access to the Metro station. With over one million square feet of mixed residential and commercial development on Blocks 19 and 20 and an equal or greater amount of development on Block 11 and 12, it is anticipated that Dock Lane will be a heavily used pedestrian street.

In order to ensure that Dock Lane is a quality pedestrian oriented street, staff has worked with the applicant to do several things; reduce the number of garage access points from 4 to 3; integrate more retail on the street, some in the form of “pocket retail” as discussed above; provide opportunities for outdoor seating between pockets of retail; maintain ample sidewalk width between the retail and the curb with street trees in tree grates; provide continuous level sidewalks over all driveways; and provide parallel parking on the street with special concrete pavers that mimic the treatment of the parking spaces in the surface parking lot for Harris Teeter.

#### Harris Teeter Parking Lot

The CDD allows for a maximum 160 space surface parking lot on Block 11, solely in conjunction with a grocery store tenant on that block. Additionally, conditions of the CDD require that the parking lot be in compliance with the landscape requirements of Section 11-410(cc)(6) of the Zoning Ordinance and the City of Alexandria Landscape Guidelines.

The current parking lot layout provides for approximately 150 parking spaces. The applicant has indicated that Harris Teeter is satisfied with that amount of surface parking. The reduction in ten spaces from that specified in the CDD is necessary to provide certain landscape features in order to find conformance with the Zoning Ordinance and landscape guidelines. Even with the reduction of the ten spaces, the applicant needs some modifications to minimum requirements for landscape islands provided and the width of required landscape strips. Staff has worked closely with the applicant in the design of parking lot and landscape features and supports the requested modifications.

In order to accommodate landscaping within the parking lot, Southern Street had to be shifted to the south into a VDOT easement for a stormwater pond on the southern end of the property. Staff and the applicant worked on numerous alternatives for the alignment of Southern Street and believe the current alignment works, pending VDOT approval. This alignment allows a landscaped island in the middle of the parking lot to function as a stormwater/bio-swale feature, as well as supporting vegetation for shading of parked cars. Periodic breaks in the landscaped islands are provided for shoppers and their carts. In addition, the applicant has agreed to provide pervious pavers in the parking spaces to further enhance natural drainage within the parking lot.

### ***I. Traffic and Transportation***

#### Area Traffic Impacts

##### ***Trip Generation***

The proposed development on Blocks 11 & 12 is generally consistent with the East *Eisenhower Small Area Plan* (EESAP). A traffic impact study for Blocks 11 and 12 was submitted for this project, which updated the Hoffman Master Plan Traffic Impact Analysis dated October 2005. Based on the applicant's traffic study, the development will generate 407 AM peak hour trips and 727 PM peak hour trips. These numbers include a 24% vehicle reduction during the AM peak hour and a 28% vehicle reduction during the PM peak hour based on the proposed transportation demand management (TDM) strategy.

### ***Comparison of Peak Hour Traffic Conditions***

The applicant analyzed peak hour intersection volumes using appropriate procedures, as detailed in the 2000 Edition of the Highway Capacity Manual. Traffic analysis results are summarized in Table 2 below for key area intersections.

***Table 2. Peak Hour Level of Service and Delay for Key Area Intersections***

Study Intersection	Existing Conditions		2020 with Development*	
	AM	PM	AM	PM
Eisenhower Avenue and Mill Race Lane/Port Street	A 2.6	A 3.4	C 26.9	C 30.7
Eisenhower Avenue and Mill Road	A 8.8	B 10.9	E 57.9	E 63.0
Eisenhower Avenue and Swamp Fox Road	C 21.5	B 12.0	C 30.7	D 45.3

Note: Intersection delay is measured in seconds/vehicle

\*2020 Scenario assumes improvements to Eisenhower Avenue consistent with the EESAP and the Hoffman Master Plan Traffic Impact Analysis (Eisenhower Avenue is assumed to be a six-lane divided roadway and additional side street approach lanes are added at the following intersections: 1. Eisenhower Avenue & Mill Race Lane/Port Street, 2. Eisenhower Avenue & Mill Road, and 3. Eisenhower Avenue and Swamp Fox Road)

### ***Pedestrian, Bicyclist, and Transit Improvements***

In Blocks 11 & 12, Dock Lane will serve as an important pedestrian link, providing pedestrians in Blocks 19 & 20 and Blocks 11 & 12 convenient access to the Eisenhower Avenue Metro. In conjunction with the Eisenhower Avenue widening project, a shared use path will be created along the south side of Eisenhower Avenue to support both pedestrians and bicyclists. Finally, in partnership with the city and WMATA, a continuous bus canopy will be provided along the east side of the Metro station to shelter bus riders from inclement weather.

### ***Amendment to the Transportation Management Plan***

In accordance with Condition 7 of CDD#2005-0002, which accompanied the Stage 1 DSUP approvals, the applicant was required to submit an amendment to the Transportation Management Plan since the adjusted gross floor area will increase due to affordable housing bonus density. In October 2009, VHB, Inc. submitted a revised traffic impact study. The traffic study determined the changes to the traffic volumes as a result of the bonus density will not

significantly impact surrounding intersection operations. Therefore the existing TMP measures (Condition #33 of the TMP-SUP#2005-0115) are adequate, and all units, including those added with the bonus density, will be subject to the previously approved TMP with associated fees.

## **J. Parking**

The *Eisenhower East Small Area Plan* promotes limited parking throughout the district to reduce the number of single occupancy vehicles and encourage transit use. Calculated under the EESAP parking ratios, the maximum number of parking spaces permissible for the Hoffman properties is 12,316. A maximum of 12,060 parking spaces were approved as part of the 2006 CDD amendment. The CDD conditions also compel the preparation and enforcement of a Parking Management Plan with each Stage 2 DSUP application, requiring fair market rates for single occupancy vehicle (SOV) parking, except that free parking is required for vanpool vehicles and for retail customers.

As part of the Stage 1 DSUP approvals for each block, the permissible maximum number of parking spaces was determined on a block-by-block basis. The number of underground parking levels was also approved in the Stage 1 DSUPs. In conjunction with the proposed density bonus request associated with the provision of affordable housing, the applicant is requesting additional parking spaces over and above the total Stage 1 DSUP approval. For Block 11, 924 garage spaces and 160 surface spaces were approved, and for Block 12, 238 garage spaces were approved, for a total of 1162 structured and 160 surface lot spaces (See Table 1). In the current proposal, a total of 1505 garage spaces and 150 surface spaces are requested. As per the analysis in the original CDD approval, the current proposal is within the intent of the previous CDD approval and *EESAP* provisions. Specifically, the residential parking ratio is approximately 1.2 per unit (including visitor parking) or 1.09 per unit (excluding visitor parking) and the retail parking ratio for both the grocery store and the retail on Block 12 is approximately 3 per thousand. These parking ratios are also generally consistent with the ratios in the recently approved development on Blocks 19 and 20. Parking garage entrances and exits for this project are located along Dock Lane.

Although the *Eisenhower East Small Area Plan* does not have specific requirements for visitor parking, staff has added conditions recommending that 9 percent of the total provided residential parking spaces in the parking garage be reserved for visitors to the residential units – this would equate to 130 spaces. The general City policy for visitor parking, which is not a technical requirement in the *EESAP* neighborhood, requires that a minimum of 15 percent of provided parking be allocated as visitor parking. Given the proximity of the Eisenhower Metro Station and the goal of encouraging transit use, staff recommends a reduced amount of visitor parking. In addition, if the utilization rates of the visitor parking spaces in the Blocks 11 and 12 garages are low, staff is recommending that the applicant submit a study for staff review to reconsider the visitor parking ratio and to possibly adjust to allow more residential parking if necessary.

### Modification to increase compact parking space ratio

Section 8-200(E) of the Zoning Ordinance requires that no more than 30 percent of the total required retail parking for this project be compact-size spaces. Of the 150 proposed surface parking spaces for the grocery store use, 49 (33 percent) are compact. This surface parking lot has several site constraints that have challenged the design of this space. First, the existing above-grade high-tension power lines and poles restrict the configuration of the parking lot

layout and the location of landscape islands and parking spaces. Second, the requirements of the Stage I DSUP to comply with City Landscape Guidelines and to screen the parking lot further limit the size of the parking lot. Finally, in working with staff, the applicant has reduced the number of proposed parking spaces from 160 in the Stage 1 DSUP approval to 150 in the current application. Given these constraints and revisions, staff supports a modification to allow 3 percent more compact parking spaces in this parking lot.

### On-street parking

In addition to the off-street parking spaces, approximately 15 new on-street spaces will be created with the construction of the new streets surrounding Blocks 11 and 12: Anchor Street, Port Street, Dock Lane, and Southern Street. Staff has added conditions requiring that the applicant install City parking meters on each of these streets, including the private street. These new on-street spaces will provide additional short-term parking for visitors.

## **K. Building Design**

### **Background:**

This project was previously approved by Planning Commission and City Council under a Stage 1 DSUP in February 2006. The Stage 1 DSUP included approvals for use, adjusted gross floor area (AGFA), number of parking spaces, levels of underground parking, preliminary building massing, and height. The massing that was proposed by the applicant, as shown below, included strongly articulated and stepped building forms. (*Illustrative B – below:*)



*Illustrative B:*

Approved Stage 1 DSUP Massing

The applicant later returned with a fundamentally different proposal in March of 2009, consisting of three equal-height towers, two on Block 11 on top of the proposed grocery store and two levels of podium parking, and a third tower on Block 12 over one level of retail and five levels of podium parking (*Illustrative C* – below:)



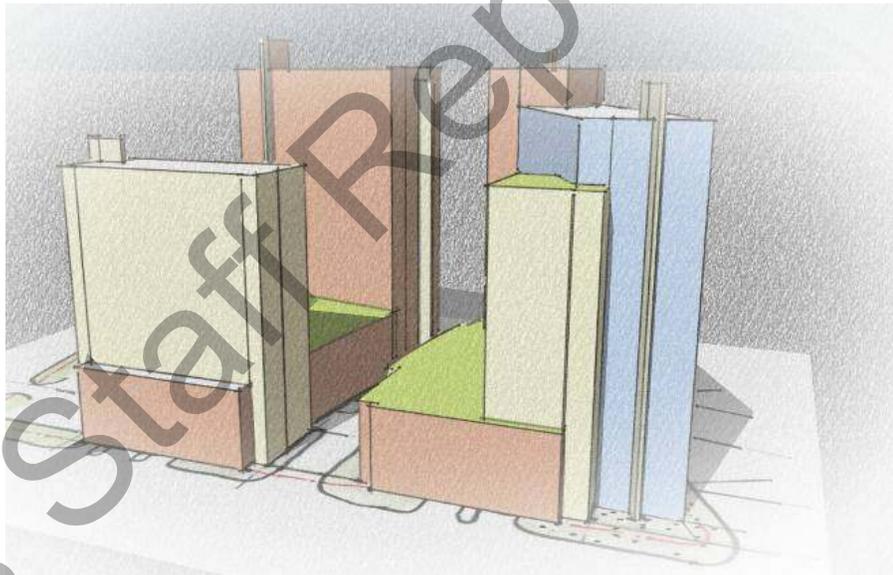
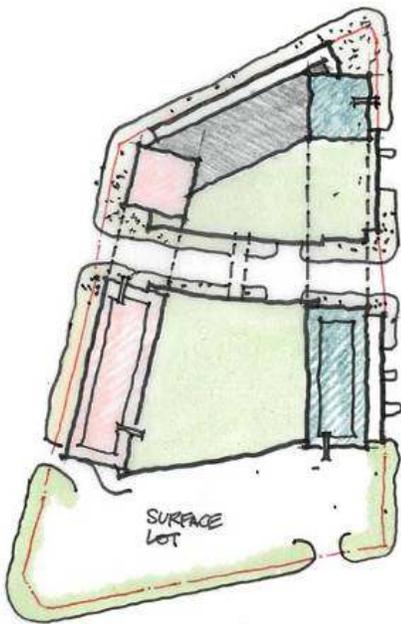
*Illustrative C:*

Applicant's Initial Stage 2 Design

In this design, there were two levels of underground garage proposed over the entire site (with the exception of the surface parking lot, which is encumbered with a DVP underground easement that precludes below-grade construction.) Staff expressed concerns with several aspects of this design: the lack of three-dimensional articulation and building top expression; the repetitive quality of three same-height towers with the identical skin treatment, regardless of site context; the dated appearance of towers sitting on a podium; the treatment of Dock Lane, with blank parking garage walls and speed ramps running continuously along both sides; and a lack of ground-level public open space. Although Dock Lane was designated in the EESAP as a “C” street, design evolution that occurred during the approval of the neighboring Lane project to the east has effectively changed the character of this street into a more important pedestrian thoroughfare, connecting the Lane project and existing residential to the east with the Eisenhower Metro station, through the subject property. In keeping with this, staff has encouraged the applicant to make Dock Lane a more pedestrian-friendly street. This included suggestions to move or reduce the number of garage ramps, lower podium heights to increase solar access to the street, and above all create more active uses on Dock Lane. Staff repeatedly asked to add a second entrance to the proposed Harris Teeter on Dock Lane, which the tenant opposed. Staff felt strongly that the primary retail tenant in this development should not “turn its back” to Dock Lane and Eisenhower Avenue. Subsequent revision of garage ramps to their current configuration would allow such a connection, but the space opened up is currently shown as a secondary retail space on Block 11 with the secondary entrance to the grocery store located on the façade facing the Metro station. To further activate Dock Lane, the applicant has proposed a series of small “pocket retail” spaces – basically micro shops – that would support small retail uses, and add life and activity to the street frontage. For further discussion of the Dock Lane issues, see also the Block 12 Parking discussion (below.)

#### **Schematic Design Evolution:**

Subsequently, staff met with the applicant on an ongoing basis to work through these concerns. Applicant stated that the project's economics made strong three-dimensional stepping or plan setbacks problematic, and proposed achieving height variation by seeking additional height through the provisions of the affordable housing density bonus. Staff was generally supportive of seeking additional height for this site, in view of its prominent position on Eisenhower Avenue, potential enhancement of the City skyline, and its location immediately adjacent to a Metro station. Staff worked with applicant to develop several alternate massing and architectural expression strategies in diagram form, which stressed a variety of building heights and expression (*Illustrative D* – below:)



*Illustrative D:*

Staff Massing Studies

The revised project, now containing five levels of underground garage, was taken to the Carlyle/Eisenhower East Design Review Board (which is advisory for this project) for several hearings and work sessions, and the design has made significant progress (*Illustrative E* below) although the Board has asked the applicant to continue to refine the design in a number of areas, including final façade expression, color and materials.

### **Current Design:**

Staff analysis of the current design, based on submissions dated February 16<sup>th</sup> and March 16<sup>th</sup> and March 23rd, 2010, recognizes that Applicant has made substantial progress with the building design, but notes a few remaining areas of concern, which staff believes could be resolved at Final Site Plan with the applicant and their design team. Staff therefore recommends approval of this Stage 2 DSUP application, with the conditions listed in the Building Section of the Recommendations.



*Illustrative E:*

Current Design, as of 3/24/10

The current design is an evolution of the schemes discussed above: it retains the idea of three towers above a retail and parking base, but with a lower, and in staff's opinion, more successful base treatment. The variety in height is achieved through the fundamental massing of the towers, which step up in height counterclockwise from the southeast corner, across from the Lane project, to Eisenhower Avenue, to the tallest building at the southwest corner of the site, facing the Beltway and the Metro station. To achieve a stronger skyline, applicant has also proposed the creation of two-story penthouse units at key locations, which help to break the horizontal plane of the building top, and create the sense of vertical "tower" elements embedded in the larger building slab. Additional three-dimensional sculpting of the building forms is located on key areas of the façade with a series of projecting and receding planes (achieving a five foot depth in certain locations) to modulate the façade. There is additional variation created through color and fenestration changes. While early attempts using the color method seemed flat and unsuccessful, the applicant's team has continued to work on ways to make these plane changes read more strongly, and staff now feels that they can achieve an appropriate level of expression of base-middle-top and articulation. Staff also notes that the design has made a stronger visual connection between the building tower and base at key locations, by carrying the tower expression (whether solid or glass) all the way down to the base, or even to the ground.

An additional area of concern has been color. Both staff and applicant have agreed that the three buildings need to read as parts of a whole, but staff continues to feel that there should be subtle, but distinct, variations between the color and material treatment of the individual buildings – first, to respond to the highly varied conditions that surround the site, and second, to emphasize the most important focal points of the project – such as the corner that overlooks the RPA and Eisenhower Avenue, the tallest building fronting the Metro, or the view from the Capital Beltway. It is important for this project to be distinguished from the color schemes of the existing Paradigm/Mill Race residential project across Eisenhower Avenue, and the approved Lane project to the east. The applicant had a productive meeting with the DRB on this issue on March 18<sup>th</sup> and the color scheme for this project is on the right track. The applicant will continue

to work through the final site process with Planning & Zoning and the DRB to refine the color and materials solutions for this important project.

The building tops are another area where the building design is very strong, although additional refinement will be needed during the final site plan process. The applicant has proposed a series of highly articulated “lantern” elements to cap the key building corners. These lantern elements will be lit at night and act to give the building tops variety and interest. The issue of distinctive building tops has been a major concern for the City and this project has effectively addressed this by creating building tops of differing heights and utilizing specially lit design features. The detailed design of the lantern elements and how these elements tie into the rest of the tower design needs to be further refined during the final site plan process.

The building base is a final area that has simply not received a great deal of attention, due to the complex problems of massing and elevation that have been addressed above. It is currently shown as being constructed primarily of an architectural concrete masonry material (Arriscraft – the same material used for the base of the Potomac Yard Fire Station) which may not be appropriate for all areas of such a prominent project. In this regard, staff needs more information and will continue to work with applicant to refine this part of the building.

In view of the above, staff is recommending approval of the design of this major project, as reflected by the drawings dated February 16<sup>th</sup>, 2010, as amended by design sketches dated March 16<sup>th</sup> and 23<sup>rd</sup>, 2010, and with the condition that the applicant will continue to work with staff and the DRB to resolve the final colors and materials, building top expression, and base elements.

#### **Parking/Open Space Issue on Block 12:**

Since the applicant’s decision to depart substantially from the approved Stage 1 DSUP, staff has consistently remarked on the lack of public open space on this project, and the closed character of Dock Lane, both of which became even bigger issues at the point when applicant chose to request greater height. Even though staff supports this request for additional height in terms of the opportunity to create a stronger skyline and greater variety of building heights, they feel that the addition of a significant amount of GFA should be offset by a comparable public benefit, and that there is an opportunity on Block 12 for such a contribution.

Staff has also consistently noted great inefficiency in the one on-grade and two above-grade sections of garage that have been shown for combined retail and residential parking on Block 12. Using the applicant’s own area calculations, these three, very small and irregularly shaped garage plates park a total of only 96 cars in 68,000 SF. This means that each parking space in this garage takes up more than 700 square feet, compared to an industry standard of around 350 SF/car. Staff has studied an alternate design (see illustrations, below), which considers the redesign of entry, aisle and circulation geometry in the five levels of garage *below Block 12 only*. Staff studies showed that the increased efficiency could accommodate all of the cars currently shown parked above-grade on Block 12 *and* allow removal of all 68,000 SF of above-grade garage (a building area comparable to *two* Charles Houston Recreation Centers.) This design change would also consolidate all of the retail parking for Block 12 on a single level, with a simple one story elevator connection to grade and the retail space along Eisenhower Avenue. It permits the creation of more than a third of an acre of high-quality, south-facing public open space on Dock Lane, (comparable in size to Hunter-Miller Park,) while still saving the applicant a substantial amount of construction cost. This park could include high-quality outdoor dining

opportunities for future restaurants in Block 12, and is also large enough to accommodate retail kiosks, such as the ones found in Bryant Park and elsewhere in Manhattan. The plan changes also allow for greater retail depth (an industry-standard 70-80 feet, versus the 50 feet shown in the current proposal,) and the elevator location – close to Eisenhower Avenue - allows for complete flexibility in retail tenant sizes (versus the current proposal, which requires a passageway at some point, cutting the retail space in half.) This consolidated retail space gains substantial exposure as well, since it would also be visible *and* accessible from the newly-created open space, and its single parking entrance on Port Street is immediately visible to anyone coming to the retail, whether from Southern Street, Dock Lane or Eisenhower Avenue eastbound or westbound. Replacing the two ramps on Dock Lane with a single entry on Port Street also adds a significant number of on-street parallel parking spaces on Dock Lane (from 11 to 17.) Elimination of the above-grade parking structure also allows increased efficiency by relocating tenant and leasing office spaces currently shown on a single-loaded corridor on the second floor facing Port Street to the main building corridor, along with a net gain of 3 – 4 additional dwelling units, and elimination of an exit stair necessitated by the long dead-end corridor in the current proposal. Finally, removal of three levels of mechanically-ventilated garage would save total construction costs in the neighborhood of \$4 million. While these changes would involve some minor adjustments to column and core locations in Block 12, it should be noted that this piece of the project has been identified by the Applicant as Phase II, and there is therefore ample time to make these design changes without impacting the construction schedule for the overall project.



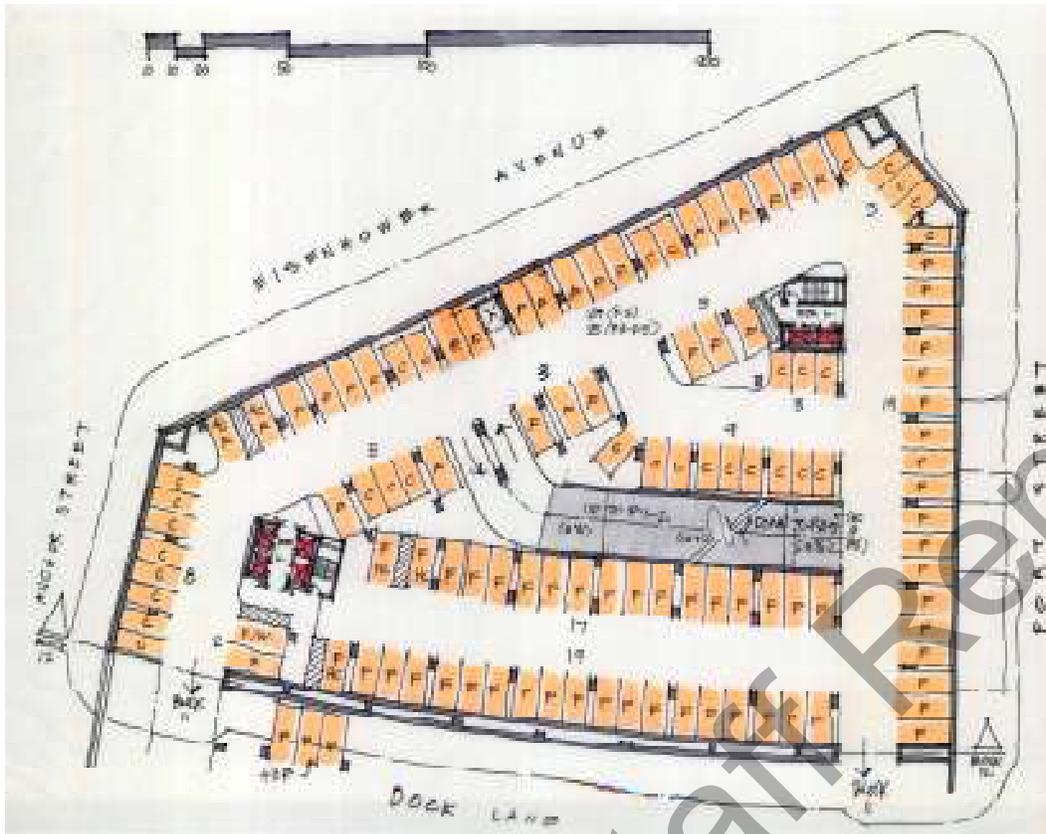
*Illustrative F: Staff Alternate Ground Floor Plan - Expanded Retail Space shown in blue*  
 Note that retail elevator location gives direct access to Eisenhower Avenue and lease space.



A Bryant Park Kiosk (about 20' square)  
 Could supplement retail activity in open space.



*Illustrative G: Staff Alternate First Garage Plan (P-1 Level) - Retail Parking is shown in blue, and could easily be expanded by moving the division between retail and residential garage sections.*



*Illustrative H: Staff Alternate Garage Plan Levels P2-P5 — More Efficient Parking Layout*

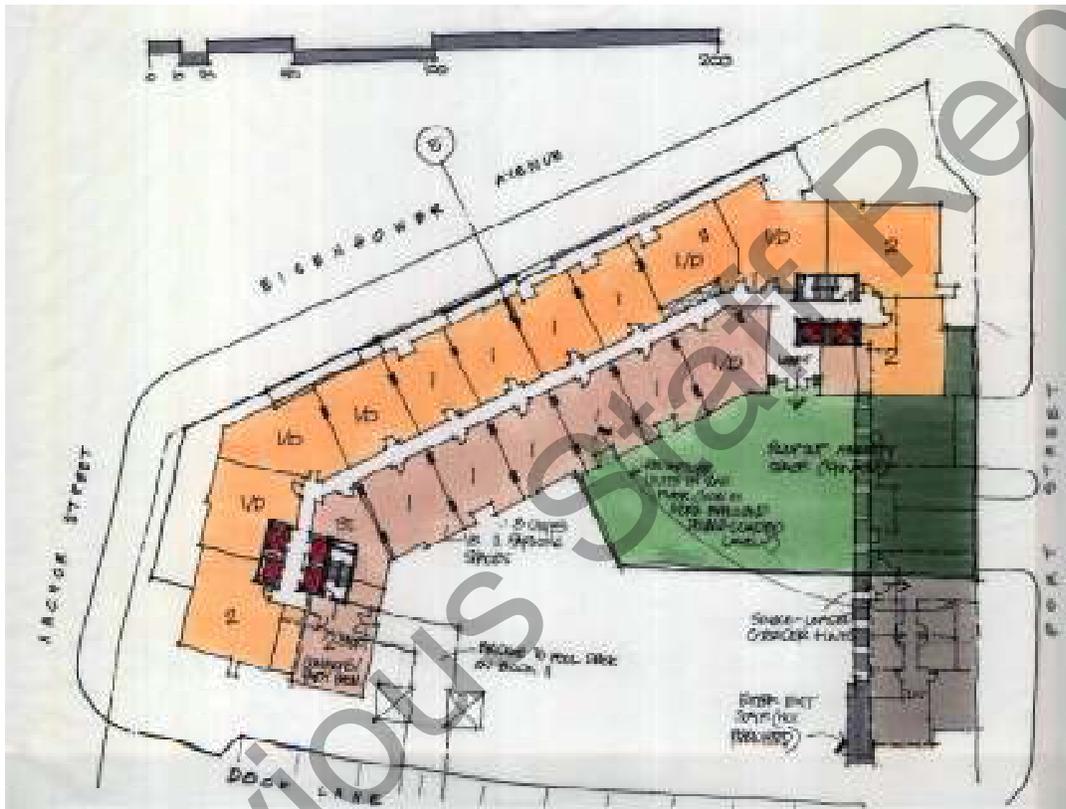
A study of the proposed garage for Block 12 (designated by the Applicant as Phase II) shows that reconfiguration of the garage could yield much greater efficiency, higher parking yield, ground level open space, and a more efficient floor plan with additional residential units on level 2, with a total net gain (on Block 12 only) of 19 parking spaces:

	APPLICANT PROPOSAL				STAFF PROPOSAL			
LEVEL	FULL	COMP.	TOTAL		FULL	COMP	TOTAL	
2	27	12	<b>39*</b> , **		-0-	-0-	<b>-0-</b>	
MEZZ	24	8	<b>32*</b> , **		-0-	-0-	<b>-0-</b>	
G	20	4	<b>24*</b> , **		-0-	-0-	<b>-0-</b>	
P-1	51	30	<b>81</b>		71	30	<b>101</b>	
P-2	47	48	<b>95</b>		85	33	<b>118</b>	
P-3	47	48	<b>95</b>		85	34	<b>119</b>	
P-4	47	48	<b>95</b>		85	34	<b>119</b>	
P-5	46	53	<b>99</b>		85	37	<b>122</b>	
TOTALS:	309	251	<b>560</b>		411	168	<b>579</b>	
%'S	55%	45%			71%	29%	<b>+19 SP</b>	

\*) Applicant proposes a total of 95 cars on three above-grade levels - totaling approximately 65,000 square feet, which translates into \$3.5 to 5 million of construction. In

addition, this parking is very inefficient (over 750 square feet per car, versus a standard of around 350 square feet each.) The area freed up by elimination of the above-grade parking can provide over one-third of an acre of ground-level open space. The area on the 2<sup>nd</sup> floor formerly occupied by garage can then be used for additional residential units (yielding several additional units, and eliminating a redundant exit stair and long single-loaded corridor.)

\*\*) Applicant proposes 53 retail spaces on two separate, small levels, which makes searching for a parking space difficult; staff proposal provides 54 retail spaces on a single level, with one-stop elevator connection to retail shops and Eisenhower Avenue.



*Illustrative I: Staff Alternate 2<sup>nd</sup> Floor Plan – Replaces Single-Loaded Condition with Double-Loaded*

A final note: the bridge that is shown connecting Blocks 11 and 12 can still be accommodated if these changes are carried out. There is also absolutely no change suggested for Block 11, which has been designated as Phase I.

The applicant is completely unwilling to consider this change as they believe that some limited above-grade parking is essential to the success of their retail uses on Block 12. Staff is not making the provision of open space on Block 12 a condition of approval; however, believes that this is an issue that the Planning Commission and City Council should discuss with the applicant.

### **Compliance with Design Guidelines:**

The massing and orientation of the three proposed buildings are consistent with the intent of the EESAP and the *Eisenhower East Design Guidelines*. Staff and the Eisenhower East Design Review Board have worked with the applicant to refine the massing and building design for this project. Like the recently approved Blocks 19 and 20 project, the design of Blocks 11 and 12 has moved away from the typical combination of red brick and white precast – which is common to the area – to a composition of three colors of brick, metal and glass. However, this design remains consistent with the Design Guidelines, which require vertical proportions, high quality materials and detailing, a well-defined base-middle-top composition, and strong design elements at the top of all three buildings, which have been designed as an ensemble.

#### ***Block 11: Specific Compliance with the Eisenhower East Design Guidelines***

Under the *Eisenhower East Design Guidelines*, Block 11 has both “A” (Anchor Street) and “C” (Dock Lane, Southern Street, and Port Street) frontages. These frontage guidelines outline specific design requirements for buildings and the adjoining streets. “A” frontages define the character and tone of the district. “C” streets provide a means of access to service entries and parking structures as well as tertiary streets through the neighborhood.

The Block 11 proposal digresses from the design guidelines in a few respects. Curb cuts are prohibited along “A” streets. The design proposal includes a drive aisle along Anchor Street into a surface parking lot serving the grocery store use. This curb cut concept was previously approved by City Council as part of the Stage 1 DSUP. Since the previous approval, the design of the surface parking lot has been improved to incorporate increased plantings, landscape screening, and porous pavers.

Second, setbacks at a certain height above grade are required, and few setbacks are provided on both buildings. However, the intent of the setback requirements is to ensure that taller buildings have a pedestrian friendly mass and scale. Although the project does not comply with these requirements, the buildings incorporate an engaging and highly articulated base with active use space and projecting bays, fulfilling the intent of the setback requirements within the vocabulary of a more contemporary expression.

Finally, for “A” street façades... In general, although the Block 11 project deviates slightly from a few guidelines under the “A” frontage requirements, staff is supporting these areas of non-conformance, since the design decisions in question give significant merit to the buildings.

#### ***Block 12: Specific Compliance with the Eisenhower East Design Guidelines***

Under the *Eisenhower East Design Guidelines*, Block 12 has “A” (Anchor Street, Eisenhower Avenue, northern portion of Port Street), “B” (southern portion of Port Street) and “C” (Dock Lane, Southern Street, Port Street) street frontages. “B” streets connect primary streets to each other and to service streets, and provide access options throughout the neighborhood. “A” and “C” frontages have been described in the previous section. These frontage guidelines outline specific design requirements for buildings and the adjoining streets.

### ***Setback-to-Height Ratio Modification***

As part of this proposal, the applicant is also requesting a waiver of the setback-to-height ratio requirements under Section 6-403a of the Zoning Ordinance, which states that a building is required to be set back from the centerline of the street it faces a distance equal to at least half the height of the building at every point. Building heights on Blocks 11 and 12 range between 370 and 339 feet tall respectively, and the distance between buildings across Dock Lane is approximately 66 feet. Under Section 6-403a of the Zoning Ordinance, the buildings along Dock Lane for this block would be required to step back substantially or overall heights would need to be reduced, assuming the building footprints and towers are in their current location. As discussed earlier, the building massing approved in the Stage 1 DSUP for Blocks 11 and 12 consisted of a higher street wall along Dock Lane but lower overall tower heights. In the current proposal, the applicant expressed the desire to open up Dock Lane and consolidate more floor area on the building towers. The building massing in the current proposal was also determined based on the following: the desire to orient the rooftop amenity space and residential units for sun exposure; the site constraints related to the high-tension power lines on Block 11; and the desire to provide sun exposure on Dock Lane. For these reasons, staff supports a modification under Section 6-403a of the Zoning Ordinance for Blocks 11 and 12.

### ***Building Signage***

The Hoffman Coordinated Sign Plan (SUP-0163), approved in 1998, includes signage standards for all of Hoffman Town Center, including this site. Staff has included conditions requiring the design and development of additional signage for business signs, interpretive signs and specific signage for the grocery store so that it will be prominent from key locations approaching the site, including the Port Street and Dock Lane intersection, the eastbound Eisenhower Avenue and Swamp Fox Road intersection, and the elevated Metro Station platform.

### ***L. Green Building***

Under the City's new Green Building Policy adopted in April 2009, this development project would be required to achieve the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Certified level for New Construction or equivalent. Several green building elements that will accompany this proposal include: native plantings to reduce potable water use for irrigation, high-albedo roof materials on site and on building roofs, locally sourced materials, low-e glazing, energy efficient lighting and HVAC systems, and EPA WaterSense low-flow plumbing fixtures.

In lieu of the LEED system, the applicant has expressed interest in pursuing certification under the Green Globes Design system, which is owned and operated by the Green Building Initiative (GBI). Used in Canada and the U.S., Green Globes is a Canadian-based system that has been adapted for use in the U.S. Figure 4 contains a list of Green Globes certified projects. Both LEED and Green Globes originated from the Building Research Establishment Assessment Method (BREEAM), an environmental certification system launched in the United Kingdom in 1990.

The applicant has cited a few reasons for preferring to obtain certification through Green Globes over LEED. They have expressed that Green Globes is more user-friendly, providing guidance throughout the green building certification process. In addition, the applicant is interested in the

option for obtaining points for conducting a Life Cycle Assessment (LCA) of building assemblies and materials that is offered under Green Globes but not through LEED.

Although staff recognizes these advantages, staff is not certain that Green Globes is currently an equivalent system to LEED. The "Green Building White Paper for the City of Alexandria" prepared by Environmental Resources Management (ERM) dated December 25, 2007 notes that the two systems which appear to meet most of the criteria set for the City are LEED and Green Globes. The white paper attests that "both rating systems include many of the same green building criteria and are similar in content." However, under the City's Green Building Policy, and consistent with the ERM white paper, LEED is currently considered the City's preferred system. Staff has several reservations with the Green Globes system. First, the energy modeling procedures of the two systems are not equivalent; Green Globes is more simplified for purposes of being more accessible and user friendly. LEED has more stringent requirements stipulating who on the project team is permitted to perform the energy modeling. Second, entry to obtaining 1 Green Globe is lower than entry to achieving the LEED Certified level. Third, there are differences in the reporting and verification requirements for both systems. These differences and other staff concerns are not discussed here, as a detailed analysis and comparison of the technical differences between LEED and Green Globes is beyond the scope of this report.

To address the discrepancies between the two systems, staff has several recommendations. Since eligibility for 1 Green Globe begins at the 35 percent level, staff is requiring that a minimum of 40 percent of the possible points be achieved, the minimum threshold for the LEED Certified level. See Table 3 below for a comparison of the LEED and Green Globes points systems. If the applicant opts for Green Globes certification, staff is recommending the following conditions to address the concerns described earlier, creating a more level playing field between the LEED and Green Globes systems:

- Achievement of a minimum of 40 percent of the total possible Green Globes points;
- A third-party assessment, which is the New Construction (NC) Stage I and II assessment under the GBI Green Globes system;
- A GBI-certified energy modeling analysis to achieve a minimum score of 75 based on EPA's National Energy Performance Rating System; and
- If the project becomes eligible, a certified Energy Star rating of 75 based on EPA's National Energy Performance Rating System.

Table 3. Comparison of LEED and Green Globes points systems.

LEED® 2009 for New Construction and Major Renovations		Green Globes
<b>Total Possible Points**</b>	<b>110*</b>	1000 points
Sustainable Sites	26	115
Water Efficiency	10	100
Energy & Atmosphere	35	360
Materials & Resources	14	100
Indoor Environmental Quality	15	200
* Out of a possible 100 points + 10 bonus points		
** Certified 40+ points, Silver 50+ points, Gold 60+ points, Platinum 80+ points		
Innovation in Design	6	0
Regional Priority	4	0
<b>Emissions, Effluents &amp; Other Project Management</b>		<b>75</b> <b>50</b>

In light of these recommendations, it is important for the City to monitor and evaluate the comparative performance metrics between the Green Globes and LEED systems - including current and future versions - to ensure that future development proposals desiring to pursue Green Globes certification will be on par with LEED.

### M. Mechanical Penthouses

The applicant is also requesting permission to build taller mechanical penthouses than the 15-foot maximum height currently permitted under the Zoning Ordinance. Section 6-403(B)(2)(b) of the Zoning Ordinance requires a special use permit to increase the penthouse height beyond the permitted 15 feet. Staff supports the applicant's request for 34-foot tall penthouses on Blocks 11 and 12 because the elevators will be providing access to the roofs and the additional height is necessary both to accommodate increased mechanical overruns and to meet current code requirements for the high speed elevators required in the residential buildings. The applicant has committed to keep this height as low as technically feasible as they progress through detailed design of the building.

In addition, the applicant is requesting a special use permit to build more than one penthouse on Block 12. The added penthouse is needed because there are two elevators serving the building. Staff supports the request for incorporation of an additional penthouse on Block 12 for these purposes and has worked with the applicant to integrate the penthouse design into the overall building design.

### N. Public Art

The 2006 CDD amendment included a condition of approval requiring that the applicant prepare a plan for sculpture and public art as part of the submission of the first Stage 2 DSUP for the

Hoffman properties. This Public Art Plan must be reviewed and approved by the Planning Commission and City Council.

The document submitted and included as *Attachment H*, along with a submitted map designating locations throughout the Hoffman holdings for future locations of public art, represents a cohesive plan for the location and type of public art that will be provided throughout the Hoffman holdings, which comprise the majority of the Eisenhower East neighborhood. Staff and the applicant have worked to develop a Public Art Plan which lays out processes for selection and implementation of public art. Additional refinements to the Public Art Plan will be made prior to final site plan – specifically, historic and interpretive goals will be incorporated into the Public Art Plan upon creation of the Historic Interpretive Plan. The Public Art Plan will also provide for opportunities to interpret history in the design and signage of the open space in the area. These refinements will crystallize the vision for the area to serve as a framework for determining the type of art or specific art piece for each location identified in the Plan. Staff is recommending approval of the Public Art Plan as provided in *Attachment H*.

#### ***O. Encroachment into Resource Protection Area***

This property contains a Resource Protection Area (RPA) on the northeastern portion of the property. The *Eisenhower East Small Area Plan* requires that this RPA be bisected by a public road, Port Street. The remnant RPA is then disconnected from the live stream and surrounded by highly urbanized development, severely compromising its functional ecosystem benefits. The applicant has requested and received an administrative approval from the Director of Transportation and Environmental Services to encroach into the RPA under Section 13-116, (B) of the Environmental Management Ordinance. The applicant has agreed to provide off-site mitigation to more properly restore the functionality of a Resource Protection Area elsewhere in the city.

#### ***P. Encroachment into Public Right of Way for Electrical Transformer Vaults***

Staff had several meetings with the applicant and Dominion Virginia Power on the location of several large electrical transformer vaults needed to serve the project. After exploring all options, including locating the vaults within the Virginia Dominion Power easement under the surface parking lot, it was concluded that the only feasible location for the vaults was under the sidewalk in the Port Street right-of-way. Staff has worked with the applicant on revising the preliminary plan to that ensure the location of the vaults will not conflict with the ability to provide street trees between the vaults and the curb. Additionally, staff has added conditions requiring the applicant to obtain and maintain a policy of general liability insurance in the amount of \$1,000,000, which will indemnify the applicant and the City against all claims, demands, suits, etc., and all costs related to any bodily injury or property damage which may occur as a result of the granting of the encroachment. Therefore, staff supports the requested encroachment into the public right of way for the location of the transformer vaults.

### **V. COMMUNITY**

Staff and the applicant have contacted business and homeowner associations in the vicinity to inform the community of the project. A presentation has been made to the surrounding community, which includes the Meridian at Eisenhower, Carlyle Towers, and other residential

groups, and the Eisenhower Partnership. The Blocks 11 and 12 development proposal was also discussed at length at several publicly noticed Design Review Board meetings, and the community had opportunities to ask questions and engage in the design review for the development. The project has also been discussed at meetings of the Federation of Civic Associations. Overall, there was support for this project and concerns were not expressed regarding the development proposal.

## **VI. CONCLUSION**

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

Staff: Faroll Hamer, Director, Planning and Zoning;  
Thomas Canfield, City Architect, Planning and Zoning;  
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Shanna Austin, Transportation and Environmental Services;  
Daniel Imig, Transportation and Environmental Services;  
Matt Melkerson, Transportation and Environmental Services;  
Bethany Carton, Recreation Parks & Cultural Activities; and  
Eric Keeler, Office of Housing.



Figure 2. Block 11 summary compliance table – Eisenhower East Design Guidelines.

	<b>Design Guidelines</b>	<b>Development Proposal</b>	<b>Consistent</b>
<b>Land Use</b>	Residential & Retail	Residential & Retail	Yes
<b>Density</b>	626,456 sf AGFA	674,259 sf AGFA	No*
<b>Height</b>	250'	Varies: 277'-370'	No**
<b>Building setbacks</b>	<ul style="list-style-type: none"> <li>○ Meet the build-to-line at the streetwall</li> <li>○ Min. 7' setback at specific heights above the sidewalk</li> <li>○ Buildings on all other streets except Eisenhower and C-frontages, shall have 40'-60' streetwall</li> </ul>	<ul style="list-style-type: none"> <li>○ Meets build-to line</li> <li>○ Setbacks vary from visual only to 5' to 20'</li> <li>○ Buildings have 40' streetwall (typical)</li> </ul>	<p>Yes</p> <p>Yes</p> <p>Yes</p>
<b>Architectural Articulation</b>	<ul style="list-style-type: none"> <li>○ Site shall be a signature architectural site with articulation</li> <li>○ Architecturally significant façade: North façade</li> <li>○ Required architectural feature: West and East sides of site</li> </ul>	<ul style="list-style-type: none"> <li>○ High quality, highly articulated architecture</li> <li>○ Key building corners, including north façade, are accented</li> <li>○ Features provided facing Metro Station and Capital Beltway</li> </ul>	<p>Yes</p> <p>Yes</p> <p>Yes</p>
<b>Street Tree Plan</b>	<ul style="list-style-type: none"> <li>○ Port St., Anchor &amp; Dock Ln.: Golden Raintree or Japanese Pagoda</li> </ul>	<ul style="list-style-type: none"> <li>○ Port St., Anchor &amp; Dock Ln.: Golden Raintree</li> </ul>	<p>Yes</p> <p>Yes</p>
<b>Street Frontage Design Principles: Street Frontage Plan</b>	<p>Street Frontages:</p> <ul style="list-style-type: none"> <li>○ Buildings shall front the street</li> <li>○ Main pedestrian entries</li> <li>○ Active uses on all street frontages</li> <li>○ Highest quality of architectural façade &amp; streetscape treatment</li> <li>○ No visible curb cuts/service alleys on A Streets</li> <li>○ Structured parking shall be screened with active uses min. 30' deep from building face</li> <li>○ Architectural features may not extend more than 4' past build-to-line &amp; may not exceed 12' in width. Projection must be 15'+ above sidewalk</li> </ul>	<ul style="list-style-type: none"> <li>○ Buildings front the street</li> <li>○ Main pedestrian entries on Anchor, Eisenhower, Dock and Port.</li> <li>○ Active uses on Anchor, Eisenhower, Dock and Port</li> <li>○ High quality, highly articulated architecture</li> <li>○ No visible curb cuts/service alleys on A Streets</li> <li>○ No above grade parking provided.</li> <li>○ Certain canopies may be built to a width in excess of 12 ft. as shown in submission and supported by staff.</li> </ul>	<p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>N/A</p> <p>Yes</p>

\*Proposal includes bonus density SUP request for provision of affordable housing

\*\*Staff supports waiver

Figure 3: Block 12 summary compliance table – Eisenhower East Design Guidelines.

	<b>Design Guidelines</b>	<b>Development Proposal</b>	<b>Consistent</b>
<b>Land Use</b>	Residential & Retail	Residential & Retail	<b>Yes</b>
<b>Density</b>	545,762 sf AGFA	641,964 sf AGFA	<b>No*</b>
<b>Height</b>	250'	Varies: 277'-370'	<b>No**</b>
<b>Building setbacks</b>	<ul style="list-style-type: none"> <li>○ Meet the build-to-line at the streetwall</li> <li>○ Min. 7' setback at specific heights above the sidewalk</li> <li>○ Buildings on all other streets except Eisenhower and C-frontages, shall have 40'-60' streetwall</li> </ul>	<ul style="list-style-type: none"> <li>○ Meets build-to line</li> <li>○ Setbacks vary from visual only to 5' to 20'</li> <li>○ Buildings have 40' streetwall (typical)</li> </ul>	<b>Yes</b>  <b>Yes</b>  <b>Yes</b>
<b>Architectural Articulation</b>	<ul style="list-style-type: none"> <li>○ Site shall be a signature architectural site with articulation</li> <li>○ Architecturally significant façade: North façade</li> <li>○ Required architectural feature: West and East sides of site</li> </ul>	<ul style="list-style-type: none"> <li>○ High quality, highly articulated architecture</li> <li>○ Key building corners, including north façade, are accented</li> <li>○ Architectural features provided facing RPA and Metro Station</li> </ul>	<b>Yes</b>  <b>Yes</b>  <b>Yes</b>
<b>Street Tree Plan</b>	<ul style="list-style-type: none"> <li>○ Port St. &amp; Dock Ln.: Golden Raintree or Japanese Pagoda</li> </ul>	<ul style="list-style-type: none"> <li>○ Port St., Anchor &amp; Dock Ln.: Golden Raintree</li> </ul>	<b>Yes</b>  <b>Yes</b>
<b>Street Frontage Design Principles: Street Frontage Plan</b>	<p>Street Frontages:</p> <ul style="list-style-type: none"> <li>○ Buildings shall front the street</li> <li>○ Main pedestrian entries</li> <li>○ Active uses on all street frontages</li> <li>○ Highest quality of architectural façade &amp; streetscape treatment</li> <li>○ No visible curb cuts/service alleys on A Streets</li> <li>○ Structured parking shall be screened with active uses min. 30' deep from building face</li> <li>○ Architectural features may not extend more than 4' past build-to-line &amp; may not exceed 12' in width. Projection must be 15'+ above sidewalk</li> </ul>	<ul style="list-style-type: none"> <li>○ Buildings front the street</li> <li>○ Main pedestrian entries on Anchor, Eisenhower, Dock and Port.</li> <li>○ Active uses on Anchor, Eisenhower, Dock and Port</li> <li>○ High quality, highly articulated architecture</li> <li>○ No visible curb cuts/service alleys on A Streets</li> <li>○ Above grade parking facing Port St is screened by 40-55 ft of active use.</li> <li>○ Certain canopies may be built to a width in excess of 12 ft. as shown in submission and supported by staff.</li> </ul>	<b>Yes</b>  <b>Yes</b> <b>Yes</b>  <b>Yes</b>  <b>Yes</b>  <b>N/A</b>    <b>Yes</b>

\* Proposal includes MPA request for increased height

\*\*Staff supports waiver



Green Globes NC Certified Buildings

Building Name	City	State	Owner	Green Globes Rating	Date
Duncan Avenue Apartments - Bldg 1	Fayetteville	AR	University of Arkansas	1	2009
Duncan Avenue Apartments - Bldg 2	Fayetteville	AR	University of Arkansas	1	2009
Duncan Avenue Apartments - Bldg 3	Fayetteville	AR	University of Arkansas	1	2009
Duncan Avenue Apartments - Bldg 4	Fayetteville	AR	University of Arkansas	1	2009
Duncan Avenue Apartments, Community Building	Fayetteville	AR	University of Arkansas	2	2009
ADEQ Headquarters	Little Rock	AR	Arkansas Department of Environment Quality	3	2007
William J. Clinton Presidential Center	Little Rock	AR	William J. Clinton Foundation	2	2006
Chandler Airport Commerce Center	Chandler	AZ	Irgens Development Partners, LLC	1	2008
5055 East Washington Street	Phoenix	AZ	Irgens Development Partners, LLC	2	2009
Tempe Gateway	Tempe	AZ	J-V: Opus West Corporation / US Airways	2	2009
Tolleson Commerce Center #1	Tolleson	AZ	Irgens Development Partners, LLC	1	2009
Tolleson Commerce Center #2	Tolleson	AZ	Irgens Development Partners, LLC	1	2009
Tolleson Commerce Center #3	Tolleson	AZ	Irgens Development Partners, LLC	1	2009
Tolleson Commerce Center #4	Tolleson	AZ	Irgens Development Partners, LLC	1	2009
Tolleson Commerce Center #5	Tolleson	AZ	Irgens Development Partners, LLC	1	2009
ASU Walter Cronkite School of Journalism	Phoenix	AZ	ASU / COP / KAET	2	2009
Barrel O'Fun	Phoenix	AZ	Sunstate Builders	2	2009
One Central Park East	Phoenix	AZ	Holder Construction	1	2009
Summit County MRF	Summit County	CO	Summit County	2	2006
Woodward at Copper Mountain	Copper Mountain	CO	Copper Mountain Resort	2	2009
Bethke Elementary School	Timnath	CO	Poudre School District	3	2008
Whole Foods Southglenn	Centennial	CO	Whole Foods Market, Inc.	1	2009
Frisco Depot Building B	Frisco	CO	Frisco Depot LLC	2	2009
Frisco Depot Building C	Frisco	CO	Frisco Depot LLC	2	2009
Pfizer Clinical Research Unit	New Haven	CT	Pfizer Inc.	3	2006
Newell Rubbermaid Inc.	Sandy Springs	GA	Greenstone Properties, Inc.	2	2008
Remington Medical Commons	Bolingbrook	IL	Remington Partners, LLC	1	2008
Whole Foods Dedham	Dedham	MA	Whole Foods Market, Inc.	3	2009
Apple Valley Liquor Store	Apple Valley	MN	City of Apple Valley	2	2009
Hayes Community & Senior Center	Apple Valley	MN	City of Apple Valley	2	2009
Alberici Headquarters	St. Louis	MO	Alberici Redevelopment Corporation	4	2006
Point at Morristown	Morristown	NJ	Washington Cattano LLC	2	2008
NewPage Corporate Headquarters	Miamisburg	OH	NewPage Corporation/ Bunnell Hill	3	2007
Victory Square Center	Hermiston	OR	Umatilla Morrow Head Start, Inc	2	2008
Koaxis, Inc.	Schwenksville	PA	Koaxis, Inc.	1	2008
AUS-020 Bank	Austin	TX	Capitol One	1	2009
Ysleta County	Ysleta	TX	County of El Paso	3	2009
Katherine K. Hanley Family Shelter	Fairfax	VA	Fairfax County	1	2007
Fairfax County (VA) Girls Probation House	Fairfax	VA	Fairfax County Juvenile Courts	2	2009
MeadWestvaco Headquarters	Richmond	VA	MeadWestvaco	4	2009
City Center Plaza	Bellevue	WA	Beacon Capital	3	2008
Blakely Hall	Issaquah	WA	Issaquah Highlands & Port Blakely Community	2	2006
Joshua Green Building	Seattle	WA	JGB LLC	3	2009
RenewAire, LLC	Madison	WI	Renewaire, LLC	2	2006
Home Savings Bank	Madison	WI	Home Savings Bank	2	2007
WEEBF Office Building	Madison	WI	Wisconsin Electrical Employees Benefit Fund	2	2006
Wisconsin Fertility Institute	Middleton	WI	Fem Partners	1	2007

Figure 4: Selected Green Globes Certified Projects



*Figure 5: Building View from Eisenhower Avenue looking East*



*Figure 6: Eisenhower Avenue View looking West*



*Figure 7: Beltway View*



VIEW FROM  
EISENHOWER WL.  
LOOKING WEST



VIEW FROM  
WESTON BRIDGE  
LOOKING WEST



VIEW FROM  
I-495  
LOOKING EAST

*Figure 8: PhotoMontage*



*Figure 9: Night View*



*Figure 10: Model*



**Figure 11: Model**



*Figure 12: Model*



*Figure 13: Bird's Eye View of Eisenhower Metro Station Square Design*



*Figure 14: Street Level View of Eisenhower Metro Station Square Design*