

Docket Item #6A&B

Development Site Plan #2013-0015
Transportation Management SUP #2013-0058
5001 Eisenhower Avenue – Victory Center Amendment

Application	General Data	
Project Name: Victory Center	PC Hearing:	September 3, 2013
	If approved, DSP Expiration:	September 3, 2016
	CC Hearing (for TMP SUP):	September 21, 2013
Location: 5001 Eisenhower Avenue	Plan Acreage:	16 acres or 696,960 sq. ft.
	Zone:	Office Commercial Medium (100) /OCM (100)
	Proposed Use:	Office
	Dwelling Units:	N/A
Applicant: Arthur C. Frye, Eisenhower Real Estate Holdings, LLC, represented by Mr. Kenneth Wire, McGuire Woods	Floor Area Ratio:	1.5
	Small Area Plan:	Landmark/Van Dorn Plan
	Historic District:	NA
	Green Building:	LEED Silver Certification, or equivalent

Purpose of Application
 The applicant is requesting a 36-month extension for this property’s development site plan approval (DSP2010-0011) and associated Transportation Management Plan (TMP#2005-0057).

Special Use Permits and Modifications Requested:

- Transportation Management Plan SUP#2013-0058

Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewer(s): Maya Contreras, Urban Planner, maya.contreras@alexandriava.gov;
 Patricia Escher, Principle Planner, patricia.escher@alexandriava.gov
 Dirk Geratz, Acting Division Chief, dirk.geratz@alexandriava.gov

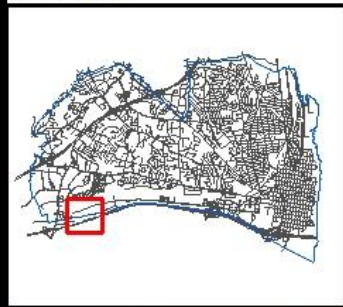
PLANNING COMMISSION ACTION, SEPTEMBER 3, 2013: By unanimous consent, the Planning Commission approved the request for DSP #2013-0015, subject to compliance with all applicable codes, ordinances and staff recommendations, and recommended approval of the Transportation Management Plan SUP #2013-0058.

Reason: The Planning Commission agreed with the staff analysis.

DSP #2013-0015
TMP SUP#2013-0058
Victory Center Extension
5001 Eisenhower Avenue



KEY MAP



DSP #2013-0015
TMP SUP #2013-0058
5001 Eisenhower Avenue

9/3/2013 N



I. SUMMARY

A. Recommendation

Staff recommends **approval** of a request to extend the approval of the previously approved Development Site Plan (DSP#2010-0011) and associated Transportation Management Plan (TMP#2005-0057) by 36 months.

II. BACKGROUND

A. Site Context

The project is located within the Eisenhower Valley at 5001 Eisenhower Avenue, on a 16-acre rectangular paved site with one existing building. The property is zoned Office Commercial Medium (100) /OCM (100). To the south are residential, industrial and office uses, including the Eisenhower Industrial Center, the Reserve at Eisenhower and the Exchange at Van Dorn apartment and condominium complexes, and Atlantic Self-Storage. The Florida Institute of Technology is located to the east; the new Eisenhower Fire Station #210 and reconfigured impound lot, as well as the Covanta Plant, are to the west. The long northern edge of the site is bordered by WMATA and CSX tracks, which are parallel to Backlick Run. Cameron Station is located on the opposite side of the Run. The western end of the parcel is within a quarter-mile radius of the Van Dorn Metro.

B. Background

When the Victory Center building was originally constructed in 1973 as the Army Material Command, it was designed as a single building on a sixteen-acre parking lot, with the adjacency of 495-Beltway serving as the primary transportation option. The site has been vacant since 2005 during design and security alterations, and while the applicant has been engaged in a search for a tenant or tenants.

Planned redevelopment of this site with a Federal tenant would transform the existing parking lot into an employment center. Many of the action items of the Eco-City Alexandria Environmental Action Plan and the City's economic goals are supported with this in-fill development where jobs, streetscape enhancements, and energy efficient building policies are incorporated on a site within a quarter-mile radius of the Van Dorn Metro. The buildings will be constructed to LEED-Silver standard, or an equivalent. A newly updated Transportation Management Plan (TMP) would be incorporated, including a dedicated employee shuttle to the Metro during peak demand periods.

The Victory Center site went through the development review process in 2005 (DSP#2004-0037), 2009 (DSP#2009-0018) and 2010 (DSP#2010-0011). In 2005, the proposal re-envisioned the single-building office site as a multi-phase development that would renovate the existing building and add an additional office building with three above-grade parking structures. The goal of the proposal was to create a campus with the

necessary design and security elements that would make it attractive for a potential Federal employer.

Renovation of the existing building, approved as Phase 1, was generally completed in 2008 and the remainder of the build out was put on hold until a tenant or tenants could be secured. The site was in contention for the new location of the Washington Headquarters Service and has continued to be marketed to the Federal Government after the Mark Center location was chosen.

Because of the proximity to Metro, an amendment to clarify the minimum parking requirement for the entire campus was approved in December 2009 (DSP#2009-0018). The maximum allowable parking for the full build out of the campus remained at the previously approved 3,056 parking spaces. The amendment established a ratio of one parking space per 600 square feet of above-grade Floor Area (plus basements) of office space. The purpose of this amendment was to permit and encourage a smaller number of on-site spaces, consistent with the site's proximity to Metro, the City's Eco-City Alexandria Environmental Action Plan and the ongoing goal of encouraging the use of mass transit, ride share, and alternative transportation modes.

In Spring 2010, the project was brought before the Commission to request a reconfigured site design in anticipation of the needs of two potential Federal tenants (DSP#2010-0011). The plan divided the previously approved density of 512,537 sq. ft. of office space between two separate buildings, instead of in one building, and eliminated one of the three previously approved parking garages. This was approved in June 2010; however, the Federal tenants opted to go with alternate locations. At this time, no additional construction has occurred on site.

III. PROJECT DESCRIPTION

As approved in June 2010 (DSP#2010-0011), a maximum of five buildings would ultimately occupy the site. Moving from west to east, these would be a combination of office uses: Building 2 proposed at 66' tall; Building 3 at 100' tall; and Building 1 (currently constructed) at 121' tall; and two above-ground parking structures, at 62' each. The three office buildings would total approximately 1,045,440 sq. ft., which is identical to the square footage of the original site plan (DSP#2004-0037). Full build out of the site anticipates about 6,000 employees.

A 40-foot landscaped area will provide green space between the existing Building 1 and the proposed Building 2, and will be repeated between Buildings 2 and 3. Details for the elevations for the new buildings would be reviewed as part of the final site plan process, and would be generally similar to the glass and precast design used in the renovation of Building 1. Details for the elevations of the parking structures would also be reviewed during the final site plan process.

All loading services occur at the rear of the buildings, and high quality landscaping will screen those uses from Four Mile Run and Cameron Station. Any queuing required for security inspections would happen on-site.

Staff will continue to work with the applicant during the final site plan to further refine the site layout and building design, including screening of the surface parking areas proposed in front of Buildings 2 and 3 along Eisenhower Avenue, potential intrusions into the RPA, and reducing light spillover issues from the garages and during construction. Additional items, including fencing and other security requirements may be adjusted administratively, depending on the needs of the tenants, and in consultation with the City.

Conditions of approval have been updated to reflect current City standards, as is the practice for extension requests, and an updated Transportation Management Plan has also been included in this submission.

IV. ZONING

Table 1. Zoning Tabulations

Property Address:	5001 Eisenhower Avenue	
Total Site Area:	16 acres or 696,960 sq. ft.	
Zone:	OCM (100)	
Current Use:	Office/Vacant	
Proposed Use:	Office	
	Permitted/Required	Previously Approved
FAR	1.5	1.5
Setbacks	Not applicable	
Open Space	Not applicable	
Building Height	100 feet or 150 feet with SUP	Existing Building 1: 121 ft. Building 2: 66 ft. Building 3: 100 ft. Parking Garage 1: 62 ft. Parking Garage 2: 62 ft.
Parking:		
<i>Standard</i>	518	749
<i>Compact</i>	1,554	2,246
<i>Accessible (including van accessible)</i>	83	61
<i>Loading Spaces</i>	0	7
Total Spaces	2,072 (1,633 existing spaces)	3,056

V. STAFF ANALYSIS

The future of the Eisenhower Valley corridor has been a topic of discussion for several years. Eisenhower West was identified as the “next” small area plan in the FY 2012 and FY 2013 work program, but was delayed due to several other project, including the Waterfront Plan and the What’s Next Alexandria initiative.

Extension of the Current Approval

The original proposal (DSP#2004-0037) was reviewed for consistency with the Landmark/Van Dorn Small Area Plan, which designates this section of Eisenhower Avenue for medium- to high-density commercial development. In June 2009, the City Council approved an update to the Small Area Plan that incorporated a new Landmark/Van Dorn Corridor Plan. This update was focused on South Van Dorn Street from Landmark Mall to the Van Dorn Metro Station and did not affect the Victory Center site.

In June 2010, staff and the Planning Commission determined that the updated proposal maintained compliance with the Eisenhower East Small Area Plan and the OCM (100) zoning, and was generally in compliance with the campus vision as approved in 2005 (DSP#2004-0037). There have not been any significant changes to the area or the zoning in the last three years, and so the last development site plan approval (DSP2010-0011) is still in compliance with the applicable plans and zoning.

The applicant has been steadily maintaining and marketing the property, and will continue to do so. They have also worked with the City on several occasions to allow the parking lot to be used temporarily for vehicle storage and for snow storage, particularly after the storms of 2010-2011. In the current extension request, the applicant is not requesting any changes from the previously approved plans and with the approval of this extension, the validity of the site plan would be extended to June 1, 2016.

Because the request reopens the review of this development case, staff has taken the opportunity to update conditions of approval to bring them into consistency with current standards, including environmental and water quality, transportation standards and construction requirements.

Eisenhower West Small Area Plan

In May 2013, City Council voted to adopt Eisenhower West as the Small Area Plan for the FY2014 work program. This will involve several elements, some of which build on completed work, including a 2009 assessment of the redevelopment potential of the four major industrial land uses: Virginia Paving, Vulcan Materials, the Covanta Waste-to-Energy plant¹, and the ethanol trans-loading facility. One of the key redevelopment issues

¹ Site not recommended for redevelopment.

that will be discussed as part of the plan is that the City's Industrial Land Use Study found limited market interest for redevelopment in the area and noted the Victory Center has not attracted tenants and has been unsuccessful in a number of federal office space competitions. One item that was identified as potentially holding back market interest is a lack of amenities for residents and office workers.

Other items that will be reviewed as part of the Small Area Plan include:

- Although the plan area is served by a Metrorail Station and access to the Capital Beltway, circulation and access is nevertheless constrained by topography, railroad tracks and freeways. Opportunities for improvement include the "multimodal bridge" recommended by the Landmark/Van Dorn Corridor Plan and a potential link between Eisenhower and Edsall west of Van Dorn Street along the City-County boundary. The plan will require significant transportation/transit analysis to resolve the "connector" issue to the satisfaction of VDOT and FHWA.
- The industrial land use study also found limited interest for redevelopment among the landowners of the major industrial properties. However, in the past year, one of the industrial landowners, Vulcan Materials, has indicated that they would like to see the planning effort move forward. Vulcan was joined by several other property owners in the area, including representatives of Victory Center and some warehouse properties, as signatories on a letter to the City urging that the planning process begin and offering to provide funds to help pay for consultant studies that will be needed.
- Another industrial land use, Virginia Paving, has not expressed any change in their 2009 position that they would like to continue to operate at the same location. Virginia Paving operates under a special use permit with a sunset clause that allows operations to be terminated "not sooner than seven years after the adoption of the SAP [small area plan.]" While a number of nearby residents strongly support the termination of Virginia Paving operations because of its impact on their quality of life, during the 2009 Industrial Land Uses study, others questioned why the City would want to close a business providing jobs.
- Since the 2009 Industrial Land Uses Study, the boundaries of the 100-year flood plain have changed and now include the Virginia Paving site, reducing redevelopment options. The 100-year flood plain now also includes the retail strip center along Pickett Street between Landmark Gateway and Virginia Paving.
- The Landmark Gateway mixed use project is under construction, and there are similar projects approved or proposed for sites along South Pickett between Van Dorn and Duke, including the approved Delaney on the bowling alley site and the proposed Cameron Park at 450 South Pickett. This activity suggests some local development pressure, possibly due to these sites' proximity to Cameron Station. Most of the properties in this area along South Pickett from Duke Street to the Fairfax County line were not addressed by the Landmark/Van Dorn Corridor Plan and have warehouse, industrial, and strip retail uses today.

- The plan will involve coordination with Fairfax County, which has over the years expressed an interest/willingness to coordinate planning for the area with the City. There have been a number of proposals for redevelopment in the County along the Eisenhower West boundary, including the Smoot Lumber property between Pickett and Edsall, which the County has not scheduled for consideration.
- Between now and the completion of the Eisenhower West Small Area Plan, it will be important to protect potential alignments of the “multimodal bridge” in the Landmark/Van Dorn Corridor Plan when redevelopment is proposed or City facility location decisions are made.
- City Council has received recent letters from community members and landowners supporting the earliest possible start to the plan. Over the past few years, the City Council has also received expressions of support for starting this plan from Cameron Station residents, the West End Business Association and the Eisenhower Partnership.

The current schedule for the Eisenhower West Small Area Plan is to immediately start the transportation data collection and analysis and to begin the public process in January 2014, with an anticipated completion date 18 months later (June 2015). However, the Council has directed staff to complete the plan as expeditiously as possible and staff will be looking at options for the plan process that will accomplish that goal.

VI. COMMUNITY

The applicant notified the following groups about the request for an extension of the approval, none of whom requested a follow-up meeting:

- Eisenhower Partnership
- the Summers Grove HOA
- the Reserve at Eisenhower apartment complex
- the Exchange at Van Dorn Condominium Association
- Cameron Station Condominium Association & HOA

Once the Small Area Plan kicks off in January 2014, one of the first stages in the public process will be a discussion with community members (including residents, landowners, and businesspersons) to get their thoughts on how the planning effort should be conducted, including the civic engagement strategy. Because the Victory Center site is an important location within the Small Area Plan area, there will be ongoing communication between staff, the applicant and the community.

VII. CONCLUSION

Staff recommends **approval** of a 36-month extension for the development site plan approval and associated Transportation Management Plan, subject to compliance with all applicable codes and the following staff recommendations.

VIII. CONDITIONS OF APPROVAL

Staff recommends **approval** subject to compliance with all applicable codes and ordinances and the following conditions:

1. The Final Site shall be in substantial conformance with the preliminary plan dated April 30, 2010, and comply with the following conditions of approval.
2. Continue to work with staff to finalize design and engineering of the plans to the satisfaction of the Directors of P&Z, T&ES and Code.

TRANSPORTATION MANAGEMENT PLAN

3. **CONDITION AMENDED BY STAFF:** Provide a TMP according to the following:
 - a. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in the TMP Attachment [#] to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)
 - b. Any special use permit granted by City Council under this section 11-700, unless revoked or expired, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all of their heirs, successors and assigns. Any use authorized by a special use permit granted under this section 11-700 shall be operated in conformity with such permit, and failure to so operate shall be deemed grounds for revocation of such permit, after notice and hearing, by the City Council. (T&ES)
 - c. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)
 - d. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revised TMP program will go before the City Council for approval. The revision to the program includes a periodic review of the TMP to determine if goals are being met. Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would

- be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language. (T&ES)
- e. An annual TMP fund shall be created based on the TMP reduction goal of 30% of employees not using single occupant vehicles during the peak hour, based on the projects' size and the benefits to be offered to participating residents and employees. The annual fund rate for this development shall be \$0.254 per square foot of commercial space. Annually, on July 1, the rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The TMP fund shall be used exclusively for the approved transportation activities detailed in the attachment.
 - f. The applicant shall integrate into a District Transportation Management Program when it is organized. All TMP holders in the established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES)
 - g. The TMP Coordinator or Association will submit annual reports, fund reports and modes of transportation surveys to the Transportation Planning Division as detailed in the Attachment. (T&ES)
 - h. An on-site TMP Coordinator shall be designated for the entire project upon application for the initial building permit. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. ** (T&ES)
 - i. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator or Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site. (T&ES)
 - j. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 35%, and submission of raw data). The fee shall be in the amount of five hundred seven (\$507.00) for the first 30 (thirty) days late and two hundred and fifty three dollars (\$253.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward. (T&ES)

The applicant shall create a program and implement incentives to encourage the use of mass transit, carpooling, teleworking, and ridesharing and discouraging the use of single occupancy vehicles to the satisfaction of the Directors of P&Z and T&ES by providing the following:

- a. ~~The applicant shall fund a transportation management account at an annual rate of \$0.18 per occupied square foot of commercial space, which shall increase annually in an amount equal to the CPI Index to be used exclusively for the transportation activities listed below. As determined by the Director of T&ES and P&Z, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use. (DSP#2004-0037)~~
- b. ~~Discounted bus and rail fare media shall be sold on-site to employees of the project including during hours that are convenient for residents who work. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees and/or the Office of Transit Services and Programs. The availability of this fare media will be prominently advertised. (DSP#2004-0037)~~
- c. ~~Dedicated shuttle service to and from the Van Dorn Metro Station during peak periods shall be provided with Building # 1 (DSP#2004-0037)~~
- d. ~~The project shall have a goal of a minimum of 20% of the employees using transportation other than single occupancy vehicles during the peak time periods. (DSP#2004-0037)~~
- e. ~~A carshare program shall be established and marketed as part of the ridesharing and transit marketing efforts for all buildings. At a minimum at least two parking spaces should be reserved for the location of carshare vehicles. These spaces should be in a convenient location for tenants and residents and the TMP Coordinator will arrange with any of the carshare companies for placement of vehicles in this project. (Currently, Zipcar and Flexcar both have vehicles in the Alexandria area.). For those individuals that take transit, carpool/vanpool, walk, or bike to work the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles. (DSP#2004-0037)~~
- f. ~~The applicant shall provide 1 bicycle rack per 7,500 square feet, or portion thereof, of office floor area. (DSP#2004-0037)~~
- g. ~~The applicant shall provide 3 showers and a minimum of 10 clothes storage lockers per gender, per building (60 total). The lockers shall be accessible to all tenants of the building to the satisfaction of the Director of T&ES. (DSP#2004-0037)~~
- h. ~~The applicant shall participate in Ozone Action Days and other regionally sponsored clean air, transit, and traffic mitigation promotions by advertising such promotions in a manner and at such locations within the building acceptable to the applicant. (DSP#2004-0037)~~

- ~~i. The applicant shall participate and cooperate with other developments in the Eisenhower West area in a mutually agreed upon cooperative planning and implementation of transportation activities. (DSP#2004 0037)~~
- ~~j. The applicant shall implement transit, ride sharing, staggered work hours/compressed work weeks and parking restrictions and shall be promoted to prospective tenants, employers and employees, including the registration of staggered work hour participants, issuing stickers and/or electronic cards to verify vehicles participating in the program and monitoring the program. (DSP#2004 0037)~~
- ~~k. All ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts. (DSP#2004 0037)~~
- ~~l. A Guaranteed Ride Home Program shall be established and promoted as part of the ridesharing and transit marketing efforts. (DSP#2004 0037)~~
- ~~m. At full occupancy of each of each building, a survey of employees shall be conducted to determine the number of employees, their place of residence/employment, modes of transportation, arrival and departure times, willingness and ability to use carpooling and public transit, and such additional information as the City may require. This survey will be conducted annually. (DSP#2004 0037)~~
- ~~n. Information about all transit, ridesharing, and other TMP elements shall be distributed and displayed to employers, and employees including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be provided in a prominent location within each building and a web site with this information and appropriate links to transit providers will be provided and maintained. (DSP#2004 0037)~~
- ~~o. A TMP coordinator with experience in this occupation shall be designated for the project upon application for the certificate of occupancy permit for the first building. The TMP coordinator shall have an on-site office, and the name, location and telephone number of the coordinator will be provided to the City at that time, and the City will be notified at the time of any changes.
This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project, and for providing biannual reports to the Office of Transit and Programs in the Department of T&ES. The biannual reports will include an assessment of the effects of the previous six month's TMP activities on carpooling, vanpooling, and transit ridership; an accounting of receipts and disbursements for any TMP accounts, and a work program for the subsequent six months. (P&Z) (T&ES) (DSP#2004 0037)~~

PARKING

4. **CONDITION ADDED BY STAFF:** Provide bicycle parking spaces, clothes storage lockers, and shower facilities per Alexandria’s current Bicycle Parking Standards. The table below reflects the minimum requirements based on the proposed square footage of each building:

	Bicycle Parking Spaces Required	Clothes Lockers Required	Showers Required
Building 2 (124,991 sq. ft.)	24	17	6 Total (3 Female, 3 Male)
Building 3 (385,746 sq. ft.)	72	52	6 Total (3 Female, 3 Male)

Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at:

www.alexandriava.gov/bicycleparking. (T&ES)

5. The applicant shall provide a parking management plan to the satisfaction of the Directors of P&Z and T&ES. At a minimum the plan shall include:
- a. Parking rates for the surface parking and the parking structure(s) when constructed shall be consistent with market rates of comparable buildings within the City of Alexandria, except that free parking may be provided for short-term office visitor parking. All office employees shall be required to pay market rates for parking; no parking may be provided free or at reduced rates or with costs reimbursed by the employer unless the employer provides an equivalent benefit to all employees who utilize transit options to commute; i.e., if an employer provides a \$100 parking space to an employee free of cost, that employer must also offer a pretax benefit for transit of \$100 to all transit users. (DSP#2004-0037)
 - b. A minimum of 5% of parking spaces for carpool and vanpool vehicles that shall be conveniently located adjacent to garage entrances and exits, and/or elevator locations. (DSP#2004-0037)
 - c. “Short-term” parking for use by visitors shall be provided at a ratio of 0.16 sp/1,000 gross square feet. Parking spaces defined as “short-term” parking shall be solely utilized for use by visitors and shall include all appropriate signage. (DSP#2004-0037)
 - d. Subject to the approval of building tenants, up to 500 parking spaces shall be provided within the surface parking lots and/or parking structure(s) when constructed, which shall be for the use of the general public for recreational-special events in the evening and weekends if deemed necessary by the Directors of P&Z, RP&CA and T&ES subject to the reasonable review of the building tenant and with appropriate security measures taken. The applicant shall make best efforts to secure the tenant’s approval of the use of the parking for this purpose, to the satisfaction of the Directors of P&Z, RP&CA, and T&ES. The on-site

- public parking provided pursuant to this condition may be provided at a reasonable fee. (DSP#2004-0037)
- e. The applicant shall provide controlled access into the parking structures. (DSP#2004-0037)
 - f. The controlled access to the parking structures for short-term spaces shall be designed to allow convenient access for employees, visitors-short-term parking. (DSP#2004-0037)
 - g. Condition deleted. (DSP#2010-0011)
 - h. The headroom within the parking structure shall not exceed 7' 6" in height. (DSP#2004-0037)
 - i. The applicant agrees to provide off-street parking for all construction workers without charge to the workers or shall provide subsidy for the construction workers in order that they may use Metro, DASH, provide a van for vanpooling, or another method of providing for construction workers to arrive at the site. Compliance with this condition shall be based on a plan, which shall be submitted to the Department of P& Z and T&ES prior to the issuance of the Excavation/Sheeting, and Shoring or building permit. This plan shall set forth the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of Metro, carpooling, vanpooling, and other similar efforts. The plan shall also provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes, and carpooling and vanpooling information. If the plan is found to be violated during the course of construction, a correction notice will be forwarded to the applicant. 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)(PC) (DSP#2004-0037)

PEDESTRIAN - STREETSCAPE

- 6. **CONDITION AMENDED BY STAFF:** The applicant shall provide pedestrian streetscape improvements that at a minimum shall provide the level of improvements depicted on the preliminary site plan and shall provide the following, to the satisfaction of the Directors of P&Z, T&ES and RP&CA:
 - a. A 10 ft. wide concrete sidewalk on Eisenhower Avenue with a 5 ft. wide continuous landscape strip between the curb and the sidewalk. If the sidewalk encroaches onto the applicant's property, an access easement shall be granted to the City. (DSP#2004-0037)
 - b. The sidewalks on Eisenhower Avenue shall continue over the proposed curb cuts to provide an uninterrupted concrete sidewalk. (DSP#2004-0037)
 - c. Furnish and install two 4" conduits with pull wires, and junction boxes located at a maximum interval of 300' underneath the sidewalks along the

Eisenhower Avenue frontage. These conduits shall terminate in an underground junction box at each of the four street corners of the site. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES) (DSP#2010-0011)

- d. Condition deleted. (DSP#2010-0011)
- e. Condition deleted. (DSP#2010-0011)
- f. Show all existing bus stop locations adjacent to and across from the site.
- ~~g. All bus stop locations along the Eisenhower Avenue frontage shall be made ADA compliant, include a 7' concrete pad, parallel to the roadway, which connects the back face of the curb with the sidewalk.~~
- g. Relocate the existing bus stop at 4926 (directly across Eisenhower Ave from the Victory center) 5 feet to the west. Make bus stops at 4926 Eisenhower Ave ADA compliant. ADA compliance includes:
 - i. Install an unobstructed eight (8) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, bus stop passenger loading pad. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The loading pad's cross slope shall be less than 2%. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible.
- h. ~~Provide~~ Install and maintain one City Standard bus shelter with transit passenger waiting amenities such as electric illumination and real time transit information LED screens a City of Alexandria approved designed ADA compliant bus shelter, a real time transit information LED sign and connections to be installed inside of the bus shelter, and solar illumination within the bus shelter at the bus stop located across the roadway from 4926B Eisenhower Ave, east of the existing crosswalk. The bus shelter and all amenities shall be ADA compliant installed on a concrete pad, located behind the sidewalk and an easement shall be provided for access to and from the bus shelter.
- i. Install and maintain a bus stop bench for the bus stop located across the roadway from 4840 Eisenhower Ave. The bus stop bench shall be installed on a concrete pad, located behind the sidewalk and an easement shall be provided for access to and from the bus stop bench.
- j. Street trees in close proximity to bus stop approaches or directly adjacent to travel lanes shall be:
 - i. Located to avoid conflict with vehicles, specifically:
 - ii. Trees shall be excluded from a 40 ft. zone which represents the length of the bus as it is serving the stop.
 - iii. Trees within both the 10 ft. departure zone and the 20 ft. approach zone (on either side of the 40 ft. zone) shall be selectively located

- to minimize conflict with vehicles and to allow direct line of sight for approaching buses.
- iv. Subject to the character of the adjacent area and relevant design guidelines for spacing, distance from the curb and species selection. In general, trees shall be of the same species along the entire block face.
 - v. Selected from upright branching species in areas where relevant design guidelines do not otherwise specify
 - vi. Installed with a minimum six feet of clear stem and gradually pruned to reduce conflict with vehicles, under consultation from a certified arborist. Pruning of street trees is part of the regular maintenance required of applicants under the City's bond for public improvements.
 - k. Set back from the curb edge where the width of sidewalk and adjacent conditions allow.
 - l. The applicant shall contribute \$1,150/ea to the Director of T&ES for the purchase and installation of two City standard street cans (Model SD-42, Bethesda series litter receptacle) along the frontage of Eisenhower Avenue adjacent to the bus shelters. (DSP#2004-0037)
 - m. Decorative pedestrian scale acorn lights shall be provided along Eisenhower Avenue frontage on the northern portion of the sidewalk. Decorative pedestrian scale black acorn lights shall also be provided for the on-site walkways and drive aisles. (DSP#2004-0037)
 - n. A pedestrian countdown signal shall be provided for the pedestrian crossing at the adjoining signalized intersections. (DSP#2004-0037)
 - o. The width of the north-south paths shall be 10 ft. wide and shall be concrete. The pathways shall also include pedestrian scale lighting. (DSP#2004-0037)
 - p. The sidewalk on the western portion of Building #3 shall be increased to a minimum of 6 ft. wide. (DSP#2004-0037)
 - q. A minimum 6 ft. wide sidewalk shall be provided for the parallel parking in front of the buildings. (DSP#2004-0037)
 - r. Relocate the existing pedestrian traffic signal and associated pedestrian crosswalk on Eisenhower Avenue to terminate at an access point on the site. (DSP#2010-0011)
 - s. Condition deleted. (DSP#2010-0011)
 - t. All pedestrian improvements shall be reflected on an overall pedestrian circulation plan. (P&Z) (DSP#2004-0037)
7. If Phase #2 and Phase #3 are implemented, the applicant shall contribute \$1.50 per gross square foot (approximately \$793,000, based on the current proposed gross square footage of 528,376 for Buildings #2 and #3) for the Eisenhower Improvement Fund prior to release of the final site plan for Phase #2 and Phase #3 respectively; however, streetscape and landscape improvements (not including traffic signal funding or conduit) required per the conditions shall be credited

- towards the applicant's contribution to the Fund. The applicant shall illustrate these improvements on the final site plans and provide costs for these improvements prior to the release of the final site plans. If for any reason, these improvements are not completed during Phase #2 and #3 of the project, the applicant shall contribute to the Fund in full, \$1.50 per gross square foot, minus the cost of completed improvements. (T&ES) (DSP#2004-0037)
8. The applicant shall make a contribution in the amount of \$50,000 at the time of the issuance of the Certificate of Occupancy for Building #2 and \$50,000 at the time of the issuance of the Certificate of Occupancy for Building #3 to the Eisenhower Improvement Fund for the purposes of off-site improvements.(T&ES) (DSP#2004-0037)
 9. Prior to occupancy of Building #2, the applicant will resubmit a warrant study evaluating the need for a traffic signal at the eastern and westernmost site entrances. Based on the results of the study, the Director of Transportation and Environmental Services will determine if signals are needed at the site entrances prior to occupancy of Buildings #2 or #3. If signals are needed, the applicant is responsible for the cost of the installation to the satisfaction of the Director of T&ES. The revised warrant study shall also identify the security checkpoints and address how any queuing issues caused by the security checkpoints will be mitigated. Include proposed traffic circulation patterns within the site to minimize potential spillover of queued vehicles onto Eisenhower Avenue. (Transportation) (T&ES) (DSP#2004-0037)
 10. **CONDITION AMENDED BY STAFF:** The courtyard-plaza adjacent to the primary entrance for all buildings shall be designed to provide the level of detail and amenities depicted on the preliminary plan and shall also provide amenities to encourage their use to the satisfaction of the Director of P&Z and RP&CA including the following:
 - a. Special paving surfaces and landscaping. (DSP#2004-0037)
 - b. Permanent public art elements, appropriately scaled for the spaces, shall be provided on-site, generally around Buildings #2 and #3. On-site artwork shall be incorporated on the final site plan prior to release, and the art shall be installed shall be provided, prior to the issuance of the first Certificate of Occupancy, to the satisfaction of the Directors of P&Z and/or RP&CA. City staff and the Public Art Committee are available as a resource throughout the process.
~~A focal element, such as a sculpture or fountain, that is an appropriate scale for the space shall be provided in front of Building #2 and #3 only. The focal element shall be permanently mounted within each space. (DSP#2004-0037)~~
 - c. Provide decorative benches and trash receptacles. (DSP#2004-0037)
 - d. Additional trees, shrub plantings shall provide seasonal color and be arranged to provide visual interest and harmony within the public space as

well as be complimentary to the design of the public space and its proposed use. (DSP#2004-0037)

- e. Low scale pathway or bollard lighting. (DSP#2004-0037)
 - f. Where walls or planters are necessary they shall be precast, brick or stone. (P&Z) (RP&CA) (DSP#2004-0037)
11. All pedestrian crossings (including curb ramps) shall be located closer to the intersection, as opposed to being set back. Additionally, all curb ramps must be shown on the plans and adhere the City's policy on ADA compliant curb ramps. All curb ramps shall be ADA compliant and adhere to the City Standards. (T&ES) (DSP#2004-0037)
12. 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. (DSP#2010-00011)
13. Condition deleted. (DSP#2010-00011)

OPEN SPACE - LANDSCAPING

14. The public access points on the western and eastern portion of the site shall be accessible to the public and shall provide amenities to encourage its use. In addition the connections shall provide the following to the satisfaction of the Director of P&Z and RP&CA:
- a. The applicant shall record a reservation of the public access easement for the approximately 20 ft. x 360 ft. area on the western and eastern portion of the site in a form satisfactory to the City Attorney, and the Directors of P&Z, RP&CA, and T&ES prior to the release of the certificate of occupancy permit for Building #1. This recordation of the reservation of the public access easement shall run with the land and be binding on future owners, and the City shall have the right to call the easement into being. The pathways and improvements shall be completed prior to the issuance of the certificate of occupancy permit for Building #3 or at a time when a public pedestrian-sidewalk-trail connection is provided on the northern portion of the site, whichever is first. (DSP#2004-0037)
 - b. The pathways shall be 10 ft. wide concrete trails-sidewalks and shall include the following:
 - i. The landscaping adjacent to the path shall be provided as indicated on the landscape plan and shall also provide an additional 10-15 additional trees, which shall include a mix of evergreen and deciduous trees on each side of the path. The shade trees shall be

- space approximately 25 ft. on-center while the evergreen trees shall be spaced approximately 15 ft. on-center. (DSP#2004-0037)
- ii. Decorative black pedestrian scale lighting for each pathway. (DSP#2004-0037)
- iii. One bench for each pathway. (DSP#2004-0037)
- iv. A 15 ft x 15 ft concrete terminus shall be provided at the northern portion of each pathway where the pathway until a future connection is provided.
- v. The grass pavers-EVE on the northern portion of the site shall include sod. (DSP#2004-0037)
- vi. A decorative pedestrian scale sign shall be added to identify each pedestrian connection as a public open space area / path. (DSP#2004-0037)
- vii. The paths, landscaping and amenities within the public access easement shall be privately maintained. (DSP#2004-0037)
- viii. The path connections shall be fully open to the public following the hours and guidelines established by the Department of Parks, Recreation and Cultural Activities during hours normally associated with residential uses. (P&Z) (DSP#2004-0037)

15. **CONDITION AMENDED BY STAFF:** A final landscape plan shall be provided, which shall include the level of landscaping depicted on the preliminary landscape plan and shall also at a minimum provide the following to the satisfaction of the Directors of P&Z and RP&CA.

- a. A continuous double row of street trees on-center on Eisenhower Avenue that shall consist of the following:
 - i. Ornamental trees between the sidewalk and the curb space 15-20 ft. on-center. The trees shall be extended to the curb cuts on Eisenhower Avenue. (DSP#2004-0037)
 - ii. On the northern portion of the sidewalk, a continuous row of ornamental trees shall be provided 15-20 ft. on-center. (DSP#2004-0037)
 - iii. The ornamental street trees shall be 8 to 10 feet in height at the time of planting. (DSP#2004-0037)
 - iv. The street trees along Eisenhower shall be continuous except for the breaks in trees, which are intended to visually reinforce the north south “streets.” (DSP#2004-0037)
 - v. A combination of continual evergreen shrubs to provide a continual screening for the parking, fencing and security wall, except where necessary to visually reinforce the north south streets. (DSP#2004-0037)
 - vi. All landscaping and trees adjacent to Eisenhower shall be irrigated. (DSP#2004-0037)
- b. **CONDITION SATISFIED:** ~~The applicant shall make a contribution to the City in the amount of \$20,000 at the time of the issuance of the~~

~~Certificate of Occupancy for Building #2 towards the installation of additional 35-40 trees within the Cameron Station linear park. (DSP#2004-0037)~~

- c. The applicant shall provide a continual row of shade trees and evergreen trees on the northern portion of buildings #2 and #3. (DSP#2004-0037)
- d. Evergreen screen plantings shall be provided on the northern portion of all buildings. (DSP#2004-0037)
- e. Evergreen and deciduous trees shall be provided on the southern and eastern portion of the eastern parking structure. (DSP#2004-0037)
- f. A continual row of trees on the western portion of the western parking garage spaced 10-15 ft. on-center. The type of evergreen trees shall be varied to provide a more natural appearance of plantings-screening. (DSP#2004-0037)
- g. A variety of evergreen and deciduous trees on the western portion of the site adjacent to the proposed trail connection. (DSP#2004-0037)
- h. Ornamental trees or shade trees for the entry plaza-courtyard areas for the buildings.
- i. Groundcover for the perimeter of the buildings. (DSP#2004-0037)
- j. Turf shall be provided for all grass ring - grass paver areas. (DSP#2004-0037)
- k. All utility structures (except fire hydrants) shall be clustered where possible and located so as not to be visible from a public right-of-way or property. When such a location is not feasible, such structures shall be located behind the front building line and screened subject to the approval of the applicable utility company. (DSP#2004-0037)
- l. Crown coverage which denotes street trees under a separate tabulation. (DSP#2004-0037)
- m. All plant specifications shall be in accordance with the current and most up to date edition of the *American Standard For Nursery Stock* (ANSI Z60.1) as produced by the American Association for Nurserymen; Washington, D.C. (DSP#2004-0037)
- n. All work shall be performed in accordance with *Landscape Specifications Guidelines* current and up-to-date edition as produced by the Landscape Contractors Association (LCA) of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland. (DSP#2004-0037)
- o. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space. (DSP#2004-0037)
- p. The location of all light poles shall be coordinated with the street trees. (DSP#2004-0037)
- q. As trees mature they are to be limbed up as necessary to maintain traffic sign visibility. Trees are not to be planted under or near light poles. (DSP#2004-0037)
- r. The maximum height for the shrubs is 36 inches. (DSP#2004-0037)

- s. No shrubs higher than three feet shall be planted within six feet of walkways. (DSP#2004-0037)
- t. Demonstrate that the proposed grading will not negatively impact the existing trees to be retained on the adjoining site on the northern portion of the site. (DSP#2004-0037)
- u. All landscaping shall be maintained in good condition and replaced as needed. (P&Z) (RP&CA) (DSP#2004-0037)
- v. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.
- w. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
- x. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and any planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. (P&Z)(RP&CA)

PHASING - CONSTRUCTION

16. **CONDITION DELETED BY STAFF:** Pursuant to Section 11-418 (A) of the Zoning Ordinance, the approval shall be valid for:
- a. ~~**Phase I:** Commencement of substantial construction must occur within 18 months after initial Planning Commission approval, or Council approval in case of an appeal.~~
 - b. ~~**Phase II:** Commencement of substantial construction must occur within 36-24 months of substantial completion of Phase I construction.~~
 - c. ~~**Phase III:** Commencement of substantial construction must occur within 24 months of substantial completion of Phase II construction.~~

~~For the purposes of the validity of the approval, Phase I shall constitute the completion of the existing building, Phase II shall constitute the construction/completion of Building #2, and Phase III shall constitute the construction/completion of Building #3. Adequate parking shall be provided throughout the duration of the project. (P&Z) (DSP#2004-0037)~~

17. **CONDITION AMENDED BY STAFF:** The applicant shall prepare and submit a phasing plan that delineates a detailed phasing plan and construction management plan for each portion of the project to which the final site plan relates for review by the Directors of P&Z, T&ES, Code Administration

~~Enforcement~~ prior to the release of the final site plan. At a minimum the plan shall include the following:

Building # 1

- a. Prior to the issuance of a certificate of occupancy permit for Building #1, the applicant shall complete the following improvements.
- b. The pedestrian improvements including, sidewalks, one bus shelter, and streetscape improvements adjacent to Eisenhower for the entire frontage of the property. The streetscape improvements as part of Phase I shall consist of a pedestrian area that shall consist of the following for the entire length of the Eisenhower frontage:
 - i. 5 ft. wide landscape strip adjacent to the curb. (DSP#2004-0037)
 - ii. 10 ft. wide concrete sidewalk. (DSP#2004-0037)
- c. If the parking structure(s) are not substantially constructed within 48 months of the occupancy of the building, the applicant shall provide landscape islands. (DSP#2004-0037)
- d. Recordation of reservation of the public access easement. (DSP#2004-0037)

Building # 2

- e. No later than issuance of a certificate of occupancy permit for Building #2, or 48 months following the occupancy of Building #1, the applicant shall complete the following improvements.
- f. The remainder of the pedestrian improvements, landscaping, the second bus shelters, traffic signal conduits and streetscape improvements adjacent to Eisenhower Avenue for the entire frontage of the property. The streetscape improvements as part of Phase II shall complete a 31.5 ft. wide pedestrian area with the following for the entire length of the Eisenhower frontage:
 - i. 16.5 ft. wide grass area on the northern portion of the sidewalk. (DSP#2004-0037)
 - ii. Two continual rows of ornamental trees shall be planted, one row between the curb and the sidewalk and one row on the north side of the sidewalk. The spacing for the trees shall be 15-20 ft. on center. (DSP#2004-0037)

Building # 3

- g. Prior to the issuance of a certificate of occupancy permit for Building # 3, the applicant shall complete the following site improvements.
- h. Public access points on the western and eastern portions of the site. (DSP#2004-0037)
- i. Remainder of improvements (DSP#2004-0037)
- j. A Traffic Control Plan detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging. (DSP#2004-0037)
- k. A plan for temporary pedestrian and vehicular circulation during construction and each phase. (DSP#2004-0037)
- l. Condition deleted.

- m. Provisions in the event construction is suspended for 6 months or more for:
 - i. temporary streetscape improvements
 - ii. removal of debris
 - iii. screening and barrier protection of construction areas and interim open space improvements. (DSP#2004-0037)
 - n. Notwithstanding the above, in the event that: 1) the construction of Building 2 begins prior to the issuance of a Certificate of Occupancy for Building 1, the improvement obligations for Building 1 can be performed no later than the issuance of a Certificate of Occupancy permit for Building 2; or 2) if Building 2 and 3 are under construction at the same time, the improvement obligations for Building 1, 2 and 3 can be completed prior to the issuance of a Certificate of Occupancy permit for Building 3.
18. Submit a construction phasing plan to implement a process that will allow for the review, approval and partial release of final site plans to the satisfaction of the Director of T&ES. 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. (P&Z) (T&ES)(PC) (DSP#2004-0037)
19. The sidewalks shall remain open during construction except when closures, including duration, are approved by T&ES. Pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
20. No major construction staging shall be allowed within the public right-of-way along Eisenhower Ave. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
21. Provide a traffic circulation plan for the proposed development. (T&ES) (DSP#2004-0037)
22. Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process. (Code) (DSP#2004-0037)
23. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with all adjoining property owners, including Cameron Station, to review the hauling routes, location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. Copies of plans showing the hauling

- route, construction worker parking and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor before they commence work on the project. (P&Z) (DSP#2004-0037)
24. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site, and to the Directors of P&Z and T&ES. (P&Z)(T&ES) (DSP#2004-0037)
 25. Temporary construction trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a certificate of occupancy permit for the building. (P&Z) (DSP#2004-0037)
 26. Condition deleted. (DSP#2010-00011)
 27. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owner's other agent shall implement a waste and refuse control program. 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 Transportation and Environmental Services and Code Enforcement. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES) (DSP#2004-0037)
 28. A temporary informational sign shall be installed on the site prior to approval of the first final site plan for the project and shall be displayed until construction is complete or replaced with a marketing 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) (DSP#2004-0037)
 29. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES) (DSP#2010-00011)
 30. **CONDITION ADDED BY STAFF: Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:**
 - a. Include a plan for temporary pedestrian and vehicular circulation;
 - b. Include analysis as to whether temporary street lighting is needed on the site and how it is to be installed.
 - c. Include the overall schedule for construction and the hauling route;

- d. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
 - e. 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)
31. **CONDITION ADDED BY STAFF:** Provide off-street parking for all construction workers without charge to the construction workers. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes. 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)

SECURITY ELEMENTS

- 32. The security fencing shall be a maximum height of 8 ft. and shall be decorative black metal open vertical pickets. The security fence and security bollards shall be placed in a location as generally shown on the landscape plans with allowance for relocation to comply with the 100 foot setback requirement for secure government buildings. There shall be variation in the fence, and the landscaping required by the landscape conditions shall be placed between the fence and the adjoining sidewalk. (DSP#2004-0037)
- 33. The applicant shall provide more information regarding the proposed security kiosk when a tenant is secured for the buildings for staff to evaluate the traffic operations near the garage and site access. (T&ES) (DSP#2004-0037)
- 34. The proposed materials for any retaining walls visible from public rights-of-ways adjacent to pedestrian areas or other public areas within the project development shall be brick, precast or stone and/or an alternative high-quality material satisfactory to the Director of P&Z. (P&Z) (DSP#2004-0037)

35. All security gates shall be designed to allow access by emergency vehicles, to the satisfaction of the Director of Code Enforcement. (Code) (DSP#2004-0037)
36. The developer shall coordinate any exterior building security measures with City staff in order to limit or mitigate any adverse impacts that these measures may have on the project's urban design and streetscape. All exterior building security and site plan measures shall be depicted and labeled as a separate sheet of the final site plan and depicted on the final building elevations. (P&Z) (DSP#2004-0037)

BUILDING

37. The massing, articulation and general design of the office buildings (Buildings #1, #2 and #3) shall be generally consistent with the drawings and renderings submitted with this application. The final design of each building shall be in compliance with the drawing and renderings and shall incorporate the following to the satisfaction of the Director of P&Z:

General:

- a. Buildings #2 and #3 shall be generally consistent with Building #1. The buildings will generally share the material palette and detailing of the existing building, creating a unified composition. (DSP#2004-0037)
- b. Glass spandrel panels shall complement the window patterns, and shall not be of contrasting colors. (DSP#2004-0037)
- c. The proposed facade of the existing and proposed buildings shall have a traditional horizontal base, middle and top organization. (DSP#2004-0037)
- d. The vertical center portion of each building shall be taller and shall have vertical windows multi-story in height, giving the entry a monumental presence. (DSP#2004-0037)
- e. The top two-stories of the center portion of each building shall be made of a contrasting material, and have a broad cornice to distinguish the center entry piece. (DSP#2004-0037)
- f. Color architectural elevations (front, side and rear) shall be submitted with the final site plan. (DSP#2004-0037)
- g. The buildings shall be entirely masonry (brick, precast concrete, or stone) materials for the front, side and rear facades, exclusive of metal detailing, fenestration and screening of the mechanical equipment. (DSP#2004-0037)
- h. Condition deleted. (PC) (DSP#2004-0037)
- i. Consider refining the proportions of the cornice, including the possible introduction of horizontal banding. (DSP#2004-0037)
- j. **Building #2 and Building #3** shall have a comparable solid to void ratio as proposed by **Building #1**. (DSP#2004-0037)

- k. Continue to work with staff to integrate the new penthouses into the building form in terms of mass, material, and detail. (DSP#2010-00011)
- l. Continue to work with staff to improve the building design's overall articulation. (DSP#2010-00011)

Parking Structures:

- m. The facades shall have an upgraded precast mix to resemble cast stone. The precast will be similar to the office buildings in order to tie the project together as a unified whole. (DSP#2004-0037)
 - n. The facades shall have detailing in the precast mix with horizontal and vertical reveals for visual relief. (DSP#2004-0037)
 - o. The garages shall be designed as generally depicted in Attachment # 2, except that on Eisenhower Avenue the vertical precast or metal columns, subject to the approval of the Director of P&Z, shall be spaced at an approximately 20 ft. to 30 ft. between each column. (DSP#2004-0037)
 - p. The vertical columns shall project above the horizontal plane of the parking structures to reduce the perceived length of each façade. (DSP#2004-0037)
 - q. The parking structures shall incorporate a rusticated base, which shall be a different color than the body of the parking structure. (DSP#2004-0037)
 - r. The stair towers shall be designed as a combination of open and glass elements that are integrated as part of each parking structure. (DSP#2004-0037)
 - s. The use of freestanding light poles on the top level shall be minimized and the height shall be prohibited. The use of bollard lighting or similar light sources other than freestanding poles shall be encouraged. (DSP#2004-0037)
 - t. The height of the parking structure shall not be increased above what is generally represented on the preliminary plans. (DSP#2004-0037)
 - u. The applicant shall consult with the Director of P&Z and the Cameron Station Civic Association to continue to refine the design of the garages. (P&Z)(PC) (DSP#2004-0037)
38. Condition deleted. (DSP#2010-00011)
39. **CONDITION AMENDED BY STAFF:** Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver or equivalent to the satisfaction of the Directors of P&Z, RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. Provide evidence of the project's registration with LEED (or equivalent) 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 equivalent) prior to issuance of a certificate of occupancy. ***

- c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of LEED Silver Certification from USGBC (or equivalent) within two years of obtaining a final certificate of occupancy.
 - e. Failure to achieve LEED Silver (or equivalent) for the commercial project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staff's determination will apply. (P&Z)(RP&CA)(T&ES)
40. Buildings and parking structures are over 50 feet in height and as such are required to have ladder truck access to the front and the rear of the buildings by public roads or recorded emergency vehicle easements (EVE), except as specifically approved by the Director of Code Enforcement on a case by case basis when building alternatives demonstrate a level of equivalency to this condition. 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. Prior to Final #1, a turning movement diagram utilizing the City of Alexandria Fire Apparatus Specifications for Truck 204 and Truck 208 shall be provided to demonstrate that both vehicles can maneuver around the fountain and achieve proper placement of the aerial ladder truck in compliance with this fire access requirement. (Code) (DSP#2004-0037)
41. The proposed buildings and structures are in excess of 10,000 square feet. Prior to the submission of a final site plan for each building or structure, contact the City of Alexandria Radio Communications Manager to review the buildings and structures for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager. Such buildings and structures shall meet the following conditions:
- a. The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz. (DSP#2004-0037)
 - b. The building or structure design shall support a minimal signal transmission strength of -95 dBm within 90 percent of each floor area. (DSP#2004-0037)
 - c. The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area. (DSP#2004-0037)
 - d. The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings. (DSP#2004-0037)

42. If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design, which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager. (Code) (DSP#2004-0037)
43. Provide two stairs to each building roof unless the applicant can demonstrate to the satisfaction of the Director of Code Enforcement that there is not a significant amount of equipment located on the roof. (Code) (DSP#2004-0037)

SITE PLAN

44. The colors and materials of signs shall be designed to be integrated into the architecture of the building and relate in materials, color and scale to the building. Facilities for all recyclables shall be located within the building; the screening for the loading area shall be faced with materials to match the precast material for the building. (P&Z)
45. **CONDITION MOVED TO FINDINGS:** ~~Accessible parking needs to be provided closer to the building entrances, not just within the parking garages.~~
46. Provide additional accessible parking spaces within the curbside parking near the main building entrances. (T&ES)
47. All signs must comply with the zoning ordinance requirements. (DSP#2004-0037)
48. Sign messages shall be limited to logos, names and street address information. (DSP#2004-0037)
49. Walls signs and no freestanding signs other than traffic/directional signs shall be permitted. (P&Z) (DSP#2004-0037)
50. 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:
 - b. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - d. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.

- e. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
 - f. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
 - g. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - h. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - i. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - j. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
 - k. The lighting for the parking garage shall meet Code requirements. 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)
51. Condition deleted. (DSP#2010-00011)
52. Provide additional detail needs related to the various types of paving (i.e. - special paving) and the type of curb (e.g. - mountable?) throughout the site. (T&ES) (DSP#2004-0037)
53. Condition deleted. (DSP#2010-00011)
54. Identify type and location of solid waste collection. All proposed dumpsters and recycling facilities shall be shown on the final site plan. Such facilities shall be located in locations not visible from public rights-of-ways to the extent possible, and shall be screened to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES) (DSP#2004-0037)
55. The site is located on marine clay areas as delineated on the City map of marine clay areas. Provide a geotechnical report including recommendations from a geotechnical professional for proposed cut slopes, embankments and any soil improvement required. (T&ES) (DSP#2004-0037)

56. Condition deleted. (DSP#2010-00011)
57. Condition deleted. (DSP#2010-00011)
58. Condition deleted. (DSP#2010-00011)
59. Provide the location of the utilities that are existing and proposed. (T&ES) (DSP#2004-0037)
60. **CONDITION AMENDED BY STAFF:** ~~The applicant shall submit a final as-built site plan (with landscape plan) and interior layout of the parking garage prior to issuance of a certificate of occupancy permit. (P&Z) (DSP#2004-0037)~~ 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)
61. The applicant shall be allowed to make minor adjustments to the building location if the changes do not result in an increase in building height or increase in floor area. (P&Z) (DSP#2004-0037)
62. **CONDITION MOVED TO FINDINGS:** ~~If applicant pursues connection to or relocation of the nearby sanitary sewer owned by Fairfax County, written proof that approval has been obtained from Fairfax County for the sewer connection and/or relocation must be provided. (T&ES) (DSP#2004-0037)~~
63. Provide dimensions of parking spaces, aisle widths, etc. within the parking garages. Note that dimensions shall not include column widths. (T&ES) (DSP#2004-0037)
64. To insure that significant information is not lost as a result of the current development project, the applicant must hire an archaeological consultant to complete a Documentary Study and an Archaeological Evaluation. Contact Alexandria Archaeology to obtain a scope of work for this investigation. If significant resources are discovered, the consultant must complete a Resource Management Plan, as outlined in the *City of Alexandria Archaeological Standards*. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (DSP#2004-0037)

65. The applicant shall not allow any other metal detection to be conducted on the property, unless authorized by Alexandria Archaeology. (Archaeology) (DSP#2004-0037)
66. **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 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)**

STREETS / TRAFFIC:

67. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
68. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction and Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
69. 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)
70. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of standard vehicles in the parking garage and also, of tractor with trailer for loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
71. In locations where parking is proposed on the garage ramp slope, the ramp slope shall not exceed 5 percent to the satisfaction of the Director of T&ES. Where parking is not proposed, the ramp slope shall not exceed 12%. For slopes between 10% and 12%, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)
72. All 90 degree vehicle parking spaces adjacent to a sidewalk less than seven feet wide shall have wheel stops. (T&ES)

STORMWATER-ENVIRONMENT

73. **CONDITION DELETED BY STAFF:** ~~The applicant is advised that all stormwater designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES) (DSP#2004-0037)~~
74. **CONDITION DELETED BY STAFF / REPLACED BY CODE REQUIREMENT:** ~~The Plan must demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES) (DSP#2004-0037)~~
75. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of Article XIII of AZO shall be met. (T&ES) (DSP#2004-0037)
76. **CONDITION AMENDED BY STAFF:** Provide a narrative describing how the project will comply with the stormwater quantity and quality requirements as set forth in Condition 77 of Article XIII of the Zoning Ordinance. (T&ES) (DSP#2004-0037)
77. Provide pre and post development, two and ten year storm water computations for the entire site. (T&ES) (DSP#2004-0037)
78. The storm water collection system is located within the Backlick Run watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES) (DSP#2004-0037)

SANITARY SEWER

79. If the City adopts a plan prior to the issuance of a Certificate of Occupancy for Building 2 or 3 requiring that all new developments in the Holmes Run sanitary sewer shed provide a monetary contribution to address the wet weather surcharging in the Holmes Run sanitary sewer shed, then the applicant shall make such contribution for Building 2 and 3 prior to the issuance of the Certificate of Occupancy for that Building. (T&ES)

WATER QUALITY

80. **CONDITION AMENDED BY STAFF:** The development shall meet the Virginia Storm Water Regulations for prior development land or the

Environmental Management Ordinance ~~The applicant must comply with the (Chesapeake Bay Preservation Act) in accordance with Article XIII of the City of Alexandria's zoning ordinance for storm water quality and quantity control, whichever is more stringent on July 1, 2014 which includes requirements of pollutant load reductions and treatment of the Water Quality Volume Default (WQV). (T&ES) (DSP#2004-0037)~~

81. The Applicant shall provide at Final Site Plan #1 documentation regarding the source of onsite wetland delineation and a description of any actions to be taken to minimize and/or mitigate the impact of the development on existing wetlands as required by Article XIII of the City of Alexandria Zoning Ordinance. (T&ES) (DSP#2004-0037)
82. The project location contains several areas that require a buffer to protect water quality. Several water features originate at culverts located along the northern edge of the parcel before flowing into a perennial tributary of Cameron Run. According to the 2004 Phase I Stream Assessment to determine stream classification, the western most water feature scored as perennial but the easternmost did not. All perennial streams require a 100 foot vegetated buffer to protect water quality. Staff from the Department of Transportation and Environmental Services (T&ES) met with the Williamsburg Environmental Group (WEG) to discuss the field delineation of these RPA features. According to WEG, the western water feature does not meet the perennial criteria. City staff acknowledges that this feature does not strongly meet the criteria for a perennial stream but that it more closely meets the criteria for an intermittent stream and shall be protected by a 50 foot buffer, or an alternative method pursuant to Section 13-109(E)(6)(c) of the Zoning Ordinance. City Staff has determined that the eastern most feature is an intermittent stream/wetland system and shall also be protected by in the manner required by Section 13-109(E)(6)(c). The applicant shall prepare a Water Quality Impact Assessment for all proposed disturbance in both the 100 foot and 50 foot buffer areas. (T&ES) (DSP#2004-0037)
83. **CONDITION AMENDED BY STAFF:** The Applicant is required to mitigate any impacts on water quality of the development by encroachment into and/or destruction of an existing resource protection area (RPA) and mapped wetland area. Should revisions to the previous approval be required the applicant shall provide an updated Water Quality Impact Assessment at Final Site Plan 1 outlining impacts and the combination of mitigation measures to the satisfaction of the Director of the Office of Environmental Quality and the Director of Transportation and Environmental Services. These mitigations measures may include:
 - a. Contribution to the Water Quality Improvement Fund for stream restoration / water quality improvement projects, at a rate not to exceed \$5.00 per square foot of RPA which is not restored to its natural vegetative state or is not replaced on-site or off-site.

- b. Resource Protection Area Encroachments shall be mitigated according to the guidelines suggested in the “Riparian Buffers Modification & Mitigation Guidance Manual” by the Chesapeake Bay Local Assistance Department.
 - c. Notwithstanding paragraph ~~80-b79d~~, if revisions to the previous approval are not required, then the RPA Encroachments shall be mitigated at a ratio of 2:1 onsite or 3:1 offsite.
 - d. If the RPA encroachment is generally consistent with the encroachments shown on the DSP#2010-0011, sheet C4.A (revised as of 4/30/2010), then the Applicant shall upgrade the on-site storm water BMPs for drainage areas 4 and 5 as shown on sheet C4.A to have a minimum phosphorus removal efficiency of 50%.
 - e. The above mitigation measures shall be implemented in phases in accordance with Condition 16 which addresses the project phasing. (T&ES)
84. **CONDITION AMENDED BY STAFF:** Water quality impacts may shall be mitigated by stream restoration / stabilization. If approved, the stream restoration / stabilization mitigation shall be equal to the linear distance to that of the linear encroachment into the RPAs on-site. (T&ES) (~~DSP#2004-0037~~)
85. The City of Alexandria’s storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site’s proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES) (DSP#2004-0037)
86. To limit encroachment into the RPA, the applicant shall shift the grasscrete drive that is intended for emergency vehicle access along the back of the western parking garage and the parking garage approximately three feet farther south on the site. The applicant shall depict this on the final site plan. (P&Z) (DSP#2004-0037)
87. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, as applicable. The applicant states that they are sending all water quality volume generated by impervious surfaces on the site through aquaswirl BMPs. The reviewer can not verify this information with the details provided. (T&ES) (DSP#2004-0037)
88. 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. (DSP#2004-0037)
 - 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) (DSP#2004-0037)
89. The Applicant shall submit a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. (T&ES) (DSP#2004-0037)
90. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the City on digital media. (T&ES) (DSP#2004-0037)
91. 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) (DSP#2004-0037)
92. 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) (DSP#2004-0037)

ENVIRONMENTAL

93. Plan does not indicate whether or not there is any known groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality. (T&ES) (DSP#2004-0037)

94. All exterior building mounted loudspeakers are prohibited. (T&ES) (DSP#2004-0037)
95. The Applicant shall control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES) (DSP#2004-0037)
96. **CONDITION AMENDED BY STAFF:** A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of Construction Management & 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)
97. Condition deleted. (DSP#2010-00011)

LEGAL/PROCEDURAL

98. Plats of consolidation, resubdivision and/or dedication shall be submitted for final review and approval by P&Z, T&ES and the City Attorney prior to release of any final site plans for the project. (P&Z) (DSP#2004-0037)
99. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z) (DSP#2004-0037)
100. Temporary structures for construction shall be permitted and the period such structures are to remain on the site, size and site design for such structures shall be subject to the approval of the Director of P&Z. (P&Z) (DSP#2004-0037)
101. Final location surveys for each building and parking garage shall be submitted by the applicant to the Department of P&Z for each building prior to issuance of a certificate of occupancy permit. (P&Z) (DSP#2004-0037)
102. Modifications to building footprints, locations and/or other design features shall be permitted so long as the changes are generally consistent with this development plan approval, does not significantly impact designated tree planting areas, as determined by the Directors of P&Z, T&ES and PR&CA. (P&Z) (DSP#2004-0037)
103. The applicant is advised to provide all site applicable details with the final plans. (T&ES) (DSP#2004-0037)

104. **CONDITION DELETED BY STAFF:** ~~The proposed curb alignment along Eisenhower Avenue has encroached into the travelway reducing the westbound curbside travel lane 7.7 feet. The applicant shall reconfigure the two driveway entrances and curb face to match the existing travelway. (T&ES) (DSP#2004-0037)~~
105. The alignment of curbs, orientation of intersections, and physical obstructions within the network shall be redesigned to resolve concerns related to sight distance, conflict points, pedestrian access, and the maneuverability of heavy vehicles to the satisfaction of the Director of T&ES. The proposed curb alignment at all proposed entrances shall not encroach into the existing travel lanes and curb line (i.e. maintain existing travel lanes and curb line). (T&ES) (DSP#2004-0037)
106. In accordance with *City of Alexandria Landscape Guidelines*, identify the location of existing vegetation to be removed or retained/preserved. (RP&CA) (DSP#2004-0037)
107. All proposed improvements, including limits of site disturbance adjacent to the north property line shall be approved by the City Arborist prior to final site plan approval. (RP&CA) (DSP#2004-0037)
108. Provide paved landings (unobstructed by trees) directly adjacent to building exits. (T&ES) (DSP#2004-0037)

HOUSING

109. The applicant agrees to make a voluntary offer of \$1.50/sq.ft. on the gross square footage of the new buildings (Buildings #2 & #3, (528,857 sq.ft.), for a total voluntary contribution of \$793,286. Payments of the voluntary contribution shall be made in phases, prior to the issuance of each certificate of occupancy. (DSP#2004-0037)

ARCHAEOLOGY

110. **CONDITION AMENDED BY STAFF:** Call Alexandria Archaeology immediately (~~703-746838~~-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)

111. 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)

CITY DEPARTMENT COMMENTS

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

Planning and Zoning (P&Z)

- F-1. The final site plan shall comply with all applicable zoning ordinance requirements including, but not limited to, building height, penthouse height, floor area ratio, and parking.
- F-2 **FINDING ADDED BY STAFF:** Applicant shall participate in the Eisenhower West Small Area planning process. If Buildings 2 and 3, and associated parking structures, have not been constructed by the time the Small Area Plan is complete, the site plan and associated infrastructure will be coordinated with the Small Area Plan.
- R-1 **RECOMMENDATION ADDED BY STAFF:** For all first floor bays with a street-facing door providing their primary access, coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.

Transportation and Environmental Services (T&ES)

- F - 1. The final site plan shall be prepared per the requirements of the Memorandum to Industry 02-09, December 3, 2009. A copy of this Memorandum is available at the following address of the City of Alexandria website: <http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 2. **FINDING AMENDED BY STAFF:** The plan may be subject to review by Alexandria Renew Enterprises (AlexRenew) ~~Sanitation Authority (ASA)~~ since the sanitary flows are discharged into Holmes Run Trunk Sewer, which is surcharged during wet weather.

- F - 3. **FINDING AMENDED BY STAFF:** The City is currently in the process of redesigning the City standard bus shelter and will have a new designed bus shelter by August 2013 ~~December 2010~~. This location shall include the new selected City design bus shelter. (T&ES)
- F - 4. **FINDING ADDED BY STAFF:** Accessible parking needs to be provided closer to the building entrances, not just within the parking garages. (T&ES)
- F - 5. **FINDING ADDED BY STAFF:** The staff of T&ES will coordinate to seek authorization from Fairfax County for discharge of additional wastewater flow into County's system subsequent to the submission of the Final 1 and prior to release of the Final Site Plan. (T&ES)
- F - 6. **FINDING ADDED BY STAFF:** After receiving many complaints from passengers, the City has moved forward in installing ADA passenger loading pads for the two bus stop locations adjacent to the Victory Center. (T&ES)
- F - 7. **FINDING ADDED BY STAFF:** All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 8. **FINDING ADDED BY STAFF:** 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 - 9. **FINDING ADDED BY STAFF:** Lateral Separation of Sewers and Water Mains: A horizontal separation of 10’ (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18” above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)
- F - 10. **FINDING ADDED BY STAFF:** Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18” for sanitary sewer and 12” for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6” clearance shall be encased in concrete. (T&ES)
- F - 11. **FINDING ADDED BY STAFF:** 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 - 12. **FINDING ADDED BY STAFF:** 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 - 13. **FINDING ADDED BY STAFF:** Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 14. **FINDING ADDED BY STAFF:** 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 - 15. **FINDING ADDED BY STAFF:** The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)
- C-1. A performance Bond to guarantee installation of the required public improvements must be updated and any additional bonding required shall be posted prior to release of a development plan. (DSP#2004-0037)
- C-2. All downspouts must be connected to a storm sewer by continuous underground pipe. (DSP#2004-0037)
- C-3. The sanitary sewer tap fee must be paid prior to release of the plan. (DSP#2004-0037)
- C-4. All easements and/or dedications must be recorded prior to release of the plan. (DSP#2004-0037)
- C-5. 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. (DSP#2004-0037)
- C-6. All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval. (DSP#2004-0037)
- C-7. Condition deleted.
- C-8. Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. Transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C-9. Condition deleted. (DSP2010-00011)

- C-10. Condition deleted. (DSP2010-00011)
- C-11. **CODE REQUIREMENT DELETED:** ~~Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control. (DSP#2004-0037)~~
- C-12. Provide a phased erosion and sediment control plan consistent with grading and construction per City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (DSP#2004-0037)
- C-13. 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. (DSP#2004-0037)
- C-14. 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. (DSP#2004-0037)
- C-15. **CODE REQUIREMENT AMENDED:** The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. ~~This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law. (DSP#2004-0037)~~
- C-16. 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. (DSP#2004-0037)
- C-17. 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-18. Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate form 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-19. In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. (T&ES)
- C-20. 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-21. **CODE REQUIREMENT AMENDED:** Americans with Disability Act (ADA) ramps shall comply with current VDOT standards. ~~the requirements of Memorandum to Industry No. 03-07 on Accessible Curb Ramps dated August 2, 2007 with truncated domes on the end of the ramp with contrasting color from the rest of the ramp per the latest requirements of the Code of Virginia in effect at the time of approval of the site plan or construction. A copy of this Memorandum is available on the City of Alexandria website.~~ (T&ES)
- C-22. **CODE REQUIREMENT AMENDED:** 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/solidwaste or contact the City's Solid Waste Division at 703-746-4410 519-3486 ext.132 or via email at Commercialrecycling@alexandriava.gov, for more information about completing this form. (T&ES)
- C-23. **CODE REQUIREMENT AMENDED:** The applicant ~~and all tenants~~ shall be responsible to deliver ~~the~~ all solid waste, as defined and required 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 ~~final site 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-24. **CODE REQUIREMENT AMENDED:** 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. Instructions for how to obtain a RIP form can be found at www.alexandriava.gov/solidwaste or by calling the Solid Waste Division at 703-746-4410 or via email at Commercialrecycling@alexandriava.gov. (T&ES)
- C-25. Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary.
- C-26. The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C-27. 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-28. No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code.
- C-29. All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C-30. All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)

- C-31. **CODE REQUIREMENT ADDED:** Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and 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-32. **CODE REQUIREMENT ADDED:** (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C-33. **CODE REQUIREMENT ADDED:** Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C-34. **CODE REQUIREMENT ADDED:** 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. The memorandum is available at the following web address of the City of Alexandria (T&ES)

[http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20\(02-07\).pdf](http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20(02-07).pdf)

- C-35. **CODE REQUIREMENT ADDED:** All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)
- C-36. **CODE REQUIREMENT ADDED:** 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)

VAWC

- F - 1. VAWC has no comments on the extension request.

AlexRenew

- F - 1. AlexRenew has no comments on the extension request.

Code Enforcement

The following are repeat comments. Updated comments in **BOLD**.

- F - 1. Building Code Analysis is incomplete. Average grade and building height above average grade plane are not provided for Garages A and B on Sheet A0.00. **Condition met. Information provided.** (DSP#2004-0037)
- F - 2. Emergency vehicle easements are not shown on site plan. They are provided on fire lane marking exhibit but need to be shown on site plan sheets. **Condition not met.** (DSP#2004-0037)
- F - 3. Locations of all building entrances and exits are not shown on all structures (existing and proposed). **Condition met.** (DSP#2004-0037)
- F - 4. Size of existing water lines used to tie into proposed water lines are not provided. **Condition met.** (DSP#2004-0037)
- F - 5. Fire Department Connections and Fire Hydrants are not shown for Garage A (East and West) **Condition met, FDCs and hydrants provided.** (DSP#2004-0037)
- F - 6. Turning radii is not provided for hardscape and grasscrete roadways. **Condition met, radii provided.** (DSP#2004-0037)
- F - 7. Ladder truck access is required for all structures at this site. There is insufficient access as proposed. Ladder truck access shall be provided to all structures over 50 feet in height. **The revised design complies with agreed upon conditions by Code Enforcement except for the area in front of the fountain. The**

- submitted diagrams show the ladder truck deployed partially in the fountain to access buildings 2 and 3 on the South side of the structures. This issue shall be resolved prior to Final #1. Provide a turning movement diagram utilizing Alexandria Ladder Truck Specifications for Truck 204 and Truck 208 to demonstrate that both vehicles can maneuver around the fountain and achieve placement of the aerial ladder in compliance with this finding. (DSP#2004-0037)**
- F - 8. **The applicant shall resolve fire access versus security access. The current proposed security plan does not fully detail fire access. In the event of a power failure how will the knox box and key pad receive power? Will there be a manual method for lowering the barricades and if so, how many people are required to perform such an action? (DSP#2004-0037)**
- F - 9. Fireflow calculations provided on cover sheet are insufficient. Provide fire flow calculations as provided in C-9 below. **Condition met, resubmitted fire flow approved on 8/12/05. (DSP#2004-0037)**
- F - 10. General notes are not provided with this submission. **Condition met, notes provided. (DSP#2004-0037)**
- F - 11. Handicap parking spaces listed on Sheet A0.00 fall below requirements of the 2000 USBC. Add 1 additional handicap parking space in Garage A for a total of 33 handicap spaces. Add 1 additional handicap parking space in Garage B for a total of 15 handicap parking spaces. **Condition not met. Handicap spaces not shown on Sheets A1.01-A1.03. (DSP#2004-0037)**
- F - 12. Fire Department Connection for Garage B on Sheet C3.A exceeds 100 feet from the nearest hydrant as measured along the travel way. **Hydrant provided. Fire line not shown for underground portion of garage requiring a sprinkler system. (DSP#2004-0037)**
- F - 13. There is insufficient ladder truck access to East and South sides of Garage B. Condition met. On next submission, provide details and locations of markers that will denote limits of grass pave from ordinary sod. (DSP#2004-0037)
- F - 14. All Entrances and Exits are not shown for Garage B on Sheet C3.A **Entrances shown, handicap curb cuts and accessibility not provided. (DSP#2004-0037)**
- F - 15. Garage B requires a second Fire Department Connection located on an opposite side of the structure. **FDC provided but location exceeds 100 feet from nearest hydrant as measured along the travelway. (DSP#2004-0037)**
- F - 16. All Entrances and Exits are not shown for Building 3 on Sheet C3.A. **Entrances shown however, stairwell location is not compliant per the USBC. At least**

- one stairwell shall discharge directly to the exterior of the building. Handicap curb cuts and accessibility not provided.** (DSP#2004-0037)
- F - 17. There is insufficient ladder truck access to West, East and South sides of Building 3. **Ladder truck access has been achieved except for area around fountain. See F-7.** (DSP#2004-0037)
- F - 18. All Entrances and Exits are not shown for Building 2 on Sheet C3.B. **Entrances shown however, stairwell location is not compliant per the USBC. At least one stairwell shall discharge directly to the exterior of the building. Handicap curb cuts and accessibility not provided.** (DSP#2004-0037)
- F - 19. There is insufficient ladder truck access to West, East and South sides of Building 2. **Ladder truck access has been achieved except for area around fountain. See F-7.** (DSP#2004-0037)
- F - 20. Show size of existing water line running between Buildings 1 & 2 on Sheet C3.B. **Condition met.** (DSP#2004-0037)
- F - 21. All Entrances and Exits are not shown for Building 1 on Sheet C3.C. **Entrances shown, handicap curb cuts and accessibility not provided.** (DSP#2004-0037)
- F - 22. There is insufficient ladder truck access to all sides of Building 1. **Condition met.** (DSP#2004-0037)
- F - 23. There is no fire hydrant located within 100 feet of the rear Fire Department Connection as measured from the travel way. (Sheet C3.C). **Condition met.** (DSP#2004-0037)
- F - 24. Provide size of existing waterline that ties in to the proposed water line on the North side of Building 1 on Sheet C3.C. **Condition met.** (DSP#2004-0037)
- F - 25. Show clearance height of pedestrian bridge on sheet C3.C. **Condition met.** (DSP#2004-0037)
- F - 26. Two Fire Department Connections are required for Garage A (West). FDCs shall be located on opposite sides of the structure. (Sheet C3.D) **Condition met.** (DSP#2004-0037)
- F - 27. Fire hydrants are required for FDCs mentioned in F26 above. Hydrants shall be located no more than 100 feet from FDCs as measured in the vehicle travelway. (Sheet C3.D). **Condition met.** (DSP#2004-0037)

- F - 28. Two Fire Department Connections are required for Garage A (East). FDCs shall be located on opposite sides of the structure. (Sheet C3.E) **Condition met**(DSP#2004-0037)
- F - 29. Fire hydrants are required for FDCs mentioned in F28 above. Hydrants shall be located no more than 100 feet from FDCs as measured in the vehicle travelway. (Sheet C3.E). **Condition met.** (DSP#2004-0037)
- F - 30. All Entrances and Exist are not shown for Garage A (East and West) (Sheets C3.D and C3.E). **Entrances shown, handicap curb cuts and accessibility not provided.** (DSP#2004-0037)
- F - 31. There is insufficient ladder truck access to East and South sides of Garage A. **Sheet C3.D shows bollards and security fencing in roadway of EVE at Southwest corner of Garage A. This is an obstruction to fire access.** (DSP#2004-0037)
- F - 32. Architectural drawings (A1.01) are misleading concerning handicap parking. Detail 2 indicates 3 handicap parking spaces provided on each level for P1, P2, P4, P5, P6, P7, and P8 indicating a combined total of 26 handicap parking spaces for Garage B. Sheet A0.00 lists 14 handicap spaces for Garage B, of which 15 spaces are required per the 2000 USBC. **Condition not met, handicap parking not shown.** (DSP#2004-0037)
- F - 33. Architectural drawings (A1.02 and A1.03) are misleading concerning handicap parking. Detail 2 indicates 5 handicap parking spaces provided on each level for P2, P3,P4, and P5 indicating a combined total of 42 handicap parking spaces for Garage B. Sheet A0.00 lists 32 handicap spaces for Garage A, of which 33 spaces are required per the 2000 USBC. **Condition not met, handicap parking not shown.** (DSP#2004-0037)
- F - 34. Vehicle clearance under Pedestrian bridge on Sheet A3.03, Detail 3 does not line up with shown clearance and indicates actual clearance is less than 14 feet. **Condition met.** (DSP#2004-0037)
- C-1. The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within on 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 twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. (DSP#2004-0037)

- C-2. Provide two Siamese connections located to the satisfaction of the Director of Code Enforcement for each structure. **Condition met.** (DSP#2004-0037)
- C-3. Provide a minimum clearance of 14 feet below the proposed pedestrian bridge. **Condition met.** (DSP#2004-0037)
- C-4. New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). **Add to General Notes.** (DSP#2004-0037)
- C-5. Alterations to the existing structure must comply with the current edition of the Uniform Statewide Building Code (USBC). **Add to General Notes.** (DSP#2004-0037)
- C-6. A separate tap is required for the building fire service connection. **Tap, fire line and size of fire line not provided for Garage B.** (DSP#2004-0037)
- C-7. 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. **Condition met.** (DSP#2004-0037)
- C-8. The final site plans shall show placement of fire easement signs. **Acknowledged, not shown.** (DSP#2004-0037)
- C-9. Prior to submission of the Final Site Plan #1, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. Fire Flow shall be submitted on 8 ½ x 11 sheets of paper and not as part of a plan sheet. **Condition met, approved on 8/12/05.** (DSP#2004-0037)
- C-10. A soils report must be submitted with the building permit application. **Acknowledged by applicant.** (DSP#2004-0037)
- C-11. Certification is required from the owners or owner's agent that the existing building has been inspected by a licensed asbestos inspector for the presence of asbestos (USBC 112.1.4). **Acknowledged by applicant.** (DSP#2004-0037)
- C-12. The applicant must obtain a Certificate of Occupancy prior to occupancy (use) of each structure (USBC 119.1). **Acknowledged by applicant.** (DSP#2004-0037)
- C-13. These structures contain mixed use groups [A, Assembly; B, Business], and are subject to the mixed use and occupancy requirements of USBC 302.3. **Acknowledged by applicant.** (DSP#2004-0037)

- C-14. Required exits, parking, and facilities shall be accessible for persons with disabilities. **Condition not met, curb cuts, parking and access not shown.** (DSP#2004-0037)
- C-15. The public parking garage floor must comply with USBC 406.2.6 and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code (USBC 2901). This parking garage is classified as an S-2, Group 2, public garage. **Acknowledged by applicant.** (DSP#2004-0037)
- C-16. The proposed buildings must comply with the requirements of HIGH-RISE building (USBC 403). **Acknowledged by applicant.** (DSP#2004-0037)
- C-17. Fire suppression systems shall be installed in building and structures of Use Group B, when > 50' in height. Building height shall be measured from the point of the lowest grade level elevation accessible by fire department vehicles at the building or structure to the floor of the highest occupiable story of the building or structure (USBC 905.2.12.3). **Acknowledged by applicant.** (DSP#2004-0037)
- C-18. A fire protective signaling system is required in the B, Business use group area (offices) which are located two or more stories above the lowest level of exit discharge (USBC 907.2.2). **Acknowledged by applicant.** (DSP#2004-0037)
- C-19. Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers. **Add note to General Notes.** (DSP#2004-0037)
- C-20. Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. **Acknowledged by applicant.** (DSP#2004-0037)

Housing

- S-1 Condition deleted. (DSP#2010-00011)

Archaeology

Archaeology Conditions

1. **CONDITION ADDED BY STAFF:** 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)

2. **CONDITION ADDED BY STAFF:** 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)

F - 35. **Finding deleted.** (DSP#2010-00011)

F - 36. This property may have been part of an 18th-century plantation, Bush Hill, owned first by Josiah Watson and sold to Richard Marshall Scott in 1797. The main house of Bush Hill, constructed in 1763, was situated on the south side of Eisenhower Avenue, just southeast of this parcel. Foundations of outbuildings and other structural remains (such as wells, privies, or cisterns) as well as concentrations of artifacts associated with the 18th and early 19th-century occupation could be present on the property. In addition, the parcel was deemed to have the potential to yield significant information about the pre-Colonial period in Alexandria. Native American camp sites were often situated on the bluffs and terraces of streams in settings similar to this overlooking the banks of Cameron Run. Testing completed on this lot indicated that there has been a great deal of surface disturbance on this lot and that deep features (such as wells or privies, if they were present) are the only remnants of past uses that are likely to remain intact. No additional field work was recommended. (DSP#2010-00011)

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

ATTACHMENT #1 — TRANSPORTATION MANAGEMENT PLAN
Victory Center TMP SUP#2013-00058

The Transportation Management Plan (TMP) program was enacted by the Alexandria City Council on May 16, 1987 and is now part of the Alexandria Zoning Code (Article XI, Division B, Section 11-700). The ordinance requires that office, retail, residential, hotel and industrial projects which achieve certain square footage thresholds submit a special use permit application which must include a traffic impact analysis and a Transportation Management Plan (TMP). The Planning Commission and the City Council consider all special use permit applications, and the City Council makes the final decision on the approval of the applications. Any project requiring a TMP must receive the TMP special use permit before the project can proceed. The TMP Program is a comprehensive effort to increase the use of transit and reduce the number of single occupant vehicles (SOVs) in the City.

The Transportation Management Program for Victory Center consists of six parts:

- 1) Goal and Evaluation of the TMP
- 2) Organization, Funding and Reporting
- 3) Transportation Management Plan Directives
- 4) Evaluation of the Effectiveness of the TMP
- 5) District Transit Management Program
- 6) Permanence of the TMP Ordinance

1. Goal and Evaluation of the TMP

- a. The Victory Center Project site is located approximately one-half mile from the Van Dorn Metro Station. Several DASH and Metro bus lines run near the site at the station and along Eisenhower Avenue adjacent to the site. The Victory Center development has a goal of 30% non-SOV trips during peak hour.
- b. The achievement of this goal will be demonstrated by the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are being conducted to persuade employees and residents to switch to transit or carpool as opposed to driving alone. The survey should progressively show that the strategies financed through the TMP fund are decreasing the number of peak hour single occupant vehicles to the site to achieve or exceed the goal. The annual report, fund report and survey are covered under Section 2.

2. TMP Organization, Funding and Reporting

- a. The developer shall designate a Transportation Management Plan Coordinator (the TMP Coordinator) to manage and implement the TMP on behalf of the owners of the project. The Transportation Planning Division may assist the TMP Coordinator.
- b. An Annual Report shall be submitted by the TMP Coordinator and approved by the Transportation Planning Division. This report will be due on July 15 of every year. The Annual Report shall include an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, and a work program for the following year. The initial report shall be submitted one year from the issuance of the Certificate of Occupancy.
- c. The TMP Coordinator shall provide Semi-annual TMP Fund Reports to the Transportation Planning Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. The first report will be due six months following the issuance of the first certificate of occupancy, with the following due on January 15 and July 15 of every year.
- d. The TMP Coordinator shall distribute an annual survey to all employees and residents. The survey will be supplied by the Transportation Planning Division. Survey results will be due on July 15 of every year. A 35% response rate is required as approved by the Transportation Planning Division.

3. Transportation Management Plan Directives

- a. The Special Use Permit application has been made for the following uses:

	Land Use*
	Commercial Sf
Victory Center	512,537

**As of July 2, 2013. Subject to change.*

- b. According to the guidelines of Zoning Ordinance Chapter 11-700, the above level of development requires a Transportation Management Program (TMP). Such plan shall include the following elements:
 - i. A TMP Coordinator shall be designated for the project upon application for the initial building permit. The name, address, email and telephone number of the coordinator will be provided to

the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.

- ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements shall be promoted to employees and residents.
- iii. Information about transit, ridesharing, and other TMP elements shall be distributed and displayed— including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a website with this information and appropriate links to transit providers will be provided and maintained.
- iv. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.
- v. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.
- vi. A carshare program shall be established as part of the ridesharing and transit marketing efforts for the building. At least two parking spaces should be reserved for the location of carshare vehicles. These spaces should be in a convenient location for residents, and the TMP Coordinator will arrange with any of the carshare companies for placement of vehicles in this project. For those individuals who do not lease a parking space, the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.
- vii. Discounted bus and rail fare media or electronic media shall be sold and distributed on-site to employees and residents of the project. The fare media to be sold and distributed will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees, residents, and/or the Transportation Planning Division. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.

- c. **TMP Fund** — The applicant shall create a TMP fund to achieve the reduction goal of 30% of single occupant vehicles for employees and residents, based on the project's size and the benefits to be offered to employees and tenants. The annual contribution rate for this fund shall be \$.254 per occupied square foot of commercial space. This reduction goal may be revised in the future based on City-wide TMP policies or legislation. The annual TMP rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The increase shall begin July 1, 2014. Payments shall be the responsibility of the developer until this responsibility is transferred by lease or other legal arrangement. The TMP fund shall be used exclusively for these approved activities:
- i. Discounting the cost of bus and transit fare media for on-site employees and tenants.
 - ii. Ridesharing and carsharing incentive programs which may include activities to encourage and assist the formation of car, van and bus pools, such as subsidies or preferential parking charges and parking space location, and other analogous incentive programs.
 - iii. Marketing activities, including advertising, promotional events, etc.
 - iv. Bicycle and pedestrian incentive measures which may include the provision of bicycle parking, bike sharing station and/or storage facilities, the construction and extension of bicycle paths and pedestrian walkways, the provision of shower and locker facilities and similar incentive features
 - v. Operating costs for adjacent bikeshare station.
 - vi. Membership and application fees for carshare vehicles.
 - vii. Providing shuttle services or partnering with neighboring organizations for shuttle services.
 - viii. Any other TMP activities as may be proposed by the TMP Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.

Unencumbered Funds: As determined by the Director of T&ES, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in walk, bike, transit and/or ridesharing programs and activities.

4. Evaluation of the Effectiveness of the TMP

- a. The goals for transit mode share and auto occupancy established in paragraph 1.a of this document, will be used in evaluating the performance and effectiveness of the TMP. The annual survey will be used to continually determine whether the development is meeting these targets.
- b. The City of Alexandria, in conjunction with the TMP Coordinator, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TMP. The performance of the development in meeting these objectives will be evaluated in the annual report prepared by the TMP Coordinator, and will be used in developing the work plan for the association.
- c. This TMP has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) and Transportation Supply Management (TSM) strategies and tactics to be implemented in the Annual Work Program. By linking evaluation to work planning, the TMP standards of performance could change throughout the development cycle as the “right” solutions are adjusted in response and anticipation of changes in transportation conditions.

5. District Transit Management Program

The project should integrate with a larger district level TMP program when it is organized. All TMP holders in the established area will be part of this District. No increase in TMP contributions will be required as a result of participation in the District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale.

6. Permanence of the TMP Ordinance

- a. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assigns with whom sale or lease agreements are executed subsequent to the date of this approval.
- b. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation

management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office.

- c. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met and will provide an opportunity to adjust the rates up or down up to a percentage cap. The revised TMP program will go before the City Council for approval. Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language to be approved by City Council at a future date.
- d. The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.
- e. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 35%, and submission of raw data). The fee shall be in the amount of five hundred seven dollars (\$507.00) for the first 30 (thirty) days late and two hundred and fifty three dollars (\$253.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward.



APPLICATION

DEVELOPMENT SITE PLAN

DSP # ~~2010-0011~~
2013-0015

Project Name: Victory Center

PROPERTY LOCATION: 5001 Eisenhower Avenue

TAX MAP REFERENCE: 068.04-01-05

ZONE: OCM (100)

APPLICANT

Name: Eisenhower Real Estate Holdings LLC

Address: 1801 K Street, NW, Suite 1000, Washington, DC 20006

PROPERTY OWNER

Name: Eisenhower Real Estate Holdings LLC

Address: 1801 K Street, NW, Suite 1000, Washington, DC 20006

PROPOSED USE: Request for an extension of the approved site plan DSP 2010-0011 with no changes proposed.

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

[x] **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.

[x] **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, Esq.

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

Telephone #

(703) 712-5222

Fax #

kwire@mcguirewoods.com

Email address

4/18/13
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: _____

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.	NONE		
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.	NONE		
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 below and "None" in the corresponding fields)

	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.	NONE		
2.			
3.			

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

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

4/19/13 Kenneth W. Wire, Esq., Agent
Date Printed Name


Signature

Victory Center
DSP 2010-0011 Extension Justification

The Applicant requests approval of an extension of the existing development site plan for 512,537 square feet of additional office space at 5001 Eisenhower Avenue. Since the DSP was originally approved, the overall real estate market and economic recession have made it difficult to attract any tenants to the existing building or to the approved development. With the current improvements in the real estate and financial markets, the Applicant is confident that it will be able to attract a viable tenant to the property in the near future.

SUP # 2013-00058

PROPERTY OWNER'S AUTHORIZATION

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

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

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

Required floor plan and plot/site plan attached.

Requesting a waiver. See attached written request.

2. The applicant is the (check one):

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

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

Prudential Insurance Company of America c/o Prudential Real Estate Investors, 7
Giralda Farms, Madison, NJ 07940 (Approximately 65%)
50001 Eisenhower 2004, LLC c/o Spaulding and Slye Investments, 1801 K. Street NW,
Suite 1000, Washington, DC 20006 (approximately 35%)

Handwritten initials/signature

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 None		
² None		
³ None		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 1801 K. Street NW, Suite 1000, Washington, DC 200(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 None		
² None		
³ None		

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 None		
² None		
³ None		

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.

7/25/13
Date

Kenneth W. Wine

Printed Name


Signature

1/85

USE CHARACTERISTICS

4. The proposed special use permit request is for (check one):
- a new use requiring a special use permit,
 - an expansion or change to an existing use without a special use permit,
 - an expansion or change to an existing use with a special use permit,
 - other. Please describe: Extension of a TMP 2005-0057

5. Please describe the capacity of the proposed use:
- A. How many patrons, clients, pupils and other such users do you expect?
Specify time period (i.e., day, hour, or shift).
NA
- B. How many employees, staff and other personnel do you expect?
Specify time period (i.e., day, hour, or shift).
NA

6. Please describe the proposed hours and days of operation of the proposed use:
- | Day: | Hours: |
|-----------|-----------|
| <u>NA</u> | <u>NA</u> |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

7. Please describe any potential noise emanating from the proposed use.
- A. Describe the noise levels anticipated from all mechanical equipment and patrons.
NA
- B. How will the noise be controlled?
NA

68

SUP # 2013-00058

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

NA

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

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

NA

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

NA

C. How often will trash be collected?

NA

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

NA

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

Yes.

No.

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

68
69

11. Will any organic compounds, for example paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property?

Yes. No.

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

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

ALCOHOL SALES

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

Yes No

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

70

PARKING AND ACCESS REQUIREMENTS

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

- NA Standard spaces
- _____ Compact spaces
- _____ Handicapped accessible spaces.
- _____ Other.



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

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

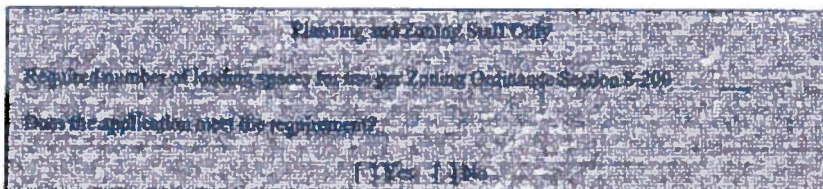
PLEASE NOTE: Pursuant to Section 8-200 (C) of the Zoning Ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site,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

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

Parking reduction requested; see attached supplemental form

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

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



SUP # 2013-00058

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

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

SITE CHARACTERISTICS

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

18. What will the total area occupied by the proposed use be?
_____ sq. ft. (existing) + _____ sq. ft. (addition if any) = _____ sq. ft. (total)

19. The proposed use is located in: (check one)
 a stand alone building
 a house located in a residential zone
 a warehouse
 a shopping center. Please provide name of the center: _____
 an office building. Please provide name of the building: _____
 other. Please describe: _____

End of Application

BYR