

DOCKET ITEM #7

Zoning Text Amendment #2022-00002

***Coordinated Development District Conceptual Design Plan
#2021-00006***

***Development Special Use Permit with Site Plan #2021-
10028***

Transportation Management Plan SUP #2021-00085

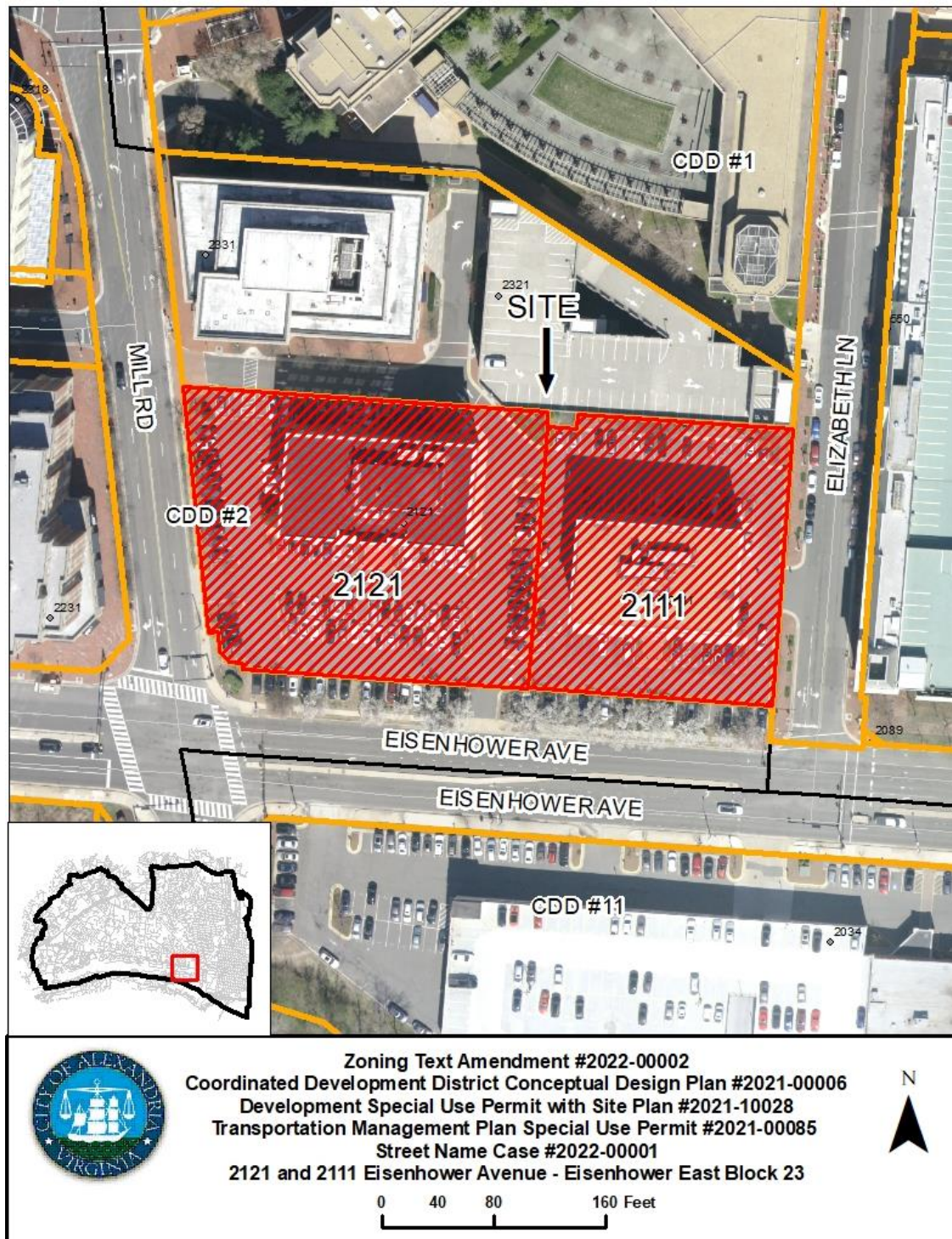
Street Name Case #2022-00001

Eisenhower East Block 23

Application	General Data		
Project Name: Eisenhower East Block 23 Location: 2121 and 2111 Eisenhower Avenue Applicant: MidAtlantic Realty Partners, LLC., represented by M. Catharine Puskar, Esq.; and The City of Alexandria, Department of Planning and Zoning (Zoning Text Amendment)	PC Hearing:	May 03, 2022	
	CC Hearing:	May 14, 2022	
	If approved, DSUP Expiration:	May 14, 2025	
	Plan Acreage:	1.8937 acres (82,490 sf)	
	Zone:	CDD #2 (Eisenhower Avenue Metro)	
	Proposed Use:	Multi-Family Residential	
	Gross Floor Area:	Phase #1	354,713 SF
		Phase #2	431,741 SF
		<u>Total:</u>	786,454 SF
	Small Area Plan:	Eisenhower East	
	Green Building:	Compliance with City's 2019 Green Building Policy	

Purpose of Application
Consideration of request for a Development Special Use Permit with Site Plan (“DSUP”), a Transportation Management Plan (“TMP SUP”) and a Coordinated Development District Conceptual Design Plan (“CDD Concept Plan”), a City-sponsored text amendment to the CDD#2 Zoning Table, plus related applications to construct 802 units of multi-family housing with six levels of parking on Block 23 in Eisenhower East.
Special Use Permits and Modifications Requested:
<ol style="list-style-type: none"> 1. A Coordinated Development District (CDD) Conceptual Design Plan 2. A Zoning Text Amendment to the CDD #2 Zoning Table 3. A Development Special Use Permit (DSUP) with site plan and subdivision 4. A Special Use Permit for a parking reduction. 5. A Special Use Permit to increase mechanical penthouse height 6. A Special Use Permit for a Tier III Transportation Management Plan (TMP SUP) 7. Site Plan Modification for the height to setback ratio requirement of Section 6-403. 8. A Street Name Case (SNC) to name a new private street
Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Robert Kerns, AICP; Development Division Chief, P&Z robert.kerns@alexandriava.gov Tom Canfield; City Architect, P&Z tom.canfield@alexandriava.gov Nathan Imm; Principal Planner, P&Z nathan.imm@alexandriava.gov Carson C. Lucarelli; Urban Planner II, P&Z carson.lucarelli@alexandriava.gov Anna Franco; Urban Planner II, P&Z anna.franco@alexandriava.gov Brian Dofflemyer, P.E., Development Review Manager, T&ES brian.dofflemyer@alexandriava.gov Alex Boulden, P.E., DROW Engineer, T&ES alex.boulden@alexandriava.gov Ryan Knight, P.E., Traffic Engineer, T&ES ryan.knight@alexandriava.gov

PROJECT LOCATION MAP



I. SUMMARY

A. Recommendation

Staff recommends that the Planning Commission **INITIATE** the requested Text Amendment to the CDD #2 Zoning Table and that the Planning Commission recommend **APPROVAL** of the requests from Mid-Atlantic Realty Partners, LLC (“the Applicant”) for a Development Special Use Permit (DSUP), a CDD Conceptual Design Plan and all other related applications for the construction of two residential tower buildings with approximately 802 units, subject to compliance with Staff’s recommendations. This development will provide a number of benefits for the City and the surrounding community, including:

- 44-units of committed, on-site affordable housing located in close proximity to the Eisenhower Avenue Metrorail Station;
- Provision of a new roadway connection with mid-block crossing between Mill Road and Elizabeth Lane;
- Ground-floor activation and enhanced streetscapes along all frontages, including wider sidewalks, benches, public bicycle parking and pedestrian lighting for safety;
- Integrated stormwater and bio-retention facilities to improve run-off over existing conditions;
- Contributions to the City of Alexandria’s Housing Trust Fund, the Eisenhower East Implementation Fund and Capital Bikeshare;
- High quality architecture compliant with the 2019 Green Building Policy; and
- 24,850 square feet of private open space located on the terrace levels of the building.

B. General Project Description

Mid-Atlantic Realty Partners, LLC, the Applicant, requests approval to construct an 802-unit multi-family residential building on 2121 and 2111 Eisenhower Avenue (the Site) on Block 23 in Eisenhower East. The project will be constructed in two phases and contain a six-level parking garage (including one level below-grade) that is common to both buildings. Final build-out of the site will also include a new roadway connection between Mill Road and Elizabeth Lane, which the Applicant intends to name “Simpson Way.”

The building design incorporates two “L” shaped towers of varying height connected by a common parking podium. The parking podium will be encapsulated by residential units with individual entrances along Eisenhower Avenue and lobbies and amenity rooms for the multifamily towers on the east and west ends. Several private terraces will satisfy the development’s open space requirement, the largest of which will be located on level six. The project proposes enhanced streetscapes which will include wide sidewalks, a mid-block crossing for the new roadway, street-trees, benches, public lighting and bicycle racks.



Figure 1: The Applicant requests the approval of an 802-Unit multi-family residential building, situated less than 1/4 of a mile from the Eisenhower Avenue Metrorail Station

To complete the project, the Applicant requests approval of the following applications:

- A Coordinated Development District (CDD) Conceptual Design Plan
- A Development Special Use Permit (DSUP) with site plan and subdivision
- A Special Use Permit for a Tier III Transportation Management Plan.
- A Special Use Permit for a parking reduction
- A Special Use Permit to increase in mechanical penthouse height
- Site Plan Modification of the Height to Setback Ratio Requirement of Section 6-403
- A Street Name Case to name a new private, publicly-accessible, street through the block
- A City-initiated Zoning Text Amendment to the CDD #2 Zoning Table

II. BACKGROUND

A. Site Context

The Applicant, Mid-Atlantic Realty Partners, LLC, proposes to redevelop the southern half of Block 23 at 2121 and 2111 Eisenhower Avenue. The site is currently improved with two stand-alone office buildings and a large surface parking lot constructed in the 1980s. It is bounded by Eisenhower Avenue to the south, Elizabeth Lane to the east, Mill Road to the west and the Eisenhower Center III office complex to the north.



Figure 2: The subject site is currently improved by a large surface parking lot and two office buildings from the 1980s.

The site slopes gently downward from east to west toward Mill Road, with a total change in grade of approximately seven feet. Eisenhower Avenue is presently under construction as part of a state funded roadway widening project. The remaining frontages along Mill Road and Elizabeth Lane are improved with a five-foot sidewalk and a narrow planting strip situated against the curb.

B. Procedural Background

The Eisenhower Center III complex, occupying half of Block 23 to the north of the subject site for this application, was completed in 2007 and most recently amended in 2019 (DSUP#2019-0009). It consists of a six-story office/retail building and five-story stand-alone parking garage. The stand-alone garage was constructed to serve the both the office building and the parking needs of the nearby federal courthouse, with the top floor dedicated for use by jurors.

On March 14, 2020, City Council adopted a new small area plan for Eisenhower East. The Eisenhower East Small Area Plan (EESAP) created a new vision of maximizing density and height near the Metro station and providing for a greater diversity of land uses in order to create vibrant neighborhoods. In contrast to the 2003 EESAP, where the primary land use for Block 23 was designated as office with a maximum building height of 200', the 2020 EESAP allows for both residential and commercial uses on the site and a height of 250', with provisions for greater height based on design. The 2020 EESAP also establishes additional contributions for affordable housing and area open space to address the needs created by the increased density.

The Applicant provided a Concept submission to the City for the project site in late 2020. The original submission proposed two multi-family towers of equal height which sat atop a parking

garage that was completely above-grade. Subsequent submissions have significantly altered several aspects of the proposed design, including the reduction in height of the podium and provision of a level of underground parking.

Although the site is located in CDD#2, it is not covered under an existing Coordinated Development District (CDD) Conceptual Design Plan. The Applicant is therefore providing a CDD Concept Plan with the current DSUP request based on the recommendations of the new Eisenhower East Small Area Plan.

The subject site falls under authority of the Carlyle/Eisenhower Design Review Board (the DRB), which recommended approval of the project in November of 2021. The project was reviewed by the DRB on three separate occasions. Among the matters discussed in the DRB review process were relocating one level of parking below the site and achieving greater height differentiation between the two towers. Staff and the DRB recommended the height change to support the Small Area Plan vision of a “signature façade” with a “terminating vista” on the southwest corner of Block 23. To this end, the height of the western tower was increased while the overall base plate was narrowed to create a slender, vertical expression. Additional details regarding this change are discussed in *Section IV* of this report.

III. DETAILED PROJECT DESCRIPTION

The Applicant proposes a new 802-unit multi-family residential development on Block 23 which will include 44-units below market-rate. The development consists of two towers located on the eastern and western portions of the site that will range from twenty to twenty-eight stories in height. The towers, both of which will appear as two “L” shaped interlocking forms, will be conjoined by a shared fifty-foot garage podium that will contain six floors of parking, including one level below the site. The portions of the podium along Eisenhower will be designed as lofts and have entrances onto the street. Open-space on Block 23 will be private and situated on multiple terraces levels of the development – the largest of which is above the shared garage podium on level six. Each phase will construct a proportional amount of the shared podium and roadway connection and will have individual garage access and loading. The application is also accompanied by a subdivision plat to adjust the perpendicular lot line through the site to align with each respective phase.

Phase One will occupy the eastern half of the site and includes 367-units. The tower portions of Phase One will sit above the podium and range between twenty and twenty-four stories in height. Aside from the loft units along Eisenhower which will have their own entrances, the lobby for Phase One will be located on the southeast corner of the site near the intersection of Elizabeth Lane and Eisenhower Avenue. As mentioned previously, the streetscape along Eisenhower Avenue is currently being reconstructed, and will include a 25-foot back of curb pedestrian realm that will feature lighting, an 8-foot-wide sidewalk and street-trees. The streetscape along Mill Road will be 14.5-feet in width and include two stormwater bio-retention facilities and minimum 7.5-foot wide sidewalk.

Phase Two will occupy the western half of the site and includes 435-units. The tower portions of Phase Two will also sit above the podium and range from twenty-four to twenty-eight stories in height. Lobby access to the tower associated with this phase will be located at the southwest corner of the site, near the intersection of Mill Road and Eisenhower Avenue. A 19-foot streetscape will be constructed along Elizabeth Lane which will include two stormwater bio-retention facilities and a 7-foot-wide sidewalk.

The project will also feature a new private roadway with a public access easement to the north. The roadway, which the Applicant intends to name “Simpson Way”, will provide a new connection between Mill Road and Elizabeth Lane, as desired by the Small Area Plan. The roadway will also provide access to the Eisenhower Center III complex and feature sidewalks that reach up to 16-feet in width along with a mid-block crossing.

IV. ZONING

Property Address: 2121 and 2111 Eisenhower Avenue
Total Site Area: 1.8937 Ac. (82,490 SF)
Zone: CDD#2 / Coordinated Development District #2
Current Use: Mixed-Use Office with Restaurant/Retail and Surface Parking
Proposed Use: Multi-Family Residential

	Permitted/Required	Proposed
Floor Area:	<i>Not Applicable</i> ¹	Phase #1: 298,343 SF + Phase #2: 371,291 SF Total: 669,634 SF or 8.12 FAR
Residential Units:	<i>Not Applicable</i>	Phase #1: 367 Units (20 affordable) + Phase #2: 435 Units (24 affordable) Total: 802 Units (44 affordable)
Maximum Height:	Min. 125 Feet Max. 250 Feet ²	<u>Phase #1:</u> 250 Feet <u>Phase #2:</u> 290 Feet ²
Minimum Open Space:	25% / 20,623 SF	34.49% / 28,450 SF
Vehicular Parking:	731 Spaces ³	664 Spaces ⁴
Bicycle Parking:	<u>Residents:</u> 240 spaces <u>Visitors:</u> 16 spaces	<u>Residents:</u> 242 Spaces <u>Visitors:</u> 17 Spaces
Minimum Loading Spaces:	0	4
Minimum Crown Coverage:	25% (20,623 SF)	29.7% (24,500 SF)

¹ “ Rather than establishing maximum square footage or Floor Area Ratio (FAR) for each block, the Plan establishes parameters for the required height, open space, parking, and sidewalk dimensions that together guide the overall building volume, allowing for flexibility to achieve the best building design.”

2 "The Plan supports consideration of flexibility on maximum heights for buildings with taller heights and a smaller building footprint, as long as the building volume recommended by the plan is maintained and impact to the street-wall is limited and/or mitigated" – EESAP
3 The Applicant has considered all allowable off-street deductions based on proximity to metro-rail, existing bus-routes and walkability index, as per the City's [Parking Standards for Multi-Family Residential Development Projects](#).
4 Parking reduction requested

V. STAFF ANALYSIS

A. *Conformance with the City's Master Plan*

I. Eisenhower East Small Area Plan ("EESAP")

The Applicant's proposal is in conformance with the updated Eisenhower East Small Area Plan ("EESAP"). The new EESAP, adopted on March 14, 2020, amended the former plan (circa 2003) to encourage a greater balance of heights and uses throughout the neighborhood. Evidence of the project's compliance with the Plan's goals are discussed below.

Connectivity and Streetscapes

The EESAP recommends creating and "maintaining an interconnected" network of streets to improve vehicular, pedestrian and bicycle circulation throughout the plan area. Consistent with the Plan, the Applicant is providing a new "neighborhood residential" street through Block 23 which will provide access to the development's proposed garage and loading docks, as well the free-standing garage at Eisenhower Center III. The street will prioritize pedestrian throughput and meets the sidewalk and right-of-way dimensional recommendations of the Plan, as outlined in **Section E** below. The Applicant will provide a public access easement for the street and be responsible for maintenance of the roadway, which conforms to the Plan's vision for the Block.

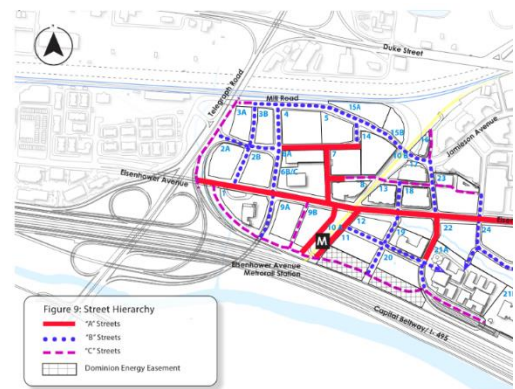


Figure 3: The Plan proposes a new "C" Street through Block 23.

The EESAP classifies Mill Road north of Eisenhower as a "Neighborhood Connector," with the typical cross-section proposing a bike lane on either side of the variable width right-of-way. As the existing curb location for Block 23 provides sufficient space for the bike lane, the City will restripe this section of Mill Road as part of future repaving or street improvement projects in the area as appropriate.

Building Architecture

Above-Grade Parking

The EESAP allows for a development to construct above-grade parking up to a height of 65' depending on the provision of screening of the parking from public view and the construction of one story of underground parking. The application for this project includes the requisite level of underground parking as well as five levels of above-grade parking for a total podium height of 50'. The EESAP establishes a hierarchical system for the streets (i.e., "A," "B" and "C" streets) which have gradations of requirements relating to the screening of above-grade parking through the provision of activated interior space along building frontages or the provision of architectural screening. The proposed buildings comply with the requirements for active screening by providing occupied floor space in the form of lobbies, resident amenity spaces, and residential units on the frontages for Eisenhower Avenue (an "A" street), Mill Road and Elizabeth Lane ("B" streets). The newly proposed Simpson Way is classified as a "C" street and as such is screened by activated uses across from the existing office building and architectural screening for the remainder of the north-facing façade. The portion of the northern façade across from the existing parking garage is exempt from active use screening. The Applicant continued to work with City Staff on the Simpson Way façade based on the direction of the DRB, and the rendering of this resolution is included in this staff report - See Figures 18-21, *Attachment #4*.

Building Height

The EESAP recommends a minimum building height of 125 feet for Block 23, and an initial maximum building height of 250 feet. The EESAP has designated Block 23 as having a "signature façade" and "terminating vista" based upon its location at the intersection of Mill Road, one of the primary access routes to Eisenhower Avenue. At such notable locations, the EESAP allows for an increase in height above the stated maximums when the Applicants provide a building design that creates a smaller building footprint. Such height increases are limited to designs where the volume of the building is not increased through the process of altering the footprint and height as any such volume increases would require a density bonus for affordable housing (Section 7-700).

Through several design iterations, City staff and the DRB worked closely with the Applicant to narrow the footprint of the towers in exchange for greater height in the Phase Two (western) tower, without adding additional floor area. The DRB supports the increase in height as it creates a differentiation in the roofline at the southwest corner of the property in close proximity to the intersection of Mill Road that the EESAP highlights as the "terminating vista".

When measured from the average finished grade, the maximum height of the two proposed towers will be 250 feet for Phase One and 290 feet for Phase Two. The height difference for the west tower was designed to be perceivably taller from ground level.

II. Housing Master Plan

Consistent with the 2019 Eisenhower East Small Area Plan (SAP) Update, the Applicant will provide ten percent of the increase in residential density above the "Base Development" (See Table 5 of the 2019 SAP) as committed affordable housing. Applying this recommendation to both phases of the project results in a total of 44 committed on-site units in total. The project therefore represents the largest infusion of affordable set-aside units in the SAP area in the last

decade. The methodology below summarizes the calculation of the required affordable floor area and resulting affordable units.

Base development: 303,382 square feet
Additional residential development requested: 366,252 square feet
Total proposed residential development: 669,634

Affordable housing floor area: $366,252 \times 10\% = 36,625$ square feet
Total number of residential units: 802
Average square feet per unit: $669,634 / 802 = 835$ square feet/unit (including prorated common area square footage)
Number of affordable units: $36,625 / 835 = 43.86$
Proposed affordable units: 44 units

In addition to the 44 on-site affordable units, the Applicant will also make a monetary contribution to the City's Housing Trust Fund in the amount of \$667,934 for Phase #1 and \$831,252 for Phase #2 for a total overall monetary contribution of \$1,499,186.

B. Affordable Housing Policy

The proposed affordable unit mix is reflected in Tables 1A-B. It is noted that the Applicant worked collaboratively with staff to ensure the unit mix was both substantially proportional to the overall unit mix and accessible to Housing Choice Voucher holders for whom renting less typical units (i.e., junior one-bedroom and junior two-bedroom units) poses a challenge due to HUD rent restrictions on such unit types.

Table 1A

Unit Type–East Tower (Phase 1)	Units	Unit Mix as % of Total Units	Affordable Units	Affordable Unit Mix as % of Total Affordable Units
Studio	56	15.26%	2	10%
Loft/One-bedroom	4	1.09%	0	0%
Junior one-bedroom	40	10.90%	0	0%
One-bedroom	147	40.05%	11	55%
One-bedroom + den	19	5.18%	1	5%
Junior two-bedroom	0	0.00%	0	0%
Two-bedroom	81	22.07%	5	25%
Two-bedroom + den	20	5.45%	1	5%
Total:	367	100%	20	100%

Table 1B

Unit Type–West Tower (Phase 2)	Units	Unit Mix as % of Total Units	Affordable Units	Affordable Unit Mix as % of Total Affordable Units
Studio	63	14.48%	3	12.5%
Loft/One-bedroom	3	0.69%	0	0%
Junior one-bedroom	54	12.41%	0	0%
One-bedroom	161	37.01%	13	54.2%
One-bedroom + den	21	4.83%	1	4.15%
Junior two-bedroom	18	4.14%	0	0%
Two-bedroom	97	22.30%	6	25%
Two-bedroom + den	18	4.14%	1	4.15%
Total:	435	100%	24	100%

Consistent with the recommendations of the EESAP, rents (adjusted for utilities and parking fees) will be affordable to households with incomes at 60% of the area median income (equivalent to \$54,180-\$77,400 in 2021 for a household with one to four members, respectively). One bedroom and den units will rent at a one-bedroom rent, and two-bedroom and den units will rent a two-bedroom rent. The units will remain affordable for a 40-year period and will not be concentrated within the buildings. The residents of the set-aside units will have the same access to amenities as do market-rate residents in the project.

The project is planned as a rental community. Should it proceed as a residential condominium or convert to homeownership following construction, the number and unit mix of resulting for-sale set-aside units shall be calculated based on an equivalency analysis consistent with the Eisenhower East Small Plan. Should some of the market-rate for-sale units continue to be studios and/or designed as junior one-bedroom or junior two-bedroom units, the affordable for-sale unit mix may be modified to the satisfaction of the Director of the Office of Housing to ensure the unit mix remains substantially proportional and of substantially equivalent square footage while providing traditional unit types (e.g. units with full bedrooms and/or dens) that are more easily marketable to income eligible homebuyers. The units will not be concentrated within the buildings.

For-sale affordable units will be affordable to households with incomes generally between 70% and 100% of the area median income, AMI (Table 2). Households with incomes within this range, when provided down payment and closing cost assistance and pre-purchase training, are anticipated to have the financial means to both qualify for a mortgage and keep up with the costs associated with maintaining a home long-term (e.g., monthly condominium fees), yet still have difficulty accessing homeownership in the City due to the low stock of new construction homes available in their price range. City homeownership assistance (anticipated to be funded in part by the Housing Trust Fund contribution associated with the redevelopment) will be available to

eligible households to help with down payment and closing costs. The units will remain affordable with equity sharing enforced through deeds of covenant restricting their resale.

Table 2

2021 Affordable For-Sale Set-Aside Program Income Limits				
	Household Size			
Percent of Area Median Income	1 Person	2 People	3 People	4 People
70%	\$63,210	\$72,240	\$81,270	\$90,300
100%	\$90,300	\$103,200	\$116,100	\$129,000

The starting point for the prices of the affordable for-sale units are the City’s standard prices, which include one parking space: \$225,000 for a one-bedroom and \$275,000 for a two-bedroom. (It is noted that the sale prices were updated in 2020 to align with increases in the area median income and recent interest rate trends.) Units with dens are priced \$25,000 above the standard price due to the added value created by the additional space. For the purposes of affordable set-aside units, dens are defined as being enclosed with a door, having a minimum of 70 square feet of floor area, being no less than seven feet in any horizontal dimension, and not housing any substantial mechanical equipment.

Historically, each affordable for-sale unit and its standard sales price has included one parking space. This practice has helped ensure that the cost of parking could be financed at the same terms as the unit, i.e., that it could be rolled into the purchase price of the affordable for-sale unit. This practice, however, is not consistent with the City’s policy which requires the unbundling of housing from parking and instead ties parking ratios to the number of bedrooms in a project. With this application, the affordable for-sale units will be sold independent of parking spaces and will be subject to a \$30,000 price reduction as a result. At the time of initial sale, purchasers of the affordable units will have the opportunity to purchase one parking space per household for \$30,000 on a first come, first serve basis.

Table 3

Affordable For-Sale Units	Standard Price	Parking	Den	Total w/o parking	Total w/parking
One-bedroom	\$225,000	-\$30,000	n/a	\$195,000	\$225,000
One-bedroom w/den	\$225,000	-\$30,000	+\$25,000	\$220,000	\$250,000
Two-bedroom	\$275,000	-\$30,000	n/a	\$245,000	\$275,000
Two-bedroom w/den	\$275,000	-\$30,000	+\$25,000	\$270,000	\$300,000

In addition to providing up to 44 set-aside units, the Applicant will provide a voluntary monetary contribution of \$1,499,186 to the Housing Trust Fund. The contribution is based on 2021 contribution rates, consistent with the City’s Procedures Regarding Affordable Housing Contributions, and is calculated on the floor area (i.e., base development) permitted by the 2019 Eisenhower East Small Area Plan. The first 1.5 FAR (the FAR permitted under the OCM(100) Zone) is subject to the Tier 1 Residential Rate; the balance of the residential development up to 303,382 square feet is subject to the Tier 2 Residential Rate.

The Applicant presented its Affordable Housing Plan (“AHP”) dated April 1, 2022 to the Alexandria Housing Affordability Advisory Committee (AHAAC) on April 13, 2022. Following a brief discussion regarding the level of affordability of the proposed set-aside units, the Committee voted to approve the AHP.

C. Consistency with Other City Policies

I. Public Art Policy

In December 2014, City Council adopted a Public Art Policy which established a monetary contribution requirement for all development requests. The contribution can be used either for public art on the site or a monetary contribution to further the City’s public arts efforts in the neighborhood. In lieu of a monetary contribution, the Applicant has agreed to work with City staff during the Final Site Plan process to identify, locate and integrate public art into the overall site design. In the event that the Applicant does not provide public art on site, then they shall make a monetary contribution in accordance with the public art conditions attached at the end of this report

II. Green Building Policy

City Council adopted the 2019 Green Building Policy on June 22, 2019, which requires LEED Silver or Equivalent for all new multi-family construction. The Applicant has presented a LEEDv4 Multi-Family Midrise Checklist, which has been found to comply with the 2019 Policy. The Applicant has also submitted a narrative with the DSUP application and will coordinate with the City on achieving compliance with the policy. Additional sustainable provisions include “solar-ready” rooftops to accommodate future photovoltaic arrays and 13 electric vehicle (EV) charging stations in the garage. Future EV-station capacity has also been accounted for in the conditions so that 75% of the parking spaces will also be “EV-ready” by providing the necessary conduit trunks.

D. Site Design, Architecture and Phasing

Site Design

The Applicant's proposed design for Block 23 will replace two aging office buildings that sit in the middle of a large, meandering surface parking lot with a single development consisting of two prominent residential towers rising from a fifty-foot podium. The design replaces the current large setback with architecture that holds the street-wall and completes the vision of the Eisenhower East Small Area Plan. The towers are located at opposite ends of the block and are proposed to be

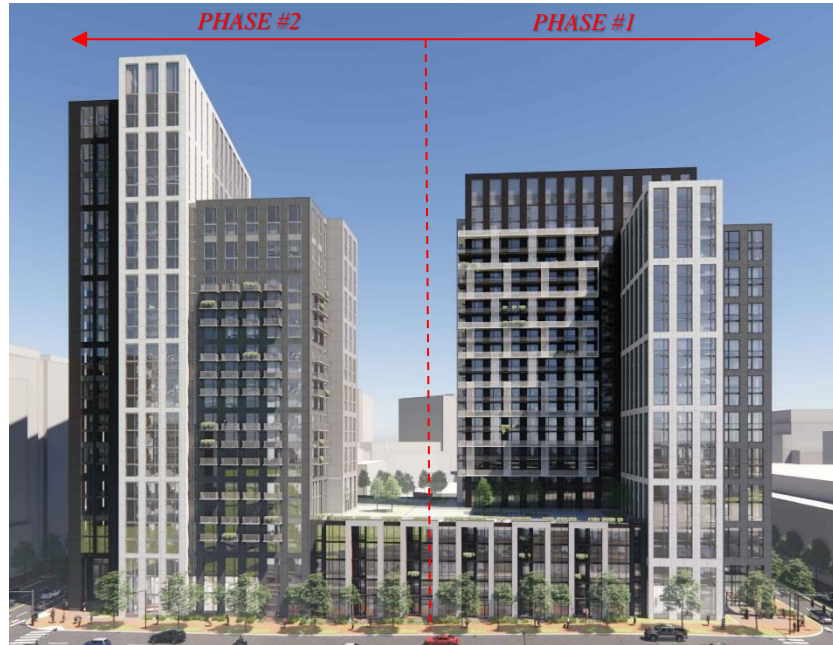


Figure 4: The dashed line indicates the approximate location of the phasing.

phased in construction from east to west. The garage was originally proposed as a six-story structure, but the Applicant worked with Staff to sink one level of parking completely below grade and reduce an additional level, bringing the total podium height down to fifty feet. The garage is completely screened with full-depth residential and other active uses for the frontages along Eisenhower, Mill and Elizabeth Lane. This treatment is also extended around a portion of the north-facing podium façade along the new “C-Street”. The midrise portions along Eisenhower will contain several lofted residential units with individual entrances at the street level. A dog washroom and multi-story bicycle storage area are proposed along Simpson Way, which will also contain the separate garage access and loading spaces incidental to each tower. The portion of the “C Street” garage frontage not screened by lobby functions or bike rooms is treated with an architectural screening of alternating precast concrete panels, perforated metal, and open areas, using a vocabulary that recalls the architecture of the towers above. The Applicant's decision to locate bike rooms on all levels of the garage, and at the exterior face of the structure, created the opportunity for additional activated space along the new Street: in this case, the activity inside will be visible through the inclusion of a significant amount of interior lighting and glass incorporated in this portion of the podium façade.

The deck that covers the podium will be activated with an expansive 20,000 square foot terrace which contributes to the required open space on site. Three additional private terraces will be located on levels 21 and 23 and will be feature both active and passive spaces for residents, including vertically integrated landscaping and outdoor amenities.

Pedestrian access to each tower is provided through separate lobbies, which will be located along Eisenhower at either end of the block. Both lobbies will wrap the corners of the building to provide activation along Mill Road and Elizabeth Lane, as outlined in the Plan.

This development will also create a new roadway connection which the Applicant intends to name “Simpson Way.” The new roadway creates an east-west connection between Mill Road and Elizabeth Lane and will be constructed proportionally with each phase. It will include wide sidewalks, street trees and a mid-block crossing to connect the site with the Eisenhower Center III complex to the north.

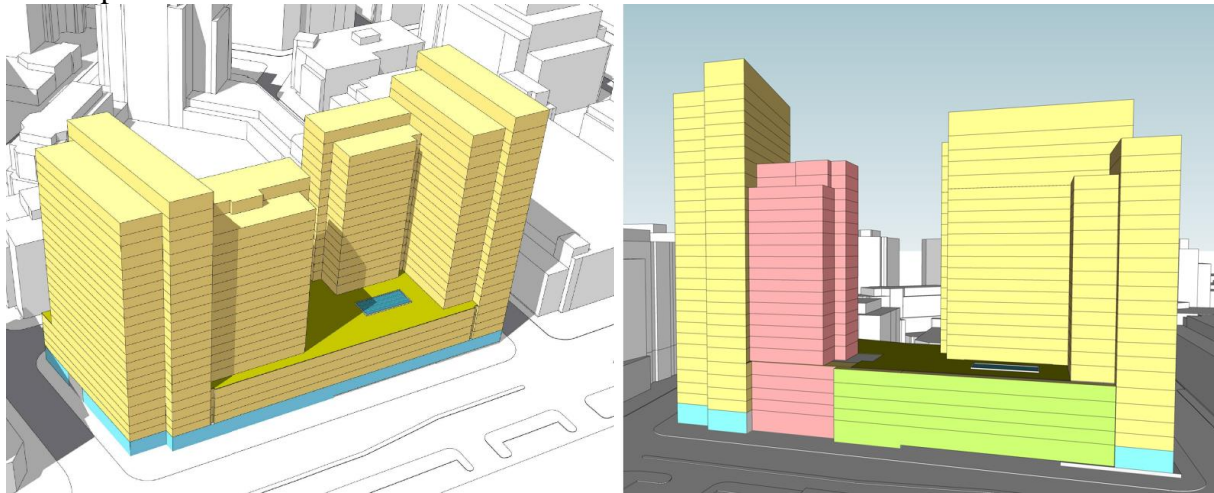


Figure 5: The Applicant worked with Staff and the DRB over multiple iterations to refine the massing of the towers to achieve the Plan’s desire for a “signature façade” on Eisenhower and Mill

Building Architecture

Block 23’s design is elegant and sophisticated and will utilize high-quality materials. Both towers use a palette of building materials including precast concrete, glass, steel and perforated metal panel, in understated colors of white and shades of gray. Each phase will construct a proportional amount of the podium, but the overall design will read as one three-dimensional piece of architecture upon final build-out. A more detailed description of the architecture of each phase can be found below.

Phase One

The east tower will be constructed first and, at 250 feet in overall height, is the shorter of the two proposed buildings. In plan, it reads as an interlocking “L” shaped form that is situated atop the garage podium. Phase One will front along Elizabeth Lane, Eisenhower and proposed Simpson Way and include roughly half of the amenity terrace located above level 5. If construction of Phase Two does not commence immediately after the completion of Phase One, the Applicant will construct an interim façade along the western elevation to conceal the unfinished face of the podium levels.

The tallest portions of Phase One are defined by strong vertical bands which travel from the penthouse all the way down to Eisenhower Avenue, emphasizing the height and slenderness of the tower form. This building element is conjoined by a slightly shorter and more highly

fenestrated dark rectangular volume, which transitions into an elegant colonnade as it reaches the lobby along Elizabeth Lane. Balconies will overlook both Elizabeth Lane and the courtyard and are wrapped in a unique and intricate interlocking system of perforated panel which zig-zags up the building like a honeycomb. This panel system will add texture and visual interest from the perspective of the pedestrian and mitigate sunlight along the eastern and western facades – where direct sunlight will be most intense.

Phase Two

A taller, but architecturally similar tower is proposed with Phase Two. Like its neighbor to the east, the color and materials palette of Phase Two is similarly understated, and its form also reads as an interlocked “L” shaped form in plan. Strong vertical bands will accentuate the tallest portions of the building along Eisenhower and will be complemented by a similar, dark rectangular massing which recalls 20th century modernism. There will be balconies incidental to this phase as well and they will overlook the courtyard as well as Eisenhower Avenue. Phase Two will also complete



Figure 6: Each phase of Block 23 will construct a proportional amount of the midrise podium connector. The dashed red line indicates the approximate location of the phasing.

the remaining portions of the podium and garage. Staff worked with the Applicant during the Concept Design phase of this project to use provisions of the Eisenhower East SAP to achieve a dramatic difference in height between the two towers; while the Phase One tower tops out at a height of 250 feet, the Phase Two tower rises to a total height of 290'. This results in a more dynamic overall composition, and reinforces a City-wide design goal of achieving variety of height.

Midrise Portion of Building

Lofted walk-up units are proposed for the midrise portion of the development fronting Eisenhower Avenue. This portion of the building is more in scale with individual entrances on Eisenhower Avenue. These units will also have balconies overlooking the Avenue and will be framed in white brick masonry that projects from an underlying layer of full height glass and curtain-wall. The underlying full-height glazing is complemented by vertical and horizontal aluminum bands, which relate to the fenestrated portions of both towers and help to break down the perceived massing. Due to the exposed nature of a portion of the garage along the new roadway to the north, architectural screening has been provided in accordance with the Plan.

Mechanical Penthouse – Special Use Permit Request

The Applicant has submitted a request to allow two penthouses measuring 20 feet in height, which is five feet taller than the standard 15-foot maximum height limitation for penthouses.

Staff supports the request as the penthouse height is necessary to conceal the various mechanical elements located on the roof for a development of this size and scale. The DRB also supports the request given the site's relative proximity to Block 32 – which will be significantly taller.

E. Open Space

The proposed plan provides four raised private terraces on multiple levels of the building to provide a total of 28,450 square feet of open space to meet the required 25% of the site area. The provision of private open space is consistent with the Eisenhower East SAP recommendations for this block.

The on-site open space will serve to provide open space activities and amenities such as outdoor grilling, shade structures, various areas of rest, refuge and passive recreation and up to two swimming pools. The provision of such private open spaces and amenities will serve to offset demand by the new residents on the City's public spaces. An outline of the open spaces required and provided on Block 23 are included in the table below.



Figure 7: Locations of proposed private open-space on Block 23.

OPEN SPACE	REQUIRED	PROPOSED		
Public	<i>n/a</i>	<i>n/a</i>		
Private	25% (20,623 SF / 0.47 Acres)	<i>Level 6</i> 20,150 SF	<i>Level 21:</i> 1,700 SF	<i>Level 23:</i> 6,600 SF
<u>Total:</u>	25% (20,623 SF / 0.47 Acres)	<u>34.49%</u> (28,450 SF / 0.686 Acres)		

Figure 8: Open-space table

F. Pedestrian and Streetscape Improvements

The Applicant will construct new streetscapes along Mill Road, Elizabeth Lane and new “Simpson Way” as part of this project. The proposed streetscapes will be landscaped according to the 2019 Landscape Guidelines and include benches, trash/recycling receptacles, bicycle parking and lighting. To improve pedestrian connectivity between the site and the Eisenhower Center III complex to the north, the Applicant will construct a mid-block crossing along the new roadway.

As noted previously, the streetscape along Eisenhower fronting Block 23 will be completed as part of the on-going [Eisenhower Avenue Widening Project](#), thus the improvements proposed along the roadway by the Applicant are minimal. The Eisenhower Widening project started construction in late 2020 and will likely be completed prior to the commencement of Phase One of this proposed project.

G. Traffic, Transit and Transportation Management Plan SUP

Traffic Impact Analysis

The Applicant prepared a Transportation Technical Memorandum to evaluate the adequacy of the existing multimodal transportation network in conjunction with the proposed development and to ensure intersection operations are consistent or better than what was projected in the East Eisenhower Small Area Plan (EESAP) Multimodal Transportation Impact Study.

The EESAP study included a comparison evaluation of future conditions at the full occupancy and operation of the proposed site, both for the most recent proposal for the site and the projected plans in the EESAP. Based upon the ITE Trip Generation Manual and an assumed 40% of trips were by vehicles, the proposed land use change would generate approximately 82 fewer vehicle trips in the AM Peak Hour and 97 fewer vehicle trips in the PM Peak Hour than the approved EESAP development program.

The Transportation Technical Memo evaluated intersection operation for six surrounding intersections to determine the impacts to the street network. Based on the findings, the analysis for all six intersections resulted in acceptable level of service or were consistent with the results

from the approved EESAP. It is important to note the intersection of Mill Road and Eisenhower Avenue had several movements that resulted in a failing, or close to failing, level of service and long queues. However, results are consistent with that of which in the EESAP Study and is largely contributed by regional and local travel.

The development continues to align with the City's guiding principles of encouraging multimodal use. The site provides adequate pedestrian facilities around the site for acceptable level of comfort. The site also provides bicycle accommodations such as bike parking, bike share opportunities, and does not preclude potential bike facilities on Mill Road. In addition, the development is in close proximity to the Eisenhower Avenue Metro Station and several transit stops. This development falls into the Transportation Management Plan Tier III, where the site will designate a person to encourage the patrons to use various forms of transportation methods through various programs and advertising opportunities.

Transit Analysis

Block 23 is located in close proximity to both the Eisenhower Avenue and King Street Metrorail Stations. The site is also served by three bus routes, whose stops are situated to the northwest of the block on Mill Road near the courthouse. The routes link Alexandria with other employment and population centers in the region such as Landmark Mall and King Street (DASH Line 32); National Harbor and Old Town (Metrobus NH2); and, King Street and Fort Belvoir (Metrobus REX). There are also two Capital BikeShare stations situated nearby. One is located in front of Block 13 on Eisenhower while the other is in John Carlyle Square, near the USPTO.

Tier III Transportation Management Plan Special Use Permit (SUP)

According to Section 11-700 of the Zoning Ordinance, the Applicant is required to participate in a "Tier III" Transportation Management Plan ("TMP") to encourage modes of transportation other than the single occupancy vehicles ("SOV"). As a Tier III TMP, the development shall create and operate its own stand-alone TMP and is further encouraged to partner with neighboring TMPs in the future. The Applicant has agreed to the City's standard TMP rates, which are adjusted annually per the Consumer Price Index [CPI-U] and utilized for nearby transportation improvement projects aimed at reducing SOV Trips. Staff supports the request and notes that associated TMP contributions will help fund future projects in the nearby area.

H. Parking Reduction Special Use Permit

The Applicant is seeking a parking reduction of 67 spaces, which represents the difference between the 731-spaces ordinarily required and the 664 spaces proposed to be provided. Consistent with Section 8-100(A)(4) of the Zoning Ordinance, City Council must consider the following when evaluating whether to grant a parking reduction special use permit.

- i. The special use permit Applicant shall demonstrate that providing the required parking would be infeasible*

Based on the configuration of the site, and the EESAP requirements for active use screening along three of the four faces of the building podium, in order to meet the

required parking quantity for the site the Applicant would be required to build an additional full level of above grade parking including the required active use screening of the additional floor. As the additional level would provide more parking than required or desired, the economic cost to provide the required amount would make it infeasible to build. Additionally, the addition of the floor would be contradictory to the recommendations of the EESAP which strives to reduce the bulk and height of podiums.

- ii. *If the requested reduction exceeds five parking spaces, the special use permit Applicant shall propose and have approved as a condition of the permit a parking management plan which shall include reasonable and effective measures, appropriate to the size, scale and location of the use, building or structure, which will mitigate the impacts of the proposed reduction in parking.*

The Applicant is requesting a reduction of more than five spaces. The Applicant has submitted a Tier III TMP, which includes requirements that support transit alternatives to help to mitigate the parking reduction SUP request. In accordance with the ordinance, a parking management plan is also included with the request, which will be evaluated during review of the final site plan.

- iii. *City council, upon consideration of the special use permit application, finds that the proposed reduction in parking will not have an adverse impact on the nearby neighborhood, and that the application otherwise complies with the standards for approval set forth in §11-504.*

Approval of the request will not have adverse impacts on the neighborhood as the development blocks adjacent to the site have been constructed with sufficient on-site parking. The site is also within walking distance of two Metrorail stations as well as dining, commercial retail, and several grocery stores.

- iv. *A special use permit may not reduce the number of off-street parking spaces otherwise required below the number of spaces which are provided at the time of the permit application, unless allowed by another provision of this ordinance or required by extraordinary circumstances.*

The Applicant's requests approval of an entirely new multi-family residential building, therefore the standard listed above is not applicable.

I. Stormwater Management

This project will meet all stormwater requirements of Chapter XIII of the City's zoning ordinance, including both for stormwater quality and quantity. In particular, this project will ensure the water quality leaving the site meets the state phosphorous removal requirements through the use of on-site stormwater BMPs including bioretention planters and a hydrodynamic separator. Water quantity will be met through a reduction in runoff from the bioretention planters and an underground detention vault. Bioretention facilities will be integrated at the 6th floor terrace level as well on Elizabeth Lane and Mill Road due to the topography of the site. The

installation of green and stormwater infrastructure with this proposed development plan brings a great benefit as the existing parcel contains no existing stormwater treatment facilities.

J. CDD Concept Plan

The Applicant requests approval of a new CDD Conceptual Design Plan and CDD Conditions for the existing CDD #2 zone, consistent with the Eisenhower East Small Area Plan and current regulations.

Background

With the completion of the Cameron Run flood control and channelization project in the late 1960s and early 1970s, the traditionally industrial Eisenhower East neighborhood became suitable for commercial development. On property now zoned CDD #2, the Hoffman Center, consisting of about one million square feet of office space, was built between 1968 and 1972. Other commercial development followed in the late 1970s and 1980s, including the American

Trucking Association office building, the City Public Safety Center, and the Homeless Shelter and Substance Abuse Center. In the 1980s, WMATA constructed the Eisenhower Avenue Metro station as part of the “Yellow Line” of the region’s rail system.

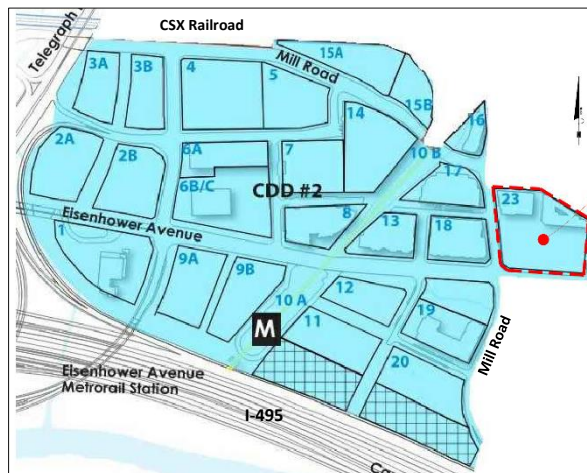


Figure 9: CDD #2 Zoning District Boundary

With the 1992 citywide Master Plan update, new zoning for both vacant and occupied properties in the Eisenhower East neighborhood was approved under CDD #2. The CDD #2 zone, now known as the “Eisenhower Avenue Metro CDD”, generally includes the area east of Telegraph, south of the CSX railroad, west of Mill Road and north of Interstate 495, with some exceptions (see the figure to the left)

Several CDD Conceptual Design Plans and subsequent amendments have been approved for various properties in CDD #2 since the adoption of the CDD #2 zoning in 1992. Staff has identified at least three existing, separate CDD Concept Plans within CDD #2, including:

- **The Mill Race/Meridian Properties CDD Concept Plan** (CDD2002-0001): Blocks 13, 17 and 18
- **The Paradigm Properties CDD Concept Plan** (CDD2013-0001/CDD2017-0003: Blocks 19 & 20
- **The Original Hoffman CDD Concept Plan** (Original approved with CDD2005-0002 and last amended with CDD2019-0004): Blocks 1, 2, 3, 4, 5, 6, 7, 8, 9A, 9B, 11, 12, 14, 22, 24, 25A, and part of 31

The Hoffman CDD Concept Plan, perhaps the most notable of the Plans listed above, governed development for properties initially owned by the Hoffman Companies as of 2005 and included the majority of the blocks located within CDD #2. The Hoffman CDD Concept Plan outlined very specific CDD conditions that regulated development in CDD #2 over the past 15 years, including Carlyle Crossing on Blocks 4 & 5 and the National Science Foundation on Block 8, but has since expired for new Development Special Use Permit submissions as of December 31, 2020. With the Hoffman CDD Plan expiration, there has been an absence of zoning regulation for future development on these blocks.

Further, the Hoffman CDD Concept Plan and conditions (although expired) were significantly inconsistent with the updated recommendations in the March 2020 Eisenhower Small Area Plan, particularly those recommendations regarding land use and density.

CDD Conceptual Design Plan:

The proposed CDD Conceptual Design Plan and associated text amendment has been strategically processed to permit the Block 23 development to proceed with design and construction in the Eisenhower East neighborhood while creating a new CDD Concept Plan and that is consistent with the intent of the Eisenhower East Small Area Plan.

The Applicant's CDD Concept Plan is the first concept plan within CDD #2 that displays all blocks zoned CDD #2 within in one unified CDD Concept Plan since the institution of the CDD #2 zone in 1992. The unified plan is consistent with the Zoning Ordinance Section 5-603(A)(1) that requires all new and amended CDD Concept Plans submissions to portray the entire CDD district. While all blocks zoned CDD #2 are now shown together on the Applicant's CDD Concept Plan per the Zoning Ordinance, the plan only regulates improvements associated with Block 23 as the Applicant was unable to pursue co-application with the other blocks/property owners within CDD #2. Please see the Applicant's letter as *Attachment #4*.

Although the CDD Concept Plan and conditions only apply to development on Block 23, the unified plan and associated CDD conditions lays the groundwork for a zoning regulatory framework that better facilitates future development and the recommendations outlined in the 2020 EESAP. Staff's intention is that the current CDD Concept Plan will be amended with each new DSUP processed for blocks within the CDD district.

Consistency with the Eisenhower East Small Area Plan (EESAP)

The Eisenhower East Plan Update was adopted in March 2020 in part to update the plan's recommendations to recognize changing market conditions, particularly for retail and office, in one of the city's key economic development engines. The current 2020 EESAP substantially updated the recommendations of the previous 2003 ESSAP to provide new land use recommendations, including greater flexibility of land uses, building heights, as well as enhanced the 2003 Plan's existing goals for retail, expanded mobility and connectivity, enhanced pedestrian safety and accessibility, and a network of connected, multi-functional open spaces and trails.

As part of the CDD request, the Applicant has updated the CDD Concept Plan and CDD Conditions to align with the March 2020 amendments to the EESAP Plan. Key updates to the EESAP which are mirrored in the CDD Concept Plan and conditions, include:

- Updated recommendations for locations of publicly accessible open space and park typologies;
- Amendments to the development table, including removal of floor area requirements for individual blocks, to permit greater flexibility for future development to respond to market demands;
- Designation of areas for required ground floor retail to ensure a critical mass of retail
- Establishment of principal land uses for each development block;
- A required minimum percentage of commercial for each development block;
- Updated street network to create divisions in larger development blocks;
- Update recommendations for pedestrian and bicycle infrastructure to improve connectivity through the neighborhood; and,
- Updated building heights map to establish a minimum height requirement and increase heights to better concentrate building height and density around the Eisenhower Metrorail Station.

The changes enumerated above are critical changes to the EESAP that would be established in the city's zoning through the approval of the proposed CDD Concept Plan, conditions, and text amendment.

Consistency with Other City Policies

Some of the City policies commonly discussed in connection with land-use applications, such as the Green Building Policy and the Public Art Policy, are not regulated with the CDD and would only apply in the future when DSUP submissions. One recently approved policy that would also apply to future buildings within this CDD Concept Plan area is the Eisenhower East Small Area Plan Developer Contribution Policy established in the 2020 plan update. The policy establishes a developer contribution rate of \$5 per net new square feet of additional residential development beyond that which was approved in the 2003 EESAP plan. Staff has included condition #61 in the CDD conditions to memorialize the required developer contribution for future buildings in the CDD Concept Plan area. The Applicant will also make a \$60,000 contribution to Capital Bikeshare which will be used to fund additional stations in the vicinity.

K. Zoning Text Amendment

Staff has drafted an amendment to the CDD Zoning Table, in Section 5-600 of the Zoning Ordinance, as it relates to the zoning for CDD #2 (see ***Attachment #2***). This text amendment requires the initiation of the amendment by the Planning Commission and approval by City Council and is being processed in conjunction with the CDD Concept Plan and the Applicant's other requests. The city is initiating this text amendment so that the CDD #2 zone is consistent

with the recently adopted Eisenhower East Small Area Plan and so that development (in this case, Block 23) may utilize the updated zoning for future development projects.

The table includes two major parts: development regulations and allowable uses. Each of these elements are described in greater detail below.

Development Regulations

The proposed text amendment updates the CDD #2 zone to include several development-related regulations that have been updated in the EESAP, including principal land uses, required minimum percent of commercial, maximum and minimum building height, required on-site publicly accessible open space, and required minimum retail.

The proposed text amendment zone also clarifies that there is no maximum FAR, minimum lot or area requirements, or setbacks requirements given that no such limitations are listed within the EESAP. No specific yard requirements are stipulated, although buildings would still need to comply, as applicable, with the special setbacks listed in Section 7-1000 of the Zoning Ordinance. The zone transition setbacks listed in Section 7-900 and the height-to-setback ratio required in Section 6-403(A) would specifically not apply in this zone, the latter provision recommended to be lifted to ensure the creation of good urban design in one of the densest neighborhoods in the city.

Allowable Uses

As it has done in other recent CDD cases, staff recommends specific uses appropriate for this CDD Concept Plan as they are listed in other zones in the Zoning Ordinance. The list of allowable uses is comprehensive in nature to allow several uses that staff has deemed to be reasonable and compatible with the EESAP, and consistent with uses found in mixed-use and high-density zones.

L. Modifications

The Applicant requests approval of a site plan modification of the height-to-setback ratio requirement at Section 6-403 of the Zoning Ordinance. The requested modification, which is detailed in the table below, would apply to all four sides of the new building.

Staff supports the request given that the EESAP recommends a minimum height of 125-feet. Strict application of the ordinance would result in an impractical development by precluding the Applicant from meeting the Plan's minimum required height and density.

Per Section 11-426 of the Zoning Ordinance, Planning Commission may approve modifications to the site plan if they meet three review standards as detailed below:

- i. Necessary and desirable to good site development;*
The modification is necessary for good site development as the Plan requires a minimum height of 125-feet on Block 23.

- ii. *Specific and identified features of the site design make up for those impacts otherwise protected by the regulations for which modification is sought; and*
 The impacts that the height-to-setback ratio seek to ameliorate are generally not present within the EESAP plan area as the urban design for this district is intended to encourage mid-rise to high-rise buildings for the development of a dense urban center. The site design for Block 23 is consistent with this urban design approach.
- iii. *That such modification will not be detrimental to neighboring property or to the public health, safety, and welfare.*
 Granting the modification will not be detrimental to either neighboring properties or to the public's health safety and welfare. As discussed above, it is the intent of the area's urban design to achieve dense development with taller buildings, additionally, the existing neighboring buildings are generally mid-rise or taller.

Height to Setback	Required	Provided
Mill Road	37-feet	288 feet
Eisenhower Avenue	71.6 feet	288 feet
Elizabeth Lane	33 feet	249-feet
Future Simpson Way	26 feet	249-feet

Table 1: In all height districts, the allowable height of a building at any point shall not exceed twice the distance from the face of the building at that point to the centerline of the street facing such building.

M. Student Generation Rate and EESAP School Site

Student Generation Rate

The City evaluates the potential Student Generation Numbers for all new residential construction in the City. Based on the 2019 Student Generation Rates jointly developed by Alexandria City Public Schools ("ACPS") and the City, the proposed development of 802 units may generate approximately 67 ACPS students distributed across all grade levels upon full build out. New students would be distributed over all grade levels and would be added over multiple years as the project will be built in phases.

The City and ACPS staff will monitor and integrate the projected student generation numbers in forthcoming school enrollment projections and ACPS will continue to coordinate with the City to review, plan, and allocate resources for necessary additional capacity to ensure all ACPS students are provided with safe and equitable learning environments. In addition, per School Board policy, ACPS evaluates school boundaries every five years and prior to the opening of each new school to determine if any adjustments are needed for capacity, diversity, or other reasons.

EESAP School Site

School capacity is evaluated in the EESAP based on planned residential development. A resulting recommendation from the Plan is the provision of a new school site to accommodate

that residential density and it was envisioned that it would be needed within 10 years following Plan's adoption. The 10-year projection triggering the need for a new school was based on +/- 3,000 new residential units anticipated within that timeframe. The pace of residential development is consistent with what was projected during the SAP process.

During the development review process for the Block 23 proposal, staff discussed with the Applicant the potential for incorporating a school on the block to address the EESAP recommendation; however, it was determined that the site size was not sufficient to accommodate a school. The City is currently working with other property owners in the Plan area on the dedication of a school site.

N. Street Name Case

New street names are regulated in Section 5-2-64 in the Code of Ordinances. This section of the City Code identifies two specific points that dictate the naming convention of the proposed streets:

1. Section 5-2-64(a) states that new streets that run “in a generally eastward direction” shall be designated as avenues. New streets that run “in a generally north-south direction” shall be streets. And for those streets in a diagonal direction, the Planning Commission shall, “designate the direction to be applied” for the street.
2. Section 5-2-64(a)(1) states that names of streets located to the east of Quaker Lane shall be in harmony with existing developments when possible.

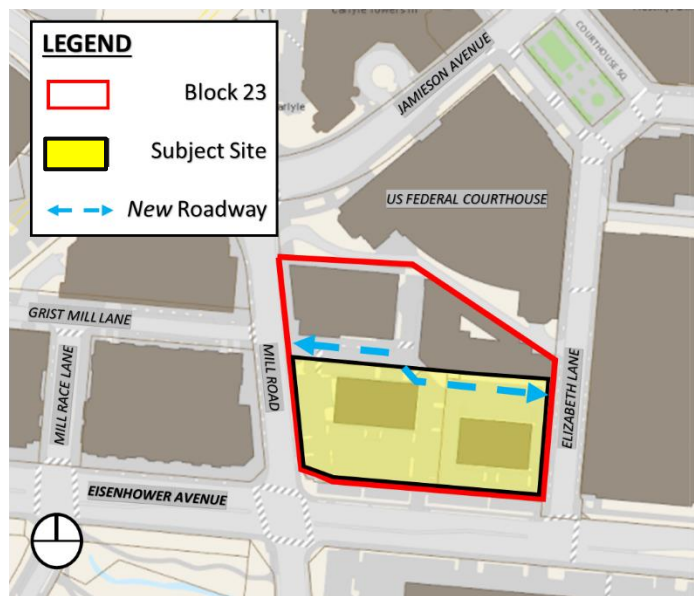


Figure 10: The roadway connection is identified in the EESAP ; which the Applicant has proposed to name “Simpson Way.”

The roadway connection is identified in the Eisenhower East Small Area Plan (“EESAP”) – which the Applicant is requesting to name “Simpson Way” to pay homage to the Simpson family who have historical ties to the area. Staff are supportive of the proposed name and suffix, which are found to be more fitting for the narrow, one block roadway; as opposed to Simpson Avenue.

VI. COMMUNITY

Community engagement is an important component of every DSP/DSUP Application. As noted in the table below, the Applicant initiated their community outreach in the summer of 2021. Due

to the on-going Covid-19 pandemic, the majority the Applicant's public engagement, DRB or otherwise, was conducted in accordance with the City's Policy's in place at the time pertaining to virtual and/or hybrid public assemblies. In addition, the property has also been posted with public notice signs announcing the proposed requests and notification letters have been mailed to all adjacent property owners with information related to the hearing, as well as contact information for the Applicant.

Given the project's location in Eisenhower East, it is subject to design review by the Carlyle/Eisenhower Design Review Board (the "DRB"). The DRB are vested with design review authority by Council, and provide feedback relating to height, scale, massing and general architectural character for all development within the confines of the Carlyle and Eisenhower Districts. DRB hearings are open to the public and noticed per City policy, and thus considered an important civic engagement element of the project. The DRB has provided a recommendation of approval for the project to the Planning Commission, particularly noting the differentiation in height, overall architectural design, and materials palette in their reviews.

Community feedback regarding the project was largely favorable, with those in attendance at both the DRB and Eisenhower Partnership Meetings eager to see more housing close to the Eisenhower Metrorail Station.

A compendium of the Applicant's community outreach is outlined in the table below.

Meeting	Date	Discussion Item
Carlyle/Eisenhower DRB Meeting*	June 17, 2021	Special work session to discuss Conceptual Design (Height, Massing, Scale and General Architectural Character)
Eisenhower Partnership Meeting*	June 25, 2021	Presentation to Board of Directors
Carlyle/Eisenhower DRB Meeting*	September 26, 2021	Preliminary Architectural Review
Carlyle/Eisenhower DRB Meeting	November 18, 2021	Final Architectural Review
Open Public Meeting*	March 8, 2022	Applicant CDD/DSUP Community Engagement

Alexandria Housing Affordability Advisory Committee (AHAAC)*	April 13, 2022	Alexandria Housing Affordability Advisory Committee Virtual Meeting (AHAAC) – Formal Presentation
* Virtual Meeting/Hybrid Meeting		

Table 2: Compendium of community engagement events related to Block 23.

VII. CONCLUSION

Staff recommends **APPROVAL** of the DSUP, the CDD concept plan and all related requests; and that the Planning Commission **INITIATE** the Zoning Text Amendment to the CDD Table, subject to compliance with all applicable codes and the following Staff recommendations.

VIII. STAFF RECOMMENDATIONS

1. The Final Site Plan shall conform substantially with the preliminary plan dated February 25, 2022, and the revised exhibit of the north elevation dated April 8, 2022, and comply with the following conditions of approval.

I. SITE PLAN

2. Per § 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless the Applicant commences substantial construction of the project within 36 months after initial approval (*plus any extension per § 7 of Ordinance Number 5313 related to the COVID-19 emergency*) and the Applicant thereafter pursues such construction with due diligence. The Applicant shall provide a written status report to Staff 18 months after initial approval to update the City Council on the project status if they have not yet commenced substantial construction. The Applicant may petition to extend the validity period after adequate notice and a public hearing. (P&Z)
3. Submit the plats and associated deeds for all applicable easements prior to submitting the first Final Site Plan. The Applicant must obtain approval of the plat(s) prior to or concurrent with Final Site Plan release. (P&Z) (T&ES) (RP&CA) *
 - a. Provide public easements to the satisfaction of the Directors of P&Z and T&ES. Easements shall be:
 - i. Provide a public access easement over the entire service road to the northern facing building. (T&ES)
 - b. Emergency Vehicle Easement(s) (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a

similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane.

4. Submit the final plat and deed for the subdivision with the first Final Site Plan for approval prior to Final Site Plan release. (P&Z) (T&ES) *
5. Record all plats and submit a copy of the recorded plats, dedications, and deeds with the first application for a building permit. (P&Z) (T&ES) **
6. Show site utilities compatibly with other site conditions on the site plan to the satisfaction of the Directors of P&Z and T&ES prior to Final Site Plan release, specifically: (P&Z) (T&ES) *
 - a. Locating above grade service openings and required clearances for items such as transformers, telephone, HVAC units, and cable boxes.
 - b. Minimizing conflicts with plantings, pedestrian areas, and major view sheds.
 - c. Excluding above grade utilities from dedicated open space areas and tree wells.
 - d. Screening all utilities from the public right-of-way.
7. Provide a lighting plan with the Final Site Plan, unless otherwise identified below, to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of P&Z and T&ES in consultation with the Chief of Police and Code administration shall include: (P&Z) (T&ES) (Code) *
 - a. The location of all existing and proposed streetlights and site lights, shading back less relevant information.
 - b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - c. A photometric plan with lighting calculations encompassing all existing and proposed streetlights and site light fixtures, including any existing streetlights 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.
 - d. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s), and security lighting.
 - e. The numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
 - f. Full cut-off lighting as applicable to prevent light spill onto adjacent properties. Provide a plan distinguishing between the site with all streetlights and other pertinent off-site lighting and the site without

- streetlights and off-site lighting to demonstrate how the plan complies with light spill regulations.
- g. Additional lighting to achieve City standards if existing lighting within the City right-of-way adjacent to the site does not meet the minimum standards.
 - h. All site lights designed to meet City of Alexandria photometric standards shall have photovoltaic switches.
 - i. The location of conduit routing between site lighting fixtures to avoid conflicts with street trees.
 - j. Details indicating proposed light pole and footings relative to the adjacent grade and pavement. All light pole foundations shall be concealed from view or light poles shall be direct bury.
 - k. Light-colored concrete (painted or dyed) for walls and ceilings in all garages to increase reflectivity and improve night lighting levels. **
 - l. A minimum of 5.0-foot candle-maintained lighting for underground/structured parking garages. When unoccupied the lighting levels may be no less than 1.5-foot candles. **
 - m. Light fixtures for the open canopies and underground/structured parking garages shall be recessed into the ceiling for any areas visible from the public right-of-way. **
8. Provide a unit numbering plan for each floor of a multi-unit building with the first Final Site Plan. The unit numbers shall comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and continue in this scheme for the remaining floors. Indicate the use of each unit (i.e., residential, retail, office). (GIS) *
9. Provide a georeferenced CAD file in AutoCAD 2018.dwg format that adheres to the National CAD Standards prior to Final Site Plan release. The file shall have the dimension plan including existing conditions, proposed conditions, and grading elements. (P&Z) (DPI) (GIS) *
10. Sheeting and shoring, support of excavation shall not extend beyond the property line, except when the Applicant has obtained a written release or encroachment from adjacent property owners which has been reviewed prior to Final Site Plan release and recorded in the Land Records. (P&Z) (Code) *

A. BUILDING

11. A temporary façade, as shown on the verified plans dated February 25, 2022, shall be constructed if Phase #2 of this development does not initiate construction within 8 months. following substantial completion of the first Phase.

12. The façade on the north elevation of the building shall be consistent with the revised exhibit dated April 8, 2022.
13. Provide a building code analysis with these building code data prior to Final Site Plan release: (1) use group, (2) number of stories, (3) type of construction, (4) total floor area per floor, (5) height of structure, (6) non-separated or separated mixed use, and (7) fire protection system requirements. (P&Z) (Code) *
14. The building design, including the appearance, color, and quality of materials; final detailing; three-dimensional expression; and depth of all plane changes, shall be consistent with the elevations dated February 25, 2022 and the exhibit of the north elevation dated April 8, 2022, and the following conditions. Provide this information regarding materials and design to the satisfaction of the Director of P&Z prior to Final Site Plan release: (P&Z) (Code) *
 - a. Samples of actual window glazing, frame, and sash components proposed for each area of the building in the color and material proposed shall be reviewed and approved by the Carlyle/Eisenhower Design Review Board (the “DRB”) to ensure that the materials arrive in time to construct the mock up panel at the required phase of approval. The Applicant may reduce sample sizes for ease of handling.
 - i. Window sizes and types.
 - ii. Window mullion dimensions and projection in front of face of glass.
 - iii. Window frame, sash, and mullion materials.
 - b. Fiber cement façade panels are not permitted.
 - c. The underside of all balconies shall be finished and present a visually cohesive appearance.
 - d. Where specified by the governing Small Area Plan and accompanying Design Guidelines, or by the governing CDD documents, the maximum percentage of fiber shall be interpreted as the percentage of *solid façade* that is fiber cement (excluding glazed portions of the elevation). Typically, such restrictions shall apply to building facades that face any public right-of-way or public open space, along with any portions of open courtyards that are visible from same.
 - e. The plane changes shown on the plan shall remain.
 - f. Where dissimilar materials meet, they must typically meet at an interior corner; where that is not possible, such transitions shall occur at a significant plane change or reveal.
15. Provide detailed drawings in realistic colors to permit evaluation of key building elements such as the building base, entrances, entry canopy, stoops, windows, balconies, railings, cornices, and other ornamental elements, and material details

including the final detailing, finish, and color of these elements prior to Final Site Plan release. (P&Z) *

- a. The drawings shall be enlarged and coordinated plan-section-elevation studies, typically at $\frac{1}{4}'' = 1'-0''$ scale, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections.
 - b. Separate design drawings shall be submitted for each primary building typology, different wall, or bay type.
 - c. When warranted by the three-dimensional complexity of the design, the Applicant shall provide isometric vignettes of special conditions or building areas to the satisfaction of the Director of P&Z.
 - d. All structures must remain within the property (e.g., balconies, railings, and canopies), unless permitted under the City of Alexandria Code or an encroachment has been requested and obtained.
16. Provide the items listed below to allow Staff to review the materials, finishes, and architectural details. These materials shall conform substantially to the preliminary plan and the current *Guidelines for Preparation of Mock-Up Panels*, Memo to Industry effective at application submission.
- a. Prior to ordering final building materials, provide a materials board that includes all proposed materials and finishes at first Final Site Plan. The materials board shall remain with P&Z until the issuance of the final Certificate of Occupancy, when Staff will return all samples to the Applicant. (P&Z) *, ***
 - b. Staff may request more detailed/extensive materials relating to the proposed fenestration, such as samples of the glazing, frame, and sash components, and including whether the windows will be double-or-triple glazed and have simulated divided lights. *
 - c. Drawings of mock-up panel(s) that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. *
 - d. An on-site, mock-up panel using the approved materials, finishes, and relationships shall be constructed for Staff review and approval. Per VCC108.2 concrete or masonry mock-up panels exceeding 6-ft. require a building permit. The panel(s) shall be constructed and approved prior to vertical (above-grade) construction and before ordering building materials. Locate the panel so that it receives sunlight from the same predominant direction as will the finished structure. **
 - e. The mock-up panel shall remain on-site, in the same location, and visible from the right-of-way without entering the site throughout construction until the issuance of the first Certificate of Occupancy. Where site conditions will not allow this, relocatable mock-up panels will be considered. (P&Z) (Code) ***
 - f. The Applicant shall submit a building permit for the mock-up panel.

B. OPEN SPACE/LANDSCAPING

17. The project shall comply with the 2019 Landscape Guidelines.
18. Develop a palette of site furnishings for review and approval by Staff prior to Final Site Plan release. *
 - a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing, and character of site furnishings to the satisfaction of the Directors of P&Z and T&ES.
 - b. Site furnishings shall include benches, bicycle racks, trash bins, recycling receptacles, and other associated features. City standard materials are mandatory in all public right-of-way. (P&Z) (T&ES)
19. Provide material, finishes, and architectural details for all retaining, seat, decorative, and screen walls prior to Final Site Plan release. Indicate methods for grade transitions, handrails, directional changes, and above and below-grade conditions. Coordinate with adjacent site and building conditions. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z, T&ES, and Code. (P&Z) (T&ES) (Code) *

C. TREE PROTECTION AND PRESERVATION

20. Provide a Tree and Vegetation Protection Plan per the City of Alexandria's Landscape Guidelines for approval prior to Final Site Plan release and implement the plan for the duration of construction. (P&Z) (RP&CA) *

D. ARCHAEOLOGY

21. Call Alexandria Archaeology at 703.746.4399 two weeks before starting any ground disturbance to arrange an inspection or monitoring. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology) *
22. Call Alexandria Archaeology immediately at 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 discovery area 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) *
23. The Applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failing 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) *

E. PEDESTRIAN/STREETSCAPE

24. Provide the pedestrian improvements listed below to the satisfaction of the Directors of P&Z and T&ES. Complete all pedestrian improvements prior to the issuance of the final Certificate of Occupancy. (P&Z) (T&ES) ***
- a. Install ADA accessible pedestrian improvements serving the site.
 - b. Construct all hybrid concrete-brick sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be six feet.
 - c. Sidewalks shall be flush across all driveway crossings.
 - d. All newly constructed curb ramps shall be concrete with detectable warning and shall conform to current VDOT standards.
 - e. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street.
 - f. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development.
 - g. All crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. High-visibility crosswalks white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD) may be required as directed by staff at Final Site Plan. Alternative crosswalk treatments must be approved by the Director of T&ES.
 - h. All below grade utilities placed within a City sidewalk shall be integrated with the adjacent paving materials and to minimize any visible impacts.

F. PARKING

25. All residential parking shall be unbundled (i.e., the cost to purchase or rent a parking space is separate from the cost to purchase or rent the residential unit). (T&ES)
26. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access to the garage shall allow convenient access to the underground parking for residents. (P&Z)
27. Provide a Parking Management Plan with the Final Site Plan submission that complies with the requirements of the Parking Management Plan Template provided in Memo to Industry 01-19. To release the Final Site Plan, the Parking Management Plan shall be approved by the Departments of P&Z and T&ES. (P&Z) (T&ES) *
28. Share parking occupancy data for the facility with the City upon request and if readily available. (T&ES)

29. Parking spaces within the garage that are required to comply with zoning requirements may be made available for public/off-site if excess parking can be demonstrated to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (TE&S)
30. Show all existing and proposed on-street parking controls and restrictions on the Final Site Plan. The Traffic and Parking Board must approve any on-street parking changes desired after the Signature Set approval. (P&Z) (T&ES) *
31. Provide bicycle parking per current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking, and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. (P&Z) (T&ES)
32. Provide details on the locations and types of bicycle parking on the Final Site Plan. Install bicycle parking prior to the issuance of the first Certificate of Occupancy. Interim bicycle parking for residents shall be provided with Phase #1 – at a ratio of 3 spaces for every 10 units. (P&Z) (T&ES) *, ***
33. Provide Level 2 electric vehicle chargers for at least two percent of the required parking space rounded up to the next whole number parking space and distributed equally between both phases of the development. (P&Z) (T&ES)
34. Each floor of the garage shall be served by a pathway (e.g., fire protected sleeve) or trunk conduit of sufficient size such that final conduit could be installed in the future to serve at least 75 percent of the required parking spaces with Level 2 electric vehicle chargers to the satisfaction of the Director of T&ES. (P&Z) (T&ES) *, ***
 - a. The installation of the pathway or trunk conduit shall include concrete punctures and access points such that the final paths for future final conduit does not require significant drilling through concrete, walls, or the ceiling of the garage.
 - b. Prior to Final Site Plan release, show the locations of the pathway or trunk conduit and indicate the associated parking spaces that could be served by the future final conduit.
 - c. Install the pathway or trunk conduit prior to final certificate of occupancy for the garage.
35. Update parking counts on the cover sheet to indicate the number of electric vehicle charger and electric vehicle charger ready parking spaces per phase and

shown the location of each of these spaces prior to Final Site Plan release. (P&Z)
(T&ES) *

G. SUSTAINABILITY

36. The Applicant may propose additional strategies to the sustainability conditions outlined below and these additional sustainability strategies may be incorporated administratively to the satisfaction of the Directors of T&ES and P&Z. (P&Z)
(T&ES)
37. The project shall comply with the requirements of the current City of Alexandria Green Building Policy at the time of DSUP approval. Diligent pursuit and achievement of this certification shall be monitored through these requirements unless exempted by the certification rating systems and the Green Building Policy:
 - a. Provide evidence of the project's registration with LEED, Green Globes, or Earthcraft (or equivalent) with the submission of the first Final Site Plan and provide a draft checklist from the P&Z website showing how the project plans to achieve the certification and clearly indicate that requirements for the priority performance points are being met as defined by the City of Alexandria's Green Building Policy. *
 - b. Provide an updated copy of the draft certification scorecard/checklist prior building permit release for above-grade construction to show compliance with the Green Building Policy. **
 - c. Provide updated building energy performance analysis and building energy use intensity (EUI) (energy use per sq. ft.) prior to release of the building permits for above-grade construction. **
 - d. Provide a draft commissioning plan and verification, if required by the Green Building Rating System and the building code, from a certified third-party reviewer that includes items "i" through "v" below, prior to receiving building permits for above-grade construction. **
 - i. A narrative describing the activities that will be accomplished during each phase of commissioning, including the personnel intended to accomplish each of the activities.
 - ii. A listing of the specific equipment, appliances, or systems to be tested and a description of the tests to be performed.
 - iii. Functions to be tested including, but not limited to, calibrations and economizer controls.
 - iv. Conditions under which the test will be performed. Testing shall affirm winter and summer design conditions and full outside air conditions.
 - v. Measurable criteria for performance.

- e. Provide updated water efficiency documentation for the priority performance points as defined by the City of Alexandria's Green Building Policy prior to building permit release for above-grade construction. **
 - f. Provide updated documentation for the indoor environmental quality priority performance points as defined by the City of Alexandria's Green Building Policy prior to the release of building permits for above-grade construction. **
 - g. Provide evidence that design phase credits (for the certifying party) have been submitted by the first Certificate of Occupancy. ***
 - h. Provide evidence showing that the requirements for priority performance points for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality are being met as defined by the City of Alexandria's Green Building Policy for Design Phase credits to the U.S. Green Building Council, Green Globes, or Earthcraft (or equivalent) prior to issuance of the first Certificate of Occupancy for each phase. ***
 - i. Provide documentation of applicable green building certification prior to approval of the performance bond clearly indicating that the priority performance points requirement for Energy Use Reduction, Water Efficiency, and Indoor Environmental Quality have been achieved as defined by the City of Alexandria's Green Building Policy. ****
 - j. Failure to achieve the certification level, as required by the City of Alexandria's Green Building Policy, will be evaluated by City Staff to determine whether a good faith, reasonable, and documented effort was made to achieve the certification level to the satisfaction of the Director of P&Z.
38. Post information on the City of Alexandria's Reuse Directory in a public place near trash collection area for residents of multifamily buildings that exceed 100 units and send proof to T&ES staff prior to the issuance of the first Certificate of Occupancy. The directory is available at: <https://www.alexandriava.gov/tes/solidwaste/info/default.aspx?id=19202#NewCityofAlexandriasReuseDirectory> (T&ES) ***
39. The building shall use electricity except for limited accessory elements of the building such as retail use, food and beverage uses, emergency generators, and common areas systems/amenities. For these limited accessory elements, the buildings shall support low cost and easy conversion from fossil fuel to electricity in the future. (P&Z) (T&ES)
40. To the extent that ground floor space converts to retail in the future, tenants shall operate their business consistent with the goals of LEED or equivalent and pursue LEED or equivalent for Retail or LEED for Commercial Interiors certification at a Silver level or equivalent. This requirement must be included in the lease for each tenant. (P&Z)

41. Demonstrate that the roofs are solar ready, with the necessary conduit and available electrical panel area to enable future solar panel installation, on the Final Site Plan. (T&ES) *

II. TRANSPORTATION

A. STREETS/TRAFFIC

42. Repair any of the City's existing public infrastructure that is damaged during construction per the most recent version of the T&ES Design and Construction Standards, or to the satisfaction of Director of T&ES, prior to Performance Bond release. (T&ES) *****
43. Conduct a pre-construction walk/survey of the site prior to any land disturbing activities with T&ES Construction & Inspection Staff and Code Administration Staff to document existing conditions prior to Final Site Plan release. (T&ES) (Code) *
44. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets, prior to the issuance of the first Certificate of Occupancy. (T&ES) ***
45. The propose striping changes along Elizabeth Lane shall be made prior to the final location of the curb is installed to ensure adequate lane widths are provided throughout the project and shall be to the satisfaction of the Director of T&ES. (T&ES)
46. The existing site entrance along Eisenhower Avenue shall be closed during the Demolition Phase of the site. (T&ES)
47. Slopes on parking ramps to garage entrances and exits shall not exceed 15 percent. For slopes 10 percent and greater, provide trench drains connected to a storm sewer to eliminate or diminish the possibility of ice forming. The slope on a ramp with parking or used for egress shall not exceed 6.5 percent. For non-parking ramps with slopes of greater than 10 percent, a minimum of 10 feet in length transition slopes at the top and bottom of the ramp shall be required, and the transition slope shall be half the difference in slope between two adjacent sections. Final design shall be to the satisfaction of the Director of T&ES prior to Final Site Plan release. (T&ES) *
48. Any wall mounted obstructions at the wall end of a parking space shall be limited to no more than 24 inches extended from the wall and at least 48 inches

from the garage floor. Areas with obstructions that exceed this requirement will not count as parking spaces. (T&ES) *****

49. Furnish and install two 4-inch Schedule 80 PVC conduits with pull wires under the sidewalk along the perimeter of the site, terminating at a junction box on each side of the sidewalk. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES) *****
50. Provide full curb to curb restoration for any asphalt patches larger than 20 percent of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street prior to Performance Bond release. (T&ES) *****
51. Provide a maintenance agreement between the property owners abutting the private street prior to Final Site Plan release, evidencing the maintenance and management responsibilities to the satisfaction of the Director of T&ES. (T&ES) *
52. Provide proof of recordation of the maintenance agreement for the shared private street prior to issuance of the first certificate of occupancy, with property owners abutting the alley responsible for jointly managing and maintaining the street to the satisfaction of the Director of T&ES. (T&ES) ***
53. Provide bicycle facilities on the site frontage and through the site per the City's Transportation Master Plan, Pedestrian and Bicycle Mobility Plan, and applicable Small Area Plans and Design Guidelines. (T&ES)
 - a. Install sharrows consistent with AASHTO guidelines on the Service Road and Elizabeth Lane.
54. Street names and addresses must be obtained for mail delivery (addressed per the front door) and for emergency services (addressed per street access) prior to Final Site Plan release. (P&Z) (T&ES) (GIS) *

B. TRANSPORTATION MANAGEMENT PLAN

55. According to Article XI, § 11-700 of the City's Zoning Ordinance, a Transportation Management Plan (TMP) is required to implement strategies to encourage residents and employees to take public transportation, walk, bike, or share a ride instead of driving alone. Below are the basic conditions from which other details originate. (T&ES)
56. Inform tenants/owners of the transportation management plan Special Use Permit and conditions therein as part of leasing and purchasing agreements with

language subject to review and approval by the City's Transportation Demand Management Program. (T&ES)

57. Integrate into the District Transportation Management Program when it is organized. All TMP holders in the established district will be part of this District TMP. The objective of this district is to optimize transportation resources to benefit residents and employees through economies of scale. No increase in TMP contributions will be required because of participation in the District TMP. (T&ES)
58. An annual TMP fund shall be created and managed by the TMP Coordinator, and the funds shall be used exclusively for approved transportation activities. The annual base assessment rate for this development shall be determined as set forth in § 11-708 (TMP Assessments Schedule and Adjustments). The base assessment rate will be adjusted on an annual basis on July 1 of each year according to the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the issuance of the project's first Certificate of Occupancy permit is the applicable rate when TMP reporting begins. The TMP shall operate on the fiscal year, July 1 to June 30. (T&ES)
59. Designate an on-site TMP Coordinator for the entire project prior to the issuance of the first Certificate of Occupancy. Provide the name, location, email, and telephone number of the coordinator to the City's Transportation Demand Management Coordinator, updating this information as needed. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. (T&ES) ***
60. 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)
61. Submit to the Mobility Services Division these detailed attachments: biannual fund reports due in July and January of each fiscal year, modes of transportation survey, and a TMP Coordinator survey both due in July of each fiscal year. (T&ES)
62. As set forth in § 11-711(B) in the Zoning Ordinance, civil penalties shall be assessed for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the use may be required to participate in the

Citywide TMP Program, may be subject to increased review and reporting requirements, and may be subject to a Staff recommendation for action by the City Council to revoke the TMP SUP pursuant to § 11-205 of the Zoning Ordinance. (T&ES)

C. BUS STOPS AND BUS SHELTERS

63. Show all existing bus stops, bus shelters, and bus stop benches in the vicinity of the site on the Final Site Plan. (T&ES) *

III. PUBLIC WORKS

A. WASTEWATER/SANITARY SEWERS

64. Pay the sewer connection fee prior to Final Site Plan release. (T&ES) *
65. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)

B. UTILITIES

66. If a franchise agreement has not been entered into with the City, locate all private utilities outside of the public right-of-way and public utility easements. (T&ES)
67. Do not locate transformer and switch gears in the public right-of-way. (T&ES)
68. All new fire hydrants on public streets shall be City owned and maintained. All hydrants on private streets shall be owned, inspected, tested, and maintained by the property owner or their representative. Hydrants must be installed and functional prior to issuance of the Certificate of Occupancy. (T&ES) ***

C. INFORMATION TECHNOLOGY

69. To the satisfaction of the Director of Planning & Zoning, construct a conduit grid per the specifications listed below that minimizes the need for post-development excavation and/or right-of-way impacts when installing fiber/cables for high-speed internet access. (ITS) (P&Z)
70. Construct all conduits using schedule 80 PVC or HDPE and install them to a depth of 3-feet. Install a pull line and tracer within each conduit. (ITS)
71. All conduit on private property will be owned and maintained by the property owner. Unless otherwise specified, conduit on public right-of-way will be owned and maintained by the City. (ITS) (T&ES)
72. Provide a minimum of two diverse entrance conduits for each building (East/West or North/South) with a minimum of two, 4-inch conduits for each

entrance drop. Two 4-inch schedule 80 PVC or HPDE conduits at a depth of 3 FT, with a minimum bend radius of 3 FT where appropriate, around the property along Elizabeth Ln. and Eisenhower Avenue with junction boxes (JBS-3), meeting VDOT standards and with a tier 22 or higher lid labeled “COA”, shall be installed at the end of the property on Elizabeth Ln., intersection of Elizabeth Ln. and Eisenhower Ave. and at the end of the property on Eisenhower Avenue. A pull line and tracer cable shall be installed with each conduit. Terminate each conduit drop to a 36-inch by 48-inch installed hand hole within the public right-of-way or at a nearby accessible location. Include two, four-inch open access conduit risers for each floor within reasonable proximity to the building’s cable closet. The conduits inside each building shall terminate at the main building telco room. Two 4-inch open access conduits from each building main telco room to the street Junction box (conduit grid) at a depth of 3 FT, with a minimum bend radius of 3 FT where appropriate. A pull line and tracer wire shall be installed with each conduit.

- a. Enable telecommunications providers to install cables in the conduit. Designating exclusive access to a single provider is not allowed.
- b. Provide a fiber optic installation plan that provides the required specifications prior to the Final Site Plan release. (ITS) *
- c. Submit a digital as built in CAD or GIS that details the fiber conduit installation prior to the issuance of the Certificate of Occupancy. (ITS)

D. SOLID WASTE

73. All trash collectors for the project site are required to take their collected trash to the Alexandria/Arlington waste-to-energy facility. (T&ES)
74. Provide \$1,449 per receptacle to the Director of T&ES prior to Final Site Plan release to purchase and install 4 Victor Stanley Ironsites Series model SD-42 black receptacle with Dome Lid dedicated to trash collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. To the extent that the receptacles cannot be located where accessible for public collection, the Applicant may provide a contribution for receptacles to be installed in the vicinity or may agree to private hauling. (T&ES) *
75. Provide \$1,685 per receptacle to the Director of T&ES prior to Final Site Plan release to purchase and install 4 Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid, approved dome decals, and approved band

dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. To the extent that the receptacle cannot be located where accessible for public collection, the Applicant may provide a contribution for receptacles to be installed in the vicinity or may agree to private hauling. (T&ES) *

IV. ENVIRONMENTAL

A. STORMWATER MANAGEMENT

76. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: (1) state phosphorus removal requirement and (2) Alexandria Water Quality Volume Default. Complying with the state phosphorus reduction requirement does not relieve the Applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES) *
77. Provide a BMP narrative and complete pre- and post-development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance prior to Final Site Plan release. The project must use hydrologic soil group "D" in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES) *
78. Design all stormwater Best Management Practices (BMPs) to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs, including site specific plan views, cross sections, planting plans, and complete design calculations for each BMP prior to Final Site Plan release. (T&ES) *
79. All BMPs must be accessible for regular maintenance and inspections. The final building design must include access points and maintenance accessibility for the green roof and any other BMPs. Green roof access can be achieved either by a door on the same level as the green roof, an interior elevator, interior stairway with door through a penthouse, or by an alternating tread device with a roof hatch or trap door not less than 16 square feet in area and with a minimum dimension of 24 inches. (T&ES)

80. Groundwater from sump pumps may not be discharged into any stormwater BMPs or detention facilities. Bypass pipes and/or structures must be installed to bypass groundwater around all permanent stormwater facilities. If, during construction, iron laden bacteria causes a discharge of discolored groundwater from the sump pump, a filtration system must be installed. (T&ES)
81. Provide a BMP table with a separate listing for each individual BMP that includes the name of the practice, total area treated (acres), pervious area treated (acres), impervious area treated (acres), phosphorous removal efficiency (percentage), phosphorous removal efficiency (percentage), phosphorous removed by the practice (lbs.), and latitude and longitude in decimal degrees, prior to Final Site Plan release. (T&ES) *
82. Complete construction inspection checklists and associated photographic documentation for each stormwater BMP and detention facility. Submit all documents required by The City of Alexandria As-Built Stormwater Requirements including as-built plans, CAD data, BMP certifications, and completed construction inspection checklists prior to Performance Bond release. (T&ES) ****
83. Construct and install the stormwater BMPs required for this project under the direct supervision of the design professional or their designated representative. Submit a written certification from the design professional to the Director of T&ES prior to Performance Bond release certifying that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the released Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES) ****
84. Install descriptive signage for surface-installed stormwater BMPs (e.g., Bio-Retention Filters, Vegetated Swales) prior to the submission of As-Built Plans to the satisfaction of the Director of T&ES. (T&ES) ****
85. Submit two originals of the stormwater quality BMP and Stormwater Detention Facilities Maintenance Agreement to include the BMP Schedule and Guidelines Addendum with the Final Site Plan #2. Execute and record the agreement with the Land Records Division of Alexandria Circuit Court prior to Final Site Plan release. (T&ES) *
86. The Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs), including those installed by the Applicant in public right's of way until activation of the homeowner's association (HOA), and/or master association, if applicable, or until sale to a private owner. Prior to transferring

maintenance responsibility for the BMPs to the HOA, master association, and/or owner, the Applicant shall:

- a. Execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA, master association, and/or owner.
 - b. Include a copy of the contract in the BMP Operation and Maintenance Manual.
 - c. Submit a copy of the maintenance contract to T&ES prior to Performance Bond release. (T&ES) *****
87. Provide an Owner's Operation and Maintenance Manual for all BMPs to the owner. The manual shall include at a minimum:
- a. An explanation of the functions and operations of the BMP(s),
 - b. Drawings and diagrams of the BMP(s) and any supporting utilities,
 - c. Catalog cuts on maintenance requirements including mechanical or electrical equipment,
 - d. Manufacturer contact names and phone numbers,
 - e. A copy of the executed maintenance service contract, and
 - f. A copy of the maintenance agreement with the City. (T&ES)
88. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division prior to Performance Bond release. (T&ES) *****
89. Submit a certification by a qualified professional that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations prior Performance Bond release to the satisfaction of the Director of T&ES. If maintenance of the facilities or systems were required to make this certification, provide a description of the maintenance measures performed. (T&ES) *****

B. WATERSHED, WETLANDS, & RPAs

90. Use standard city markers to mark all on-site stormwater curb inlets and public curb inlets within 50 feet of the property line to the satisfaction of the Director of T&ES. (T&ES)
91. Provide Environmental Site Assessment Notes that delineate, map, describe, and/or explain these environmental features (if located on site):
- a. Individual components of the RPA as well as the total geographic extent of the RPA, to include the appropriate buffer, intermittent streams, and associated buffers,

- b. Highly erodible and highly permeable soils,
- c. Steep slopes greater than 15 percent in grade,
- d. Known areas of contamination; springs, seeps, or related features, and
- e. A listing of all wetlands permits required by law. (T&ES)

C. CONTAMINATED LAND

- 92. Indicate on the plan whether any soil and groundwater contamination are present. Submit supporting reports for associated environmental investigations or assessments performed to substantiate this determination. (T&ES) *
- 93. If environmental site assessments or investigations discover the presence of contamination on site, the Final Site Plan shall not be released, and no construction activity shall occur until these items have been submitted and approved by the Director of T&ES: (T&ES) *
 - a. A Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. A Risk Assessment indicating any risks associated with the contamination.
 - c. A Remediation Plan detailing any contaminated soils and/or groundwater, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by two feet and backfilled with “clean” soil. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
 - d. A Health and Safety Plan with measures to take during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. Justify the air monitoring determination in the Health and Safety Plan submitted for review.
 - e. Screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes these SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221 and 1222 (Bituminous Coal).
- 94. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the Applicant must notify T&ES, Office of Environmental Quality immediately. Should

unanticipated conditions warrant, stop construction within the affected area until the appropriate environmental reports identified in “a” through “e” above are submitted and approved at the discretion of the Director of T&ES. This shall be included as a note on the Final Site Plan. (T&ES) (Code) *

95. If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas to prevent the migration or accumulation of methane or other gases or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. The vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (T&ES) (Code)

D. SOILS

96. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments prior to Final Site plan release. (T&ES) *

E. NOISE

97. Submit a noise study identifying the noise levels that residents will be exposed to initially and 10 years into the future per the Noise Guidance Book used by the Department of Housing and Urban Development prior to the Final Site Plan release. (T&ES) *
98. If the noise study identified noise impacted areas, conduct a building shell analysis identifying ways to minimize noise and vibration exposure to future residents. Submit the building shell analysis and the noise commitment letter for review and approval prior to Final Site Plan release. (P&Z) (T&ES) *
99. If necessary, to comply with the City’s noise ordinance, equip all roof top HVAC and other mechanical equipment with noise reducing devices (e.g., silencers, acoustic plenums, louvers, or enclosures). Show the noise reducing specifications and locations prior to Final Site Plan release and install them prior to the issuance of the Certificate of Occupancy. (T&ES) (Code) *, ***
100. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11 PM and 7 AM. (T&ES)
101. No vehicles, including construction vehicles, associated with this project shall be permitted to idle for more than 10 minutes when parked, including vehicles in the loading dock. Post at least two no idling for greater than 10 minutes signs in

the loading dock area in plain view prior to the issuance of the Certificate of Occupancy. (T&ES) ***

F. AIR POLLUTION

102. If indoor fireplaces are installed, they shall be electric to reduce air pollution and improve indoor air quality. (T&ES) ***
103. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of T&ES. (T&ES)

V. CONSTRUCTION MANAGEMENT

104. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval, and partial release of Erosion and Sediment Control for the Final Site Plan. All the requirements of Zoning Ordinance Article XIII (Environmental Management) for quality improvement, quantity control, and the development of Storm Water Pollution Prevention Plan must be complied with prior to the partial Final Site Plan release. (T&ES) *
105. Submit a separate construction management plan to the Directors of P&Z, T&ES, and Code Administration prior to Final Site Plan release. The plan shall satisfy these requirements: (P&Z) (T&ES) (Code)
 - a. No streetlights shall be removed without authorization from the City of Alexandria,
 - b. If streetlights are to be removed from the public right-of-way, then temporary lights shall be provided until the installation and commissioning of new lights, *
 - c. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed, *
 - d. Provide a detailed sequence of demolition and construction of improvements in the public right of way along with an overall proposed schedule for demolition and construction, *
 - e. Include an overall proposed schedule for construction, *
 - f. Include a plan for temporary pedestrian circulation, *
 - g. Include the location and size of proposed construction trailers, if any, *
 - h. Include a preliminary Maintenance of Traffic Plan as part of the construction management plan for informational purposes only, to include proposed controls for traffic movement, lane closures, construction entrances and storage of materials, and *
 - i. Post copies of the plan in the construction trailer and give to each subcontractor before they start work. ***

106. Provide off-street parking for all construction workers without charge and ensure that all workers use this parking. For workers who use Metro, DASH, or another form of mass transit, subsidize a minimum of 50 percent of the fees. Complying with this condition shall be a component of the construction management plan, which shall be submitted prior to Final Site Plan release and approved by the Departments of P&Z and T&ES prior to commencing any construction activities. This plan shall:
- a. Establish and provide verifiable details and/or agreements on 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. Post information on transit schedules and routes, *
 - c. The community liaison must manage parking actively for all construction workers and ensure compliance with the off-street parking requirement, and
 - d. If the off-street construction workers parking plan is found to be violated during construction, a correction notice will be issued to the Applicant. If the violation is not corrected within five days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z) (T&ES) *
107. Include a chapter on maintaining pedestrian access within the Construction Management Plan. Sidewalks adjacent to the site shall remain open during construction. If sidewalks must be closed, pedestrian access shall be maintained adjacent to the site per Memo to Industry #04-18 throughout the construction of the project. (T&ES) **
108. Include a chapter on the waste control program in the Construction Management Plan. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. Dispose of all wastes offsite per all applicable federal, state, and local laws. If program is implemented in coordination with green building certification, include documentation as appropriate per the City's Green Building Policy and conditions therein. (T&ES) (Code)
109. Discuss construction staging activities with T&ES prior to the release of any permits for ground disturbing activities. No major construction staging shall be allowed within the public right-of-way. (T&ES) **

110. Transit stops adjacent to the site shall remain open, if feasible, for the duration of construction. If construction requires closing a stop a temporary ADA accessible transit stop shall be determined and installed. Coordinate with the T&ES Transportation Planning Division at 703.746.4088 as well as with the transit agency which provides service to the bus stop. Install signs noting the bus stop closure and location of the temporary bus stop prior to taking bus stops out of service. (T&ES)
111. Obtain additional City approvals for any structural elements that extend into the public right-of-way, including but not limited to footings, foundations, and tiebacks, from the Director of T&ES as a part of the Sheeting and Shoring permit. (T&ES) **
112. Identify a Certified Land Disturber (CLD) in a letter to the Division Chief of Infrastructure Right of Way prior to any land disturbing activities and include the name on the Phase I Erosion and Sediment Control sheets prior to Final Site Plan release. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. (T&ES) *
113. Conduct an in-person or virtual meeting to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction prior to commencing demolition, clearing, and grading of the site. Notice all adjoining property owners, civic associations, and the Departments of P&Z and T&ES at least 14 calendar days before the meeting. Hold the meeting before any permits are issued. (P&Z) (T&ES) **
114. Hold an in-person or virtual pre-installation/construction meeting to review the scope of landscaping installation procedures and processes with the P&Z project planner prior to starting work. (P&Z) (Code)
115. Identify a community liaison for the duration of construction. Provide their name and telephone number, including an emergency contact number, to residents, property managers, and business owners whose property abuts the site, to the satisfaction of the Directors of P&Z and T&ES. The community liaison's information shall be posted on a temporary informational sign, which is required prior to Final Site Plan release. Display the sign until construction finishes. (P&Z) (T&ES) *, ***
116. Temporary construction and/or on-site sales trailer(s) are permitted and subject to the approval of the Directors of P&Z and Code Administration. Remove the trailer(s) prior to the issuance of the final Certificate of Occupancy. (P&Z) (Code) ***

117. Submit a stamped electronic copy of a wall check survey completed by a licensed, certified public land surveyor or professional engineer when below-grade construction reaches proposed finished grade. Ensure the wall check shows: (P&Z) **
 - a. Key dimensions of the building as shown on the approved Final Site Plan,
 - b. Key dimensions from future face of finished wall above to the property line and any adjacent structures on the property,
 - c. Extent of any below-grade structures,
 - d. Foundation wall in place, and
 - e. Future face of finished wall above.
118. 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 T&ES Site Plan Coordinator prior to applying for 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 stating that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z) (T&ES) ***
119. If outstanding performance, completion, or other bonds for the benefit of the City are in effect for the property at such time as it may be conveyed or sold to a party other than the Applicant, a substitute bond and associated documents must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met, and the bond(s) released by the City. (T&ES) *****

VI. CONTRIBUTIONS

120. Pursuant to the Eisenhower East Small Area Plan, a contribution is required to the Eisenhower East Implementation Fund. Per the 2020 formula adopted by the City Council, the contribution amount is:
 - a. \$5.46 (2022\$) per net square foot of residential development above the base development as defined in the Small Area Plan, excluding square footage achieved through § 7-700 of the Zoning Ordinance.
 - b. Contribution rates are subject to an annual escalation clause equivalent to the CPIU for the Washington Metro area. Contribution rates will be recalculated January of each year. The final contribution amount shall be calculated and verified by the Neighborhood Planning and Community Development Division of the Department of Planning and Zoning at the time of Certificate of Occupancy. Payments shall be made proportionally prior to the release of the first certificate of occupancy for each phase.

(P&Z) ***

121. Contribute \$60,000 to the City prior to Final Site Plan release for a Capital Bikeshare station and bicycles or system operations. (P&Z) (T&ES) *
122. Contribute \$667,934 for Phase #1 and \$831,252 for Phase #2 to the City's Housing Trust Fund. Housing contribution payments may be prorated consistent with published Affordable Housing Contribution Procedures. ***

VII. HOUSING

123. Provide twenty (20) and twenty-four (24) affordable set-aside rental units in the Phase #1 and Phase #2 respectively, as indicated in Table 1, or a proportional mix of units to be determined at the time of Final Site Plan to the satisfaction of the Director of Housing.

Table #1

Unit Type	Phase #1	Phase #2
Studio	2	3
One Bedroom	11	13
One Bedroom and Den	1	1
Two Bedroom	5	6
Two Bedroom and Den	1	1
Total	20	24

124. Rents for set-aside units shall not exceed the maximum amounts allowed under the Federal Low Income Housing Tax Credit (LIHTC) program for households with incomes at 60 percent of the Washington D.C. Metropolitan Area Median Family Income (including utility allowances and any parking charges) for a 40-year period from the date of initial occupancy of each affordable unit. One-bedroom units with dens shall be charged a one-bedroom rent, and two-bedroom units with dens shall be charged a two-bedroom rent. Recertify the incomes of resident households annually.
125. If at the time of lease up or lease renewal, the differential between the market rent and set-aside rent (as adjusted for utility allowances) for a comparable unit is less than 15 percent of the market rent, then the set-aside rent shall be reduced to maintain a differential of 15 percent for the term of the new lease or lease

renewal.

126. Total non-refundable fees, excluding application and pet fees, shall not exceed 15 percent of gross affordable rent.
127. Residents of the set-aside units may be charged a monthly parking fee of up to \$50 (in 2022 dollars) or the standard fee whichever is lower for their first parking space. Any additional parking spaces shall be subject to standard fees.
128. Once an income-eligible household moves into a set-aside unit, that unit shall count as an affordable unit until the household's income increases to more than 140 percent of the then-current income limit. Provide one additional one-year lease term at the affordable rent but notify the household that at the end of one year the household shall not be eligible to continue at the affordable rent. Afterwards, the over-income household may move to a comparable market rate unit or remain in the same unit. However, the next available and comparable unit (i.e., same number of bedrooms, den space, and/or approximate square footage) must be offered to a qualified household. Once the comparable unit is rented, the rent of the over-income unit may then increase to market rate per any lease restrictions. If a comparable unit within the building does not exist (e.g., a three-bedroom unit), then the over-income tenant must vacate the unit for an income-eligible household.
129. Do not deny households receiving Housing Choice Voucher assistance admission based on receiving such assistance. A household is income qualified if the amount of rent it can pay based on income, together with the voucher payment, is sufficient to cover the applicable rent.
130. Provide residents of set-aside units with access to all amenities offered within the entire development.
131. Set-aside units shall be comparable in size and floor plan and have the same finishes as similar units in the development. Clustering of set-aside units shall be avoided.
132. Notify the Landlord-Tenant Relations Division Chief at the Office of Housing in writing 90 days prior to leasing. Provide the City with marketing information 45 days prior to leasing, which shall include the affordable rents, fees, property amenities, and contact information for applications. The City shall notify interested parties of the availability of set-aside units. The Applicant shall not accept applications for set-aside units until 45 days after providing written notification to the Office of Housing or until the Office of Housing advises the Applicant that the information has been distributed and posted, whichever occurs

first.

133. List all set-aside units at Virginia Housing's website:
www.VirginiaHousingSearch.com.
134. Provide the City with the records and information necessary for annual compliance monitoring with the Housing conditions for the 40-year affordability period.
135. If the development involves Community Development Block Grant (CBDG), Home Investment Partnership Program (HOME), Section 108 loan funds, federal Housing Trust Fund, or other monies provided by the Department of Housing and Urban Development, then the Applicant shall consult and coordinate with Staff to ensure that the project complies with all federal environmental statutes, laws, and authorities.

For-Sale Set-Aside Conditions

136. In the event the project develops as or converts to a residential condominium, the number and size (number of bedrooms) of affordable set-aside for-sale units provided within the development shall be determined through an equivalency analysis consistent with the Eisenhower East Small Area Plan and completed at the time of Final Site Plan to the satisfaction of the Director of Housing. One-bedroom units shall be sold for \$225,000, two-bedroom units shall be sold for \$275,000, and three-bedroom units shall be sold for \$325,000. These prices include the cost of one parking space per unit. Set-aside units sold without a parking space shall be subject to a \$30,000 price deduction. For the purposes of the affordable for-sale set-aside units, dens are defined as being enclosed with a door, having a minimum of 70 square feet of floor area, being no less than seven feet in any horizontal dimension, and not housing any substantial mechanical equipment. Set-aside units sold with a den shall be subject to a \$25,000 price increase.
137. Set-aside units shall have the similar finishes, fixtures and appliances as similar units in the development, excluding optional upgrades. This condition does not require identical branding of appliances between market rate and set-aside units. Clustering of set-aside units shall be avoided.
138. Offer the same purchase incentives to potential market-rate and set-aside homebuyers, excluding sales price reductions or credits. Incentives may include non-monetary incentives, such as complimentary move-in services.
139. Provide set-aside homeowners with access to the same amenities to which market-rate homeowners have access.

140. Set-aside units shall be subject in perpetuity to deed restrictions recorded as covenants at the time of sale of each unit, per the City's resale restricted housing policy. The City shall provide covenant language before the final sale of any set-aside unit.
141. Advise the Office of Housing in writing of the delivery schedule for the set-aside units no less than 180 days prior to anticipated delivery. The City and the Applicant shall market the set-aside units jointly. The City reserves the right to select qualified buyers randomly through a lottery system.
142. Disclose to the City market rate pricing of similar units within 30 days of closing.
143. Pay any real estate agent commissions or attorney fees up to a maximum of \$2,500 per unit on the set-aside units.
144. Offer Virginia Housing mortgage financing to set-aside buyers through the City's preferred lender(s). If the preferred lenders are unable to offer a Virginia Housing loan, the selected lender shall offer a loan with interest rates and terms comparable to those provided by Virginia Housing.
145. If the development involves Community Development Block Grant (CDBG), Home Investment Partnership Program (HOME), Section 108 loan funds, federal Housing Trust Fund, or other monies provided by the Department of Housing and Urban Development, the Applicant shall consult and coordinate with Staff to ensure the project complies with all federal environmental statutes, laws, and authorities.

VIII. PUBLIC ART

146. Work with City staff to identify and incorporate on-site public art elements or provide an equivalent monetary contribution for public art within the Small Area Plan per the City's Public Art Policy, adopted December 13, 2014, to the satisfaction of the Directors of P&Z and RP&CA. (P&Z) (RP&CA)
147. Identify the location, type, and goals for public art in the Final Site Plan. Select the artist, finalize locations and medium, and provide a schedule for the art installation prior to Final Site Plan release. (P&Z) (RP&CA)
148. Install the public art prior to issuance of the first Certificate of Occupancy for each phase, to the satisfaction of the Directors of P&Z and/or RP&CA. (P&Z) (RP&CA) ***

149. The in-lieu contribution shall be \$0.30 per gross square foot, with a maximum contribution of \$75,000 per building prior to issuance of the first Certificate of Occupancy for each phase. On-site public art shall be of an equivalent value to the contribution. (P&Z) (RP&CA) ***

IX. USES AND SIGNS

A. RETAIL/COMMERCIAL

150. Identify and label all portions of the building which have a minimum floor to floor height of 15-feet as “retail-ready” prior to Final Site Plan release, to the satisfaction of the Director of P&Z.:
151. Future uses other than multifamily residential may be allowed within the “retail-ready” areas of the building without a major amendment to the current DSUP or related approvals, to the satisfaction of the Director of Planning & Zoning and provided that:
- a. Said uses regulated as administrative special uses or special uses according to the zoning of the site shall obtain said approvals pursuant to the Zoning Ordinance requirements in effect of the time of the request,
 - b. Provide operable entrances at the exterior of the building for each future non-residential tenant, and
 - a. Placing or constructing items that block visibility through windows of the interior commercial space from the street and the sidewalk, including but not limited to walls, window film, storage cabinets, carts, shelving, boxes, coat racks, storage bins, and closets, shall be prohibited.

B. SIGNAGE

152. Design building signs to relate in material, color, and scale to the building on which the sign is displayed to the satisfaction of the Director of P&Z. (P&Z) *
153. Design and develop a sign plan for wayfinding and directional signage that sets location, scale, massing, and character of all proposed signage prior to Final Site Plan release to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES) *

X. DISCLOSURE REQUIREMENTS

[FOR SALE RESIDENCES]

154. Incorporate these elements in the Condominium/Homeowner’s Association (HOA) documents to retain trees proposed to be saved:

- a. Comply with other restrictions deemed necessary by the City Attorney (P&Z)

XI. SUBDIVISIONS

155. The final subdivision plat shall comply with the requirements of § 11-1709 of the Zoning Ordinance. (P&Z) *
156. Depict the location of all easements and reservations, including those required in this approval, on the Final Subdivision Plat. Do not construct any permanent building or retaining wall over any existing private and/or public utility easements. (T&ES) *
157. Revise the plat to incorporate the edits specified by T&ES Staff in the comment letter dated April 20th, 2022, prior to submitting the Final Subdivision Plat and first Final Site Plan submissions. (P&Z) (T&ES) *
158. Provide a georeferenced CAD file in **AutoCAD 2018**.dwg format that adheres to the National CAD Standards with the Signature Set submission. The file shall include the subdivision plat including existing and new parcels and neighboring parcels. Identify legal lot numbers for each lot and document the square footages. Show adjacent lots and their Tax Map numbers on the subdivision plat. (GIS) *

CITY DEPARTMENT CODE COMMENTS

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

A. Planning and Zoning (P&Z)

- C - 3 Submit as-built documents for all landscape and irrigation installations with the as-built plan and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines. (P&Z) (T&ES) *****
- C - 4 Identify all trees to remove and protect/preserve in the tree conservation and protection plans prior to Final Site Plan release. Detail construction methods to reduce disturbance within driplines. Schedule an on-site inspection of existing conditions with the City Arborist and Natural Resources Division Staff prior to preparing the Tree Conservation and Protection Plan. *
- C - 5 The landscape elements of this development are subject to Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Performance and Maintenance Bond release are subject to inspections by City Staff per City Code requirements. A final inspection for landscaping must occur three years after completion. (P&Z) (T&ES) *****

- C - 6 Any parking requirement may be adjusted within five percent of the requirement if the Director of P&Z determines that physical requirements of the building prevent complying with the specific number of required parking spaces per § 8-200(A)(2)(c)(i) of the Zoning Ordinance. (P&Z) (T&ES)

B. Code Administration (Building Code)

- F - 1. The review by Code Administration is a preliminary review only. Once the Applicant has filed for a building permit, code requirements will be based upon the building permit plans. A preconstruction conference is recommended for large projects. Contact the Code Administration Office, Plan Review Supervisor at (703) 746-4200 with any questions.
- C - 1 New construction or alterations to existing structures must comply with the current Uniform Statewide Building Code (USBC) in effect when applying for building permit(s).
- C - 2 Facilities shall be accessible for persons with disabilities per the current Virginia Uniform Statewide Building Code in effect when applying for building permit(s).
- C - 3 Submit a soils report with the building permit application for all new and existing building structures. **
- C - 4 Submit an abatement plan from a licensed Pest Control Company to prevent rodents from spreading from the construction site to the surrounding community and sewers to the Department of Code Administration prior to receiving a demolition or land disturbance permit. Code Administration Staff will conduct a pre-demolition site survey to verify that the abatement plan is consistent with the field installation. **
- C - 5 Submit a wall location plat prepared by a land surveyor to the Department of Code Administration prior to any building framing inspection. **

C. Federal Environmental Reviews:

- F - 1. Any project that is defined as a federal undertaking, in accordance with the National Historic Preservation Act of 1966 requires a § 106 review or other National Environmental Policy Act (NEPA) review. Projects that require federal review, approval or permitting, or projects that include federal funding are generally considered a federal undertaking. Coordinate with the Virginia Department of Historic Resources or the appropriate federal or state agency to determine the requirements and process and consult with City Staff.
- Information on the § 106 process is at www.achp.gov or www.dhr.virginia.gov/environmental-review/
 - Information on the NEPA process is at www.epa.gov

D. Archaeology

- C - 1 All archaeological preservation measures shall comply with § 11-411 of the Zoning Ordinance.

E. Transportation & Environmental Services (T&ES)

- F - 1. Prepare the Final Site Plan per the Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at: <http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf> (T&ES) *
- F - 2. Show and label the sanitary and storm sewer and water line in plan and profile in the first Final Site Plan, cross referencing sheets if plan and profile cannot be on the same sheet. Provide existing and proposed grade elevations plus the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES) *
- F - 3. Provide a dimension plan with all proposed features, the final property lines, and associated property line annotation. When possible, show all annotation pertaining to the final property line configuration on the site layout sheet (also referred to as the site plan sheet). (T&ES) *
- F - 4. Construct all storm sewers to the City of Alexandria standards and specifications. The minimum diameter for storm sewers is 18-inches in the public right-of-way and the minimum size storm sewer catch basin lead is 15-inches Acceptable pipe materials are Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, the Director of T&ES may approve AWWA C-151 (ANSI A21.51) Class 52. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes are acceptable. The minimum and maximum velocities are 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 - 5. Construct all sanitary sewers to the City of Alexandria standards and specifications. The minimum diameter of sanitary sewers is 10-inches in the public right-of-way and sanitary lateral 6-inches for all commercial and institutional developments; however, a 4-inch sanitary lateral is acceptable for single family residences. Acceptable pipe materials are 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-inches or larger diameters); Class III may be acceptable on private properties. Minimum and maximum velocities are 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 - 6. Provide a horizontal separation of 10-feet (edge to edge) between a storm or sanitary sewer and a water line. However, if this horizontal separation cannot be achieved, then install the sewer and water main in separate trenches and set the bottom of the water main at least 18-inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved, then use Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for the sewer pipe material and pressure test it in place without leakage prior to install. (T&ES) *, ****
- F - 7. Provide at least 18-inches of vertical separation for sanitary sewer and 12-inches for storm sewer when a water main over crosses or under crosses a sanitary/storm sewer. However, if this cannot be achieved, then construct both the water main and the sanitary/storm sewer using 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. Center a section of water main pipe at the point of crossing and pressure test the pipes in place without leakage prior to installation. Provide adequate structural support for sewers crossing over the water main (i.e., concrete pier support and/or concrete encasement) to prevent damage to the water main. Encase in concrete sanitary sewers under creeks and storm sewer pipe crossings with less than 6-inch clearance. (T&ES) *, ****
- F - 8. No water main pipe shall pass through or touch any part of sanitary/storm sewer manhole. Place manholes at least 10-feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, ensure that the manhole is watertight and tested in place. (T&ES) *, ****
- F - 9. Maintain at least 12-inches of separation or clearance from water main, sanitary, or storm sewers when crossing underground telephone, cable TV, gas, and electrical duct banks. If this separation cannot be achieved, then use Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 material for the sewer pipe for a distance of 10-feet on each side of the point of crossing and pressure test it in place without leakage prior to installation. Provide adequate structural support for sanitary/storm sewers and water main crossing over the utilities (i.e., pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES) *, ****
- F - 10. Design any rip rap per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES) *, ****
- F - 11. Provide the dimensions of parking spaces, aisle widths, etc. within the parking garage on the Final Site Plan. Exclude column widths from the dimensions. (T&ES) *, ****

- F - 12. Show the drainage divide areas on the grading plan or on a sheet that includes topography and structures where each sub-area drains. (T&ES) *
- F - 13. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES) *
- F - 14. Show all existing and proposed public and private utilities and easements on the Final Site Plan with a narrative. (T&ES) *
- F - 15. Provide a Maintenance of Traffic Plan with the Construction Management Plan prior to Final Site Plan release that replicates the existing vehicular, pedestrian, and bicycle routes as closely as practical. Maintain pedestrian and bike access adjacent to the site per Memo to Industry #04-18. (T&ES) *
- F - 16. Include these notes on all Maintenance of Traffic Plan Sheets (MOT): (T&ES)
 - a. Include the statement: "FOR INFORMATION ONLY" on all MOT Sheets. *
 - b. No sidewalks can remain closed for the duration of the project. Temporary sidewalk closures are subject to separate approval from T&ES at the time of permit application.
 - c. Contractor shall apply for all necessary permits for uses of the City right-of-way and shall submit MOT Plans with the T&ES Application for final approval at that time.
- F - 17. Add complete streets tabulation to the cover sheet with the Final Site Plan submission. (T&ES) *
- F - 18. Parking for the residential and commercial uses shall match the Zoning Ordinance requirements in effect at approval by the City Council and/or Planning Commission. (P&Z) (T&ES) *
- F - 19. Maintain a separation of 150 feet between the beginning of street corner radius and any driveway apron radius on arterial and collector roadways, with a minimum of 100 feet permitted, subject to the approval of the Director of T&ES. (T&ES) *
- F - 20. Maintain a minimum separation of 30 feet on residential streets between the beginning of the street corner radius and any driveway apron radius. (T&ES) *
- C - 1 Complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site, per Article XI of the Zoning Ordinance. If the existing storm system is inadequate, design and build on-site or off-site improvements to discharge to an adequate outfall, even if post development stormwater flow from the site is less than pre-development flow. Demonstrate that a non-erosive stormwater outfall is present to the satisfaction of the Director of T&ES. (T&ES) *
- C - 2 Comply with the stormwater quality requirements and provide channel and flood protection per the Article XIII of the Zoning Ordinance. Meet the peak flow requirements of the Zoning Ordinance if the development proposes combined uncontrolled and

controlled stormwater outfall. If the project site is within the Braddock-West watershed or a known flooding area, provide an additional 10 percent storage of the pre-development flows in the watershed to meet detention requirements. (T&ES) *

- C - 3 Design stormwater facilities that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems according to Article XIII of the Zoning Ordinance, § 13-114(F), as signed and sealed by a professional engineer registered in Virginia. Include the adequate outfall, inlet, and hydraulic grade line analyses to the satisfaction of the Director of T&ES. Provide the references and/or sources used to complete these analyses. (T&ES) *
- C - 4 The proposed development shall conform to all requirements and restrictions set forth in § 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES) *
- C - 5 Provide additional improvements to adjust lighting levels if the site does not comply with § 13-1-3 of the City Code, to the satisfaction of the Director of T&ES to comply with the Code. (T&ES) *
- C - 6 The location of customer utility services and installing 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 per Title 5, Ch. 3, § 5-3-2 and § 5-3-3, respectively. The transformers, switch gears, and boxes shall be outside of the public right-of-way. (T&ES)
 - a. All new customer utility services, extensions of existing customer utility services, and existing overhead customer utility services supplied by any existing overhead facilities must be installed underground below the surface of the ground unless exempted by City Code § 5-3-2, to the satisfaction of the Director of T&ES. *, ****
 - b. Install all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to transmit or distribute any service (electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam, or petroleum) whether or not on streets, alleys, or other public places of the City must be installed underground or below the surface of bridges and elevated highways unless exempted by City Code § 5-3-3, to the satisfaction of the Director of T&ES. *, ****
- C - 7 Discharge flow from downspouts, foundation drains, and sump pumps to the storm sewer per the requirements of Memorandum to Industry 05-14. Pipe discharges from downspouts and sump pump to the storm sewer outfall, where applicable after treating for water quality per Article XIII of the Zoning Ordinance. (T&ES) *, ****
- C - 8 Provide a total turning radius of 25-feet and show turning movements of standard vehicles in the parking lot per the latest AASHTO vehicular guidance per the

requirements of Title 4, Ch. 2, Article B, § 4-2-21, Appendix A, § A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access to the satisfaction of the Directors of T&ES, Office of Building, and Fire Code Administration. (T&ES) *

- C - 9 Provide storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines" to the satisfaction of the Director of Transportation & Environmental Services. Show the turning movements of the collection trucks, minimizing the need to reverse to perform trash or recycling collection. The City's storage space guidelines are at: <https://www.alexandriava.gov/ResourceRecovery> or by contacting the City's Resource Recovery Division at 703.746.4410 or commercialrecycling@alexandriava.gov. (T&ES) *
- C - 10 Include a note on the Final Site Plan that mandates delivering all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. Stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES) *
- C - 11 Submit a Recycling Implementation Plan to the Solid Waste Division, as outlined in Article H of Title 5 prior to Final Site Plan release. The form is available at: <https://www.alexandriava.gov/ResourceRecovery> or contact the Resource Recovery Division at 703.746.4410 or CommercialRecycling@alexandriava.gov. (T&ES) *
- C - 12 Satisfy the City's Minimum Standards for Private Streets and Alleys prior to Final Site Plan Release. (T&ES) *
- C - 13 Post the bond for the public improvements before Final Site Plan release. (T&ES) *
- C - 14 Provide plans and profiles of utilities and roads in public easements and/or public right-of-way for review and approval prior to Final Site Plan release. (T&ES) *
- C - 15 Provide a phased erosion and sediment control plan consistent with the grading and construction plan prior to Final Site Plan release. (T&ES) *
- C - 16 Provide as-built sewer data with the final as-built process per the Memorandum to Industry, dated July 20, 2005 prior to release of the Performance Bond. Prepare initial site survey work and plans using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Reference the control points/benchmarks used to establish these coordinates. (T&ES) *****
- C - 17 Design the thickness of sub-base, base, and wearing course 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. Determine the values of California Bearing Ratios used in the design by field and/or laboratory tests. Using an

alternate pavement section for Emergency Vehicle Easements to support H-20 loading designed using California Bearing Ratio determined through geotechnical investigation and using VDOT method (Vaswani Method) and standard material specifications is acceptable to the satisfaction of the Director of T&ES. (T&ES) *, ****

- C - 18 Provide all pedestrian, traffic, and wayfinding signage per the Manual of Uniform Traffic Control Devices, latest edition to the satisfaction of the Director of T&ES. (T&ES) *
- C - 19 No overhangs (decks, bays, columns, post, or other obstructions) shall protrude into public rights-of-ways, public easements, and the pedestrian or vehicular travel ways unless otherwise permitted by the City Code or additional City approvals are obtained. (T&ES) *
- C - 20 Design all driveway entrances, curbing, etc. in or abutting public right-of-way per City standards. (T&ES) *
- C - 21 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 22 Comply with the City of Alexandria's Noise Control Code, Title 11, Ch. 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 23 Comply with the Alexandria Noise Control Code Title 11, Ch. 5, § 11-5-4(b)(15), which permits construction activities to occur during these hours: (T&ES)
 - i. Monday Through Friday from 7 AM to 6 PM
 - ii. Saturdays from 9 AM to 6 PM
 - iii. No construction activities allowed on Sundays and holidays
- a. § 11-5-4(b)(19) further restricts pile driving to these hours:
 - i. Monday through Friday from 9 AM to 6 PM
 - ii. Saturdays from 10 AM to 4 PM
 - iii. No pile driving is allowed Sundays and holidays
- b. § 11-5-109 restricts excavating work in the right-of-way to:
 - i. Monday through Saturday 7 AM to 5 PM
 - ii. No excavation in the right-of-way allowed on Sundays, New Year's Day, Independence Day, Thanksgiving, and Christmas.
- C - 24 Comply with the stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default, and stormwater quantity management per Article XIII of the Zoning Ordinance. (T&ES) *

- C - 25 Comply with the City of Alexandria, Erosion, and Sediment Control Code, Title 5, Ch. 4. (T&ES) *
- C - 26 Obtain all necessary permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources for all project construction and mitigation work prior to Final Site Plan release. This condition includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan for land disturbing activities equal to or greater than one acre. Refer to the Memo to Industry 08-14: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. (T&ES) *
- C - 27 Provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final Site Plan. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, provide an electronic copy of the SWPPP Book with the Signature Set submission and a copy of the coverage letter must be added to the plan sheet containing the stormwater management calculations. Include an electronic copy of the SWPPP Binder Book in the released site plans and include a hardcopy of the SWPPP Binder Book with the on-site construction drawings. Separate parcel owners must seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES) *

F. Information Technology

- R - 1. Coordinate with the GIS Division for address assignments at tenant fit out for all first-floor bays with a street-facing door as their primary access. These uses may not use the primary building address for their address. Contact the Addressing Coordinator in the GIS Division 703.746.3823 for each new tenant to receive the address based on the primary entrance door. (GIS)
- R - 2. Development cases should not use any addresses in their case name as existing site addresses may change during development. (GIS)

G. Fire Department

- C - 1 Show the location of Fire Department Connections (FDC) prior to Final Site Plan release. (P&Z) (Code) *
- R - 1. Consider letting the Alexandria Fire Department use buildings that will be razed for training exercises. The Fire Department will formulate conditions of use between the parties and provide a hold harmless agreement to the owner or their representative.

H. Police Department

[Parking Garage Recommendations]

- R - 1. Gate off the section of the underground garage dedicated to residents from the retail section. Control access by electronic means. This design helps prevent tampering with resident's vehicles and other crimes.
- R - 2. Provide controlled access for doors in the garage (garage levels only) that lead to the stairwell. Controlled access must not interfere with the emergency push-bar release located on the inside of the stairwell.

[Landscape Recommendations]

- R - 3. Plant shrubbery that achieves a natural growth height of no more than 2.5 to 3 feet with a maximum height of 3 feet when it matures to avoid obstructing the view of patrolling law enforcement officers.

[Open Space]

- R - 4. Choose benches middle armrests to deter unwanted sleeping and skateboarding.

[Miscellaneous]

- R - 5. Use addresses numbers with contrasting colors to the background, at least 3 inches high, reflective, and visible from the street, and placed on the front and back of each home. Avoid using brass or gold numbers. This design aids emergency responders.
- R - 6. Equip all ground floor windows with a device or hardware that enables securing them in a partially open position. This design prevents breaking and entering when the windows are open for air.
- R - 7. Install "door-viewers" (commonly known as a peepholes) for all doors on the ground level that lead directly into an apartment to increase security for the occupant.

Asterisks denote:

- * 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 issuance of the Certificate of Occupancy
- **** Condition must be fulfilled prior to release of the bond

IX. COORDINATED DEVELOPMENT DISTRICT (CDD) #2 **CONDITIONS**

SECTION A | CONDITIONS APPLYING TO BLOCK(S): 23

A. GENERAL

159. The Applicant shall comply with the Coordinated Development District (CDD) Conceptual Design Plan, accompanying this application and dated March 30, 2022, all conditions contained herein, and with the zoning requirements of CDD #2. (P&Z)
160. CDD #2 includes properties known as Blocks 1, 2A, 2B, 3A, 3B, 4, 5, 6A, 6B, 6C, 7, 8, 9A, 9B, 10A, 10B, 11, 12, 13, 14, 15A, 15B, 16, 17, 18, 19, 20, 23 as designated in the Eisenhower East Small Area Plan (EESAP) and the CDD Conceptual Design Plan. (P&Z)
161. The conditions of this approval are binding upon the Applicant, its successors and/or assigns. (P&Z)
162. Each block(s) and/or building(s) shall obtain approval of a Development Special Use Permit (DSUP) and any other applicable approvals (including Special Use Permit (SUP) approval for bonus density as applicable) prior to construction. The Applicant may seek approval of a Development Site Plan (DSP) in lieu of a DSUP for the construction of certain infrastructure items (roads, utilities, etc.) with the approval of the Directors of Planning & Zoning and Transportation & Environmental Services. DSUPs and DSPs may be submitted for a portion of a block or infrastructure item when an Applicant can provide sufficient information regarding the location, approximate size, type, uses, open space, parking, loading access and additional information as needed for the remainder of the block and adjoining blocks, streets, and open space to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES)
163. The CDD Conceptual Design Plan shall be valid no more than 10 years beyond the City Council approval of the CDD Conceptual Design Plan dated March 30, 2022. Upon the approval of the final certificate of occupancy for each DSUP in the CDD #2 area, the CDD Conceptual Design Plan expiration date shall extend the validity period for an additional 10 years beyond the approval date of the most recent final certificate of occupancy, unless the City engages in a substantive Small Area Plan update for CDD #2, at which point the existing CDD shall be valid until 3 years after the approval of the EESAP update. (P&Z)
164. The Directors of P&Z and T&ES may require that infrastructure, open space, land uses and other matters adjacent to the subject site deemed necessary to review a preliminary DSUP application also be shown in the preliminary DSUP application. (P&Z) (T&ES)

165. The Applicant(s) shall coordinate, to the extent necessary, with other property owners and Applicant(s) within CDD #2 on the design of streets, parks-open spaces, sewer systems and other related infrastructure and construction. (P&Z) (T&ES)

B. DEDICATIONS

166. Prior to the release of the first DSUP for each development block of the CDD Conceptual Design Plan, the Applicant shall submit subdivision plats, easement plats, deeds, and any other necessary documentation to the satisfaction of the Director of Planning & Zoning and subsequently dedicate to the City, or as otherwise directed by the City in fee simple or by easement, the following minimum land dedications, reservations and easements located immediately adjacent to each respective block as shown on the final CDD Conceptual Design Plan, and if applicable, the following minimum land dedications in locations necessary for access to a given block from existing streets:
- a. Dedication of right-of-way for all required new public streets or portions thereof;
 - b. Dedication of right-of-way for all new public streets or portions thereof deemed optional at the discretion of the Applicant;
 - c. Dedication of land for public park purposes;
 - d. Dedication of any public parks and or recreational easements shown on the CDD Conceptual Design Plan; and
Dedication of all other easements that may be required, including but not limited to public access easements and emergency vehicle easements. (P&Z) (T&ES)
167. Each development block within the CDD Conceptual Design Plan area shall dedicate land, as applicable, along the Eisenhower Avenue, Stovall Street, Mandeville Road, and Mill Road, Elizabeth Lane, new Southern Street frontages of the CDD Conceptual Design Plan area to accommodate an enhanced bicycle corridor for each street as called for in the EESAP "Figure 16: Bicycle Network and Pedestrian and Bicycle Master Plan". This land dedication is in addition to any land required to be dedicated through future DSUP approvals for sidewalk and streetscape improvements along these streets. Final dedication areas shall be determined with the first DSUP for development on each street, unless the City requests the area be dedicated prior to that time in conjunction with a Complete Streets project for either street. (P&Z) (T&ES)
168. All streets within the CDD Conceptual Design Plan area shall be dedicated as public streets except:
- a. Private streets and private alleys may be allowed to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services and if approved as part of future DSUPs for individual buildings; and
 - b. The Directors of Planning & Zoning and Transportation & Environmental Services may delay City acceptance of public rights-of-way within the CDD Conceptual

Design Plan area until prior to the release of the final DSUP within the CDD Conceptual Design Plan. Should the City delay acceptance of any streets, the Applicant must maintain said street(s) as private, publicly-accessible street(s) in good condition from the time said street(s) are constructed until such time that the Directors choose to accept them as public right-of-way. (P&Z) (T&ES)

169. In instances where the Directors of Planning & Zoning, Recreation, Parks and Cultural Activities, and Transportation & Environmental Services require public access easements or public park and recreational easements for open space, plazas, streets, and/or sidewalks, the easement(s) shall be perpetual public access and use easements. The easements shall allow the public to access parks, at a minimum, for all uses and hours associated with public parks. The City and the Applicant reserve the right within the easement to reprogram the park by mutual agreement so long as the reprogramming is consistent with the intent of the park. (P&Z) (T&ES) (RPCA)

C. INFRASTRUCTURE

170. All proposed new streets outlined in the EESAP “Figure 8: Street Network and Blocks” (for the applicable block(s)) shall be shown in the CDD Conceptual Design Plan. (P&Z) (T&ES)
171. The Applicant for each development block within the CDD Plan area shall be responsible for the applicable, adjacent pedestrian and bicycle connections outlined in the EESAP “Figure 15: Pedestrian Network Improvements” and “Figure 16: Bicycle Network” to the satisfaction of the Directors of Planning & Zoning and Transportation and Environmental Services. (P&Z) (T&ES)
172. Provide streets consistent with the street hierarchy depicted in the EESAP “Figure 9: Street Hierarchy”.
 - a. Curb cuts are prohibited on “A” Streets.
 - b. Curb cuts are allowed on “B” and “C” Streets based on the context of each site and will be evaluated during the development review process. (P&Z) (T&ES)
173. Provide streets consistent with the complete street typology map in the EESAP “Figure 10: Complete Streets” and with the street sections in Figures 10a, 10b, 10c, and/or the note on EESAP page 39, or as further refined during the DSUP process and consistent with the intent of the EESAP. (P&Z) (T&ES)
174. All buildings must have adequate loading dock and/or pull-off capacity for delivery vehicles to avoid blocking EVE lanes. Additional signage may be necessary to the satisfaction of the Director of T&ES. (Fire)

175. The following minimum infrastructure items shall be depicted on the first DSUP request for each block in the CDD Conceptual Design Plan area, and for the entirety of each block unless waived by the Directors of Planning & Zoning and Transportation & Environmental Services, regardless of whether the first DSUP on each block requests approval for all buildings anticipated on said block. The following minimum infrastructure items shall also be constructed or installed as depicted on the approved first DSUP requests for each block at no cost to the City, and prior to the issuance of the first Certificate of Occupancy for the first building within the DSUP approval containing said infrastructure items, to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services:
- a. The entire final road surface, parking lanes, traffic signs and signals, and necessary roadway markings for all required new streets or portions thereof.
 - b. Curbs and gutters for all streets.
 - c. ADA-compliant curb ramps.
 - d. Any revised traffic signs, traffic signals, or roadway markings that may be necessary, as determined by the Directors of Planning & Zoning and Transportation & Environmental Services through the DSUP process, along existing streets adjacent to the CDD Conceptual Design Plan area.
 - e. The approved streetscape dimensions as generally shown on the CDD Conceptual Design Plan Final Site Plan;
 - f. All grading, topography, and spot elevation necessary to review the proposed infrastructure;
 - g. All necessary above and below-grade utilities, including stormwater, sanitary, water and electrical connection; and
 - h. Any necessary temporary facilities related to transit facilities for applicable blocks. (P&Z) (T&ES)
176. All new fire hydrants on public streets shall be City owned and maintained. All hydrants on private streets shall be owned, inspected, tested, and maintained by the property owner or their representative. Hydrants must be installed and functional prior to issuance of the Certificate of Occupancy. (T&ES)
177. All infrastructure within future public rights-of-way shall be designed and constructed to City Standards while materials used within the private roadways may be alternate materials to the satisfaction of the Directors of T&ES and P&Z and determined during individual DSUP approvals. (P&Z) (T&ES)
178. DSUP Applicants for blocks along Eisenhower Avenue shall coordinate their designs and not preclude all phases of the Eisenhower Avenue Widening Plan, being implemented by the Department of Project Implementation. The Eisenhower Avenue Widening Plan shall not be modified within a year of completion, unless otherwise approved in the DSUP. (DPI) (T&ES) (P&Z)

D. BUILDING REQUIREMENTS

179. Building heights shall be consistent with the range of allowed maximum and minimum heights depicted in the EESAP “Table 1: Development Summary” and “Figure 6: Building Heights”, unless as outlined in condition #22. (P&Z)
180. Building heights may be increased beyond the maximum building height listed in the EESAP “Table 1: Development Summary” in the locations marked with green hexagons in “Figure 11: Placemaking” to allow for flexibility and variety in building heights. Building heights may be increased when smaller building podiums and a more vertical and slender form and mass of a building are proposed. Building heights beyond the maximum requirement will be reviewed on a case-by-case basis with review by the Eisenhower/Carlyle Design Review Board (DRB) and to the satisfaction of the Director of Planning and Zoning. Height allowed beyond the maximum height is intended for design purposes only and shall not result in increased density. (P&Z)
181. The maximum height of an above grade parking podium is 65 feet, except as outlined below:
 - a. The maximum height of an above grade parking podium is 75 feet for: 1) buildings on “A” Streets that meet the 100% above grade active use screening requirement for the “A” street frontage or 2) buildings that are 100% commercial (exclusive of Homes for the Elderly or comparable senior-serving uses). (P&Z)
182. Active screening of above-grade parking shall consist of occupied space (residential, commercial or other uses listed in the CDD #2 table under Zoning Ordinance Section 5-602, or other similar use) that incorporates vision glass, window coverings, and interior lighting, or as approved by the Director of Planning and Zoning. (P&Z)
183. DSUP applications within CDD #2 are to be reviewed for compliance with the applicable urban design guidelines by the DRB. (P&Z)
184. Final site plan, building design, elevations, details, materials and mock-up panels shall be subject to approval by the DRB during all phases of the project. (P&Z)
 - a. For those blocks providing retail, the height of ground floor uses shall be designed to be ready for retail uses. (P&Z)
 - b. For buildings exceeding 200 linear feet along a perimeter, provide a strong vertical articulation, utilizing a significant change in plane, materials, or both, to visually break down the massing into two or more sections. (P&Z)

E. COORDINATED SIGNAGE

185. Each development block shall provide a coordinated wayfinding and parking signage plan] that is designed with consistent colors, styles and sizes to the satisfaction of the Director of Planning & Zoning. (P&Z)

F. USES

186. All development shall demonstrate how the applicable development blocks are compliant with the CDD Conceptual Design Plan, the CDD #2 zone requirements, and the minimum commercial, retail, and open space requirements depicted in the EESAP “Figure 4: Land Use” and “Table 1: Development Summary”. (P&Z)
187. The following shall be provided for the Required and Preferred Active/Retail Streets, to the satisfaction of the Director of Planning & Zoning:
- a. Ground-floor uses along Required Active/ Retail Streets (as defined in the EESAP) should include uses such as, retail, restaurant, personal service, health and wellness, indoor recreation, concert or performance venues, art galleries, museums, community service providers, maker spaces, childcare facilities, pet grooming and care facilities, grocery stores, or other similar uses as permitted in the CDD zoning table under Zoning Ordinance Section 5-602. Non-typical retail uses such as coworking and brewery/distillery, are permitted to a limited extent if the use meets the intent of the EESAP and provides a public serving component (such as hosting community meetings and public functions, including an embedded retail/restaurant, or providing outdoor seating). (P&Z)
188. Home for the Elderly and other comparable senior-serving uses are permitted on all “Flex Blocks” (as denoted on the EESAP “Figure 4: Land Use”) where commercial uses are allowed, but do not count toward minimum commercial requirements specified in the EESAP “Figure 4: Land Use”. Home for the Elderly and other comparable senior-serving uses are not permitted on the 100% commercial blocks. (P&Z)
189. Institutional, recreational, medical, and educational uses are permitted on all blocks where commercial uses are allowed per the EESAP. (P&Z)
190. Community facilities (public school, recreation or library satellite space, indoor community meeting space, and other comparable community serving public uses) are permitted within each development block. Community facilities will not count against a building’s maximum volume or height in “Table 1: Development Summary”, and the building may exceed the maximum height limit by the number of floors provided by the community facility. (P&Z)

191. Uses such as warehouse, storage, and data centers that are not consistent with the Plan's intent for people-focused neighborhoods, are not permitted. (P&Z)
192. Provide ground floor retail uses in the required Retail Focus Areas as generally depicted in the EESAP "Figure 5: Retail Focus Areas". (P&Z)
193. Permitted uses in the Retail Focus Areas as outlined in the EESAP "Figure 5: Retail Focus Areas" include retail, restaurant, personal service, and amusement enterprise and per the Small Area Plan or approval for the Director of Planning and Zoning. Permitted uses in the Retail Focus Areas should generally constitute a majority of the ground floor space. Retail uses may be provided in other locations if consistent with the intent of the EESAP. (P&Z)

G. PARKING

194. Only parking maximum provided in the Zoning Ordinance shall apply for each development block, parking minimums shall not be applicable. (P&Z) (T&ES)
195. Passenger pickup and drop-off along Eisenhower Avenue are prohibited from encroaching into on or off-street bike lanes. (P&Z) (T&ES)
196. A minimum of one full level of parking will be located below grade, if not precluded by environmental or structural issues. (P&Z) (T&ES)
197. If parking will be shared across individual properties and among uses in the CDD Conceptual Design Plan area to satisfy the parking requirements, the Applicant shall provide a Shared Parking Plan with the DSUP that summarizes all proposed uses and parking requirements within the CDD and indicates locations of parking to satisfy these requirements. This Plan shall be updated with subsequent DSUPs that will also use shared parking. (P&Z) (T&ES)
198. Each DSUP Applicant with the CDD shall make the greatest effort feasible to consider shared parking with other development blocks with the CDD. (P&Z) (T&ES)
199. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the Applicant desires shall be shown on the final site plan. Within the project area, any parking meters required by the DSUP, which are placed on private streets with public access easements or on public rights-of-way, shall be acquired and installed by the Applicant in accord with City specifications. The City reserves the right to enforce parking meters on private streets containing public access easements. (P&Z) (T&ES)
200. Bicycle parking shall be required with each DSUP per Alexandria's Bicycle Parking Guidelines. (T&ES)

H. TRANSPORTATION/TRAFFIC

201. A Traffic Impact Analysis containing all information deemed necessary shall be provided with each second conceptual DSUP submission within the CDD Conceptual Design Plan area if deemed necessary by the Directors of Planning & Zoning and Transportation & Environmental. (T&ES)

I. HOUSING

202. Where applicable, each DSUP Applicant within the CDD Plan area shall comply with the City's published relocation policies and process in effect at the time of each DSUP application. (Housing)
203. Where applicable, each DSUP Applicant within the CDD Plan area shall submit to the Office of Housing a draft Affordable Housing Plan (AHP) consistent with published Affordable Housing Plan Guidelines. Each DSUP Applicant shall present the final proposed AHP to the Alexandria Housing Affordability Advisory Committee and other boards and commissions, consistent with the AHP Guidelines, for review prior to the CDD's consideration by Planning Commission and City Council. (Housing)
204. Each DSUP Applicant proposing residential rental development within the CDD Plan Area shall provide ten percent of the residential development above that established in the EESAP "Table 5: Base Development" as committed affordable housing. The committed affordable housing requirement for each DSUP Applicant proposing residential condominium development or other for-sale development within the CDD Plan area above the residential development established in the EESAP "Table 5: Base Development" shall be based on an equivalency analysis completed at the time of each DSUP application. (Housing)
- a. Residential development resulting from the conversion of commercial development established in the EESAP Plan "Table 5: Base Development" is excluded from the ten percent requirement.
 - b. Modifications (decreases and increases) to the housing affordability requirement may be considered by City Council at the time of each DSUP application in the CDD Plan area in limited circumstances and subject to a third-party financial analysis consistent with the EESAP. Requests for a modification, along with a narrative and analysis explaining why such a request is justified, shall be submitted no later than at the time of the Concept 2 submission.
 - c. Committed affordable rental set-aside units shall be affordable to households with incomes at 60% of the area median income (AMI).

- d. Committed affordable homeownership set-aside units shall be consistent with the affordable housing policies and procedures in effect at the time of each DSUP application; such units shall have covenants restricting future resale to ensure long term affordability.
 - e. Committed affordable set-aside units shall be subject to the City’s published standard set-aside conditions, policies, and procedures in effect at that time of each DSUP application. (Housing)
205. Prior to the Concept 2 submission, each DSUP Applicant proposing residential development within the CDD Plan Area shall discuss opportunities with the Office of Housing for the City to achieve an additional five or more percent of new residential development above the residential development established in the EESAP “Table 5: Base Development” as committed affordable housing through public-private-nonprofit partnerships. (Housing)
206. Each DSUP Applicant within the CDD Plan area may provide affordable set-aside units as part of affordable or mixed-income housing projects within the CDD plan area, subject to the mutual agreement of the Director of Housing and the Applicant. (Housing)
207. Each DSUP Applicant within the CDD Plan area shall provide contributions to the Housing Trust Fund on commercial development above that established in the EESAP “Table 5: Base Development” consistent with the City affordable housing contribution policies and procedures in effect at the time of each DSUP application. (Housing)
208. Each DSUP Applicant within the CDD Plan area shall provide contributions to the Housing Trust Fund on base development established in the EESAP “Table 5: Base Development” consistent with the City affordable housing contribution policies and procedures in effect at the time of each DSUP application. (Housing)
209. Each DSUP Applicant within the CDD Plan may convert contributions to the Housing Trust Fund into additional affordable set-aside units or set-aside units at deeper levels of affordability of an equivalent value, subject to the mutual agreement of the Director of Housing and the Applicant. (Housing)

J. OPEN SPACE

210. Each block will be responsible for the design and construction of the required on-site publicly accessible open space as generally depicted in the EESAP “Figure 3B: Publicly Accessible Open Space” and “Figure 3C: Park Typologies” and in the amount specified in the EESAP “Table 1: Development Summary” as part of the development of the block(s). Public rights-of-way shall not be counted as open space. (RP&CA) (P&Z) (T&ES).

211. In addition to the required publicly accessible open space specified in the EESAP “Figure 3B: Publicly Accessible Open Space”, each block developed with a residential use will provide a minimum 25% at- or above-grade open space. The percentage will be based on the development block, excluding required streets and parks. Blocks required to provide on-site publicly accessible open space as depicted in Figure 3B and “Table 1: Development Summary” are eligible for a one-for-one credit toward the 25% open space requirement for residential development. (P&Z)
212. Useable roof top open space/amenity spaces shall also be provided, in addition to any applicable at-grade open spaces, as part of future DSUP submissions for majority-residential buildings. Such spaces shall be designed as high-quality open space with active and passive uses for residents and building tenants. Roof top open space on office buildings may be accessible to the public if compatible with the building use as determined by the Directors of Recreation, Parks & Cultural Activities and Planning & Zoning in consultation with the Applicant as part of the DSUP process. Publicly accessible roof top open space shall be physically and/or visually accessible. (P&Z) (RP&CA)
213. The Applicant shall dedicate perpetual public access easements for all publicly accessible open space areas prior to the issuance of the certificate of occupancy for the subject/ adjoining development block. (P&Z) (RP&CA)
214. Publicly accessible ground level open spaces shall be maintained by the Applicant/owner or its successors, subject to the terms and conditions to be agreed upon between the City and Applicant as to use of the property for City events. Where publicly accessible open space abuts an active trail (as defined by the EESAP), the owner/successor shall review and coordinate maintenance responsibilities and schedules with the Department of Recreation, Parks and Cultural Activities and the Department of Transportation & Environmental Services. (P&Z) (RP&CA) (T&ES)
215. There shall be no occupiable buildings constructed in publicly accessible open spaces, unless specifically allowed by the Directors of Planning & Zoning and the Department of Recreation, Parks and Cultural Activities. (P&Z) (RP&CA)
216. Operating hours for publicly accessible parks and open spaces in the CDD Conceptual Design Plan area shall be at a minimum consistent with standard City park hours or as otherwise approved in future individual DSUPs to the satisfaction of the Directors of Planning & Zoning and Recreation, Parks & Cultural Activities. (P&Z) (RP&CA).
217. Publicly accessible open spaces within CDD #2 should generally be open to the public on a 24-hour basis. Determination of final hours of operation should be evaluated with each individual DSUP with CDD #2. (P&Z) (RP&CA)
218. Publicly accessible open spaces with CDD #2 should be designed as to make it clear that the space is intended for the public and not for private use. (P&Z)

K. CONTRIBUTION(S)

219. Pursuant to the EESAP, each development block shall provide a developer contribution of \$5 (in 2020\$) per net new square foot of additional development beyond the base development established in the EESAP “Table 5: Base Development”, excluding any square footage achieved through the application of Section 7-700 of the Zoning Ordinance. Developer contribution rates are subject to an annual escalation clause equivalent to the CPI-U for the Washington Metro area. Contribution rates will be recalculated in January of each year. The final contribution amount shall be calculated and verified by the Department of Planning and Zoning.

The Applicant may make payments in phases consistent with the approved construction phasing of project. Payments shall be made prior to the release of the first certificate of occupancy for each phase of construction. (P&Z)

L. ARCHAEOLOGY

220. Alexandria’s Archaeology Protection Code (<https://tinyurl.com/4vedfcc7>) may apply to projects in this Coordinated Development District (CDD) on a case-by-case basis. See the City of Alexandria Archaeological Standards (2021) (<https://tinyurl.com/825pvtwn>) or call Alexandria Archaeology with questions: 703.746.4399. (Archaeology)

M. UTILITIES

221. All above grade electrical transformers, switch gears, and associated utilities shall be located outside of the public rights of way, parks, and public alley(s) and screened to the satisfaction of the Director of P&Z or provided in underground vaults which shall comply with all applicable Dominion Virginia Power (DVP) standards. Ventilation grates shall not be located within public open space, sidewalks or streets - public right-of-way, or shall be the satisfaction of the Directors of P&Z, T&ES and RP&CA. The final location of the transformers and/or vaults shall be approved as part of the preliminary DSUP review for each building/block. (P&Z) (T&ES) (RP&CA)
222. As part of the DSUP process, the Applicant shall submit a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 06-14. The Applicant may be required to provide infrastructure improvements related to existing city-owned sanitary collector sewers to mitigate impacts from sanitary flows generated from development projects in this CDD. (T&ES)
223. All new utilities serving the block(s)/building(s) shall be placed underground at the cost of Applicant. All utilities with the exception of those having a franchise agreement with the City shall be located outside the public right-of-way; however, no transformers or switch gears shall be placed in the public right-of-way. (T&ES)

224. A connected underground conduit grid shall be installed in preparation of fiber and cable installation to provide high-speed communication and connectivity to all buildings and traffic signals within the sidewalk along the frontage of the block(s), from property line to property line. The conduits shall be the satisfaction of the Director of T&ES. This shall either be shown as part of DSUPs for individual buildings or within an infrastructure DSP. (T&ES)

N. STORMWATER

225. The Applicant shall meet the requirements set forth in the Environmental Management Ordinance (Chesapeake Bay Preservation Act) as adopted by the City of Alexandria at the time of the submittal of each preliminary DSUP. (T&ES)
226. For projects that implement a Stormwater Master Plan (SWMP), each phase of the development must meet the water quality requirements adopted by the City of Alexandria at the time of the submittal of each preliminary DSUP. This includes the 1) state phosphorus reduction and 2) Alexandria water quality volume default (WQVD) requirements. (T&ES)
227. The Applicant shall meet the requirements as set forth in Memorandum to Industry 01-18, Use of Manufactured/Proprietary Stormwater BMPs or applicable City Policy at the time of approval for each DSUP. (T&ES)
228. The stormwater runoff from impervious surfaces within new public rights-of-way shall receive treatment from stormwater Best Management Practice (BMP) facilities in accordance with Memo to Industry 21-02 or applicable City policy at the time of approval. (T&ES)
229. All stormwater treatment facilities (BMPs) and detention facilities installed pursuant to the DSUP approval shall be maintained by the property owner, Community Development Authority, Business Improvement District, Master Association, or similar entity. This includes facilities installed in public rights of way and public parks. (T&ES)
230. All required environmental reports must be submitted and reviewed for approval by the City prior to the release of construction plans and commencement of land-disturbing activities for each DSUP. (T&ES)

O. SUSTAINABILITY

231. Comply with the City's Green Building Policy in effect at the time of DSUP approval. Applicants may use LEED, or comparable rating systems as identified in the Green Building Policy. (P&Z)

- 232. All development in the CDD shall demonstrate that the roof(s) are solar ready, with the necessary conduit and available electrical panel area to enable future solar panel installation, on the Final Site Plan. (T&ES)
- 233. Parking structures shall have the electric panel capacity with a dedicated circuit adaptable for electrical vehicle charging in the future and for the amount set forth in the DSUP. (P&Z) (T&ES)
- 234. Multifamily residential buildings shall use electricity except for limited accessory elements of the building such as retail use, food and beverage uses, emergency generators, and common areas systems/amenities. For these limited accessory elements, the buildings shall be designed to support low cost and easy conversion from fossil fuel to electricity in the future. (P&Z) (T&ES)
- 235. The Applicant may propose additional strategies to the sustainability conditions outlined above and these additional sustainability strategies may be incorporated administratively to the satisfaction of the Directors of T&ES and P&Z. Staff encourages additional strategies specifically for carbon reduction. (P&Z) (T&ES)

P. STREET NAMES

- 236. All new streets shall be named and said street names require City Council approval through a Street Name Case request before assignment. Street Name Case requests for new street names within a CDD must be approved by City Council prior to the release of the first Final Site Plan for the respective CDD phase in which the public streets are located. (P&Z)

Q. INTERIM USES AND INTERIM CONDITIONS

- 237. New interim uses, including commercial uses consistent with the intent of the Small Area Plan, are encouraged but should be designed to be demountable/removable and easily removed from the property. Tenant leases may be renewed but each lease shall not exceed a timeframe of 5 years. (P&Z)
- 238. New interim parking lots not serving an interim use are prohibited. (P&Z)
- 239. The Applicant shall provide interim infrastructure improvements in the CDD Conceptual Design Plan area to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services when necessary, in order to access a given block from the existing public right-of-way. (P&Z) (T&ES)
- 240. Temporary screening shall be provided to conceal exposed construction and incomplete areas of the project to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services consistent with the following guidelines:

- a. Treatment of visible portions of structures intended to be covered by future constructed features shall include one or both of the following:
 - i. Installing building or structure-mounted fabric scrims and/or vinyl banners to screen and buffer views of structures (e.g. parking garages, faces of buildings) intended to be covered by future construction.
 - ii. Installing plantings that are coordinated with and are compatible with the overall design character of adjacent areas in future development zones.
 - b. Plantings can be used to screen and buffer views of structures (e.g. parking garages, faces of buildings) intended to be covered by future construction. Plant materials shall be fast growing species, primarily evergreen, and appropriate for short-term use. Planting / landscape interim conditions shall be to the approval of the Directors of P&Z, T&ES and RP&CA along the following guidelines:
 - i. Plantings shall be consistent with the Alexandria Landscape Design Guidelines.
 - ii. Undeveloped parcels shall be enhanced with temporary landscape treatments and/or site improvements, including:
 - c. Temporary sidewalks, walkways or staircases/ramps shall be constructed around undeveloped parcels. Walkways shall be constructed of asphalt or other approved material and be minimum 5 feet in width.
 - d. Site shall be graded with gentle slopes and even transitions to offer a safe condition.
 - e. Site shall be seeded with turf type grasses and maintained in a neat, mowed condition.
 - f. Except for screen planting defined above in ‘Treatment of visible portions of structures’, and tree planting associated with streetscapes, the site shall remain as an open lawn area for public use (where possible). (P&Z) (T&ES) (RP&CA)
241. All interim uses and temporary conditions which are considered by the Directors of P&Z and/or T&ES to require screening shall apply the minimum screening and interim improvements listed in Condition #82 above. (P&Z) (T&ES)
242. No interim uses shall be approved which preclude the layout or function of the approved CDD Conceptual Design Plan. (P&Z)

SECTION B | CONDITIONS APPLYING TO DEVELOPMENT PRIOR TO JANUARY 1, 2022

PART 1: Conditions Applying to Blocks 1, 2A, 2B, 3A, 3B, 4, 5, 6A, 6B, 6C, 7, 8, 9A, 9B, 11, 12, 14, 15A, 22, 24, 25A, 31

Note: The following CDD conditions have been carried forward from the most recent CDD approval, CDD #2019-0003. The following CDD conditions only apply to development approved prior to January 1, 2021, for the blocks listed above and will not apply to any new development going forward.

A. GENERAL:

1. **(DEFINITION)** The term “Settlement Agreement” means the “Hoffman Town Center Land Use and Parking Compromise” under original date of December 14, 2004, as amended under date of August 24, 2005. (P&Z)
2. **(DEFINITION)** The term “Hoffman Process Agreement” means that portion of the Settlement Agreement so denominated and setting forth the sequence of submissions/approvals governing the process for approval of the development permits for the Hoffman Property development blocks within the Eisenhower East area. A copy of the Hoffman Process Agreement is attached hereto as Addendum 1. (P&Z)
3. **(DEFINITION)** As used in this document, the phrase “Stage 1 preliminary development special use permit” means that preliminary development special use permit submitted pursuant to the Hoffman Process Agreement as “Preliminary Development Special Use Permit #1”. (P&Z)
4. **(DEFINITION)** As used in this document, the phrase “Stage 2 preliminary development special use permit” means that preliminary development special use permit submitted pursuant to the Hoffman Process Agreement as “Preliminary Development Special Use Permit #2”. (P&Z)
5. Notwithstanding any contrary provisions in the Zoning Ordinance, the amended CDD Concept Plan (CDD# 2011-0004- hereby referred to as the Concept Plan), the amended Transportation Management Plan Special Use Permit (TMP-SUP # 2005-0115), the Stage 1 Development Special Use Permits, (DSUP#2005-0031, DSUP#2005-0032, DSUP#2005-0033, DSUP#2005-0034 and DSUP#2005-0035) shall remain valid until December 31, 2020. (CDD#98-05; Cond. #12)
6. The review and approval of the Stage 1 and Stage 2 Development Special Use Permits shall be as follows:

- a. The use, “Allowable Gross Floor Area” (AGFA), number of parking spaces, levels of underground parking, preliminary mass, and height shall be reviewed and approved as part of the Stage 1 development special use permit for each development block.
 - b. As part of its Stage 2 development special use permit application, the Applicant shall submit the final massing, design, scale, articulation, and footprint of the building(s) and other related factors including the checklist items not previously provided as part of the Stage 1 development special use permit, and in accordance with the Eisenhower East Design Guidelines applicable to the site.
 - c. During the review of the Stage 2 development special use permit application, the scale, articulation, footprint, massing, and other architectural and/or design components will be reviewed for compliance with the Eisenhower East Design Guidelines and approved in accordance with the Eisenhower East Design Guidelines, subject to the Paragraph d below.
 - d. In the event that the application of the scale, articulation, footprint, massing, and other architectural and/or design components of Eisenhower East Design Guidelines as part of the review of a Stage 2 development special use permit results in the loss of AGFA on the block(s) under review, the Applicant shall be permitted to consider an administrative transfer of an equivalent amount of AGFA to such other block(s) within the approved Concept Plan as the Applicant proposes. If there is not agreement regarding the administrative transfer of the AGFA as requested, or the Applicant chooses not to so request, the AGFA approved pursuant to the Concept Plan and Stage 1 development special use permit shall be permitted for that block and the City and Applicant shall work together on the scale, articulation, footprint, massing, and other architectural and/or design components of Eisenhower East Design Guidelines to configure the final massing.
 - e. Any other requirement for conformance to the Eisenhower East Small Area Plan and/or the Eisenhower East Design Guidelines hereafter referred to in the conditions for this revised concept plan or any DSUP or TMP SUP approved therewith that affects the development rights approved with the Stage 1 Development Special Use Permit shall mean conformance to the extent not inconsistent with the Concept Plan, TMP SUP #2005-0115; DSUP# 2005-0031; #2005-0032; #2005-0033; #2005-0034; #2005-0035; and #2000-0028. (P&Z)(PC)
7. **CONDITION AMENDED BY STAFF (CDD 2019-0003):** Each block within the Concept Plan (excluding Blocks # 1, 6, 7, 8 ~~and~~ 14 and **15A** unless otherwise provided herein) shall obtain approval of a subsequent Stage 2 development special use permit in order to redevelop or develop the site pursuant to the Stage 1 DSUP. If the use, AGFA or number of parking spaces approved in the Stage 1 DSUP for a particular block are amended by a Stage 2 DSUP for that block, to the extent that

the amended use, AGFA or number of parking spaces causes an increase in peak am or pm traffic generation in relation to the traffic study prepared by BMI-SG dated October 2005, the Applicant shall submit an amendment to the Transportation Management Plan pertaining to the subject of the change to the Stage 1 DSUP. (P&Z)(PC)

8. Block 1 shall be limited to the building configuration existing on January 1, 2006, and any alteration to the existing building (except interior alterations and alterations to the exterior facade) shall be subject to the Eisenhower East Small Area Plan and the Eisenhower East Design Guidelines, except that a parking structure with a maximum of 215 parking spaces may be constructed by Virginia Department of Transportation (VDOT) if necessary for the replacement of those spaces taken for the Stovall ramp realignment. (P&Z) (PC)
9. Prior to submitting a Stage 2 preliminary development special use permit application, the Applicant shall submit a conceptual site plan for review by the City at least 90 days prior to submission of the preliminary development special use permit application for each block(s). (P&Z)
10. Each Stage 2 development special use permit application shall be subject to review by the Eisenhower East Design Review Board or successors prior to consideration of the preliminary development special use permit by the Planning Commission and City Council. The Applicant shall submit architectural elevations, massing studies and other applicable information deemed necessary by the Director of P&Z for such review as part of the submission materials for review. (P&Z)
11. The Applicant may transfer Gross Floor Area (GSF) of a use approved in the Concept Plan and a pro rata share of the Gross Floor Area (GSF) of the parking from that block from one block to another block as part of a Stage 2 development special use permit, subject to approval by the Director of P&Z and subject to the following:
 - a. Change in the primary use of the property may be permitted within each CDD during the development approval process provided that the change is consistent with the principles and intent of the Eisenhower East Small Area Plan.
 - b. A change of use that results in the transfer of an equal amount of square footage from one parcel to another may be done administratively. A change that increases the amount of building area on a parcel shall be made as an amendment to the Master Plan. (P&Z)
12. All proposed and existing above grade utility lines for each block within the Concept Plan (excluding the VEPCO transmission lines) shall be placed below grade with the development and/or redevelopment of each block(s). The cost of locating the utility lines below grade shall be the sole responsibility of the Applicant

and/or its successors. All proposed and existing above-grade utility lines (excluding the VEPCO transmission lines) shall be located below grade prior to the certificate of occupancy permit for each building or structure. (P&Z) (T&ES)

13. The names of each public street dedicated for public use or a street with a public access easement within the Concept Plan shall require subsequent approval by the Planning Commission. (P&Z)
14. The number of parking spaces within the CDD at all times shall be limited and/or conditioned as follows:
 - a. **CONDITION AMENDED BY STAFF (CDD 2019-0003):** Structured parking on all development blocks except Blocks 1 and 15A is limited to a maximum of 12,143 parking spaces, unless otherwise defined in this Paragraph.
 - b. **CONDITION AMENDED BY STAFF (CDD 2019-0003):** New surface parking on all development blocks, except for Block 1, is limited to a maximum of 150 parking spaces on Block 11 and only in conjunction with a grocery store tenant on that Block. **See item g for Block 15A.**
 - c. Surface and structured parking on Block 1 shall not exceed the surface parking existing on January 1, 2006, plus a maximum of 215 additional structured parking spaces to replace those taken by the construction of Ramp A-1 of the Telegraph Road Interchange.
 - d. **CONDITION AMENDED BY STAFF (CDD 2019-0003):** Except for those blocks that are governed by DSUP #2000-0028 and Block 1, Block 2, Block 3, **Block 15A**, Block 24 and Block 25A, all parking structures shall have a minimum of two levels of parking below grade.
 - e. **CONDITION AMENDED BY STAFF (CDD 2019-0003):** The number of off-street parking spaces within the Concept Plan shall be limited to a maximum number of ~~42,393~~ **12,611** parking spaces (including during interim development).
 - f. On street parking, including the Town Center circle, is excluded from the foregoing maximum number of parking spaces.
 - g. NEW CONDITION BY STAFF (CDD 2019-0003): New surface parking on Block 15A of 28 spaces may be permitted until a permanent building can be built. (P&Z)(PC)**

B. BUILDINGS - USES:

15. **CONDITION AMENDED BY STAFF (CDD 2019-0004):** The Allowable Gross Floor Area (AGFA), height, parking and use shall be governed by the following table, which shall also be reflected in the Concept Plan. (PC)

CDD #2021-00006 | ZTA #2022-00002 | DSUP #2021-10028 | TMP SUP #2021-00085
 SNC#2022-00001
 2111 & 2121 Eisenhower Avenue
 Block 23 | Eisenhower East CDD #2

Block	RETAIL	OFFICE	RESIDENTIAL	HOTEL	SUB-TOTAL	GFA Exclusion	USE GFA	PARKING GFA	AGFA TOTAL (Note 2)	Structured Parking ****	Surface Parking	Height (FT)
1	0	0	0	101,000	101,000	0	101,000	0	101,000	215	100	Existing
2	0	682,515	0	0	682,515	21,129	661,386	**	661,386	995 Note 4	0	260
3	0	193,907	0	0	193,907	6,033	187,874	**	187,874	533	0	210
4	36,950	436,000	0	0	472,950	13,442	459,508	0	459,508	2,201	0	220
5	24,050	0	260,000	0	284,050	9,282	274,768	55,073	329,841	Shared with Block 4	0	220
6A	36,475**** ***	0	663,077	0	699,552	34,000	665,552	0	665,552	115,900*****	Note 3	210
6B	24,565	351,753** ***	0	0	376,318	14,252	362,066	0	362,066	0	Note 3	Note 3
6C	7,882	0	0	0	7,882	0	7,882	0	7,882	0	Note 3	Note 3
7*	136,000	0	0	0	136,000	0	136,000	0	136,000	0	0	Note 3
8*	22,175	673,642	0	0	695,817	0	695,817	1,600	697,417	660	0	250
9A	0	0	0	170,000	170,000	8,190	161,810	389,396	551,206	2,172	0	220
9B	30,000	716,142	0	0	746,142	34,658	711,484	67,800	779,284	Shared with Block 9A	0	250
11	54,000	0	660,000	0	714,000	48,000	666,000	11,000	677,000	723	150***	370
12	18,000	0	595,000	0	613,000	35,000	578,000	71,000	649,000	782	0	339
14*	0	0	0	0	0	0	0	Note 3 **	Note 3	2,883	Note 3	Note 3
15A	0	425,187	0	0	425,187	16,420	327,725	97,462	408,767	184	34	200
22	0	0	0	0	0	0	0	0	0	0	0	0
24	0	180,000	230,000	0	410,000	9,074	400,926	**	400,926	600	0	200
25A	0	0	180,000	0	180,000	4,160	175,840	**	175,840	379	0	200
TOTAL	390,097	3,659,146	2,588,077	271,000	6,908,320	253,640	6,573,638	693,331	7,250,549	128,227	284	N/A

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

Note 2: AGFA totals shall be applied in accordance with the EESAP.

Note 3: Per approved DSUP# 2000-0028

Note 4: This parking ratio is only for a federal tenant who can meet these ratios.

* This block is an existing use under approved DSUP# 2000-0028 and is not the subject of a Stage 1 DSUP. Any re-development of this block will require submission of an amended or new DSUP.

** GFA of the parking structure does not count towards AGFA.

*** Surface parking on Block 11 is permitted solely in conjunction with a grocery store.

**** Structured parking includes both above and below grade parking.

***** Up to 22,088 NSF of ground-floor only may be used for either office or retail use.

***** With the adaptive reuse of the existing building on Block 6A, above grade parking will not count against the total AGFA.
***** Coworking office is a permitted use in ground floor retail areas, subject to an amendment to the approved DSUP.

Within 120 calendar days of approval, the Applicant shall submit a revised Concept Plan, reflecting the table approved herein. (PC)

16. The Allowable Gross Floor Area (AGFA) is defined in the EESAP as the sum of all gross horizontal areas under a roof or roofs for all structures, including above-grade parking structures, which shall be measured from the exterior faces of walls or from the center-line of party walls. Elevator and stair bulkheads, multi-story atriums, and similar volumetric construction, not involving floor space are excluded. (P&Z)
17. The urban plazas and open space, shall be governed by the following table, which shall also be reflected in the Concept Plan. (P&Z) (PC)

URBAN PLAZA/OPEN SPACE					
			EESAP Site Area	DSUPs Site Area	Increase (Decrease)
Block	Type	Name	Square Footage	Square Footage	Square Footage
2/3	Neighborhood Square	West Side Gardens	34,800	34,800	0
4/5	Urban Square	Hotel Square	10,900	10,900	
6	Urban Square	Hoffman Town Center	Existing	Existing	
9B	Urban Square*	Eisenhower Station*	28,300	12,000	-16,300
22	Community Park	Eisenhower Park	116,000	116,000	
24/25A	RPA	Eisenhower Park/Meadows	75,000	75,000	
24/25A	Neighborhood Square	South Delaney Gardens	15,300	15,300	
Total			280,300	264,000	-16,300

** Note: 9,200 square feet of the square is located on the adjoining WMATA property; 9,000 square feet is located within the straightened Swamp Fox Rd.*

C. PEDESTRIAN-STREETSCAPE:

18. Within the right-of-way as required herein, a Sidewalk Area, which may consist of sidewalk, bike lane and/or tree wells/street tree areas and amenities, shall comply with the Eisenhower East Small Area Plan and the Eisenhower East Design Guidelines and including the following:

Eisenhower Avenue

- a. A minimum 22 ft. wide brick Sidewalk Area on the northern and southern portion of Eisenhower Avenue except on Block 6 and Block 8

Typical Street, Excluding Southern Road and Streets approved with DSUP 2000-0028.

- a. A 14 ft. wide brick Sidewalk Area on both sides, which shall consist of a tree well/street tree area and an unobstructed sidewalk.
- b. On-street parking is encouraged.
- c. Bulbouts with a 25 ft. radius shall also be provided at the intersections pursuant to the Eisenhower East Design Guidelines. (P&Z) (T&ES) (PC)
19. The sidewalk materials and sidewalk street furniture, amenities, lighting and pedestrian areas and streetscape design shall comply with the EESAP and Eisenhower East Design Guidelines. (P&Z)
20. The Applicant shall prepare a plan for sculpture and public art as part of the submission of the first Stage 2 development special use permit for review and approval by the Planning Commission and City Council. (P&Z)
21. The urban plaza planned and/or approved for Block 8 shall be designed to connect to and be compatible with the adjoining Mill Race project. The Hoffman development team shall coordinate with the Mill Race development team and WMATA on the design of the areas between the two projects, including the connecting open space and the area under the Metrorail tracks. (P&Z)(CDD #98-05; Cond. 10)

D. STREETS - PUBLIC RIGHTS-OF-WAY:

22. All improvements for Eisenhower Avenue shall be public, and shall consist of the following.
- a. The following dimensions shall apply to the right of way for Eisenhower Avenue.

Eisenhower Avenue		
	Hoffman Right of Way (Feet)	Hoffman Median Width Without Turn Lanes (Feet)****
Stovall Street to Metro Underpass	122-125*	17-19
Metro Underpass to Mill Race Lane/Port Street	134**	19-26
Mill Race Lane/Port Street to Mill Road	134**	26
Mill Road to Hooff's Run Drive	146***	38
* 55' north of the centerline shown on DSUP 98-0042 (as previously dedicated as part of the requirements therein). 67'-70' south of the centerline shown in DSUP 98-0042 shall be provided by the Applicant.		
** 67' south of the centerline shown on DSUP 98-0042 shall be provided by Applicant; north side owned by others		
*** 73' south of the centerline shown in the survey titled Boundary and Topographical Survey of Parcel 079.00-01-02 produced by Christopher Consultants and dated 8/21/05 shall be provided by Applicant; north side owned by others		
**** The median size is subject to final engineering, however, in no event shall the Applicant be required to provide more right of way than is shown above.		

	North Side of Eisenhower Avenue	South Side of Eisenhower Avenue
	Sidewalk Area (Feet) **	Sidewalk Area (Feet) **
Stovall Street to Metro Underpass	18	22

Metro Underpass to Mill Race Road*	22	22
Mill Race Road to Mill Road*	22	22
Mill Road to Hooff's Run Drive*	22	22
* North side owned by others		
** The sidewalk size is subject to final engineering, however, in no event shall the Applicant be required to provide more right of way than is shown above.		
Note: Width of Sidewalk Area on WMATA property on North and South side to be coordinated with WMATA		

(P&Z) (T&ES) (PC)

23. The following table sets forth the dimensions and elements for all streets other than Eisenhower Avenue. Except as provided herein, all streets in the Concept Plan, except those approved in DSUP 2000-0028 and/or SUB2015-0004, shall be public or provide public access easement, and shall be consistent with the Eisenhower East Small Area Plan and the Eisenhower East Design Guidelines. Any changes to the Eisenhower East Design Guidelines shall require subsequent approval by the Planning Commission.

- a. The following table sets forth the minimum right of way and other conditions that shall be provided for the streets listed, subject to the limitations set forth in the following table.

Street Right of Way, Except Eisenhower Avenue			
Block	Street/Location	ROW Width	Dedicated ROW, Private Road or Public Access Easement
Block 2	N/S interior street	54'	Public Access Easement
	Taylor Street (existing)	54'	Public Access Easement
	Around West Side Gardens	54'	Public Access Easement

Block 3	N/S-E/W interior streets	54'	Public Access Easement
	Around West Side Gardens	54'	Public Access Easement
Block 4/5*	N/S interior street	54'	Public Access Easement
	Around Hotel Square	54'	Public Access Easement
Block 9A/9B	Interior street 9N	66'	Public Access Easement
	Interior street 9E	66'	Public Access Easement
	Interior street 9W	66'	Public Access Easement
	Service road on West side	40'	Public Access Easement
Block 11/12	Dock Street	66'	Public Access Easement
	Port Street	66'/54' **	To be dedicated
Block 24/25A	Dulaney Street	66'	To be dedicated
	Around South Carlyle Square	66'	To be dedicated
Block 22/24/25A	Park Road	66'	To be dedicated
Swamp Fox Road	South of Eisenhower Avenue	9'	To be dedicated
Swamp Fox Road	North of Eisenhower Avenue	Varies ***	To be dedicated
Southern Road	Service Road to Swamp Fox	40.5'	To be dedicated
Southern Road	Anchor Street to Port Street	42.5'	To be dedicated

Anchor Street	All	40'	To be dedicated
Stovall Street	All	Existing	Dedicated
Pershing Avenue	All	Existing	Dedicated
Mandeville Lane	All	Varies ***	Dedication in Process
Grist Mill Place	All	Private Service Road	Private
<p>* Condition not applicable if developed under option allowing single block with regional destination grocery anchor.</p> <p>** Amount or right of way to be provided from Blocks 11 and 12 to be determined by agreement with adjoining property owner. Total dedication by both property owners must meet minimum street width of 54' - 66'.</p> <p>*** As determined by Subdivision 2015-0004 and amended by DSUP2016-00043.</p>			

- b. Where a public access easement is provided, it shall be a perpetual public access easement for vehicles and pedestrians.
- c. Mandeville Lane shall be constructed, operational and open to the public for vehicular and pedestrian use at the time of the development of Block 4 or Block 5. In addition, Mandeville Lane shall be constructed, and operational, and open to the public for vehicular and pedestrian use as needed for acceptable traffic circulation as determined necessary by the Director of T&ES and P&Z as part of subsequent Stage 2 approvals except as may be precluded by a Federal Government tenant in Block 6.
- d. Condition deleted
- e. Condition deleted
- f. The North /South interior street for Block 2 or Block 3, and the street around West Side Gardens shall be constructed, operational and the public access easement granted prior to the issuance of the first certificate of occupancy for such Block.
- g. The North/South interior street and the street around the Hotel Square shall be constructed, operational and the public access easement granted prior to the issuance of the first certificate of occupancy for Block 4 or Block 5. (Condition not applicable if developed under option allowing single block with regional destination grocery anchor.)

- h. In the event the City acquires the necessary right of way from WMATA as contemplated herein, the three interior streets on Block 9 (denominated 9N, 9E and 9W in the Table) and the service road on the West side of Block 9 immediately adjacent to each building on block 9 shall be constructed, operational and the public access easement granted prior to the issuance of the certificate of occupancy for the adjacent building.
- i. In the event the City acquires the necessary right of way from WMATA as contemplated herein, the East/West interior street between Block 11 and Block 12 (denominated Dock Street on the Concept Plan) shall be constructed, operational and the public access easement granted prior to the issuance of the first certificate of occupancy for Block 11 or Block 12
- j. The North/South street to the East of Block 9A and Block 9B (adjoining WMATA and denominated Swamp Fox Road in the Concept Plan) shall be constructed, operational and dedicated prior to the issuance of the first certificate of occupancy for Block 9A or Block 9B. The Applicant shall dedicate 9 ft. of right of way to this street. The City shall acquire the remaining 57' for the right of way from WMATA. In the event that WMATA does not provide to the City all or part of the 57' of right of way, the Applicant and the City shall revise the Stage 1 DSUP as necessary to reconfigure the surrounding streets and massing on each block to maintain the same use, AGFA, number of parking spaces and levels of underground parking reviewed and approved as part of the Stage 1 development special use permit
- k. The North/South street to the West of Block 11 and Block 12 (adjoining WMATA and denominated Anchor Road in the Concept Plan) shall be constructed, operational and dedicated prior to the issuance of the first certificate of occupancy for Block 11 or Block 12. The Applicant shall dedicate 40 ft. of right of way to this street. The City shall acquire the remaining 26 feet of right of way from WMATA. In the event that WMATA does not provide to the City all or part of the 26' of right of way, the Applicant and the City shall revise the Stage 1 DSUP as necessary to reconfigure the surrounding streets and massing on each block to maintain the same use, AGFA, number of parking spaces and levels of underground parking reviewed and approved as part of the Stage 1 development special use permit.
- l. In the event the City acquires the necessary right of way from WMATA as contemplated herein, the North/South street East of Block 11 and Block 12 (denominated Port Road in the Concept Plan) shall be constructed, operational prior to a certificate of occupancy for Block 11 or Block 12. The street shall be 66 ft. from Eisenhower Avenue to Dock Lane and 54 feet from Dock Lane to Southern Street.
- m. The North/South interior street and the street around South Dulaney Gardens shall be constructed, operational prior to the issuance of the first certificate of occupancy for Block 24 or Block 25A.

- n. Southern Road from Port Street to the service drive at the West side of Block 9A shall be constructed, operational and dedicated prior to the issuance of the first certificate of occupancy for Block 9A or 9B, provided the City acquires the necessary right-of-way from WMATA. Southern Road from Port Street to Swamp Fox Road shall be constructed, operational and dedicated prior to the issuance of the first certificate of occupancy for Block 11 or 12, provided the City acquires the necessary right-of-way from WMATA. The Applicant shall dedicate 40.5 ft. of right-of-way for this street between the service drive at the West side of Block 9A and the Metro underpass. The Applicant shall dedicate 42.6 ft. of right-of-way for this street between the Metro underpass East to Port Street. The City and the Applicant shall negotiate with VDOT for the dedication of the remaining right-of-way to achieve a full right of way width of not less than 50 ft. The surface parking lot on block 11 shall comply with the surface parking lot landscaping requirements in Section 11-410(cc)(6) of the Zoning Ordinance, except as may be modified by the Planning Commission or City Council in the Stage 2 DSUP for Blocks 11 and 12. If the landscape or right-of-way requirements in the Stage 2 DSUP result in fewer than 160 surface parking spaces on Block 11, the Applicant may convert up to 35,000 square feet of retail space to residential use on Block 11. As part of the construction of Southern Road, the Applicant shall be required to coordinate with VDOT to provide plantings and landscaping within the adjoining VDOT right-of-way. If approved by VDOT, the Applicant shall be required to prepared a landscape plan and install landscape screening as approved by the City and VDOT. The landscape plan shall accompany the block within the CDD, which requires the construction of Southern Road and shall be reviewed and approved by the Planning Commission and City Council as part of the Stage 2 development special use permit process for the applicable block.
 - o. Park Road shall be constructed, operational and dedicated from Eisenhower Avenue to the East end of Block 25A prior to the issuance of the first certificate of occupancy for Block 24 or 25A.
 - p. All other road shall be constructed, operational and dedicated (or a public access easement granted) prior to the issuance of the first certificate of occupancy for the block adjoining the road.
 - q. Dimensions of Mill Road shall be as shown on DSUP 2016-0043 Stage 1 Preliminary Plan, as amended. (P&Z) (T&ES) (PC)
24. The preliminary subdivision plats included in the Stage 1 development special use permit application shall be revised to include all sidewalk and streets areas within the area shall be a dedicated for public right-of-way, unless otherwise specified herein. The validity of the subdivision plats shall be concurrent with the Stage 1 development special use permit in compliance with the subdivision regulations of the Zoning Ordinance. (P&Z)

E. PHASING:

25. The Applicant shall dedicate the necessary public right-of-way as set forth in Condition 22 and construct all necessary improvements for Eisenhower Avenue at the time of the redevelopment of each block adjacent to Eisenhower Avenue, subject to the following:
 - a. Upon formal request from the City, the Applicant shall dedicate the right-of-way required by Condition 22 from Blocks 9, 12 and 19 and shall provide the necessary plats, and accompanying applicable documentation necessary for the City to accept dedication of the property by the City within 60 days.
 - b. Dedication of the right-of-way required to provide the full right-of-way at Blocks 22 and 24 shall be made at time of redevelopment of Block 24 and the Applicant shall provide the necessary plats, and accompanying applicable documentation necessary for the City to accept dedication of the property.
 - c. Dedication of the right-of-way required to provide the full right-of-way at Block 25A shall be made at the time of redevelopment of Block 25 and the Applicant shall provide the necessary plats, and accompanying applicable documentation necessary for the City to accept dedication of the property.
(T&ES) (P&Z) (PC)
26. If the Eisenhower Avenue improvements including but not limited to the Sidewalk Area, travel lanes and median are funded by the City and constructed by the City or a designee, the Applicant shall, as a condition to approval of the Stage 2 preliminary development special use permit for Block 9B, Block 12, Block 24 and/or Block 25A, the Applicant shall provide a payment to the City equivalent to the actual cost of construction of the improvements that would have been the responsibility of the Applicant at the cost incurred at the time of construction.
(P&Z) (T&ES) (PC)
27. As part of the submission of the first Stage 2 development special use permit for Blocks 9A, Block 9B, Block 11 or Block 12, whichever occurs first, the Applicant shall prepare a plan for the construction of the improvements for the vehicle and bus loop and the eastern portion of Eisenhower Station Park improvements described in Condition #31C. ("Bus Loop Plan"). The Applicant shall coordinate with the City and WMATA in that design and to explore the possibility of eliminating and/or relocating the "Kiss and Ride" surface parking lot as part of the Bus Loop Plan. The final design and configuration of the streets, plaza and pedestrian circulation in the Bus Loop Plan shall be approved as part of the Stage 2 development special use permit for either block 9 or blocks 11 and 12. Provided that the City acquires all necessary rights of way from WMATA, the Bus Loop Plan improvements shall be constructed by the Applicant, operational and

dedicated prior to the issuance of the first certificate of occupancy permit for Blocks 9A, Block 9B, Block 11 or Block 12, whichever occurs first. (P&Z)(T&ES) (PC)

28. As part of the submission of the first Stage 2 development special use permit for Block 9A or 9B, the Applicant shall submit a design for the construction of the Southern Street connection along the southern portion of the Block 9A and Block 11, including a connection to Eisenhower Avenue on the East side of Block 11 and Block 12 (denominated Port Street on the Concept Plan). The Applicant shall also coordinate with the adjoining property owner for Block 20 to explore the possibility of connecting the Southern Road to Mill Road at the time Southern Street is required to be constructed by the Applicant. The connection to Eisenhower Avenue shall be constructed prior to a certificate of occupancy permit is issued either for, Block 11 or Block 12. (P&Z) (T&ES) (PC)
29. The first Stage 2 development special use permit application pursuant to the Concept Plan shall be accompanied by an Infrastructure and Open Space Phasing Plan (Phasing Plan), which shall be revised, updated and resubmitted with each subsequent Stage 2 development special use permit application. The Phasing Plan is intended to inform the City regarding the Applicant's projected timing and nature of infrastructure and open space construction activities, and to ensure that the construction of the infrastructure and open space is completed in a comprehensive manner for the entire Concept Plan. Each Phasing Plan shall include the following:
 - a. A general outline for each block, infrastructure and open space element, including the most up-to-date projection of the times when construction of the different blocks, uses (i.e., office, retail, hotel and residential), open space and infrastructure are likely to commence.
 - b. An outline of the events required to coordinate, design and manage the implementation of the infrastructure shown in the CDD Phasing Plan in a comprehensive manner.
 - c. Notwithstanding the foregoing, the Applicant shall not be bound by the order or phasing in the Phasing Plan. (P&Z)
 - d. Condition deleted. (City Council)

F. OPEN SPACE AND LANDSCAPE:

30. The portions of Eisenhower Park located on property owned by the Applicant shall be improved and dedicated to the City consistent with the Eisenhower East Small Area Plan and with the following:
 - a. Eisenhower Park - The Meadows (Block 22 and Block 31), shall consist of amenities such as a recreational trail and a meadow for active sports and passive recreation in conformance with the Eisenhower East Small Area Plan and the Eisenhower East Design Guidelines.

- b. All improvements shall be installed and completed by the Applicant and accepted by the City, prior to the space being dedicated to the City.
 - c. Relocate Park Drive to the north consistent with the EESAP alignment.
 - d. Dedication of the land required for Eisenhower Park from Block 22 shall take place at the same time as required in these conditions for dedication of the land required for Eisenhower Park from Block 24.
 - e. Dedication and construction of Eisenhower Park shall occur in conjunction with the development of each of the adjoining blocks (Block 24, Block 25A), pursuant to the following:
 - i. The Stage 2 development special use permit application for Block 24 and/or Block 25A shall be accompanied by a design plan for Eisenhower Park, which shall be reviewed and approved as part of the Stage 2 DSUP. The approval of a Stage 2 DSUP for either block 24 or 25A shall also require the construction and dedication of that portion of the land for Eisenhower Park adjacent to that block and the construction of a pedestrian connection from Eisenhower Avenue to that portion of the Park, consistent with the Eisenhower Park design plan.
 - ii. The Applicant shall be required to submit, as part of the first Stage 2 DSUP for any block approved hereunder, a permanent easement to the City for parks, open space and playgrounds, on that portion of Tax Map Parcel 079.00-01-01, beginning at a point which is five feet (5') south of the back of the existing curb line of the surface parking lot behind the buildings located on such parcel, to the christopher consultants, ltd., dated February 24, 2006, titled Proposed Open Space Easement Area Exhibit. Such easement shall contain conditions expressly reserving to the grantor, its successors and/or assigns, all development rights, density (whether floor area, AGFA, or otherwise) and/or any other appurtenant rights that would otherwise be associated with or derived from the land area falling within the bounds of such easement consistent with Condition #87A (12).
 - iii. Construction of the applicable portion of the park shall be completed prior to the certificate of occupancy permit for any development within block 24 and/or 25A, whichever occurs first, provided that construction of the entire park shall be completed before the issuance of a certificate of occupancy permit for any development within the second block to be constructed. (P&Z) (RP&CA) (PC)
31. The Applicant shall dedicate land or a perpetual public access easement to the City, on property that is owned by the Applicant, which shall provide public access to open space (including, where appropriate, access for bicycle purposes), for the following open spaces and urban squares within the Concept Plan area for Blocks 2, 3, 4, 5, 9A, 9B, 10, 24 and 25A and along the RPA, consistent with the following:

- a. West Side Gardens shall be one or two rectangular shaped urban squares with a minimum of 34,800 sq.ft. located on blocks 2 and/or 3. The primary purpose of this park-open space is to provide a passive open space area lined with street trees, a combination of grassy and hardscape areas and a focal element such as a fountain, monument or statue. The design of the park shall be submitted as part of the Stage 2 development special use permit for Blocks 2 and/or 3. The design of the park shall be prepared and sealed by a Landscape Architect who is certified and licensed to practice in the Commonwealth of Virginia. Construction shall occur in conjunction with the development of Blocks 2 and/or 3, and shall be completed prior to the certificate of occupancy for Blocks 2 and/or 3.
- b. Block 4 and 5 Square shall be a rectangular shaped urban square with a minimum of 10,900 sq.ft. At least 30% of the area should be designed to accommodate informal community gatherings. Construction shall occur in conjunction with the development of Blocks 4 and/or 5, and shall be completed prior to the certificate of occupancy for Blocks 4 and/or 5. A structure such as a pavilion may be permitted within the space if approved by the City. The design of the park shall be submitted as part of the Stage 2 development special use permit for Blocks 4 and 5. The design of the park shall be prepared and sealed by a Landscape Architect who is certified and licensed to practice in the Commonwealth of Virginia.
- c. Eisenhower Station - shall be an urban plaza and open space area at the Eisenhower Metrorail Station, divided by Swamp Fox Road, with a minimum area of 12,000 sq.ft. on the western portion of the street and 9,200 sq.ft. on the eastern portion of Swamp Fox Road. This space shall be designed as a civic center, with at least 50% of the area suitable to accommodate informal community gatherings and events. As one of the principal focal areas of Eisenhower East, the Eisenhower Station plaza shall be created with the highest quality materials, paving, design and amenities. With the Stage 2 development special use permit application for Blocks 9A and 9B, consideration shall be given to providing a decorative paving material for Swamp Fox Road to visually connect the two areas of open space. The eastern portion of the park shall be constructed with the metro bus loop road which is required to be constructed as part of the first Stage 2 development special use permit for Blocks 11 and 12 or 9A and 9B, whichever occurs first. Final design and construction of the western plaza shall be in conjunction with a Stage 2 development special use permit for Blocks 9A and 9B. The western portion of the park shall be constructed with Block 9B.
- d. South Dulany Gardens - shall be a rectangular shaped urban square with a minimum of 15,300 sq.ft. and surrounded by Dulaney Street and Park Drive. The primary purpose of this park- open space is to provide a passive open space area lined with street trees, a combination of grassy an hardscape areas and a focal element such as a fountain, monuments, or

statue. The design of the park shall be submitted as part of the Stage 2 development special use permit for Blocks 24 and/or 25A. Construction, will occur in conjunction with the development of Blocks 24 and/or 25A, and shall be completed prior to the certificate of occupancy for Blocks 24 and/or 25A. (P&Z) (RP&CA) (PC)

G. AFFORDABLE HOUSING:

32. The Applicant shall make a voluntary monetary housing contribution in accordance with the conclusions of the Report of the Developer Housing Contribution Policy Work Group accepted by the City Council in December 2013. (Housing) (PC)

H. TRANSPORTATION MANAGEMENT PLAN:

CONDITION AMENDMED BY STAFF (CDD 2019-0003): Note – Conditions 33-34A apply only to development associated with Stage 1 and Stage 2 DSUPs. See separate TMP conditions for Blocks 1, 6, 7, 8, ~~and 14~~ **and 15A**.

33. According to Article XI, Section 11-700 of the City’s Zoning Ordinance, a Tier III 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. (T&ES)
- a. An on-site TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City 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)
 - b. The Applicant shall integrate into the District Transportation Management Program when it is organized. All TMP holders in the established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES)
 - c. Condition deleted
 - d. Condition deleted
 - e. Condition deleted
 - f. Condition deleted
 - g. Condition deleted
 - h. Condition deleted
 - i. Condition deleted
 - j. Condition deleted
 - k. Condition deleted

- l. Condition deleted
- m. Condition deleted
- n. An annual TMP fund shall be created and managed by the TMP Coordinator, and the funds shall be used exclusively for the approved transportation activities detailed in the attachment. The annual base assessment rate for this development in March 2017 dollars shall be \$83.70 per residential unit, \$0.21 per square foot of retail space, \$0.26 per square foot of commercial space, \$41.85 per hotel room and \$0.10 per square foot of industrial/warehouse. The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins. The TMP shall operate on the City's fiscal year, July 1 to June 30. (T&ES)
- o. Condition deleted
- p. Condition deleted
- q. The TMP Coordinator or Association will submit to the Transit Services Division the following as detailed attachments; biannual fund reports due July 15 and January 15 of each fiscal year, and modes of transportation survey, and a TMP Coordinator survey both due by July 15. (T&ES)
- r. Condition deleted
- s. 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)
- t. Condition deleted
- u. Condition deleted
- v. 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)
- w. Condition deleted
- x. Modifications to approved TMP activities shall be permitted upon approval by the Director of T&ES, provided that any changes are consistent with the goals of the TMP.
- y. If the use, AGFA or number of parking spaces approved in the Stage 1 DSUP for a particular block are amended by a Stage 2 DSUP for that block, to the extent that the amended use, AGFA or number of parking spaces causes an increase in peak am or pm traffic generation in relation

- to the traffic study prepared by BMI-SG dated October 2005, the Applicant shall submit an amendment to the Transportation Management Plan pertaining to the subject of the change to the Stage 1 DSUP.
- z. The TMP coordinator shall allow City transportation demand management staff or their assigns onto the premises to assist in transportation demand management activities. (T&ES)
 - aa. Prior to accepting tenancy or ownership from any occupant other than residential, the owner or tenant shall contact the City's transportation demand management program to discuss an employee transportation strategy. The TMP coordinator shall have the correct contact information for the City's transportation demand management program at all times. (T&ES)
 - bb. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the use may be required to participate in the Citywide TMP Program, may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the City Council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance.(P&Z) (T&ES) (PC) (City Council)
34. The Applicant shall prepare a parking management plan with each stage 2 preliminary development special use permit to the satisfaction of the Director of P&Z and T&ES, which shall at a minimum include the following:
- a. Each building shall contribute to and participate in the management of parking assets within the development, as appropriate for the use of the building.
 - b. Depicts the reallocation of surface parking spaces and the resulting impacts on the adjoining blocks.
 - c. Single occupancy vehicle (SOV) parking at fair market rates. In determining fair market rates, comparable rates should be provided for garages located within two blocks of transit with comparable land use density.
 - d. Reserved, conveniently located, and free vanpool parking spaces.
 - e. Reserved, conveniently located, and discounted carpool parking spaces.
 - f. Planning and implementation of special strategies related to major event parking relating to the requirements of any hotels or community activities within the concept plan.
 - g. Parking rates for the parking within the parking structure shall be consistent with market rates of comparable buildings located in adjoining developments within the City of Alexandria, except that free parking may be provided for retail patrons.

- h. 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 that 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.
- i. Spaces defined as “short-term” parking shall be solely utilized for use by visitors and retail use and shall include all appropriate signage. (P&Z)(PC) (CDD 98-02; Cond. #11)
- j. All residential parking, both condo and rental, shall be unbundled. Spaces shall be sold at comparable market rates.
- k. Any parking provided in excess of the maximums as governed by the City’s Zoning Ordinance or Small Area Plan (whichever is lower) may be reduced without the provision of a DSUP.

34A. The following Legal/Procedural conditions shall apply to the TMP SUP:

- 1. The TMP SUP or any amendment thereto shall not include a requirement for the properties to be part of a special taxing district. (Settlement Agreement Condition 10)
- 2. The TMP SUP or any amendment thereto shall not include a requirement for vehicular connection between Grist Mill Place and Grist Mill Road (Settlement Agreement Condition #4)
- 3. Except as otherwise provided in conditions #23, #25, #27 and #28 of the Concept Design Plan (2005-0002), all property dedicated for right of way shall be dedicated as part of the physical redevelopment of the block where the property is located, shortly prior to the issuance of the certificate of occupancy for the first building on such block. (Settlement Agreement condition # 5)
- 4. Except as otherwise provided in condition #25 of the Concept Design Plan (2005- 0002), the dedication and/or acquisition of right-of-way required to widen Eisenhower Avenue shall only be required of/from the Applicant/land owner upon the physical redevelopment of each block adjacent to Eisenhower Avenue pursuant to the Stage 1 DSUP for each such block, prior to the issuance of a certificate of occupancy for the first building constructed on such block.
- 5. Notwithstanding anything to the contrary contained herein or in the Concept Plan or EESAP, no parking ratios shall apply.

CONCEPT PLAN CONDITIONS PREVIOUSLY DELETED

- 35. Condition deleted (formerly cond. #4 of CDD 98-0002)
- 36. Condition deleted

37. Condition deleted (formerly cond. #5 of CDD 98-0002)
38. Condition deleted (formerly cond. #6 of CDD 98-0002)
39. Condition deleted (formerly cond. #7 of CDD 98-0002)
40. Condition deleted (formerly cond. #1 of CDD 98-0002)
41. Condition deleted (formerly cond. #2 of CDD 98-0002)
42. Condition deleted (formerly cond. #3 of CDD 98-0002)
43. Condition deleted (formerly cond. #8 of CDD 98-0002)
44. Condition deleted (formerly cond. #9 of CDD 98-0002)

I. GENERAL STAGE 1 PRELIMINARY DEVELOPMENT SPECIAL USE PERMIT CONDITIONS (DSUP #2005-0031, 0032, 0033, 0034 AND 0035); (AMENDED BY DSUP #20146-0043)

Not applicable to Block 15A.

- 45A. The Allowable Gross Floor Area (AGFA), height, parking and use shall be governed by the following table, which shall also be reflected in the Concept Plan. (PC)

Block	RETAIL	OFFICE	RESIDENTIAL	HOTEL	SUB-TOTAL	GFA Exclusion	USE GFA	PARKING GFA	AGFA TOTAL (Note 2)	Structured Parking ****	Surface Parking	Height (FT)
1	0	0	0	101,000	101,000	0	101,000	0	101,000	215	100	Existing
2	0	682,515	0	0	682,515	21,129	661,386	**	661,386	995 Note 4	0	260
3	0	193,907	0	0	193,907	6,033	187,874	**	187,874	533	0	210
4	36,950	436,000	0	0	472,950	13,442	459,508	0	459,508	2,201	0	220
5	24,050	0	260,000	0	284,050	9,282	274,768	55,073	329,841	Shared with Block 4	0	220
4/5	255,421	0	844,554	0	1,099,975	48,927	1,051,048	622,006	1,704,360 #	1,590 Note 5	0	220
9A	0	0	0	170,000	170,000	8,190	161,810	389,396	551,206	2,172	0	220
9B	30,000	716,142	0	0	746,142	34,658	711,484	67,800	779,284	Shared with Block 9A	0	250
11	54,000	0	660,000	0	714,000	48,000	666,000	11,000	677,000	723	150***	370
12	18,000	0	595,000	0	613,000	35,000	578,000	71,000	649,000	782	0	339
22	0	0	0	0	0	0	0	0	0	0	0	0
24	0	180,000	230,000	0	410,000	9,074	400,926	**	400,926	600	0	200

25A	0	0	180,000	0	180,000	4,160	175,840	**	175,840	379	0	200
TOTAL	357,421	2,208,564	2,509,554	271,000	4,910,539	215,171	4,695,368	1,161,202	5,887,876	7,989	250	N/A

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

Note 2: AGFA totals shall be applied in accordance with the EESAP.

Note 3: Per approved DSUP# 2000-0028

Note 4: This parking ratio is only for a federal tenant who can meet these ratios.

Note 5: Per EESAP, with the provision of an 85,000 sq. ft. minimum regional destination grocery anchor and 58,100 sq. ft. minimum ground floor retail, Blocks 4 and 5 may be combined into one development block without the mid-block street connection identified in the plan, with above grade parking and modified ratios permitted.

* This block is an existing use under approved DSUP# 2000-0028 and is not the subject of a Stage 1 DSUP. Any re-development of this block will require submission of an amended or new DSUP.

** GFA of the parking structure does not count towards AGFA.

*** Surface parking on Block 11 is permitted solely in conjunction with a grocery store.

**** Structured parking includes both above and below grade parking.

AGFA includes 35,054 sf of loading area on Level P3.

45B. The Stage 1 Development Special Use Permits as amended herein, (DSUP2005-0031, DSUP 2005-0032, DSUP 2005-0033, DSUP 2005-0034, DSUP 2005-0035, and DSUP 2014-0027), shall remain valid until December 31, 2020. (PC)

45. Condition deleted

46. The subdivision plat shall be revised to include all sidewalks within the area to be dedicated for public right-of-way as required by the EESAP not within a public access easement. (P&Z)

47. Underground parking shall not be permitted under areas to be dedicated for open space or areas to be dedicated for public streets. (P&Z)

48. As part of the Stage 2 development special use permits, install pedestrian crossing improvements at all intersections. (T&ES)

49. All open space and landscape information shall be prominently located in the General Notes and Tabulations Section of each submission, and referenced on appropriate drawing sheets as part of Stage 2 DSUP. (RP&CA)

50. Landscape plan shall comply with the most current and up to date edition of the Eisenhower East Small Area Plan (EESAP) to the extent the EESAP is not

inconsistent with the Concept Plan or the Stage 1 DSUP's approved therewith and Design Guidelines for Eisenhower East as produced by the City of Alexandria, Virginia. Landscape plans shall be prepared and sealed by a Landscape Architect who is certified and licensed to practice in the Commonwealth of Virginia.(RP&CA)

51. Open Space requirements shall be provided with each future submission for each block/development site and at a minimum, include compliance with the most current and up to date edition of the Eisenhower East Small Area Plan and Design Guidelines for Eisenhower East elements associated with pedestrian areas including sidewalks, crosswalks, depressed curbs, street and site lighting, site furnishings, signals and signs that shall be located and coordinated to maximize accommodation of street and on-site plantings. Horizontal and vertical location of all associated service, footings and foundations shall be adjusted to maximize accommodation of street and on-site plantings. (RP&CA)
52. All pedestrian facilities and public spaces shall comply with applicable ADA accessibility standards and guidelines. (T&ES)
53. Condition deleted
54. Condition deleted
55. Condition deleted
56. Condition deleted
57. On future plan submissions, pertinent information from the TMP plan shall be incorporated into each of the preliminary plans for staff evaluation of transportation amenities and requirements. With the preliminary submission for a Stage II DSUP for Block 2, the Applicant shall submit a request to amend the TMP to the standards in place at the time of the application. (T&ES) (T&ES)
58. Condition deleted
59. Condition deleted
60. Condition deleted
61. All private streets and alleys must comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
62. Condition deleted
63. Provide bearings and distances on the new road alignment. (T&ES)

- 64. Condition deleted
- 65. Condition deleted
- 66. Condition deleted
- 67. Condition deleted
- 68. Condition deleted
- 69. The project site lies within the Timber Branch Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed 90 percent of the existing runoff quantities for both the 2-year and 10-year storm events. (T&ES)
- 70. Condition deleted
- 71. Condition deleted
- 72. Condition deleted
- 73. Condition deleted
- 74. Condition deleted
- 75. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. (T&ES)
- 76. Due to the close proximity of the site to the Metrorail and CSX tracks the following conditions shall be included in the development requirements:
 - a. Applicant shall prepare a noise study identifying the levels of noise that residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD).
 - b. Identify available options to minimize noise exposure to future residents at the site, particularly in those units closest to the Metrorail and the CSX tracks, including: triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the

- Applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES.
- c. The noise study shall be submitted and approved prior to final site plan approval. (T&ES)
77. The Applicant shall present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:
- a. That Metrorail tracks and other railway operations are located within the immediate vicinity of the project, are permitted to continue indefinitely, and will generate truck traffic, including empty garbage trucks emanating odors, on the public streets surrounding the project.
 - b. That Eisenhower Avenue is a major six-lane arterial and that future traffic is expected to increase significantly as development along Eisenhower Avenue continues. (T&ES)
78. All exterior building mounted loudspeakers are prohibited. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. No material may be disposed of by venting into the atmosphere. (T&ES)
79. 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)
80. Due to historic uses at the site and potential for contamination, the following condition shall be included:
- a. The Applicant shall design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Enforcement. (T&ES)
 - b. For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided. (Code Enforcement)
 - c. The internal streets which are located over the underground parking structure shall conform to H-20 loading requirements. (Code Enforcement)
81. Condition deleted

82. Condition deleted
83. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
- a. The Applicant shall furnish the Homeowner's Association with an Owner Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
 - b. The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowner s Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners. (T&ES)
 - c. Otherwise the following condition applies:
 - i. 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)
84. Condition deleted
85. Condition deleted
86. Condition deleted
87. Condition deleted

IA. LEGAL PROCEDURAL MATTERS:

Not applicable to Block 15A.

- 87A: The following legal/procedural conditions apply to and be approved with all of the DSUPs as applicable:

1. Existing uses and approvals on the subject property shall be allowed to continue until the redevelopment of the block pursuant to the Stage 2 DSUP and such uses and approvals shall not be invalidated by the approval of this Stage 1 DSUP. Changes in use of existing buildings shall be permitted, subject to compliance with the underlying zoning district.
2. Nothing in the Stage 1 DSUP, the Stage 2 DSUP or any amendments thereto shall affect the vested rights status of the existing approval on Block numbers 6, 7, 8 and 14 (DSUP #2000-0028) (Settlement Agreement Condition #8)
3. The city and the Applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for the properties to be part of a special taxing district. (Settlement Agreement Condition #10)
4. The city and the Applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for vehicular connection between Grist Mill Place and Grist Mill Road (Settlement Agreement Condition #4)
5. Except as otherwise provided in Conditions #23, #25, #27 and #28 of Concept Design Plan #2005-0002, the city and the Applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for dedication of right of way on property that is not the subject of the DSUP and all property dedicated for right of way shall be dedicated as part of the physical redevelopment of the block where the property is located and shortly prior to the issuance of the certificate of occupancy for the first building on such block. (Settlement Agreement condition # 5)
6. Except as otherwise provided in Conditions #27 and #30 of the Concept Design Plan (2005-0002), the city and the Applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for dedication of open space on property that is not the subject of the DSUP and all property dedicated for open space shall be dedicated as part of the redevelopment of the block where the property is located and prior to the issuance of the certificate of occupancy for the first building on such block.
7. The city and the Applicant agree that changes in use or modifications to existing buildings (facades or interiors not increasing floor area) shall be authorized prior to the approval of the Stage 2 Development Special Use Permit and shall not require any dedication of right of way or open space. (Settlement Agreement Condition #5)
8. The city and the Applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for a monetary contribution to the Eisenhower East Open Space Fund. (Settlement Agreement Condition #10)

9. Except as otherwise provided in Conditions #25 of Concept Design Plan #2005- 0002 the dedication and/or acquisition of all right-of-way required to widen Eisenhower Avenue shall only be required of/from the Applicant/land owner at the time of the physical redevelopment of each block adjacent to Eisenhower Avenue pursuant to the Stage 1 DSUP, prior to the issuance of a certificate of occupancy for the first building constructed on such block.
10. Subject to the maximum parking limits contained in the Concept Plan, no parking ratios shall be applicable.
11. The city and the Applicant agree that should the Applicant need to locate a government tenant on blocks 2 and 3, such as DoD, in connection with responding to a market opportunity or relocating existing Hoffman tenants, the Applicant and City will work in good faith to provide for an alternate development scheme on this site to accommodate the security needs of such tenant (Settlement Agreement Condition #7).
12. The city and the Applicant agree that the underlying zoning on the 13.29 acre parcel owned by Hoffman Family, LLC., Tax Map #79.02-01-01, (Parcel 79.02) would provide for density at a 1.0 FAR with a site plan and exclusions from FAR for above grade parking. Development at the underlying zoning level would not require dedication or construction of areas shown as new parks and streets in the EESAP. Development at the underlying zoning level will be located so as not to preclude construction of areas shown in the EESAP as new parks and streets. Upon any adoption of a resolution by City Council authorizing the condemnation of land or buildings on Parcel 79.02 for parks or streets, this restriction precluding development on areas planned for streets and parks shall cease to be effective. Any such resolution condemning all or any portion of Parcel 79.02 and all valuation proceedings thereafter will consider Parcel 79.02 as having an underlying zoning of 1.25 FAR. Above grade parking built on this parcel would be appropriately screened by buildings or otherwise and meet any applicable design guidelines of the EESAP. (Settlement Agreement Condition #2) (PC)

J. BLOCK 2 AND BLOCK 3 (DSUP #2005-0031)

Block 2

88. The grading on the southern portion of the site shall be as level with Eisenhower Avenue to the extent possible to provide a wide sidewalk, landscaping and open space on Eisenhower Avenue to the extent possible. (P&Z)
89. The sidewalk connection on Pershing Avenue on the southern portion of the block shall be extended to the west to connect with the reconfigured Telegraph

Road sidewalk to the satisfaction of the Director of P&Z and T&ES as part of the Stage 2 development special use permit. (P&Z)

90. As part of Stage 2 DSUP submission, eliminate the "free-right" hand turn at the intersection of Pershing Avenue and Stovall Street as required by EESAP. The area gained by the elimination of the "free-right" shall be used entirely to increase the size of the adjoining park open space on Block 2. (P&Z)
91. The parking structure shall be located entirely outside the right-of-way for Taylor Drive, unless a subsequent vacation of public right-of-way is approved by the Planning Commission and City Council. (P&Z)
92. Revise narrative on Infrastructure Phasing Plan to address the following:
 - a. Discuss potential utility abandonment or relocation. Note that any modification to the existing utility infrastructure shall be to the satisfaction of the Director of Transportation and Environmental Services.
 - b. Discuss when utilities will be constructed. (T&ES)
93. Stormwater Management Narrative implies that a waiver of the Stormwater Management requirements will be requested. Provide a written waiver request as outlined in Memorandum to Industry No. 2002-0001, dated January 4, 2002. (T&ES)
94. The proposed buildings are shown over existing storm drain easement. No construction will be allowed over an existing sewer line and/or easement. Clarify whether utilities will be abandoned or relocated. (T&ES)
95. The proposed buildings are shown in locations of existing utilities. Provide information regarding treatment of these utilities and Coordinate with the respective utility companies. Clarify whether utilities will be abandoned or relocated. (T&ES)
96. Provide proposed grading along sidewalks and show how the proposed grades tie into the existing grades. Ensure conformance with the ADA requirements for persons with disabilities. (T&ES)
97. Clarify how proposed 28' contour ties into the existing contour at the western side of the parking garage. The Applicant shall examine the grading for the overall site as part of Stage 2 DSUP. (T&ES)
98. Provide Emergency Vehicle Easements (EVE) on the roadways between the parking structure and the highrise structures and the highrise structures and Stovall Street. (Code Enforcement)

99. The proposed parking structure is under 50 feet in height. Ladder truck access is not required. Should revisions to the design increase the height of the structure over 50 feet, ladder truck access to the 2 longest sides will be required. (Code Enforcement)

Block 3

100. An additional setback may be required on the western portion of the site to provide screening for the proposed parking structure. (P&Z)
101. Provide an Emergency Vehicle Easement (EVE) on the roadway between the parking structure and the highrise structure. (Code Enforcement)
102. The proposed parking structure is under 50 feet in height. Ladder truck access is not required. Should revisions to the design increase the height of the structure over 50 feet, ladder truck access to the 2 longest sides will be required. (Code Enforcement) C- 18. The internal streets which are located over the underground parking structure shall conform to H-20 loading requirements. (Code Enforcement)

K. BLOCKS 4 AND 5 (DSUP #2005-0032)

103. The open space at the southwest portion of block 5 shall be subdivided as a separate parcel. As part of the Stage 2 DSUP for Block 5, explore ways to locate some of the proposed ground level open space on the eastern portion of the block to the open space on the southwestern portion of the site to provide a larger consolidated area of open space. (P&Z)
104. As part of the submission of the Stage 2 preliminary development special use permit for Blocks 4 and 5, the Applicant shall explore alternatives to minimize the presence of the proposed loading dock on the eastern portion of the block or explore alternatives to relocate the loading dock to another location-street to minimize its visibility to the satisfaction of the Director of P&Z. (P&Z)
105. The proposed buildings are shown over existing storm drain easement which is to be vacated. Clarify whether utilities will be abandoned or relocated. (T&ES)
106. Remove the existing traffic barricades shown on plan sheet #6. It appears that the barricades are to be removed. (T&ES)
107. Clearly indicate the location of existing sandfilter #1 depicted on the existing conditions plan sheet #5 on the site plan sheet #6. (T&ES)

- 108. The existing total site area is indicated as 7.54 ac. and the proposed total site is depicted as 6.03 ac. Provide information regarding inter parcel exchange of land and indicate where the deficit or surplus of land has been allocated. (T&ES)
- 109. Clearly indicate the location of existing tree pit depicted on the existing conditions plan sheet #5 on the site plan sheet #6. (T&ES)
- 110. Provide additional grading information regarding the existing cross walk on Mandeville Lane as part of Stage 2 DSUP and provide ADA requirements at this location. (T&ES)
- 111. The zoning tabulation provided on sheet 2 indicates that there is structured parking associated with the proposed buildings. Identify the location of such parking and if parking is contained within the buildings, provide information regarding the number of underground parking levels. (T&ES)
- 112. Provide Emergency Vehicle Easements (EVE) on the roadways between the Blocks 4 and 5. (Code Enforcement)
- 113. The roadway barricades on Mandeville Lane restrict ladder truck access to Block 4. Barricades impair ladder truck access and shall be resolved to the satisfaction of the Director of Code Enforcement prior to DSP#2 submission. (Code Enforcement)
- 113A The building face to building face width on the north-south service drive between blocks 4 and 5 shall be a 66', however public access easement right of way shall be 54'. (PC)

L. BLOCKS 9A AND 9B (DSUP #2005-0033)

Blocks 9A and 9B

- 114. Clarify the location of the proposed retaining wall shown on sheet 7 is not clear. Also show grading on either side of the retaining wall. (T&ES)
- 115. The Applicant shall underground all existing overhead utilities and all proposed utilities for the development shall be made via underground system. (T&ES)
- 116. The existing total site area is indicated as 4.87Ac. and the proposed total site is depicted as 4.91 Ac. Provide information regarding inter parcel exchange of land and indicate where the deficit or surplus of land has been allocated. (T&ES)
- 117. The zoning tabulation provided on sheet 2 indicates that there is structured parking associated with the proposed buildings. Identify the location of such

parking and if parking is contained within the buildings, provide information regarding the number of underground parking levels. (T&ES)

- 118. The multi-level vehicle bridges which cross between buildings on lots 9A and 9B prevent ladder truck access. This issue requires resolution as part of Stage 2 DSUP submission. (Code Enforcement)
- 119. Multi-level parking garages obstruct fire access to residential, hotel and office towers. This issue requires resolution as part of Stage 2 DSUP submission. (Code Enforcement)
- 120. Provide Emergency Vehicle Easements (EVE) on the roadways between the parking structure and the high rise structures and the high rise structures and Stovall Street. (Code Enforcement)

Block 9A

- 121. Provide Emergency Vehicle Easements (EVE) on the roadways between the structures in Blocks 9A and 9B. (Code Enforcement)

Block 9B

- 122. The proposed elevated walkways between the buildings shall not be approved as part of this application. Any future elevated walkways will require all applicable approvals by the Planning Commission and City Council as part of subsequent approvals. (P&Z)

M. BLOCKS 11 AND 12 (DSUP # 2005-0034)

- 123. The design and type of screening on the southern portion of the surface parking lot on block 11 shall be submitted and approved as part of the Stage 2 development special use permit for Blocks 11 and 12. (P&Z)
- 124. The surface parking lot shall provide internal landscape islands consistent with the City's Landscape Guidelines, one landscape island for each eleven parking spaces. (P&Z)
- 125. As part of the Stage 2 development special use permit for Block 11, the Applicant shall explore the possibility of locating or consolidating some of the garage and loading areas to minimize the impacts on the adjoining public streets. (P&Z)
- 126. The existing features shown on sheet 5 & 6 are not legible. Provide a clearer plans with future submissions. (T&ES)

127. The existing total site area is indicated as 6.42 Ac. and the proposed total site is depicted as 5.98 Ac. Provide information regarding inter parcel exchange of land and indicate where the deficit or surplus of land has been allocated. (T&ES)
128. The zoning tabulation provided on sheet 2 indicates that there is structured parking associated with the proposed buildings. Identify the location of such parking and if parking is contained within the buildings, provide information regarding how many levels of underground parking. (T&ES)
129. Minimize the amount of curb cuts for the proposed building on Block 11, which shows three proposed loading docks and two garage entrances. (T&ES)
130. Clearly indicate the treatment of existing sandfilter depicted on the existing conditions plan sheet #5, it appears that the vault would be removed. Clarify whether it will be relocated or a new one will be provided. (T&ES)

Block 11

131. Provide Emergency Vehicle Easements (EVE) on Dock, Port, Southern and Anchor Streets. (Code Enforcement)
132. Provide information on overhead power lines as to whether they will remain overhead or be undergrounded, Overhead lines in proximity to proposed location of Block 11 structure eliminates ladder truck access that cannot be considered for the South building face. (Code Enforcement)

N. BLOCKS 24 AND 25A (DSUP # 2005-0035)

133. There is a label on the existing conditions plan for Ex. 10" San. (RCD), can you clarify what this abbreviation means. (T&ES)
134. The existing features shown on sheet 5, 6 & 7 are not legible. Provide clearer plans with future submissions. (T&ES)
135. The existing total site area is indicated as 16.26 Ac. and the proposed total site is depicted as 13.29 Ac. Provide information regarding inter parcel exchange of land and indicate where the deficit or surplus of land has been allocated. (T&ES)
136. The zoning tabulation provided on sheet 2 indicates that there is structured parking associated with the proposed buildings. Identify the location of such parking and if parking is contained within the buildings, provide information regarding how many levels of underground parking. (T&ES)
137. Ensure that the drainage divides shown on sheet 13 forms a closed loop. (T&ES)

138. Clearly indicate the location of all proposed sandfilters depicted on the drainage area map sheet #13. (T&ES)
139. There is an existing 20' sanitary sewer easement shown in the location of the proposed building on Block 24 and 25A. Indicate whether the easement is to be vacated or relocated. (T&ES)
140. There is a 22' existing emergency easement and 10' VAWC easement shown in the location of the proposed building on Block 24 and 25A. Indicate whether the easement is to be vacated or relocated. (T&ES)
141. Provide Emergency Vehicle Easements (EVE) on the roadways between the structures in Blocks 24 and 25A. In addition, provide a fire apparatus turn around at the end of the loading access roads in both land blocks. Block 25A may substitute an access point at the end of the loading dock access road near Eisenhower Avenue in lieu of a turn around. (Code Enforcement)

Block 25A

142. Eliminate parallel service drive on the eastern portion of the property along Hoofs Run Drive and provide access directly from Hoofs Run Drive configure the street and building on the southern portion of the site to accommodate the adjoining park. (P&Z)
143. Realign the street on the southern portion of the property (Park Drive) to conform to the alignment shown in the EESAP. (P&Z)

O. BLOCK 15A (DSUP # 2018-0028)

144. The structure garage parking shall be designed and constructed for possible future conversion to habitable space.
145. The Applicant will provide public access for open space purposes on parcels identified as 072.04-03-08 and 072.04-03-12. The public access will be provided as an easement or other comparable form of public access mutually agreed upon by the City and WMATA and will be approved and provided prior to the release of certificate of occupancy permit for the office building.

The public access easement will be for use of passive and/or active open space, entertainment and/or comparable uses for use by the public. The City and/or designee party will be responsible for the design, construction and maintenance of the open space improvements on the designated parcels. The design and construction of the open space will be reviewed by WMATA and will be subject to all applicable WMATA standards and requirements. (P&Z, RPCA)

AMENDED STAGE I DSUP CONDITIONS: (DSUP #2014-0027)

144. An updated Stage 1 DSUP plan for Blocks 2 and 3 shall be submitted within 30 days of Council approval, or with the Stage 2 DSUP preliminary plan, whichever is sooner. (P&Z)

A. PEDESTRIAN/STREETSCAPE:

145. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
- a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet.
 - d. Sidewalks shall be flush across all driveway crossings.
 - e. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - f. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
 - g. For Block 2, install high visibility crosswalks, pedestrian countdown signals, pedestrian activated push-buttons, and ADA ramps for each leg of the Pershing Avenue and Stovall Road intersection per specifications listed below.
 - h. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
 - i. All crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. High- visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan. All

other crosswalk treatments must be approved by the Director of T&ES.

- j. Install pedestrian countdown signals and pedestrian activated push-buttons in accordance with City Standards. All pedestrian-activated push buttons shall be accessible per ADA Accessibility Guidelines (ADAAG).
- k. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials so as to minimize any potential visible impacts. *** (P&Z)(RP&CA)(T&ES)

B. PUBLIC ART:

- 146. Public Art details (design, materials, artist) in accordance with the Hoffman Public Art Plan, can be agreed/approved by the City and in coordination with the Applicant or future Applicant (if the project is sold/transferred) prior to the Certificate of Occupancy. The Final Site Plan can be released prior to these items being finalized. This process must be noted on the FSP and made clear to any future Applicants.

C. OPEN SPACE/LANDSCAPING:

- 147. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and/or RP&CA. At a minimum the Landscape Plan shall:
 - a. Provide an enhanced level of detail for plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. Ensure positive drainage in all planted areas.
 - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
 - d. Provide detail sections showing above and below grade conditions for plantings above a structure.

- e. Provide planting details for all proposed conditions including street trees, multi- trunk trees, shrubs, perennials, and groundcovers.
 - f. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.
 - g. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
 - h. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and all planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes.
(P&Z)(RP&CA)
148. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA, P&Z and Code Administration.
- a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible, external water hose bib on all building sides at a maximum spacing of 90 feet apart.
 - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - d. Install all lines beneath paved surfaces as sleeved connections.
 - e. Locate water sources and hose bibs in coordination with City Staff.
(P&Z)(RP&CA)
149. Develop a palette of site furnishings in consultation with staff.
- a. Provide location, and specifications, and details for site furnishings that

depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, and/or P&Z and T&ES.

- b. Site furnishings shall include benches, bicycle racks, trash and recycling receptacles, drinking fountains and other associated features.
(RP&CA)(P&Z)(T&ES)
- 150. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, and/or P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)
- 151. For Blocks 2 & 3, identify open space on the plan and provide an approximate tabulation of the open space square footage. If reorientation of the building footprint causes the West Side Gardens open space to be relocated, the open space shall be consolidated on Block 3. (RP&CA)
- 152. Ensure that the open space acreage meets the requirements of the Hoffman Stage I DSUP for Block 2/3, otherwise called West Side Gardens. (RP&CA)
- 153. The open space design of West Side Gardens shall be vetted and approved by the Park and Recreation Commission prior to the release of the final site plan.
(RP&CA)

D. TREE PROTECTION AND PRESERVATION:

- 154. Provide, implement and follow a tree conservation and protection program that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Directors of P&Z, and/or RP&CA and the City Arborist. (P&Z)(RP&CA)
- 155. A fine shall be paid by the Applicant in an amount not to exceed \$10,000 for each tree that is destroyed and/or the City may request that replacement trees of similar caliper and species be provided for damaged trees if the approved tree protection methods have not been followed. The replacement trees shall be installed and if applicable the fine shall be paid prior to the issuance of the last certificate of occupancy permit. *** (P&Z)(RP&CA)
- 156. The area of the limits of disturbance and clearing for the site shall be limited to the areas as generally depicted on the amended Stage I DSUP and reduced if possible to retain existing trees and grades. (P&Z)(RP&CA)

E. BUILDING:

157. The location and maximum footprints of the future office building and parking structure shall be generally consistent with the Stage I DSUP as amended. The final design of the buildings, including the height and floor area, shall be per the Eisenhower East Design Guidelines; and, portions of the garage that are highly visible to public rights-of-way, particularly the façade facing Telegraph Road, shall be designed with high quality materials.
158. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver (for non-residential buildings), LEED Certified (for residential buildings), or Equivalent, to the satisfaction of the Directors of P&Z, and/or 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 and provide a draft checklist showing how the project plans to achieve the certification.*
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of LEED Silver Certification from USGBC (or equivalent) within two years of obtaining a final certificate of occupancy.
 - e. Failure to achieve LEED Silver (or equivalent) for the project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply.
(P&Z)(RP&CA)(T&ES)
 - f. Provide documentation to future retail tenants encouraging them to operate their business consistently with the goals of LEED, as well as to pursue LEED for Retail or LEED for Commercial Interiors certification.
(P&Z)(RP&CA)(T&ES)
159. In order to provide a more sustainable use of natural resources, the Applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the Applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could

reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at <Http://www.epa.gov/WaterSense/pp/index.htm>. (T&ES)

F. SIGNAGE:

160. Design and develop a coordinated sign plan in conformance with the Hoffman Coordinated Sign Program, and which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics, business signs, and interpretive signage that highlights the history and archaeology of the site. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of Archaeology, P&Z, and/or RP&CA, and T&ES.*
 - a. Business signs shall employ variety and creativity of design.
 - b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc. (Arch) (P&Z) (RP&CA) (T&ES)
161. Design business and identification signs to relate in material, color and scale to the building on which the sign is displayed to the satisfaction of the Director of P&Z.
 - a. The business and identification signs shall be designed of high quality materials and sign messages shall be limited to logos and names.
 - b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
162. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
163. A freestanding monument or identification sign shall be prohibited. (P&Z)
164. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (P&Z)(T&ES)

G. HOUSING:

165. The Applicant shall make a voluntary monetary housing contribution in accordance with the conclusions of the Report of the Developer Housing Contribution Policy Work Group accepted by the City Council on June 8, 2005 in December 2013. (Housing)(PC)

The Applicant shall make a voluntary monetary housing contribution in accordance with the conclusions of the Report of the Developer Housing Contribution Policy Work Group accepted by the City Council in December 2013. (Housing)(PC)

H. PARKING:

166. For Block 2, locate a maximum of 985 parking spaces in the parking garage. This allocation is approved for a federal tenant only. (P&Z)(T&ES)
167. Provide bicycle parking space(s) per Alexandria's current Bicycle Parking Standards for each Stage 2 DSUP. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. Provide bicycle parking both in the parking garage and outside at ground level. Bicycle parking outside shall be covered. (T&ES)
168. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan and shall at a minimum include the following:
- a. Provide controlled access into the garage for vehicles and pedestrians.
 - b. A plan of the garage facility – including the number of lanes of traffic for entering / exiting, indicating any reversible lanes.
 - c. Total capacity and a breakdown of parking types (standard, compact, tandem, accessible, etc.).
 - d. A description of access control equipment and an explanation of how the garage will be managed. Include information on hours of operation, and accommodation for the various users of the garage (short and long term parking, car and vanpools, bicycles, etc.).
 - e. Information on proposed staffing needs for peak, non-peak and overnight hours.

- f. How rates will be determined and details of validation program if proposed.
- g. Details of appropriate signage for the retail parking indicating hours which are reserved for retail patrons.* (P&Z)(T&ES)

I. BUS STOPS AND BUS SHELTERS:

- 169. Show all existing and proposed bus stops with associated features, to include shelters, canopies, and benches in the vicinity of the site on the final site plan. Any proposed features shall be ADA compliant; all bus shelters shall include a bench, illumination (solar or electric), and the ability to accommodate future real time bus information LED screens and electric connections to the satisfaction of the Director of T&ES. The final bus shelter, bus canopy, and bus stop bench design shall meet City standards and the approval of the Director of T&ES. Design and specifications for the City standard bus shelter can be found at <https://www.alexandriava.gov/tes/info/default.aspx?id=6548> (T&ES)
- 170. For Block 2, provide an ADA compliant bus stop area on Southbound Stovall Street between Pershing Avenue and Eisenhower Avenue. Bus stop should be located along Stovall Street so that buses serving the stop have sufficient time and distance to maneuver into appropriate lane to make left hand turn (outermost lane) onto Eastbound Eisenhower Avenue. (T&ES)
- 171. For Block 2, make the new bus stop on Stovall Street between Pershing Avenue and Eisenhower Avenue ADA compliant. ADA compliance includes:
 - a. 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. (T&ES)
- 172. Street trees in close proximity to bus stop approaches or directly adjacent to travel lanes shall be:
 - a. Located to avoid conflict with vehicles, specifically:

- i. Trees shall be excluded from a 40 ft. zone which represents the length of the bus as it is serving the stop.
- ii. Trees within both the 10 ft. departure zone and the 20 ft. approach zone (on either side of the 40 ft. zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses.
- b. Subject to the character of the adjacent area and relevant design guidelines for spacing, distance from the curb and species selection. In general, trees shall be of the same species along the entire block face.
- c. Selected from upright branching species in areas where relevant design guidelines do not otherwise specify
- d. Installed with a minimum six feet of clear stem and gradually pruned to reduce conflict with vehicles, under consultation from a certified arborist. Pruning of street trees is part of the regular maintenance required of Applicants under the City's bond for public improvements.
- e. Set back from the curb edge where the width of sidewalk and adjacent conditions allow. (T&ES)

J. SITE PLAN:

- 173. Submit the plat of consolidation and all applicable vacations, easements and/or dedications prior to the final site plan submission. The plat(s) shall be approved and recorded prior to the release of the final site plan.* (P&Z)(T&ES)
- 174. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, and T&ES. These items include:
 - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
 - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)(RP&CA)
- 175. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RP&CA in consultation with the Chief of Police and shall include the following:

- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
- b. If existing lighting does not meet minimum standards within the City right-of-way adjacent to the site, additional lighting must be provided so that the lighting meets City standards or to the satisfaction of the Director of T&ES.
- c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
- d. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
- e. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
- f. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
- g. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
- h. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
- i. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
- j. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
- k. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
- l. The lighting for the underground/structured parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
- m. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
- n. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
- o. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)

K. CONSTRUCTION MANAGEMENT:

176. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. * (T&ES)
177. 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. Include a Traffic Control Plan as part of the construction management plan, to include proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage of materials 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 prepared drawings shall include a statement “FOR INFORMATION ONLY” on the Traffic Control Plan Sheets.
 - e. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
 - f. 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)
178. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the Applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of

P&Z and T&ES prior to final site plan release. This plan shall:

- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the 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)
179. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
180. No major construction staging shall be allowed within the public right-of-way on Pershing Ave, Stovall Street and Eisenhower Avenue. The Applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
181. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of any stops, a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES Office of Transit Services at 703-746-4075 as well as with the transit agency which provides service to the bus stop. Signs noting the bus stop closure and location of the temporary bus stop must be installed at all bus stops taken out of service due to construction. (T&ES)
182. 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)
183. Prior to commencing clearing and grading of the site, the Applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The

Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)

184. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
185. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z)(T&ES)
186. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
187. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. *** (P&Z)
188. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)
189. 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)

190. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
191. 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)

L. WASTEWATER / SANITARY SEWERS:

192. The Applicant shall submit a letter to the Director of Transportation & Environmental Services prior to release of the final site plan acknowledging that this property will participate, if the City adopts a plan prior to release of the building permit, to require equal and proportionate participation in an improvements plan to mitigate wet weather surcharging in the Holmes Run Trunk Sewer sanitary sewer shed. (T&ES)

M. STREETS / TRAFFIC:

193. Preferably a separation of 150', with a minimum of 100' between the beginning of street corner radius and any driveway apron radius shall be maintained on arterial and collector roadways; however, a minimum of 30 feet separation between beginning of street corner radius and any driveway apron radius shall be maintained on residential streets. Additional curb cuts are not recommended since these will impede traffic flow. (T&ES)
194. Consider relocating the main access point on Block 2 to Stovall Street. The following conditions shall apply:
 - a. The garage entrance gate shall be designed and positioned so that the peak hour queue of vehicles waiting to enter the garage does not extend onto Stovall Street or block the sidewalk in any way.
 - b. The Curb cut should be located approximately opposite of the curb cut across Stovall Street.
 - c. A traffic study shall be undertaken demonstrating to the satisfaction of the Director of T&ES that the proposed garage entrance and associated left turn lane will not unreasonably impact traffic flow on Stovall Street.

- d. The garage entrance shall provide a minimum of two controlled access lanes entering the garage to minimize spill over onto the street. (T&ES)
195. With the Final Site Plan 1 submission for Block 2, provide a signal plan for the intersection of Pershing Ave. and Stovall St. (T&ES)
196. The current proposal (drawings dated September 15, 2014; received by P&Z September 24, 2014) showing access off of Pershing Avenue into the parking garage for Block 2 is not acceptable for the following reasons:
- a. The geometry of the entrance creates a very sharp turning movement for vehicles turning right into the garage from the I-495 off-ramp. This presents a conflict should a vehicle be waiting at the driveway to exit the garage, and a conflict should a vehicle need to slow down to make the turn while another vehicle travels at high speeds on the off-ramp behind it.
 - b. The volume of cars that will attempt to enter the garage in the A.M. could cause a queue on Pershing Avenue that would present a dangerous situation along Pershing Avenue.
 - c. Vehicles exiting onto Pershing Avenue will have a limited sight distance of vehicles coming off of the I-495 off ramp that are traveling at high speeds. (T&ES)
- If the access point remains on Pershing Avenue, provide the following:
- d. Relocate the entrance towards the intersection with Stovall Street in conformance with Condition #117 above.
 - e. Prohibit the left turn movement from Pershing Avenue onto the road in front of the main entrance to the building. This left turn would be too close to the Stovall Street and Pershing intersection.
 - f. Prohibit the left turn from Pershing Avenue into the site, as it would cross the ramp off of I-495. (T&ES)
197. 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)

198. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction Management & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
199. Provide an update to the previous traffic study that shows additional trips generated by the proposed use on Block 2 and includes queues and additional turning movements into the parking structure and internal circulation. All Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. Additional improvements to the satisfaction of the Director of T&ES may be required based on the results of the update to the traffic study. (T&ES)
200. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
201. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)
202. For Block 2, furnish and install two 4" conduits with pull wires, and junction boxes located at a maximum interval of 300' underneath the sidewalks along Stovall Road from Pershing Avenue to Eisenhower Avenue. These conduits shall terminate in an underground junction box at each corner at Stovall Road and Pershing Avenue and Stovall Road and Eisenhower Avenue. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES)

N. UTILITIES:

203. Locate all private utilities without a franchise agreement outside of the public right-of- way and public utility easements. (T&ES)

O. STORMWATER MANAGEMENT:

204. 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)
205. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project

boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Worksheet, or City of Alexandria Worksheets A or B and Worksheet C, as applicable. (T&ES)

206. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES)
207. Surface-installed storm water Best Management Practice (BMP) measures, i.e. Bio- Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
208. Submit two originals of the storm water quality BMP and Stormwater Detention Facilities Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)
209. The Applicant/Owner shall be responsible for installing and maintaining storm water Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three years and develop an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)
210. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond.

****(T&ES)

211. 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. 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)

P. CONTAMINATED LAND:

212. Indicate whether or not there is any known soil and 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, Office of Environmental Quality. (T&ES)
213. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
- a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil.
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
 - e. The Applicant shall screen for PCBs as part of the site characterization to comply with the City's Department of Conservation and Recreation Municipal Separate Storm Sewer (MS4) permit.

- f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. *
(T&ES)

Q. NOISE:

214. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)

R. AIR POLLUTION:

215. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
216. No material may be disposed of by venting into the atmosphere. (T&ES)
217. 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)

S. CONTRIBUTIONS:

218. For Block 2, the Applicant shall contribute the full cost for a new medium-size Bikeshare station (current medium-size is a 15 dock station) to the city prior to Final Site Plan release towards installation, operation and/or expansion of a bike share station in the vicinity of this project site as part of a coordinated bike share program. Show location within the right of way adjacent to this site for a Bikeshare station with the Final 1 submission (minimum clear sidewalk widths per Condition 2 in this DSUP must be maintained). (T&ES)

T. ARCHAEOLOGY:

219. Historical maps indicate that this area was once a low terrace adjacent to a tributary stream of Cameron Run. Native American sites have been discovered in comparable settings. It is therefore possible that this site could yield archaeological resources that could provide insight into Native American activities prior to the arrival of Europeans in the area. Previous historical and archaeological investigations have indicated that this area may have potential to provide insight into 18th and 19th-century activities and into occupation by Native Americans. The 18th-century Town of Cameron was situated on Hunting Creek near the upstream limits of navigation, but its exact location has never been found. To the north, the 18th-century West family cemetery, two 18th- and 19th-century mills (one of which was converted for use by the Alexandria Water

Company) and the 19th-century Roberts' farm were excavated.

220. A 1998 Archaeological Assessment report produced by R. Christopher Goodwin and Associates recommends limited mechanized trenching for the property.
221. Hire an archaeological consultant to consult with Alexandria Archaeology in order to devise a Statement of Work for limited mechanized trenching as monitored by a qualified professional archaeologist. If significant resources are discovered, the consultant shall 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. (Archaeology)
222. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place to recover significant resources in concert with construction activities. * (Archaeology)
223. 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)
224. 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)
225. The statements in C-2, C-3, and C-4 above must appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including sheeting and shoring and grading) so that on-site contractors are aware of the requirements.
226. Certificates of Occupancy will not be issued for this property until the final archaeological report has been received and approved by the City Archaeologist.
227. All archaeological work will be carried out in accordance with the City of Alexandria Archaeological Standards and is subject to the approval of the City Archaeologist.

U. **FIRE:**

- 228. Plans should show location of all existing fire hydrants in and around site and existing fire department connections so that a determination can be made regarding the impact of construction and the ability of the fire department to provide a water supply.
- 229. All new fire hydrants on property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance, and service. This will be evaluated on a case by case basis.
- 230. The Applicant shall provide a separate Fire Service Plan which illustrates where applicable: a) emergency ingress/egress routes to the site; b) one fire department connection (FDC) for buildings under 5 stories or 55 feet or two sufficiently remote FDC's for buildings over 5 stories or 55 feet; c) all existing and proposed fire hydrants where fire hydrants are located between forty (40) and one hundred (100) feet of each required 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 minimum width of twenty-two (22) feet; f) the location and size of the separate fire line(s) for the building fire service connection and fire hydrants.
- 231. The Applicant 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. This information will determine if item C-3 requirements apply.
- 232. If building or structure is over 50 feet in height, it is required to have ladder truck access to 48% perimeter of the buildings by public roads or recorded emergency vehicle easements (EVE). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. Equivalency may be demonstrated through methods outlined in the City Fire Prevention Code Appendix D. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings.
- 233. The Applicant shall provide two wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The three copies shall be submitted to Alexandria Fire Department, Fire Prevention, C/O A. Maurice Jones, Jr. 900 Second Street, Alexandria, Va. 22314.

234. A Knox Box Rapid Entry key access system shall be installed to facilitate building entry by fire department personnel during an emergency. The size and number of Knox Boxes, number of key sets, and required keys or access devices shall be determined by Alexandria Fire Department personnel.
235. The Applicant of any building or structure constructed in excess of 10,000 square feet; any building or structure which constructs an addition in excess of 10,000 square feet; or any building where there is a level below grade shall contact the City of Alexandria Radio Communications Manager in the Department of Emergency Communications prior to submission of a final site plan. The proposed project shall be reviewed for compliance with the radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. 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.
 - b. The building or structure design shall support a minimum signal transmission strength of -95 dBm within 90 percent of each floor area.
 - 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.
 - d. Areas deemed critical by the City of Alexandria, such as fire control rooms, exit stairways, and exit passageways shall provide 99 percent coverage exceeding -95 dbm when transmitting or receiving.
 - e. 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.

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. A bi-directional amplifier or other powered equipment must consist of two power sources:

- a. Primary Source: Dedicated branch circuit.

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

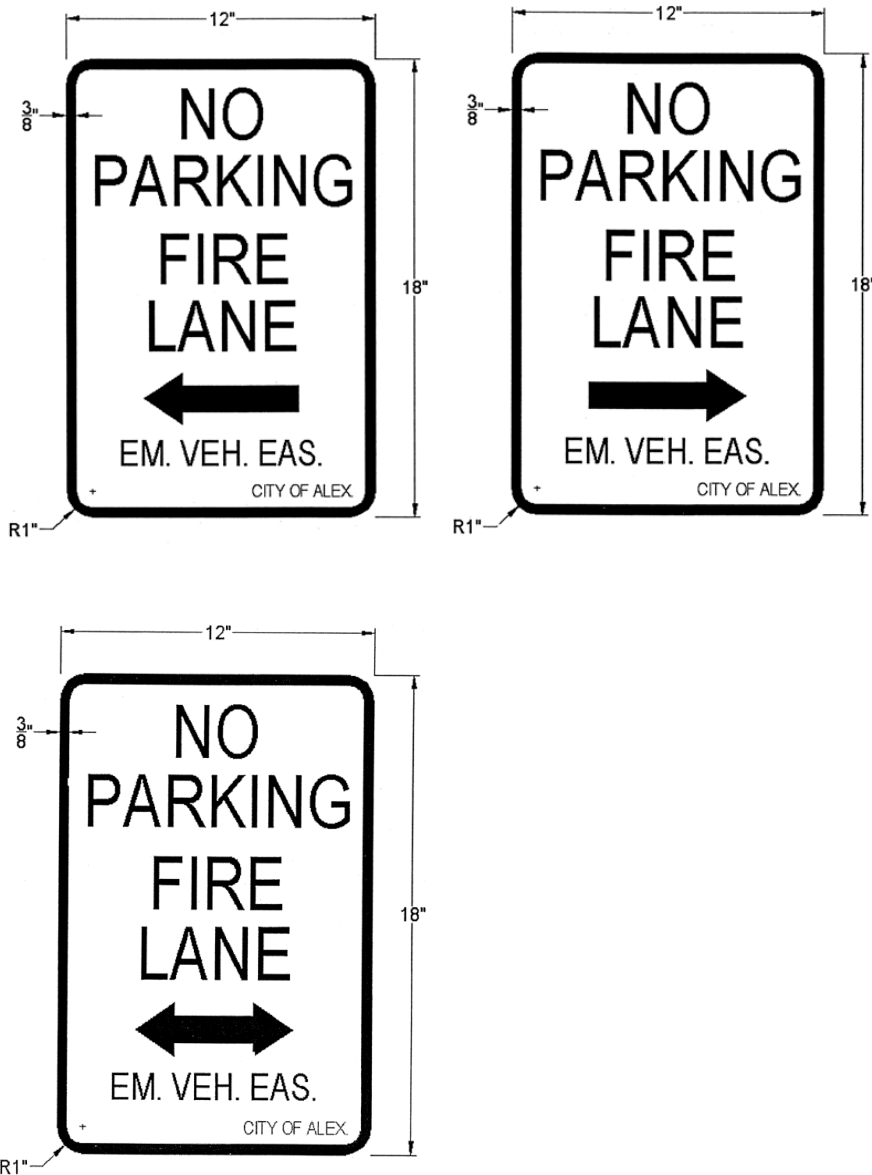
Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager.

- 236. The site plan shall show placement of emergency vehicle easement signs. See sign detail and placement requirements are as follows:

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

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

Where curbing is a component of the emergency vehicle easement, the curbing construction shall conform to weight and grade requirements for vehicular traffic. In no circumstances shall a raised curb be located in the path of travel in an emergency vehicle easement. Where a mountable curb is provided as part of an emergency vehicle easement, emergency vehicle easement signs shall be posted at the point nearest the edge of the emergency vehicle easement, but in no case within the clear width of the emergency vehicle easement.



237. Show fire apparatus vehicle turning radius based on the following specifications:
Tower 203 Turning Specifications

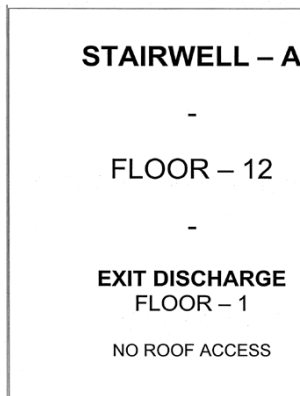
- Turning Radius – Wall to Wall = 54.98 feet + / - 2 feet
Curb to Curb = 51.33 feet + / - 2 feet
Inside turning radius = 37.73 feet + / - 2 feet
 - Overall Length – 47' – 4 1/2"
 - Overall Width – 98"
 - Wheel Bases from front axle to both rear axles – 240"
 - Tandem axle spacing – 56" CL of axle to CL of axle
 - Gross Weight – As built with no equipment or water gross weight = 66,000#

- Angle of Approach – 13 Degrees
- Angle of Departure – 11 degrees
- Ramp Break Over – Break over angle is 9°

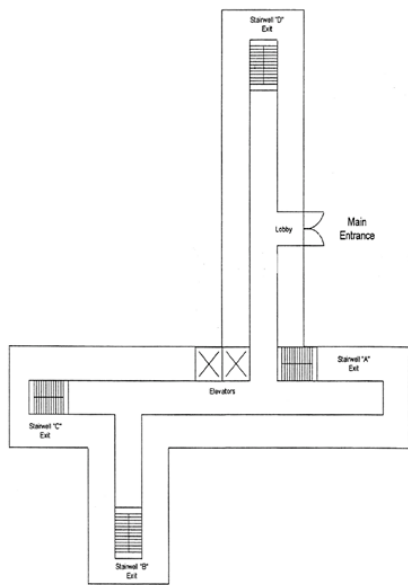
238. Provide Stairway Identification. Stairway identification signs shall be provided at each landing in all interior exit stairways connecting more than three stories. Stairways shall be identified by letter designation starting next to the main entrance with "A" and continuing in a clockwise or left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

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

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



Example Stairway Identification Sign



Example Building Footprint Sign

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)
- C - 2 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three years after completion. **** (P&Z) (T&ES)

Transportation and Environmental Services

- R - 1. The current site plans provide for a 962 square foot trash room adjacent to a single loading dock. While this trash room meets the storage space requirements for solid waste and recycling, its configuration does not allow for the most efficient collection of these materials. (T&ES- Resource Recovery)

- R - 2. The total square footage for this office building is listed at approximately 684,000 square feet. This level of occupancy will generate between 1.5 and 3 tons of solid waste per day in most circumstances. This volume of solid waste would best be handled using a pair of compactors for both trash and recyclable materials which the current trash room does not allow for. (T&ES- Resource Recovery)
- R - 3. At maximum occupancy, this building may require multiple collections per day for both trash and recyclables using a standard 8cy front load container. The use of compactors would be a much more efficient collection method for a building of this size although it would require more dedicated loading dock space. (T&ES- Resource Recovery)
- R - 4. DASH has in its annual Transit Development Plan and Long Range Expansion plan to implement a new Eisenhower Circulator, currently programmed for implementation in FY2017. The provision of space for a bus stop would enable an extension of the Eisenhower Circulator to service new developments west of Eisenhower Metro Station along Stovall Street and Pershing Avenue. A bus shelter is planned for the bus stop in FY2017. (T&ES/DASH)
- R - 5. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- R - 6. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:
- <http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- R - 7. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)

- R - 8. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- R - 9. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- R - 10. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration (T&ES)
- R - 11. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- R - 12. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)
- R - 13. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)

- R - 14. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)
- R - 15. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- R - 16. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- R - 17. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- R - 18. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- R - 19. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- R - 20. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- R - 21. A Traffic Control Plan shall be provided within the Construction Management Plan and replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as

parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. These sheets are to be provided as "Information Only". (T&ES)

- R - 22. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the Applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the Applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2 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 from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the Applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 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 - 4 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Floodplain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)
- C - 5 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)

C - 6 (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 - 7 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)

C - 8 In compliance with the City of Alexandria Zoning Ordinance Article XI, the Applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 06-14, New Sanitary Sewer Connection and Adequate Outfall Analysis, effective July 1, 2014. The sanitary sewer adequate outfall analysis is required as part of the Preliminary Site Plan submission. The memorandum is available at the following web address of the City of Alexandria (T&ES)

<http://alexandriava.gov/uploadedFiles/tes/info/MemoToIndustry06-14.pdf>

C - 9 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 - 10 The Applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation &

Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: www.alexandriava.gov/solidwaste or by contacting the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov. (T&ES)

- C - 11 The Applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 12 The Applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: www.alexandriava.gov/solidwaste or by calling the Solid Waste Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)
- C - 13 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)
- C - 14 The sewer tap fee must be paid prior to release of the site plan.* (T&ES)
- C - 15 All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)
- C - 16 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)
- C - 17 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 18 Per the Memorandum to Industry, dated July 20, 2005, the Applicant is advised regarding a requirement that Applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the Applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 19 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book

for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)

- C - 20 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 21 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 22 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 23 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 24 The Applicant shall comply with the City of Alexandria’s Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 25 The Applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the water quality volume default and stormwater quantity management. (T&ES)
- C - 26 The Applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 27 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a Virginia Stormwater Management Program General Construction Permit for land disturbing activities greater than one acre.

See memo to industry 08-14 which can be found on-line here; <http://alexandriava.gov/tes/info/default.aspx?id=3522>. * (T&ES)

Alexandria Renew Enterprises:

- F - 1. Proposed construction and sewer discharge limits from new facility could be regulated by ASA Pretreatment. Engineer/Owner is required to contact Alexandria Renew Enterprises (AlexRenew) Pretreatment Program Manager, (703) 549-3382 ex: 2106.
- R - 1. Provide sanitary computations and proposed layout. Owner to determine whether a service chamber (pump/lift station) needs to be constructed to service the building in order to convey sanitary flow into the Holmes Run Trunk Sewer during high flows.

Virginia American Water Company

- F - 1. VAWC has no comments at this time.

Fire Department

- F - 1. The following comments are for preliminary review only. Additional comments may be forthcoming once the Applicant provides supplemental information for review. Please direct any questions to Maurice Jones at 703-746-4256 or maurice.jones@alexandriava.gov.
- R - 1. To improve fire department operational capabilities, it is recommended that all stairways extend to the roof level for direct access to the roof.

Code Administration (Building Code):

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

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

Police

Parking Garage Recommendations

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

Landscape Recommendations

- R - 5. The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles. Parks
- R - 6. It is recommended that the Applicant choose a style bench that has an armrest in the middle of the bench to deter unwanted sleeping and skateboarding on the benches.

Miscellaneous

- R - 7. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.
- R - 8. It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air.
- R - 9. It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Archaeology

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

-
- * Condition must be fulfilled prior to release of the final site plan
- ** Condition must be fulfilled prior to release of the building permit
- *** Condition must be fulfilled prior to release of the certificate of occupancy
- **** Condition must be fulfilled prior to release of the bond

PART 2: Conditions Applying to Blocks 13, 17, 18

Note: The following CDD conditions have been carried forward from CDD #2002-0001. The following CDD conditions only apply to development approved prior to January 1, 2021, for the blocks listed above and will not apply to any new development going forward.

1. The CDD approval shall be limited to the proposed site that proposes two residential buildings and one office building. (P&Z)
2. The CDD approval shall expire upon the expiration of the proposed site plan.
3. All utilities such as sanitary and stormwater sewers shall be relocated and constructed with the first phase of construction to the satisfaction of the Director of T&ES. (P&Z)
4. Prior to the submission of the first final site plan on any portion of the CDD, the developer shall coordinate with adjacent property owners and public and private utilities, and prepare a master utility relocation plan satisfactory to the Director of T&ES for the Eisenhower Avenue CDD area. The plan shall be approved by the Director of T&ES before a final site plan will be accepted for processing by the City of Alexandria. All sanitary sewer connections shall be in accordance with the approved master utility plan. (P&Z)
5. The streetscape along Eisenhower Avenue and Mill Road shall conform with the adopted streetscape guidelines of the Eisenhower East Study. (P&Z)

PART 3: Conditions Applying to Blocks 10A, 10B, 14, 15B, 16, 19, 20

Note: No conditions were previously provided for the blocks listed above.

CDD #2021-00006 | ZTA #2022-00002 | DSUP #2021-10028 | TMP SUP #2021-00085
SNC#2022-00001
2111 & 2121 Eisenhower Avenue
Block 23 | Eisenhower East CDD #2

X. ATTACHMENTS

Attachment 1: Eisenhower East and Carlyle Blocks

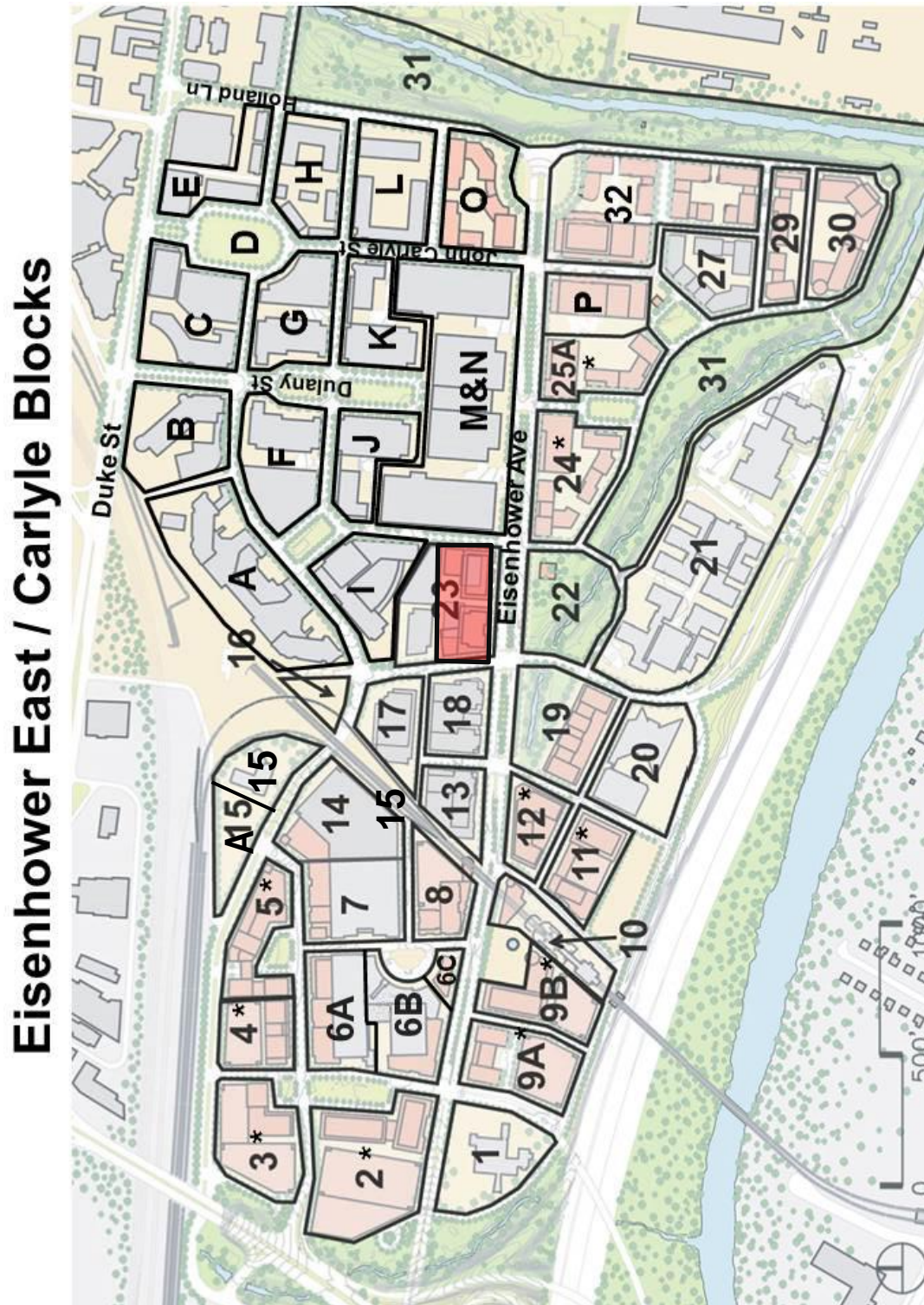


Figure 11: Eisenhower/Carlyle blocks

Attachment 2: Zoning Text Amendment to Section 5-600

CDD No.	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			Maximum F.A.R. and/or Development Levels	Maximum Height	Uses
2	Eisenhower Avenue Metro	<p>OC zoning regulations apply except that:</p> <p>- Mmaximum F.A.R. is 1.25, except 2.0 with an architectural design SUP as specified in the master plan</p> <p>- Mmaximum heights shall be 100 feet, except on property known as the Hoffman Tract, where the maximum height shall not exceed 150 feet. Any project proposed for development under the OC Office Commercial zoning shall conform to the Architectural design Principles and Design Guidelines outlined in the Eisenhower East Small Area Plan, <u>as may be amended</u>. Development is prohibited on any portion of the property delineated in the Master Eisenhower East Small Area Plan, <u>as may be amended</u>, as public open space or roadways, however, this restriction is not intended to affect the amount of total development on the parcel.</p>	<p>The development controls for each development block including <u>principal land uses, required minimum percent of commercial, maximum and minimum building height, required on-site publicly accessible open space, and required minimum retail</u> allowable gross floor area (AGFA); maximum building height, the size of public open spaces, the principal use of the property and the desired amount of ground-level retail space, are delineated in “Table 1 “Development Summary” Figure 4-9 of the Eisenhower East Small Area Plan <u>as may be amended</u>. In addition, development shall be in accordance with the guidelines in the Eisenhower East Small Area Plan <u>as may be amended</u>.</p> <p><u>Maximum F.A.R.: No maximum F.A.R. The building volume shall be in accordance with the Eisenhower East Small Area Plan as may be amended.</u></p> <p><u>Minimum open space: The minimum open space shall conform to the Eisenhower East Small Area Plan as may be amended.</u></p> <p><u>Minimum yards: None, except as may be applicable pursuant to the supplemental yard and setback regulations of section 7-1000.</u></p> <p><u>Area Requirements: There are no lot area or frontage requirements.</u></p> <p><u>The height-to-setback ratio required in Section 6-403(A) and the zone transition requirements of Section 7-900 do not apply.</u></p> <p>All proposed development shall be reviewed for compliance with the design <u>principles and</u> guidelines by the Eisenhower East Design Review Board.</p>	<p><u>The maximum and minimum building heights shall conform to the Eisenhower East Small Area Plan as may be amended.</u></p> <p>The development controls for each development block including maximum building height, are delineated in Figure 4-9 of the Eisenhower East Small Area Plan.</p>	<p><u>Active recreational uses; animal care facility; any use with live entertainment; apartment hotel; business and professional office; child care home; church; congregate housing facility; congregate recreational facility; continuum of care facility; day care center; dwelling, multifamily; elder care home; food or beverage production exceeding 5,000 sq. ft., which includes a retail component; fraternal or private club; health and athletic club or fitness studio; health profession office; helistop; homeless shelter; hospice; hospital; hotel; light assembly, service, and crafts; medical care facility; medical laboratory; nursing or convalescent home or hospice; outdoor dining; outdoor dining located on private property; outdoor dining and outdoor retail display and sales pursuant to 5-602(E)(14) and (15); outdoor market; passive recreational use; personal service establishment; public park; private school, academic; private school, commercial; public building; public school; radio or television broadcasting office and studio; recreation and entertainment use, indoor and outdoor; restaurant; retail shopping establishment; theater, live; social service use; solar energy system not serving a building, valet parking; and veterinary/animal hospital</u></p> <p>Mix of uses including office, residential and retail along with active and passive recreation opportunities.</p>

Attachment 3: Architectural Renderings



Figure 12: View looking north



Figure 12: View looking south



Figure 13: View looking south on Elizabeth Lane



Figure 14: Mid-rise portion from Eisenhower Avenue.





Figure 19: Aerial view of bike room/garage



Figure 20: Bike room perspective



4 BIKE RM./GARAGE PERSPECTIVE 2
 SCALE : NTS
Figure 21: Garage perspective from Simpson Way

APPROVED
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF PLANNING & ZONING

Attachment 4: CDD Certification Letter (Sec. 5-607(A))



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

**WALSH COLUCCI
LUBELEY & WALSH PC**

April 13, 2022

Via Email Only

Mr. Karl Moritz, Director of Planning & Zoning
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

**Re: Joint Application Certification Letter
CDD#2021-00006 – Block 23 CDD #2 Concept Plan
Applicant: MidAtlantic Realty Partners, LLC
Property: 2111 & 2121 Eisenhower Avenue**

Dear Mr. Moritz:

Please accept this letter in satisfaction of Section 5-607(A) of the City of Alexandria Zoning Ordinance. The Applicant has submitted a new CDD #2 Concept Plan application in association with its proposed redevelopment on Block 23. This application is limited to the scope of the Block 23 redevelopment since CDD #2 is not in common ownership or control and the remaining property owners within CDD #2 are not willing to join in a single CDD #2 Concept Plan application. I have, on behalf of the Applicant, diligently attempted, without success, to bring about a joint applicant for the entirety of CDD #2 and such lack of success is not caused in whole or in part by the Applicant.

Very truly yours,

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

M. Catharine Puskar

Enclosures

cc: Frederick Rothmeijer, MRP
Armour Shaw, MRP
Lauren G. Riley, Walsh Colucci

ATTORNEYS AT LAW

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

LOUDOUN 703 737 3633 ■ WOODBRIDGE 703 680 4664



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2021-10028

Project Name: Block 23

PROPERTY LOCATION: 2111 & 2121 Eisenhower Avenue

TAX MAP REFERENCE: T.M. #073.03-01-08 & T.M. #073.03-01-09 **ZONE:** CDD#2

APPLICANT:

Name: MidAtlantic Realty Partners, LLC By: M. Catharine Puskar, Attorney/Agent

Address: Walsh, Colucci, Lubeley & Walsh, P.C., 2200 Clarendon Boulevard, Arlington VA 22201

PROPERTY OWNER:

Name: 2111 Eisenhower Avenue Limited Partnership; Simpson Development Company, Inc.

Address: P.O. Box 430, Alexandria, Virginia 22313

SUMMARY OF PROPOSAL DSUP to allow an 802-unit residential building.

MODIFICATIONS REQUESTED Modification of the height to setback ratio (Section 6-403).

SUP's REQUESTED 1) Increase in mechanical penthouse height, 2) parking reduction, and 3) Transportation Management Plan SUP.

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

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

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

M. Catharine Puskar, Attorney/Agent

Print Name of Applicant or Agent
Walsh, Colucci, Lubeley & Walsh, P.C.
2200 Clarendon Boulevard, Suite 1300

Mailing/Street Address

Arlington, Virginia 22201

City and State Zip Code

MC Puskar

Signature

703-528-4700

703-525-3197

Telephone #

Fax #

cpuskar@thelandlawyers.com

Email address

10/19/2021

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Received Plans for Completeness: _____

Fee Paid and Date: _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

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

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

See attached.

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

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

N/A



Simpson Development Company, Inc.
P.O. Box 430
Alexandria, Virginia 22313

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

Re: Consent to File Development Special Use Permit and Special Use Permit
Applications
2121 Eisenhower Avenue, Tax Map ID 073.03-01-09 (the "Property")

Dear Mr. Moritz:

As owner of the above-referenced Property, Simpson Development Company, Inc. hereby consents to the filing of applications for a Development Special Use Permit, a Transportation Management Plan Special Use Permit, a Special Use Permit for increase in mechanical penthouse height, and any related requests on the Property.

Very Truly Yours,

SIMPSON DEVELOPMENT COMPANY, INC.

By: A large, stylized handwritten signature in dark ink, appearing to be "Karl Moritz", is written over a horizontal line.

Its: President

Date: 8/12/2021



2111 Eisenhower Avenue Limited Partnership
c/o Simpson Development Company, Inc.
P.O. Box 430
Alexandria, Virginia 22313

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

Re: Consent to File Development Special Use Permit and Special Use Permit Applications
2111 Eisenhower Avenue, Tax Map ID 073.03-01-08 (the "Property")

Dear Mr. Moritz:

As owner of the above-referenced Property, 2111 Eisenhower Avenue Limited Partnership hereby consents to the filing of applications for a Development Special Use Permit, a Transportation Management Plan Special Use Permit, a Special Use Permit for increase in mechanical penthouse height, and any related requests on the Property.

Very Truly Yours,

2111 EISENHOWER AVENUE LIMITED PARTNERSHIP
SIMPSON DEVELOPMENT CO, INC., GENERAL PARTNER

By: A large, stylized handwritten signature in black ink, appearing to be "CS", is written over a horizontal line.

Its: President

Date: 8/12/21

MRP | REALTY

MidAtlantic Realty Partners, LLC
3050 K Street, NW
Washington, D.C. 20007

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

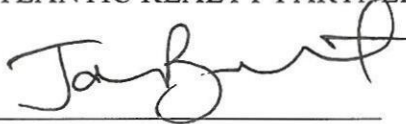
Re: Authorization to File Development Special Use Permit and Special Use Permit Applications
2111 and 2121 Eisenhower Avenue, Tax Map ID 073.03-01-08 & 073.03-01-09
(the "Property")

Dear Mr. Moritz:

MidAtlantic Realty Partners, LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of applications for a Development Special Use Permit, a Transportation Management Plan Special Use Permit, a Special Use Permit for increase in mechanical penthouse height, and any related requests on the Property.

Very truly yours,

MIDATLANTIC REALTY PARTNERS, LLC

By: 

Its: Authorized Member

Date: 8/16/21

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 three 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 MidAtlantic Realty Partners, LLC	See attached.	See attached.
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 2111 and 2121 Eisenhower Avenue (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three 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 2111 Eisenhower Avenue Limited Partnership	See attached.	See attached.
² Simpson Development Company, Inc.	See attached.	See attached.
3.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are required to disclose **any** business or financial relationship, as defined by [Section 11-350 of the Zoning Ordinance](#), existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please 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 MidAtlantic Realty Partners, LLC	None	None
² 2111 Eisenhower Avenue Limited Partnership	None	None
³ Simpson Development Company, Inc.	None	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.

08/20/2021

Date

M. Catharine Puskar, Attorney/Agent

Printed Name


Signature

OWNER DISCLOSURE ATTACHMENT

2111 Eisenhower Avenue (TM ID 073.03-01-08)

2111 Eisenhower Avenue Limited Partnership (Title Owner)
P.O. Box 430
Alexandria, Virginia 22313

Member:	Percent Ownership:
Pool & Hot Tub Alliance 2111 Eisenhower Avenue Alexandria, Virginia 22314	40%
Donald Simpson, Jr. 615 Oakland Terrace Alexandria, Virginia 22302	51%
Lawrence Kahan 400 Tennessee Avenue Alexandria, Virginia 22305	9%

2121 Eisenhower Avenue (TM ID 073.03-01-09)

Simpson Development Company, Inc. (Title Owner)
P.O. Box 430
Alexandria, Virginia 22313

Member:	Percent Ownership:
Donald Simpson, Jr. 615 Oakland Terrace Alexandria, Virginia 22302	85%
Lawrence Kahan 400 Tennessee Avenue Alexandria, Virginia 22305	15%

*None of the entities or individuals listed above have any business or financial relationship as defined by Section 11-350 of the Zoning Ordinance

MRP | REALTY

MidAtlantic Realty Partners, LLC
3050 K Street, NW
Washington, D.C. 20007

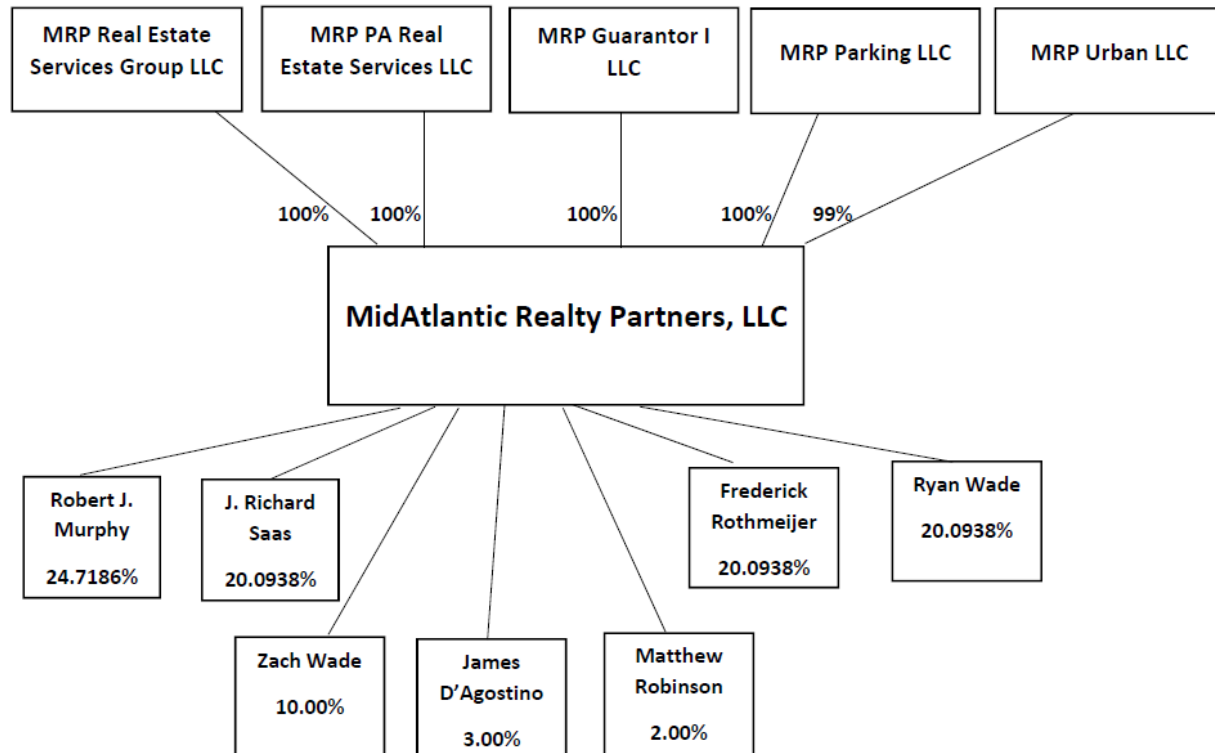
Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Ownership Breakdown
Disclosure Information

Name of Person or Entity | Ownership:

- Robert J. Murphy | 24.7186%
 - Relationship as defined by Section 11-350 of the Zoning Ordinance
 - None
 - Member of the Approving Body (i.e., City Council, Planning Commission, etc.)
 - None
- J. Richard Saas | 20.0938%
 - Relationship as defined by Section 11-350 of the Zoning Ordinance
 - None
 - Member of the Approving Body (i.e., City Council, Planning Commission, etc.)
 - None
- Frederick Rothmeijer | 20.0938%
 - Relationship as defined by Section 11-350 of the Zoning Ordinance
 - None
 - Member of the Approving Body (i.e., City Council, Planning Commission, etc.)
 - None
- Ryan Wade | 20.0938%
 - Relationship as defined by Section 11-350 of the Zoning Ordinance
 - None
 - Member of the Approving Body (i.e., City Council, Planning Commission, etc.)
 - None
- Zach Wade | 10.00%
 - Relationship as defined by Section 11-350 of the Zoning Ordinance
 - None
 - Member of the Approving Body (i.e., City Council, Planning Commission, etc.)
 - None
- James D'Agostino | 3.00%
 - Relationship as defined by Section 11-350 of the Zoning Ordinance
 - None
 - Member of the Approving Body (i.e., City Council, Planning Commission, etc.)
 - None

MRP | REALTY



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

See attached.

Statement of Justification
2111 & 2121 Eisenhower Avenue
Applicant: MidAtlantic Realty Partners, LLC
Tax Map No. 073.03-01-08 and #073.03-01-09

MidAtlantic Realty Partners, LLC (the “Applicant”) is the contract purchaser of property located at 2111 and 2121 Eisenhower Avenue (the “Property”). The Property consists of 82,490 square feet and is located on the northeast quadrant of the intersection of Eisenhower Avenue and Mill Road, and is within Block 23 of the Eisenhower East Small Area Plan (the “EESAP”). The Property is currently developed with two commercial office buildings constructed in the 1980s and surface parking.

The Applicant proposes to redevelop the property with a varied-height 24 to 28-story building that will include 802 multifamily residential units with ground floor lobby and amenity space. The Applicant proposes a six-story garage with one level of below grade parking to be accessed from the service road on the north side of the Property. Accordingly, the Applicant requests approval of the following: 1) a Development Special Use Permit with preliminary site plan, with a modification of the height to setback ratio, 2) a Special Use Permit (“SUP”) for an increase in mechanical penthouse height, 3) a SUP for a parking reduction, 4) a Transportation Management Plan SUP, and 5) an amendment to the CDD #2 Concept Plan.

Phase 1 of the development includes the eastern tower which contains 367 units and Phase 2 of the development includes the western tower which contains 435 units. Consistent with the EESAP, ten percent of the new residential development will be provided as dedicated affordable housing units at 60% of AMI for 40 years, with 44 total affordable housing units: 20 units located in Phase 1 and 24 units located in Phase 2. Also in accordance with the EESAP, the proposed development will activate all four streetscapes, exceed the required amount of open space for the block, and bring high-quality architecture to the neighborhood.

This transit-oriented development located 0.3 miles from the Eisenhower Avenue Metrorail station will bring an urban street wall to Eisenhower Avenue and an iconic architectural expression to its intersection with Mill Road. The architectural treatment of the building podium, varied tower heights and footprints, along with the expansive terrace on the level sixth level provide an aesthetically pleasing design while also enhancing the pedestrian realm, which will be activated by the ground floor lobby and amenity spaces.

Overall, the Applicant is improving the Property by reducing the number of curb cuts from three to two, achieving desirable density near a Metrorail station, providing active streetscapes, creating affordable housing to serve the local community, and boosting the profile of the Eisenhower East neighborhood with a well-designed and architecturally interesting building, consistent with the goals of the EESAP.

Parking Reduction

Due to site constraints and building design, it is not possible for the development to provide the required amount of parking spaces. The narrowness of the property and the planned service road connecting Mill Road and Elizabeth lane limit the amount of site area available for a garage, especially in light of the activated uses wrapping three sides of the garage. The building design also necessitates a lower podium to break up the massing and accentuate the two towers. Further, the EESAP discourages a large amount of above grade parking by requiring at least one level to be below grade, which the Applicant is providing. The proposed parking garage will contain a total of 664 spaces. Accordingly, the Applicant requests a reduction from the required 731 parking spaces to 664 spaces, which is approximately 0.83 spaces per unit.

As noted above, the Property is 0.3 miles from the Eisenhower Avenue Metrorail station and is located in a walkable, transit-oriented neighborhood with a variety of existing and upcoming retail stores and restaurants, including a new grocery store within a 1/4 mile of the Property. In addition, surveys of existing buildings in the area have shown that the utilization of existing parking is lower than the amount of the parking provided. The Property's close proximity to public transit, office, and retail/restaurant opportunities will mitigate impacts of the proposed parking reduction as this development will attract renters who rely on alternative transportation options (Metrorail, bus, bikeshare, rideshare, etc.) rather than single occupancy vehicles. Additionally, the proposed reduction will not have any adverse impacts on the surrounding neighborhood.

Transportation Management Plan

Please see the memorandum provided by Gorove Slade for the proposed Transportation Management Plan, enclosed with this application.

In summary, the proposed development will replace two aging office buildings with an urban, 802-unit, high-rise residential building near the Eisenhower Avenue Metrorail station that activates the street and further implements the vision set forth in the EESAP.

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

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

The number of users will be typical of a 802-unit residential building.

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

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

To be determined by building management staff at a later date.

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

Day	Hours	Day	Hours
Residential: 24/7			

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

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

Noise levels will be in compliance with the City Code.

B. How will the noise from patrons be controlled?

N/A

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

No odors are anticipated. Trash is internal to the building.

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

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

Typical for the proposed uses.

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

Typical for the proposed uses.

C. How often will trash be collected?

Trash will be collected as often as necessary.

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

Staff will monitor the property for litter.

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

☐ Yes. ☒ No.

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

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

☒ Yes. ☐ No.

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

Typical cleaning products associated with a residential building will be used and will be disposed of appropriately.

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

Property management will monitor activities on the property.

ALCOHOL SALES**12. Will the proposed use include the sale of beer, wine or mixed drinks?**

☐ Yes. ☒ No.

If yes, describe alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales. Existing uses must describe their existing alcohol sales and/or service and identify any proposed changes in that aspect of the operation.

PARKING AND ACCESS REQUIREMENTS**13. Provide information regarding the availability of off-street parking:**

- A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?

731

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

210 Standard spaces

437 Compact spaces

17 Handicapped accessible spaces

Other

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

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

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

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 0
- B. How many loading spaces are available for the use? 4
- C. Where are off-street loading facilities located?
All four spaces are internal to the building and accessed from the Service Road.
- D. During what hours of the day do you expect loading/unloading operations to occur?
Between 7:00 a.m. and 11:00 p.m.
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
As often as necessary.

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

The Service Road will be improved consistent with the Eisenhower East Small Area Plan.



APPLICATION - SUPPLEMENTAL

PARKING REDUCTION

Supplemental information to be completed by applicants requesting special use permit approval of a reduction in the required parking pursuant to section 8-100(A)(4) or (5).

1. Describe the requested parking reduction. (e.g. number of spaces, stacked parking, size, off-site location)

A reduction of the required parking spaces from 731 to 664.

2. Provide a statement of justification for the proposed parking reduction.

See attached statement of justification.

3. Why is it not feasible to provide the required parking?

See attached statement of justification.

4. Will the proposed reduction reduce the number of available parking spaces below the number of existing parking spaces?

_____ Yes. ☒ No.

5. If the requested reduction is for more than five parking spaces, the applicant must submit a ***Parking Management Plan*** which identifies the location and number of parking spaces both on-site and off-site, the availability of on-street parking, any proposed methods of mitigating negative affects of the parking reduction.

6. The applicant must also demonstrate that the reduction in parking will not have a negative impact on the surrounding neighborhood.



APPLICATION

SPECIAL USE PERMIT

SPECIAL USE PERMIT # _____

PROPERTY LOCATION: 2111 & 2121 Eisenhower Avenue

TAX MAP REFERENCE: T.M. #073.03-01-08 & T.M. #073.03-01-09 **ZONE:** CDD#2

APPLICANT:

Name: MidAtlantic Realty Partners, LLC By: M. Catharine Puskar, Attorney/Agent

Address: Walsh, Colucci, Lubeley & Walsh, P.C., 2200 Clarendon Boulevard, Arlington VA 22201

PROPOSED USE: Transportation Management Plan SUP

- ☒ THE UNDERSIGNED, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.
- ☒ THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.
- ☒ THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.
- ☒ THE UNDERSIGNED, hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Director of Planning and Zoning on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

M. Catharine Puskar, Attorney/Agent

Print Name of Applicant or Agent

Walsh, Colucci, Lubeley & Walsh, P.C.
2200 Clarendon Boulevard, Suite 1300

Mailing/Street Address

Arlington, Virginia 22201

City and State

Zip Code

MC Puskar

Signature

08/20/2021

Date

703-528-4700

Telephone #

703-525-3197

Fax #

cpuskar@thelandlawyers.com

Email address

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 2111 and 2121 Eisenhower Avenue, I hereby
(Property Address)
grant the applicant authorization to apply for the Transportation Mnanagement Plan use as
(use) SEE ATTACHED
described in this application.

Name: _____ Phone: _____

Please Print

Address: _____ Email: _____

Signature: _____ Date: _____

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

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

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

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

☐ Owner

☒ Contract Purchaser

☐ Lessee or

☐ Other: _____ of the subject property.

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

See attached.



Simpson Development Company, Inc.
P.O. Box 430
Alexandria, Virginia 22313

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

Re: Consent to File Development Special Use Permit and Special Use Permit
Applications
2121 Eisenhower Avenue, Tax Map ID 073.03-01-09 (the "Property")

Dear Mr. Moritz:

As owner of the above-referenced Property, Simpson Development Company, Inc. hereby consents to the filing of applications for a Development Special Use Permit, a Transportation Management Plan Special Use Permit, a Special Use Permit for increase in mechanical penthouse height, and any related requests on the Property.

Very Truly Yours,

SIMPSON DEVELOPMENT COMPANY, INC.

By: A handwritten signature in dark ink, appearing to be "Karl Moritz", is written over a horizontal line.

Its: President

Date: 8/12/2021



2111 Eisenhower Avenue Limited Partnership
c/o Simpson Development Company, Inc.
P.O. Box 430
Alexandria, Virginia 22313

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

Re: Consent to File Development Special Use Permit and Special Use Permit Applications
2111 Eisenhower Avenue, Tax Map ID 073.03-01-08 (the "Property")

Dear Mr. Moritz:

As owner of the above-referenced Property, 2111 Eisenhower Avenue Limited Partnership hereby consents to the filing of applications for a Development Special Use Permit, a Transportation Management Plan Special Use Permit, a Special Use Permit for increase in mechanical penthouse height, and any related requests on the Property.

Very Truly Yours,

2111 EISENHOWER AVENUE LIMITED PARTNERSHIP
SIMPSON DEVELOPMENT CO, INC., GENERAL PARTNER

By: A large, stylized handwritten signature in black ink, appearing to be "CS", is written over a horizontal line.

Its: President

Date: 8/12/21

MRP | REALTY

MidAtlantic Realty Partners, LLC
3050 K Street, NW
Washington, D.C. 20007

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

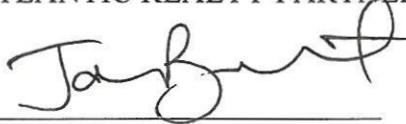
Re: Authorization to File Development Special Use Permit and Special Use Permit
Applications
2111 and 2121 Eisenhower Avenue, Tax Map ID 073.03-01-08 & 073.03-01-09
(the "Property")

Dear Mr. Moritz:

MidAtlantic Realty Partners, LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of applications for a Development Special Use Permit, a Transportation Management Plan Special Use Permit, a Special Use Permit for increase in mechanical penthouse height, and any related requests on the Property.

Very truly yours,

MIDATLANTIC REALTY PARTNERS, LLC

By: 

Its: Authorized Member

Date: 8/16/21

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 three 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 MidAtlantic Realty Partners, LLC	See attached.	See attached.
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 2111 and 2121 Eisenhower Avenue (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three 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 2111 Eisenhower Avenue Limited Partnership	See attached.	See attached.
² Simpson Development Company, Inc.	See attached.	See attached.
3.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are required to disclose **any** business or financial relationship, as defined by [Section 11-350 of the Zoning Ordinance](#), existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please 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 MidAtlantic Realty Partners, LLC	None	None
² 2111 Eisenhower Avenue Limited Partnership	None	None
³ Simpson Development Company, Inc.	None	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.

08/20/2021

Date

M. Catharine Puskar, Attorney/Agent

Printed Name


Signature

OWNER DISCLOSURE ATTACHMENT

2111 Eisenhower Avenue (TM ID 073.03-01-08)

2111 Eisenhower Avenue Limited Partnership (Title Owner)
P.O. Box 430
Alexandria, Virginia 22313

Member:	Percent Ownership:
Pool & Hot Tub Alliance 2111 Eisenhower Avenue Alexandria, Virginia 22314	40%
Donald Simpson, Jr. 615 Oakland Terrace Alexandria, Virginia 22302	51%
Lawrence Kahan 400 Tennessee Avenue Alexandria, Virginia 22305	9%

2121 Eisenhower Avenue (TM ID 073.03-01-09)

Simpson Development Company, Inc. (Title Owner)
P.O. Box 430
Alexandria, Virginia 22313

Member:	Percent Ownership:
Donald Simpson, Jr. 615 Oakland Terrace Alexandria, Virginia 22302	85%
Lawrence Kahan 400 Tennessee Avenue Alexandria, Virginia 22305	15%

*None of the entities or individuals listed above have any business or financial relationship as defined by Section 11-350 of the Zoning Ordinance

MRP | REALTY

MidAtlantic Realty Partners, LLC
3050 K Street, NW
Washington, D.C. 20007

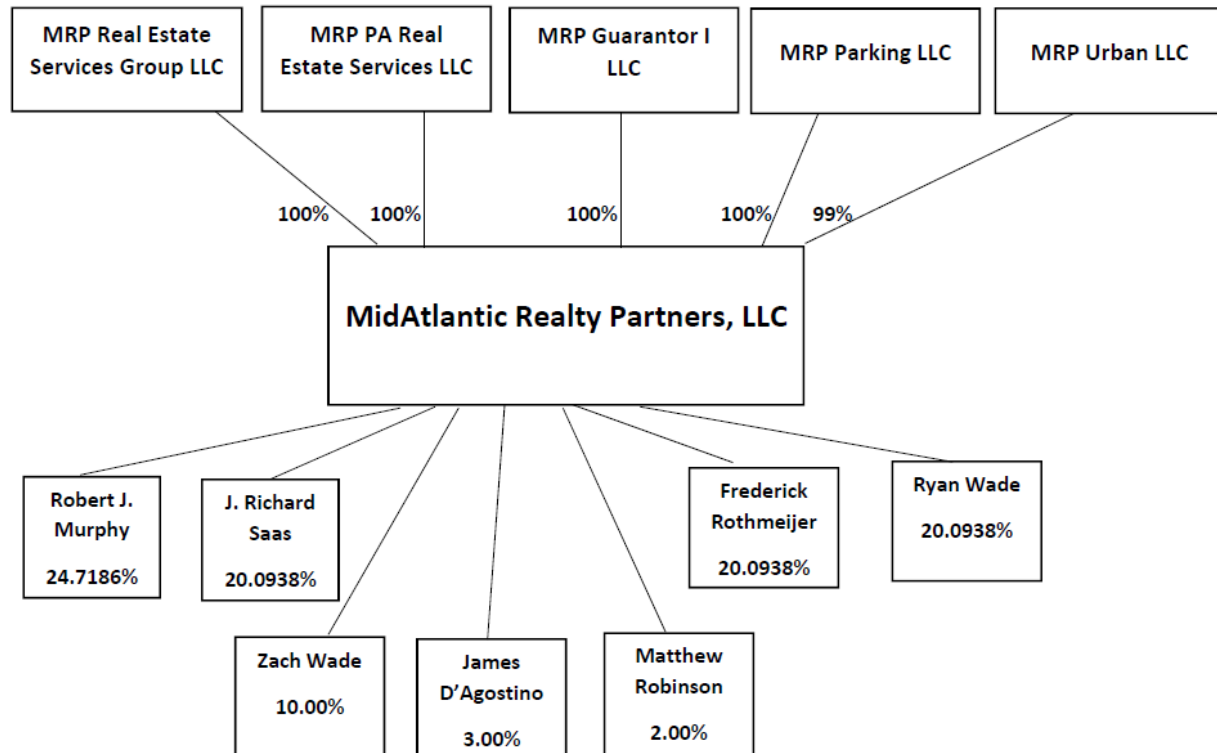
Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Ownership Breakdown
Disclosure Information

Name of Person or Entity | Ownership:

- Robert J. Murphy | 24.7186%
 - Relationship as defined by Section 11-350 of the Zoning Ordinance
 - None
 - Member of the Approving Body (i.e., City Council, Planning Commission, etc.)
 - None
- J. Richard Saas | 20.0938%
 - Relationship as defined by Section 11-350 of the Zoning Ordinance
 - None
 - Member of the Approving Body (i.e., City Council, Planning Commission, etc.)
 - None
- Frederick Rothmeijer | 20.0938%
 - Relationship as defined by Section 11-350 of the Zoning Ordinance
 - None
 - Member of the Approving Body (i.e., City Council, Planning Commission, etc.)
 - None
- Ryan Wade | 20.0938%
 - Relationship as defined by Section 11-350 of the Zoning Ordinance
 - None
 - Member of the Approving Body (i.e., City Council, Planning Commission, etc.)
 - None
- Zach Wade | 10.00%
 - Relationship as defined by Section 11-350 of the Zoning Ordinance
 - None
 - Member of the Approving Body (i.e., City Council, Planning Commission, etc.)
 - None
- James D'Agostino | 3.00%
 - Relationship as defined by Section 11-350 of the Zoning Ordinance
 - None
 - Member of the Approving Body (i.e., City Council, Planning Commission, etc.)
 - None

MRP | REALTY



Statement of Justification
2111 & 2121 Eisenhower Avenue
Applicant: MidAtlantic Realty Partners, LLC
Tax Map No. 073.03-01-08 and #073.03-01-09

MidAtlantic Realty Partners, LLC (the “Applicant”) is the contract purchaser of property located at 2111 and 2121 Eisenhower Avenue (the “Property”). The Property consists of 82,490 square feet and is located on the northeast quadrant of the intersection of Eisenhower Avenue and Mill Road, and is within Block 23 of the Eisenhower East Small Area Plan (the “EESAP”). The Property is currently developed with two commercial office buildings constructed in the 1980s and surface parking.

The Applicant proposes to redevelop the property with a varied-height 24 to 28-story building that will include 802 multifamily residential units with ground floor lobby and amenity space. The Applicant proposes a six-story garage with one level of below grade parking to be accessed from the service road on the north side of the Property. Accordingly, the Applicant requests approval of the following: 1) a Development Special Use Permit with preliminary site plan, with a modification of the height to setback ratio, 2) a Special Use Permit (“SUP”) for an increase in mechanical penthouse height, 3) a SUP for a parking reduction, and 4) a Transportation Management Plan SUP.

Phase 1 of the development includes the eastern tower which contains 367 units while Phase 2 of the development includes the western tower which contains 435 units. Consistent with the EESAP, ten percent of the new residential development will be provided as dedicated affordable housing units at 60% of AMI for 40 years, with 44 total affordable housing units: 20 units located in Phase 1 and 24 units located in Phase 2. Also in accordance with the EESAP, the proposed development will activate all four streetscapes, exceed the required amount of open space for the block, and bring high-quality architecture to the neighborhood.

This transit-oriented development located 0.3 miles from the Eisenhower Avenue Metrorail station will bring an urban street wall to Eisenhower Avenue and an iconic architectural expression to its intersection with Mill Road. The architectural treatment of the building podium, varied tower heights and footprints, along with the expansive terrace on the level sixth level provide an aesthetically pleasing design while also enhancing the pedestrian realm, which will be activated by the ground floor lobby and amenity spaces.

Overall, the Applicant is improving the Property by reducing the number of curb cuts from three to two, achieving desirable density near a Metrorail station, providing active streetscapes, creating affordable housing to serve the local community, and boosting the profile of the Eisenhower East neighborhood with a well-designed and architecturally interesting building, consistent with the goals of the EESAP.

Parking Reduction

Due to site constraints and building design, it is not possible for the development to provide the required amount of parking spaces. The narrowness of the property and the planned service road connecting Mill Road and Elizabeth lane limit the amount of site area available for a garage, especially in light of the activated uses wrapping three sides of the garage. The building design also necessitates a lower podium to break up the massing and accentuate the two towers. Further, the EESAP discourages a large amount of above grade parking by requiring at least one level to be below grade, which the Applicant is providing. The proposed parking garage will contain a total of 664 spaces. Accordingly, the Applicant requests a reduction from the required 731 parking spaces to 664 spaces, which is approximately 0.83 spaces per unit.

As noted above, the Property is 0.3 miles from the Eisenhower Avenue Metrorail station and is located in a walkable, transit-oriented neighborhood with a variety of existing and upcoming retail stores and restaurants, including a new grocery store within a 1/4 mile of the Property. In addition, surveys of existing buildings in the area have shown that the utilization of existing parking is lower than the amount of the parking provided. The Property's close proximity to public transit, office, and retail/restaurant opportunities will mitigate impacts of the proposed parking reduction as this development will attract renters who rely on alternative transportation options (Metrorail, bus, bikeshare, rideshare, etc.) rather than single occupancy vehicles. Additionally, the proposed reduction will not have any adverse impacts on the surrounding neighborhood.

Transportation Management Plan

Please see the memorandum provided by Gorove Slade for the proposed Transportation Management Plan, enclosed with this application.

In summary, the proposed development will replace two aging office buildings with an urban, 802-unit, high rise residential building near the Eisenhower Avenue Metrorail station that activates the street and further implements the vision set forth in the EESAP.

USE CHARACTERISTICS

4. The proposed special use permit request is for (*check one*):

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

5. Please describe the capacity of the proposed use:

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

The number of users typical of a 802-unit building. _____

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

To be determined by building management staff at a later date. _____

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

Day:

Residential: 24/7

Hours:

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

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

Noise levels will be in compliance with the City Code. _____

B. How will the noise be controlled?

No significant noise is anticipated. Noise levels will be in compliance with the City Code. _____

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

No odors are anticipated. Trash is internal to the building.

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

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

Typical for the proposed use.

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

Typical for the proposed use.

- C. How often will trash be collected?

Trash will be collected as often as necessary.

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

Staff will monitor the property for litter.

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

[] Yes.

[✓] No.

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

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

☒ Yes. ☐ No.

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

Typical cleaning products associated with a residential building will be used and will be disposed of appropriately.

- 12.** What methods are proposed to ensure the safety of nearby residents, employees and patrons? Property management will monitor activities on the property.

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.

PARKING AND ACCESS REQUIREMENTS

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

210 Standard spaces
437 Compact spaces
17 Handicapped accessible spaces.
_____ Other.

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

- 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? 4

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

- B. Where are off-street loading facilities located? 4 loading spaces are provided internal to the
building and accessed from the Service Road.
- C. During what hours of the day do you expect loading/unloading operations to occur?
Loading will occur between 7:00 a.m. and 11:00 p.m.
- D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
As often as necessary.

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

Street access is adequate.

SITE CHARACTERISTICS

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

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

0 sq. ft. (existing) + 842,545 sq. ft. (addition if any) = 842,545 sq. ft. (total)

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

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

End of Application



APPLICATION

NEW STREET NAME:

LOCATION:

The new service road to be constructed with the Block 23 redevelopment project located at
2111 & 2121 Eisenhower Avenue (DSUP#2021-10028)

APPLICANT'S NAME:

MidAtlantic Realty Partners, LLC By: M. Catharine Puskar, Attorney/Agent

ADDRESS:

Walsh, Colucci, Lubeley & Walsh, P.C., 2200 Clarendon Boulevard, Arlington VA 2220

REASON FOR REQUEST FOR NEW STREET NAME: The Applicant requests to name the new service road associated with the Eisenhower East Block 23 project (DSUP #2021-10028) "Simpson Lane" to honor the legacy of the Simpson family and recognize their impact and contributions to the City of Alexandria. See the enclosed statement of justification.

M. Catharine Puskar, Attorney/Agent

Print Name of Applicant or Agent
Walsh, Colucci, Lubeley & Walsh, P.C.
2200 Clarendon Boulevard, Suite 1300

Mailing/Street Address

Arlington, Virginia 22201

City and State Zip Code

Signature

703-528-4700

Telephone #

703-525-3197

Fax #

02/15/2022

Date

For **New Street Names**: These items are not public hearing items and therefore are not required to be noticed by newspaper, posting, or letters to adjoining owners. However, it is the policy of P&Z to advertise in the newspaper and post the site, but not to mail out notices.

New Street Names are heard by PC only.

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____ Legal advertisement: _____

ACTION - PLANNING COMMISSION _____

Fee Paid: \$ _____ ACTION - CITY COUNCIL: _____

Statement of Justification
New Street Name Application – Simpson Lane
Applicant: MidAtlantic Realty Partners, LLC

MidAtlantic Realty Partners, LLC (the “Applicant”) is the contract purchaser of property located at 2111 and 2121 Eisenhower Avenue and known as Block 23 of the Eisenhower East Small Area Plan. The Property, which is currently owned by Donald “Don” Simpson Jr. and various partners, consists of 82,490 square feet and is located on the northeast quadrant of the intersection of Eisenhower Avenue and Mill Road. Don also owns the office building and parking garage to the north of the Property. The Applicant has filed DSUP #2021-10028 and related applications to redevelop the Property with a varied-height 24 to 28-story building that will include 802 multifamily residential units with ground floor lobby and amenity space.

Part of the proposed Block 23 redevelopment includes a new service road that will run behind the new building, connecting Elizabeth Lane and Mill Road and as shown in the enclosed plan. Concurrent with its DSUP and related development applications, the Applicant proposes to name this new service road “Simpson Lane” in honor of the Simpson family and their contributions to the City of Alexandria, as further described below.

Don Simpson is a third-generation Alexandrian and president of Simpson Development Company, Inc. Don’s grandfather began the family’s legacy in 1924 when he started a construction business with this brothers. Don’s father would later join the company in the 1950s after serving two years in the United States Army during the Korean War. During this time, the company began to expand throughout the area and Don’s father would end up working on more than 300 projects throughout the Northern Virginia and Washington Metropolitan region. Among many other development projects throughout the City, the Simpson family constructed the Simpson Stadium for the establishment of the Junior Major League in the 1950s, batting cages for the girls’ softball team at Witter Fields, the scoreboard at Eugene Simpson Field, the locker rooms at Hammond Middle School, and the scoreboard, goal posts, and press box and Alexandria City High School.

The Simpson family also has a long history of community involvement. Don Simpson has served as a member, director, or president for various civic organizations, including the Rotary Club of Alexandria, SunTrust Bank, Friendship Veterans Fire Engine Association, Goodwin House, Inc., Alexandria Salvation Army and the Alexandria Economic Development Partnership. Other organizations benefiting from the Simpson family’s generosity include the Alexandria Little League, T.C. Williams High School Athletic teams, Colonial District of the Boy Scouts, Senior Services of Alexandria, Center for Alexandria’s Children, ALIVE!, RunningBrooke, ACT, Autism Speaks, Alexandria Seaport Foundation, Youth Impact Partnership, Alexandria Sportsman’s Club, Alexandria Aces, Boys and Girls Clubs of Greater Washington, Alexandria Police Youth Camp, and Inova Alexandria Hospital.

The Simpson family is also one of the founding families of the Scholarship Fund of Alexandria, which began in 1986 and has since awarded over \$16 million scholarships and sent 4,750 Alexandria City High School graduates to college. The family’s legacy was also recognized with the First Annual Legacy of Giving Award by the ACT for Alexandria community trust in 2008.

What started out as a masonry company founded by Don's grandfather in 1924 has grown into one of the most impactful organizations in the City with notable projects such as Landmark Mall, Alexandria Hospital, and the redevelopment of the 300-500 blocks of King Street in Old Town. Don Simpson continues to carry this family legacy through the work of Simpson Development and his continued commitment to the community. The Applicant's proposal to name the new street to be delivered with its redevelopment of Block 23 is one way that the City can recognize the amazing accomplishments of the Simpson family and their devotion to the Alexandria community.



Simpson Development Company, Inc.
P.O. Box 430
Alexandria, Virginia 22313

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

Re: Consent to File Development Special Use Permit and Special Use Permit
Applications
2121 Eisenhower Avenue, Tax Map ID 073.03-01-09 (the "Property")

Dear Mr. Moritz:

As owner of the above-referenced Property, Simpson Development Company, Inc. hereby consents to the filing of applications for a Development Special Use Permit, a Transportation Management Plan Special Use Permit, a Special Use Permit for increase in mechanical penthouse height, and any related requests on the Property.

Very Truly Yours,

SIMPSON DEVELOPMENT COMPANY, INC.

By: A handwritten signature in dark ink, appearing to be "Karl Moritz", is written over a horizontal line.

Its: President

Date: 8/12/2021



2111 Eisenhower Avenue Limited Partnership
c/o Simpson Development Company, Inc.
P.O. Box 430
Alexandria, Virginia 22313

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

Re: Consent to File Development Special Use Permit and Special Use Permit Applications
2111 Eisenhower Avenue, Tax Map ID 073.03-01-08 (the "Property")

Dear Mr. Moritz:

As owner of the above-referenced Property, 2111 Eisenhower Avenue Limited Partnership hereby consents to the filing of applications for a Development Special Use Permit, a Transportation Management Plan Special Use Permit, a Special Use Permit for increase in mechanical penthouse height, and any related requests on the Property.

Very Truly Yours,

2111 EISENHOWER AVENUE LIMITED PARTNERSHIP
SIMPSON DEVELOPMENT CO, INC., GENERAL PARTNER

By: A large, stylized handwritten signature in black ink, appearing to be "CS" followed by a long horizontal stroke and a large loop.

Its: President

Date: 8/12/21

MRP | REALTY

MidAtlantic Realty Partners, LLC
3050 K Street, NW
Washington, D.C. 20007

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

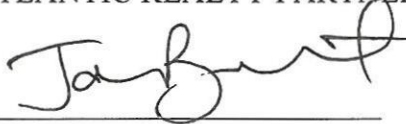
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Applications
2111 and 2121 Eisenhower Avenue, Tax Map ID 073.03-01-08 & 073.03-01-09
(the "Property")

Dear Mr. Moritz:

MidAtlantic Realty Partners, LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of applications for a Development Special Use Permit, a Transportation Management Plan Special Use Permit, a Special Use Permit for increase in mechanical penthouse height, and any related requests on the Property.

Very truly yours,

MIDATLANTIC REALTY PARTNERS, LLC

By: 

Its: Authorized Member

Date: 8/16/21

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 three 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 MidAtlantic Realty Partners, LLC	See attached.	See attached.
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 2111 and 2121 Eisenhower Avenue (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three 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 2111 Eisenhower Avenue Limited Partnership	See attached.	See attached.
² Simpson Development Company, Inc.	See attached.	See attached.
3.		

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

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

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
¹ MidAtlantic Realty Partners, LLC	None	None
² 2111 Eisenhower Avenue Limited Partnership	None	None
³ Simpson Development Company, Inc.	None	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.

08/20/2021

Date

M. Catharine Puskar, Attorney/Agent

Printed Name


Signature

OWNER DISCLOSURE ATTACHMENT

2111 Eisenhower Avenue (TM ID 073.03-01-08)

2111 Eisenhower Avenue Limited Partnership (Title Owner)
P.O. Box 430
Alexandria, Virginia 22313

Member:	Percent Ownership:
Pool & Hot Tub Alliance 2111 Eisenhower Avenue Alexandria, Virginia 22314	40%
Donald Simpson, Jr. 615 Oakland Terrace Alexandria, Virginia 22302	51%
Lawrence Kahan 400 Tennessee Avenue Alexandria, Virginia 22305	9%

2121 Eisenhower Avenue (TM ID 073.03-01-09)

Simpson Development Company, Inc. (Title Owner)
P.O. Box 430
Alexandria, Virginia 22313

Member:	Percent Ownership:
Donald Simpson, Jr. 615 Oakland Terrace Alexandria, Virginia 22302	85%
Lawrence Kahan 400 Tennessee Avenue Alexandria, Virginia 22305	15%

*None of the entities or individuals listed above have any business or financial relationship as defined by Section 11-350 of the Zoning Ordinance

MRP | REALTY

MidAtlantic Realty Partners, LLC
3050 K Street, NW
Washington, D.C. 20007

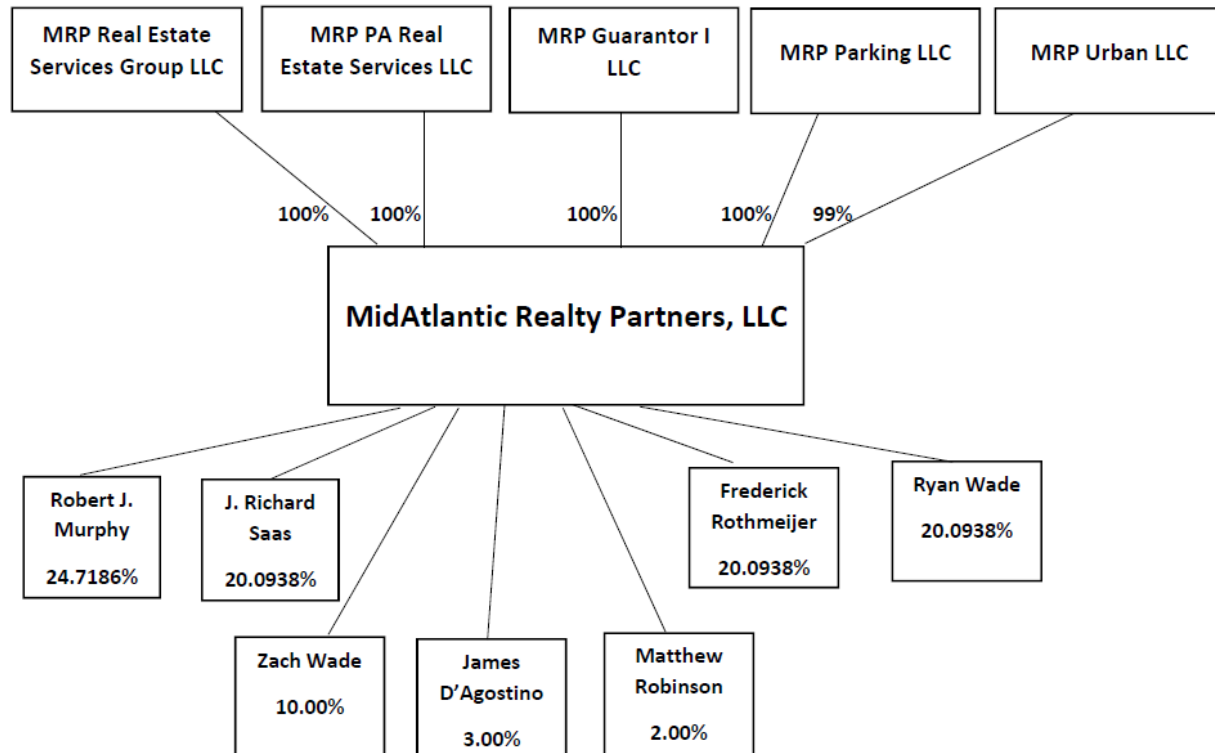
Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Ownership Breakdown
Disclosure Information

Name of Person or Entity | Ownership:

- Robert J. Murphy | 24.7186%
 - Relationship as defined by Section 11-350 of the Zoning Ordinance
 - None
 - Member of the Approving Body (i.e., City Council, Planning Commission, etc.)
 - None
- J. Richard Saas | 20.0938%
 - Relationship as defined by Section 11-350 of the Zoning Ordinance
 - None
 - Member of the Approving Body (i.e., City Council, Planning Commission, etc.)
 - None
- Frederick Rothmeijer | 20.0938%
 - Relationship as defined by Section 11-350 of the Zoning Ordinance
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 - Member of the Approving Body (i.e., City Council, Planning Commission, etc.)
 - None
- Ryan Wade | 20.0938%
 - Relationship as defined by Section 11-350 of the Zoning Ordinance
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 - Member of the Approving Body (i.e., City Council, Planning Commission, etc.)
 - None
- Zach Wade | 10.00%
 - Relationship as defined by Section 11-350 of the Zoning Ordinance
 - None
 - Member of the Approving Body (i.e., City Council, Planning Commission, etc.)
 - None
- James D'Agostino | 3.00%
 - Relationship as defined by Section 11-350 of the Zoning Ordinance
 - None
 - Member of the Approving Body (i.e., City Council, Planning Commission, etc.)
 - None

MRP | REALTY





APPLICATION

CDD DEVELOPMENT CONCEPT PLAN

CDD # 2

[must use black ink or type]

PROPERTY LOCATION: 2111 & 2121 Eisenhower Avenue
TAX MAP REFERENCE: T.M. #073.03-01-08 & T.M. #073. **ZONE:** CDD#2

APPLICANT'S NAME: MidAtlantic Realty Partners, LLC By: M. Catharine Puskar, Attorney/Agent
ADDRESS: Walsh, Colucci, Lubeley & Walsh, P.C., 2200 Clarendon Boulevard, Arlington VA 22201

PROPERTY OWNER NAME: 2111 Eisenhower Avenue Limited Partnership; Simpson Development Company, Inc.
ADDRESS: P.O. Box 430, Alexandria, Virginia 22313

REQUEST: The Applicant requests a CDD Concept Plan to incorporate the proposed development on Block 23.

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

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

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

M. Catharine Puskar, Attorney/Agent

Print Name of Applicant or Agent
Walsh, Colucci, Lubeley & Walsh, P.C.
2200 Clarendon Boulevard, Suite 1300

Arlington, Virginia

Mailing/Street Address



703-528-4700

Telephone #
cpuskar@thelandlawyers.com

Email address

703-525-3197

Fax #

DO NOT WRITE IN THIS SPACE OFFICE USE ONLY

Application Received: _____

Date and Fee Paid: _____ \$ _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

The applicant is: (check one)

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

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

See attached.

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

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

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

☒ N/A



Simpson Development Company, Inc.
P.O. Box 430
Alexandria, Virginia 22313

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

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2121 Eisenhower Avenue, Tax Map ID 073.03-01-09 (the "Property")

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Very Truly Yours,

SIMPSON DEVELOPMENT COMPANY, INC.

By: 

Its: President

Date: 8/12/2021



2111 Eisenhower Avenue Limited Partnership
c/o Simpson Development Company, Inc.
P.O. Box 430
Alexandria, Virginia 22313

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

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MRP | REALTY

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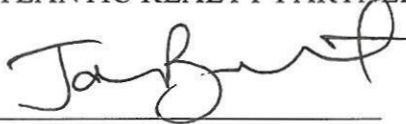
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Its: Authorized Member

Date: 8/16/21

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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.

08/20/2021

Date

M. Catharine Puskar, Attorney/Agent

Printed Name


Signature

OWNER DISCLOSURE ATTACHMENT

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2111 Eisenhower Avenue Limited Partnership (Title Owner)
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Alexandria, Virginia 22313

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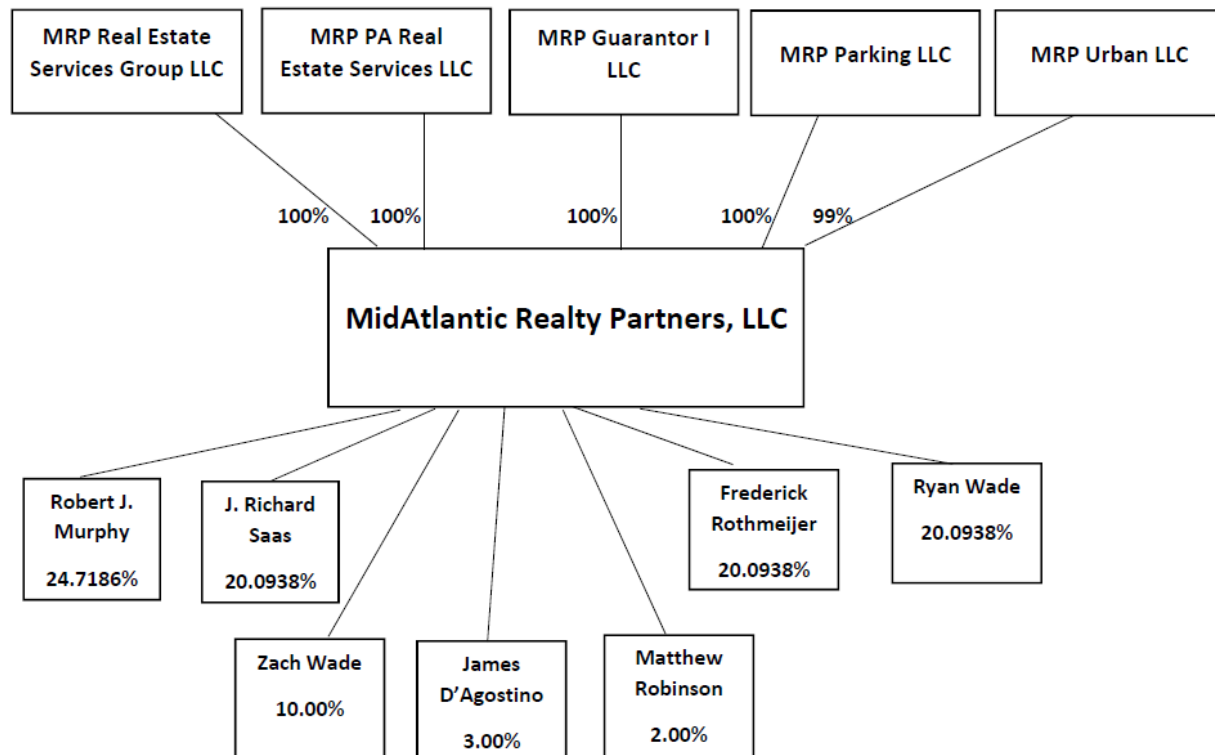
Karl Moritz
301 King Street
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 - Relationship as defined by Section 11-350 of the Zoning Ordinance
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 - None
- James D'Agostino | 3.00%
 - Relationship as defined by Section 11-350 of the Zoning Ordinance
 - None
 - Member of the Approving Body (i.e., City Council, Planning Commission, etc.)
 - None

MRP | REALTY



Narrative Description – Block 23
Amendment to Coordinated Development District (CDD) #2

MidAtlantic Realty Partners, LLC (the “Applicant”) requests a new CDD Concept Plan to incorporate the proposed redevelopment of 2111 and 2121 Eisenhower Avenue (the “Property”), which is located in Block 23 of the Eisenhower East Small Area Plan (the “EESAP”).

City Council first adopted the EESAP in 1992 and subsequently updated the EESAP in 2003 and, most recently, on February 22, 2020. With the 2003 EESAP update, City Council also amended the CDD boundaries for all of the properties located within the EESAP, thereby incorporating Block 23 within the boundary of CDD #2. In 2006, City Council amended the CDD #2 Concept Plan concurrently with the approval of Development Special Use Permits (“DSUPs”) for several blocks owned by Hoffman. The approval conditions provided that the CDD #2 Concept Plan expired on December 31, 2020. With this submission, the Applicant is requesting approval of a new CDD Concept Plan for Block 23.

Block 23 is currently developed with an office building and a parking structure located on the northern half of the block and two office buildings with surface parking located on the southern portion of the block. The Applicant has filed a DSUP and related applications for redevelopment of the Property and the new CDD Concept Plan will incorporate the proposed project. The Applicant proposes to redevelop the Property with a varied-height 24 to 28-story residential building with ground floor lobby and amenity space. The development will also include a structured parking garage with one level of below grade parking. The existing office building and parking structure on the northern portion of the block will remain.

The proposed development is consistent with the EESAP and will implement its site-specific and general goals, including but not limited to the following: activation of all four streetscapes, creation of a private service road on the north side of the Property, provision of on-site affordable housing, and the provision of developer and voluntary affordable housing contributions. Additionally, the project will provide the required amount of open space and bring high-quality architecture to the neighborhood. As such, the CDD Concept Plan will permit the proposed new development on Block 23 and implement the recommendations of the EESAP.



LOADING

PARKING

LOADING
SKM
ARCHITECTURE



LOADING

PARKING



LOADING

PARKING