



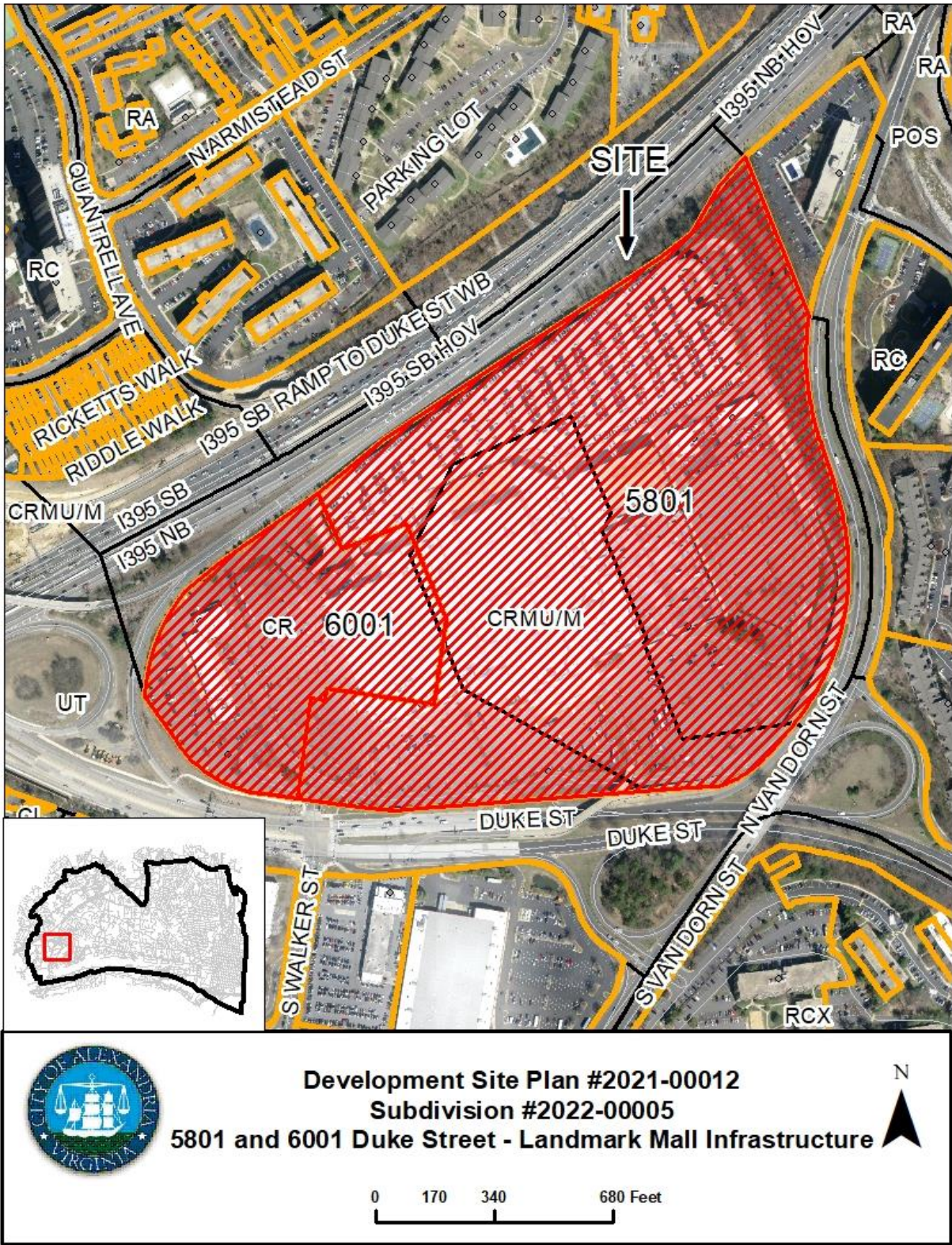
***Docket Item #10  
Development Site Plan #2021-00012  
Subdivision #2022-00005  
5801 and 6001 Duke Street  
West End (Landmark) Infrastructure Plan***

<b>Application</b>	<b>General Data</b>	
<b>Project Name:</b> West End (Landmark) Infrastructure Plan	<b>PC Hearing:</b>	June 7, 2022
	<b>CC Hearing:</b>	N/A
	<b>If approved, expiration:</b>	June 7, 2025 (3 years)
	<b>Plan Acreage:</b>	2,241,885 sq. ft. (51.5 acres)
<b>Location:</b> 5801 and 6001 Duke Street	<b>Zone:</b>	CDD #29 / Coordinated Development District #29
	<b>Proposed Use:</b>	Site Infrastructure
<b>Applicant:</b> Landmark Land Holdings, LLC c/o Foulger-Pratt, represented by Kenneth Wire, Attorney	<b>Small Area Plan:</b>	Landmark Van Dorn Corridor Plan

<b>Purpose of Application</b>
Approval of a Development Site Plan with Subdivision and street dedication to construct sitewide infrastructure for the Landmark Mall redevelopment; zoned: CDD #29/Coordinated Development District #29

<b>Staff Recommendation: APPROVAL WITH CONDITIONS</b>
<b>Staff Reviewers:</b> Jared Alves, AICP, Urban Planner III, <a href="mailto:Jared.Alves@AlexandriaVA.gov">Jared.Alves@AlexandriaVA.gov</a> Maya Contreras, Principal Planner, <a href="mailto:Maya.Contreras@AlexandriaVA.gov">Maya.Contreras@AlexandriaVA.gov</a> Robert Kerns, AICP, Division Chief, <a href="mailto:Robert.Kerns@AlexandriaVA.gov">Robert.Kerns@AlexandriaVA.gov</a>

**PROJECT LOCATION MAP**





## **I. SUMMARY**

### ***A. Recommendation***

Staff recommends approval of the requested Infrastructure Development Site Plan (DSP) with a Subdivision to create the required streets, blocks, and open space parcels, subject to compliance with City codes, ordinances, and Staff recommendations.

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

The Infrastructure DSP and Subdivision is the next step in the development process following the July 2021 approval of the Coordinated Development District (CDD) for the Landmark site. The CDD established the development blocks, open spaces, street network, density, and uses on the site, with the Infrastructure DSP now further engineering the roads, pipes, wires, and stormwater facilities necessitated by the CDD's conceptual road network and development. Next fall and winter the applicant team will bring forward Development Special Use Permits (DSUPs) for the initial development blocks, the hospital campus, and the publicly accessible open spaces.

As the first phase of construction, the Planning Commission will review and approve these applications:

- Infrastructure Site Plan, DSP#2021-00012 to create the permanent road network, streetscape, and site infrastructure, and
- Subdivision, SUB#2022-00005 to subdivide 5801 Duke Street into eight development blocks envisioned by the Landmark Neighborhood Chapter of the Alexandria Master Plan.

## **II. BACKGROUND**

### ***A. Site Context and History***

#### ***General Information***

The project site is in the Landmark Neighborhood, bounded by I-395 to the north and west, N Van Dorn Street to the east, and Duke Street to the south. It comprises two lots of record within the land created by the intersection of these streets: 5801 Duke Street (1,789,430 sq. ft.) and 6001 Duke Street (452,443 sq. ft.). The latter comprises the future Inova hospital campus and the former encompasses the remaining residential, mixed-use, and recreational uses. In total, the project site measures 2,241,873 sq. ft. (51.5 acres). To the east, across N Van Dorn Street and south across Duke Street, is a mix of commercial development and predominantly multifamily housing. Landmark is 1.8 miles (35-minute walk) from the Van Dorn Metro Station.

### ***Site Features***

The project site is in the Holmes Run Watershed. The eastern edge contains a wooded slope downward to N Van Dorn Street. Most of the project site is covered in impervious material, including the primary mall building, other outlying buildings, and surface and structured parking. No portion of the site is located within a floodplain.

Existing stormwater runoff in the Landmark Van Dorn Corridor Plan area affects Backlick and Holmes Runs because of high imperviousness and limited detention or treatment. Such effects include accelerating stream velocities, degrading stream channels, declining water quality, flooding, increasing runoff with higher pollutant concentrations, and damage to stream and aquatic life. Since the existing development at the Landmark site preceded current requirements for detaining and treating stormwater, the site does not have any stormwater quality or quantity controls, which leads to significant volumes of polluted stormwater runoff flowing directly into Backlick Run through the storm drainage system.

### ***Site History***

The 51.1-acre site is the location of the former Landmark Mall, once a prominent regional retail shopping center. Originally developed as an outdoor mall in 1965, Landmark was the first mall in the region to feature three anchor department stores. During the 1980s, when open-air malls fell out of favor, the owners enclosed the center. By 2010, the mall was largely vacant.

Following the closing of the mall, the site has provided many interim uses, including seasonal markets and festivals, a movie set, automobile storage, distribution, and has served as the temporary Carpenter's Shelter while it underwent redevelopment in the Braddock neighborhood. The site also remains a major transfer station for DASH and WMATA buses.

## ***B. Project Evolution/Procedural Background***

Redevelopment at the site has been planned for many years. In 2009, the City Council incorporated the Landmark/Van Dorn Corridor Plan into the City's Master Plan as an amendment to the Landmark/Van Dorn Small Area Plan, and redevelopment approvals for a portion of the site advanced in 2013 in 2016. In 2018, after delays due to changes to the Landmark Mall site's ownership structure, changes in department store ownership, and the overall real estate market; the Howard Hughes Corporation, a development company and partial owner of the Landmark Mall site since 2010, indicated their readiness to move forward with the redevelopment. In May 2019, the City Council adopted the Landmark Neighborhood Chapter of the Landmark/Van Dorn Corridor Plan to reflect the evolving vision for the site.

In 2020, Foulger-Pratt, a real estate investment and development firm, became the master developer for the site and partnered with the owners (The Howard Hughes Corporation and Seritage Growth Properties) to process and manage the redevelopment of the site. In addition, the City facilitated conversations between the property owners and Inova



Alexandria Hospital to have them relocate to a redeveloped Landmark site. In June 2021, the Planning Commission approved a re-subdivision of the site to create one lot for the hospital campus and a second lot for the remaining portion of the site. In July 2021, the City Council approved the CDD concept plan, master plan amendments, text amendments, and rezoning necessary for the 5.6 million sq. ft. redevelopment, including the new Inova hospital, office, residential, retail, a fire station, and over 3.5 acres of publicly accessible open space. In January 2022, the applicant team announced that they have rebranded the site as the “West End” to mark the end of the Landmark chapter.

### ***C. Zoning***

The subject site is zoned CDD #29. The CDD #29 district in the Zoning Ordinance regulates the mix of uses, permitted densities, and building heights in the Landmark site. The proposed site plan does not include any uses and facilitates except for constructing sitewide infrastructure to support redevelopment within the CDD.

### ***D. Development Agreement***

In July 2021, the City Council authorized the City Manager to enter into the Landmark Mall Development and Financing Agreement (“Development Agreement”), which is a three-party agreement between the City, Inova, and the Developer. The Development Agreement defines, among other things, the parties’ contractual rights and responsibilities regarding design, permitting, funding, development, and construction and completion of infrastructure improvements. The City is a contractual party due to the large investment in public funds made by the City in this redevelopment. The Development Agreement is separate and apart from the land use approvals being approved herein. Nothing in the land use approvals is intended to supersede or amend the parties’ respective obligations under Development Agreement.

## **III. STAFF ANALYSIS**

### ***A. Infrastructure Development Site Plan***

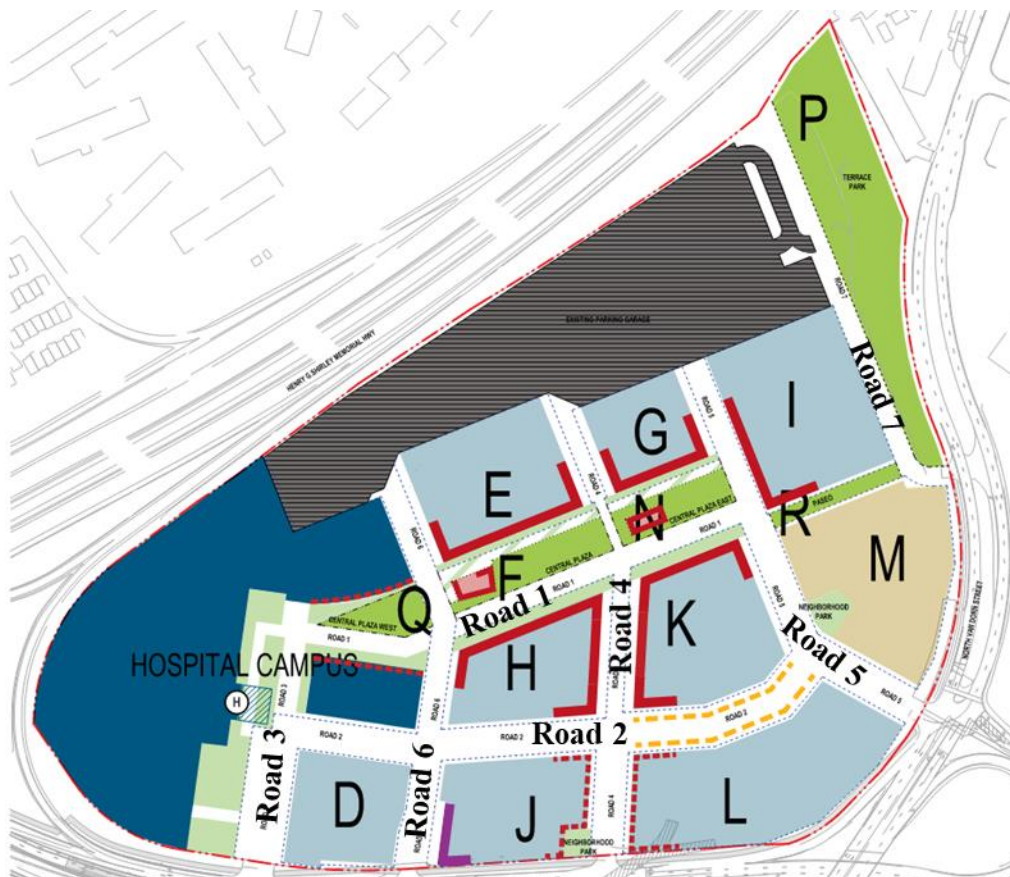
The applicant is submitting a preliminary infrastructure site plan for review and approval by the Planning Commission. If approved, the applicant would continue to work with Staff to approve the Final Site Plan administratively per the City’s established Final Site Plan requirements. Due to the scale of the project and mobilization required for demolition and site work, Staff have proposed a condition to permit partial Final Site Plan releases for certain project elements, e.g., Road 7, to avoid preventable project delays.












To fulfill the guiding principles of the Landmark Neighborhood Chapter of the Landmark/Van Dorn Corridor Plan, the applicant proposes to construct a network of streets and parcels recommended in the Master Plan and the CDD Concept Plan (see Figure 1). The preliminary infrastructure plan would facilitate constructing nearly 5.6 million sq. ft. of new development within the Landmark site.

If approved, the Infrastructure Site Plan, will enable construction of the sitewide infrastructure for all development and open space blocks within CDD#29, excluding the Inova Hospital Campus, which will construct its infrastructure in tandem with a future DSUP. The Infrastructure Site Plan conforms with the new street network and modifications to Duke and N Van Dorn Streets envisioned by the Master Plan and detailed by the CDD Concept Plan, including new internal Roads 1 through 7 and removing the Duke and N Van Dorn Street flyovers. The infrastructure plan will add and improve intersections on Duke Street and N Van Dorn Streets, providing full traffic signals, crosswalks, pedestrian refuges, and a multiuse path to ensure safe access to and along the site. Internal to the site, traffic controls will include stop signs and other traffic calming measures to prioritize the pedestrian and cyclist experience.

As part of the CDD process, the applicant team proposed a continuous network of open spaces: the Central Plaza, Paseo, and Terrace Park on Blocks Q, F, N, R, and P. The applicant team is working with Staff to design these spaces with a DSUP for the hospital campus, including Central Plaza Block Q, and a separate DSUP for the remaining open space blocks. The applicant team anticipates submitting the DSUP for the hospital campus and the other open space blocks by winter 2023.

**Figure 1: Landmark Mall Block Diagram from the Approved CDD**



 Required active/retail street frontage	 Existing Garage
 Preferred active/retail street frontage	 Neighborhood Parks and/or Green Street Connection
 Transit Hub	 Open Space Laneway
 Mixed Use	 Publicly Accessible Open Space
 Hospital Campus	 Hospital Tower Extension
 Residential	 Retail pavilion
 Fire Station	

In addition to the parking provided by the existing parking garage and future development blocks, Roads 1 and 6 and portions of Roads 2, 4, and 5 provide on street parking. Staff have coordinated with the applicant team to design and locate the on-street parking to support the surrounding buildings and open spaces.

As shown in the CDD Concept Plan, the transit hub is on Road 2 between Blocks K and L. Staff coordinated with the applicant to situate the mid-block pedestrian crossing, locate the bus bays, and provide for heavy duty pavement along the primary bus routes (Roads 2, 4, and 5). Staff also worked with the applicant team to locate bus layover bays within the existing parking garage.

The final road geometries and design of infrastructure necessary to facilitate a pedestrian-oriented development was contemplated as part of the CDD Concept Plan process and is being finalized through the infrastructure site plan. The proposal implements the street cross-sections and road geometries envisioned in the plan, which are designed to prioritize pedestrians and cyclists while still accommodating vehicles. Notably, the proposal includes the sidewalk level cycle track on Roads 1, 3, and 5 shown in the CDD, as enhanced by raised intersections along Road 1 to slow vehicle traffic and make crossing the street safer for pedestrians and cyclists. As the preliminary infrastructure site plan is finalized, the final location, sizing, and design of sitewide infrastructure such as stormwater, electrical, sanitary, and other components will be refined through the Final Site Plan process. Final streetscapes may be constructed in tandem with the individual block DSUPs. Staff have also proposed conditions to permit temporary streetscapes adjacent to blocks that will develop in later phases.

## ***B. Subdivision***

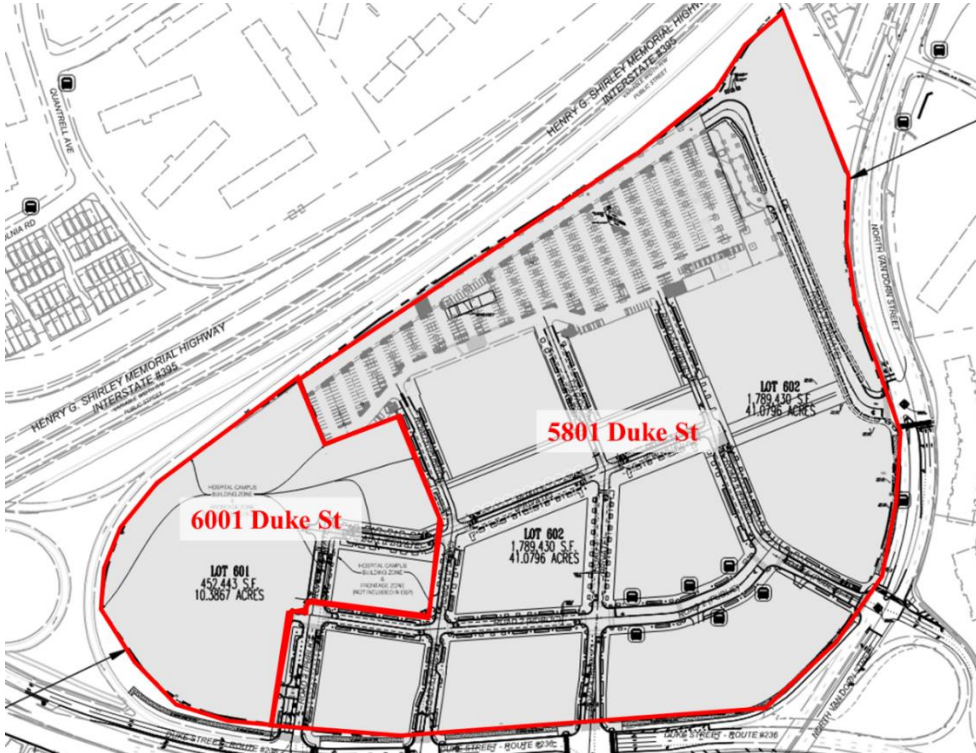
The applicant proposes to subdivide 5801 Duke Street into eight new lots ranging between 61,205 sq. ft. (1.4 acres) to 966,847 sq. ft. (22.2 acres), as shown in the figures and tables below. Most of the hospital campus at 6001 Duke Street would remain unchanged, except for a small street dedication associated with Road 3 (48 sq. ft.).



**Table 1: Area Tabulation Before Subdivision**

Parcel	Area		Current Use
	sq. ft.	ac.	
5801 Duke Street (TM #047.02-03-11)	1,789,430	41.08	Vacant
6001 Duke Street (TM #047.02-03-10)	452,443	10.39	Vacant

**Figure 2: Area of Proposed Subdivision with Existing Parcels**

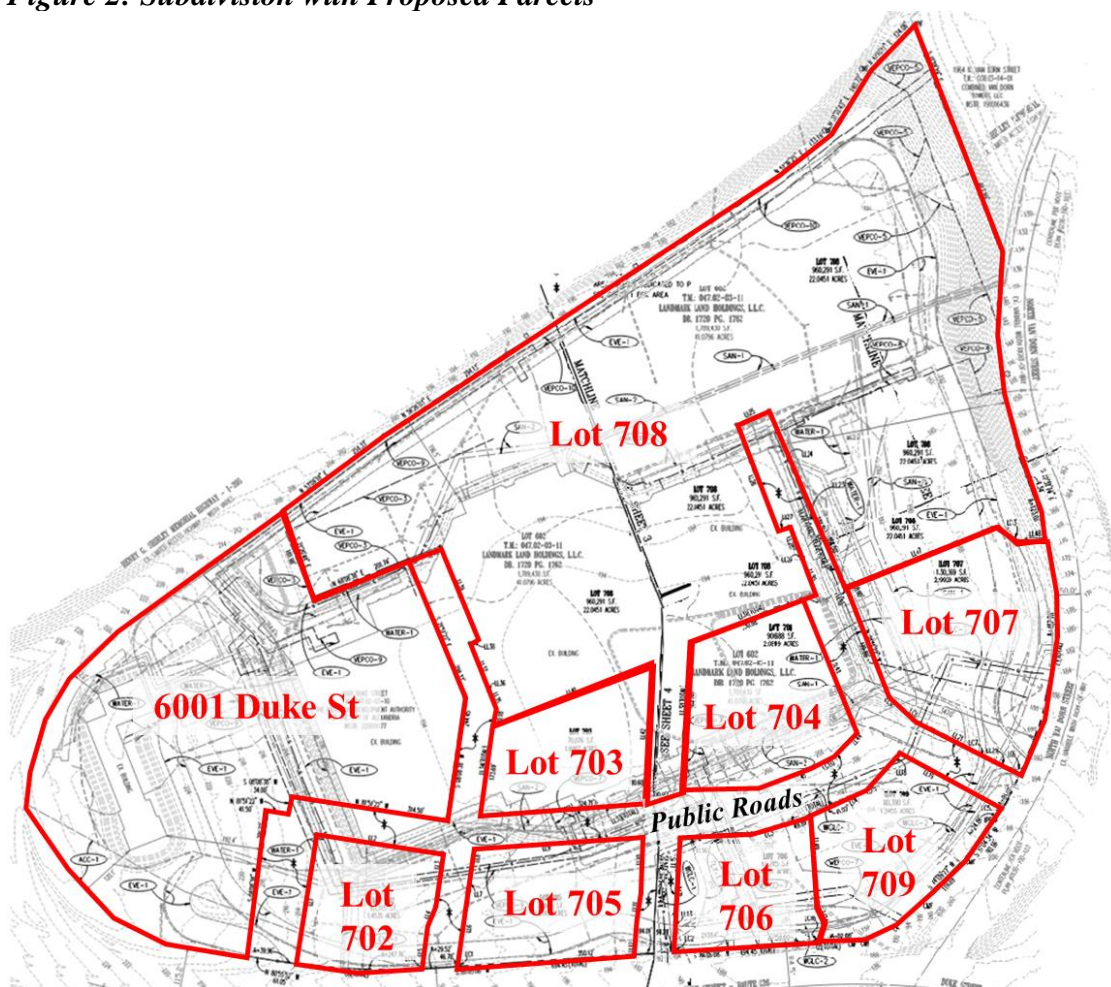


The purpose of the subdivision is to create property lines which align with the proposed street network, building parcels, and open spaces defined by the approved CDD Concept Plan (CDD#2020-00007). Proposed Lot 708 has irregular borders to incorporate several of the development and open space blocks envisioned by the CDD Concept Plan. This proposed parcel simplifies long-term management of the existing parking garage, which will provide parking for the adjacent development blocks and open spaces. Public and/or private streets encircle the remaining new lots, excepting Lots 706 and 709 within CDD Block L. The proposed division of Block L into these two lots is due to anticipated future redevelopment that will split the CDD block into multifamily or senior housing on Lot 706 and townhouses on Lot 709. If approved, the City would then accept any portions of adjacent public roads (in fee simple) after the final inspections are completed.

**Table 2: Proposed Parcel and Area Tabulation**

Parcel	Area		Proposed Use
	sq. ft.	ac.	
6001 Duke Street	452,395	10.39	Hospital Campus
Lot 702 (Block D)	63,315	1.45	Mixed use
Lot 703 (Block H)	70,076	1.61	Mixed use
Lot 704 (Block K)	90,688	2.08	Mixed use
Lot 705 (Block J)	79,901	1.83	Mixed use
Lot 706 (Block L – West)	61,205	1.41	Mixed use
Lot 707 (Block M)	130,369	2.99	Residential
Lot 708 (Blocks E, F, G, I, N, P, S, and private streets)	966,847	22.20	Existing garage, mixed use, and publicly accessible open space
Lot 709 (Block L – East)	80,390	1.85	Residential
Street Dedication	246,639	5.66	Public right-of-way

**Figure 2: Subdivision with Proposed Parcels**



### ***C. Stormwater and Wastewater***

The infrastructure site plan will fully comply with the City's Eco-City Charter and the relevant conditions of CDD #29 to minimize the negative effects of the development on the sewer infrastructure and to improve the instream habitat for Holmes and Backlick Runs. Below are the specific measures incorporated with the infrastructure DSP.

#### ***Stormwater***

Stormwater management for the entire Landmark CDD is designed through a Stormwater Management Master Plan (SWMMP) (DSP #2021-00017) that meets the requirements of the Virginia Stormwater Management Program (VSMP) Regulations and the Chesapeake Bay Act in accordance with Article XIII of the Zoning Ordinance for control of stormwater quality. Water quantity and runoff reduction will be addressed specifically in the infrastructure plan to meet all regulatory requirements of this individual DSP.

The infrastructure plan uses two types of Best Management Practice (BMP) facilities to manage stormwater: bioretention tree wells designed according to the City's Green Sidewalks Guidelines and below grade sand filter systems within the existing parking garage. Below grade detention vaults to manage water quantity are located along the Central Plaza, in the Paseo, and within Road 7. The SWMMP also states that the development blocks will provide over 17 acres of green roofs, which the applicant will achieve with future DSUPs for individual buildings. The net effect of these interventions will be to manage stormwater quantity and quality better than the existing conditions of an untreated surface parking lot and mall, including reducing overall runoff by approximately 18% and the phosphorous load by 40% from the existing conditions.<sup>1</sup> The proposed tree wells will also have an ancillary benefit of providing shade and mitigating the urban heat island effect.

#### ***Wastewater***

Staff has worked with the applicant to assess the effect of the redevelopment on the City-owned collector sewers and the Holmes Run Truck Sewer. As part of the Preliminary Infrastructure Plan submission, the applicant conducted a sanitary sewer adequate outfall analysis per the City's Memo to Industry 06-14 to identify any places where sewer capacity is exceeded and where they would need to complete infrastructure upgrades. Currently, maximum flow capacity reaches elevated or excess levels at all points, exceeding 288% of capacity in one instance. Post-development, the maximum flow would be greatly improved to 31% of capacity or less at all points. The applicant will install new sanitary sewer lines along Roads 1, 2, 3, 5 and 6, which will meet at the Paseo and exit the site through the

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<sup>1</sup> The infrastructure plan will reduce runoff by approximately 28%. As the blocks are redeveloped, the overall reduction will decrease to approximately 18% at full build-out.



Terrace Park, run along N Van Dorn Street, and connect to the existing Holmes Run Trunk Sewer.

This sanitary sewer design is sufficient for the office, residential, institutional, and commercial development planned for the site. With each building DSUP submission, the applicant will update the table in the infrastructure plan analysis showing the remaining sewer flow and the remaining gross floor area. If the applicant proposes to increase the gross floor area for individual uses (e.g., residential) then they will need to conduct additional analyses as part of the DSUP process.

Wastewater flows from this development will be treated at the AlexRenew wastewater treatment facility. Based on City development forecasts, it is projected that the City will reach its treatment capacity allocation sometime after 2040. As part of the City's sanitary sewer master planning process, alternatives for acquiring additional treatment plant capacity will be studied, which will be funded through sewer tap fee revenues collected citywide.

#### ***D. Transportation Improvements & Construction Phasing***

Per the approved CDD Phasing, the site will redevelop in two broad phases: Phase 1 will consist of all infrastructure improvements, including all framework streets and temporary streetscapes, BMPs; development blocks E, G, I, K, L, M; the Hospital Campus; and the open space blocks (Q, F, N, R, and P). Phase 2 and beyond will include the development blocks D and H, the combined affordable housing and fire station block (J), and the addition to the primary hospital building.

##### ***Demolition***

Due to the scale and duration of the Landmark Mall redevelopment, the applicant team sought and obtained approval (DEM #2022-0003 and GRD #2022-00012) to demolish the former mall and outlying buildings prior to receiving approval on this infrastructure plan. Planning & Zoning, Transportation & Environmental Services, Department of Project Implementation, and Code Administration Staff reviewed the demolition plans to ensure that they satisfy all requirements, including noise, environmental, erosion and sedimentation control, and debris/stockpile management. Furthermore, Staff coordinated to ensure that transit service remains active to the greatest extent possible throughout demolition and construction at the site. Demolition began in May 2022 and, if approved, the applicant anticipates continuing straight through to grading and infrastructure work associated with this application as early as September 2022.

##### ***Streets & Streetscapes***

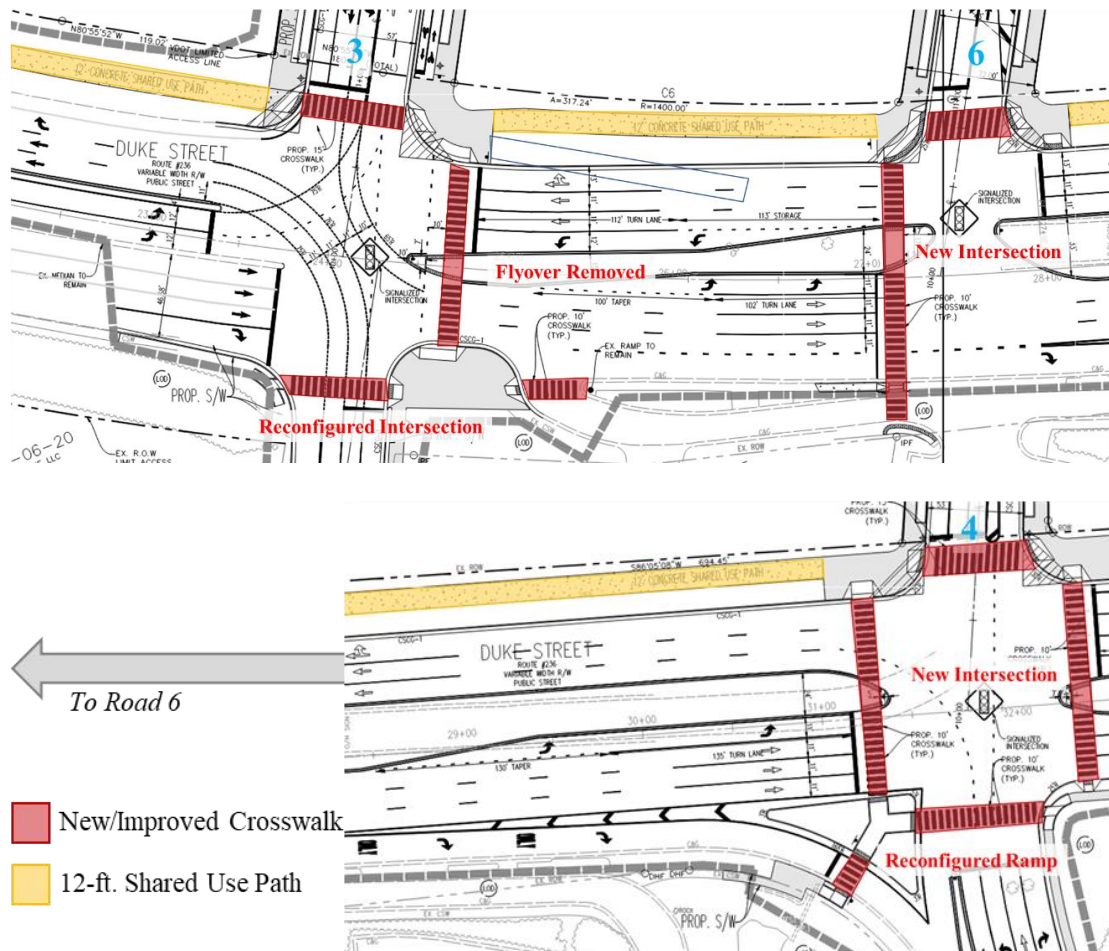
Within the first five years, the preliminary infrastructure plan proposes constructing all internal streets, including stormwater BMPs, to their final state. The applicant team will also implement the changes to Duke and N Van Dorn Street, including removing the flyovers, but will initially implement interim streetscapes along these two streets. Simultaneously, the applicant team proposes to construct the Phase 1 development blocks,

which will be subject of future DSUP applications, to avoid damaging any streetscapes and avoid the need for temporary conditions. During Phase 2 (5-10 years), the applicant team will implement the final streetscapes for Duke, N Van Dorn, and internal streets adjacent to phase two development blocks. Final street conditions (including asphalt topping course and striping) for all streets will occur prior to the approval of the final as built and release of the performance bond associated with the asphalt improvements shown in the Phase 1 improvements.

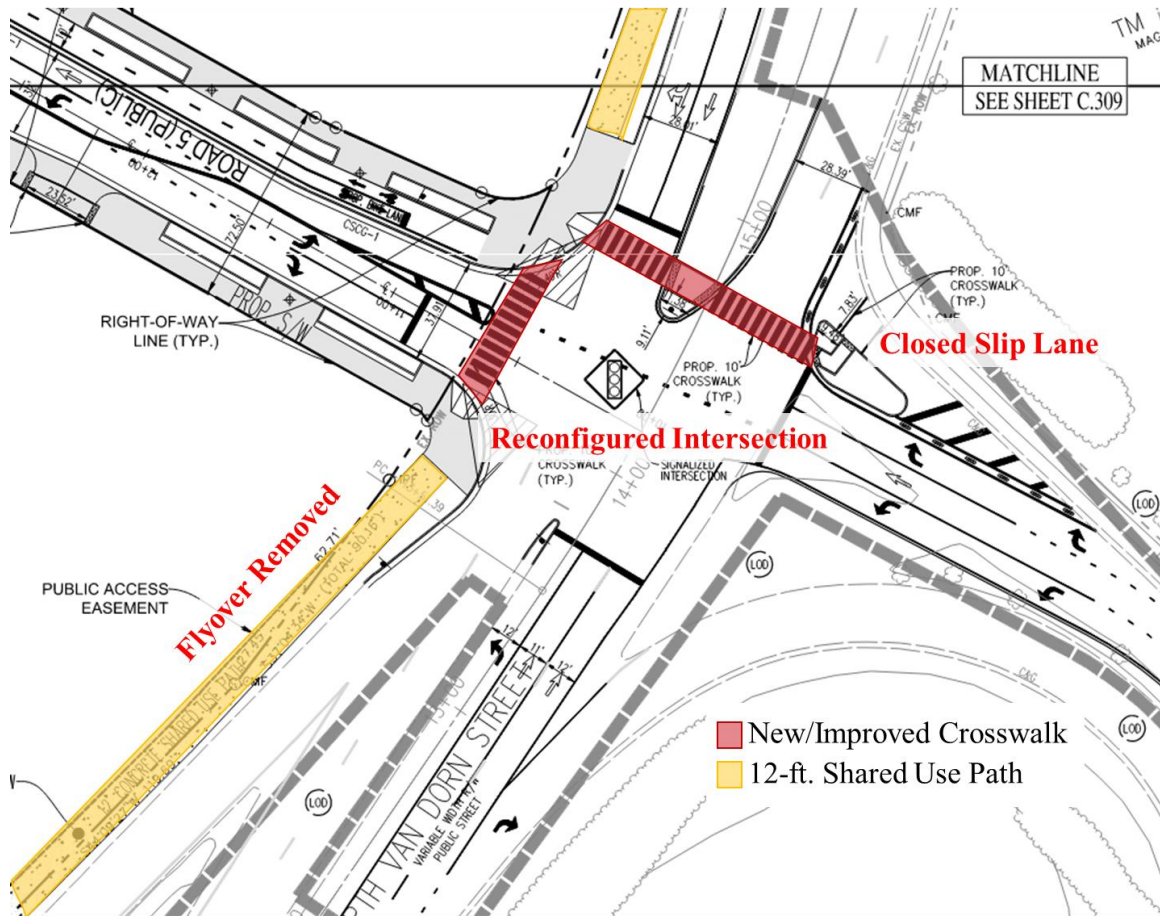
### ***Duke and N Van Dorn Street Improvements***

During Phase 1 (1-5 years), the applicant team will implement the proposed changes to Duke and N Van Dorn Streets, including the new intersections with Roads 3, 4, 5, and 6. Phase 1 also includes removing the Duke Street flyover lane, reconfiguring the median, and re-striping the westbound travel lanes on Duke. Phase 1 will include temporary streetscape improvements with final streetscape improvements occurring in Phase 2. Figures 3 and 4 highlight these improvements. Staff have also proposed conditions to refine these designs with the final site plan process (e.g., providing additional signage).

***Figure 3: Duke Street Redesign (Roads 3, 4, and 6 Intersections)***



**Figure 4: Van Dorn Redesign (Road 5 Intersection)**



The preliminary infrastructure plan also identifies possible future changes to Duke and N Van Dorn Streets, including additional crosswalks at the intersections with Roads 5 and 6, removing the slip lane at the N Van Dorn ramp on the south side of Duke, and further reconfiguring the intersection of N Van Dorn and Road 5 to allow for full movement. City Staff will explore future grant funding to implement these improvements designed to make the site more pedestrian friendly.

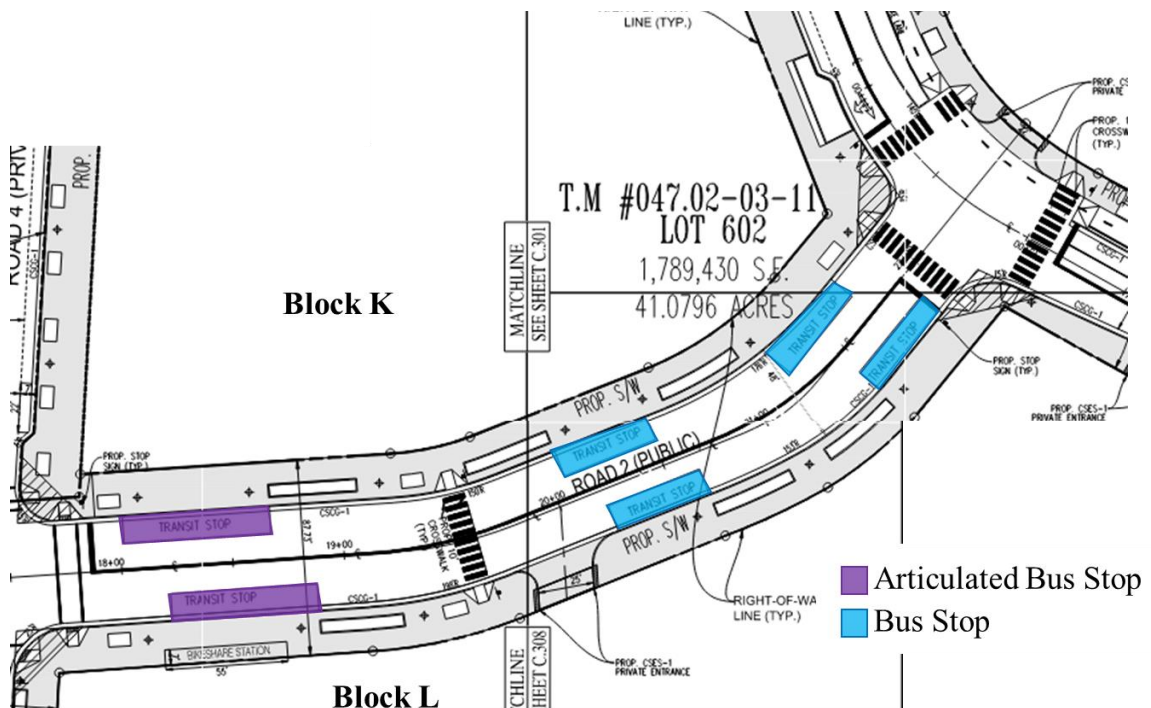
### ***Transit Hub***

Buses and passengers will be able to access the site throughout construction. With demolition and construction necessitating a move from the current location, Staff have coordinated with the applicant to identify two temporary bus hub locations prior to opening the new Transit Hub along Road 2 during Phase 1. The initial move occurred prior to this hearing in concert with the start of demolition. The current temporary site is on the future Block M and will remain at that location until construction begins on Block M when it will move to a temporary site within the existing garage. Pedestrians will continue to be able to access the bus stops throughout the process and Staff have proposed conditions to ensure ample notice prior to moving the temporary stations.



The new transit hub will be on Road 2 between Roads 4 and 5 and Blocks K and L. With the Infrastructure DSP, the applicant will be constructing the roadway, curb, utilities, midblock crosswalk, and six bus bays, including two bays for articulated buses planned to serve the future Duke and West End Transitways. To complete transit hub, the City has obtained a nearly \$13 million Virginia SMART SCALE grant, which we will use to fund and construct amenities such as bus shelters and canopies, passenger information display screens, bike storage and bike maintenance, micro mobility corrals, and EV charging. Figure 5 shows the layout of the future transit hub, including the bus bays and midblock crossing. To maximize the available grant funding, Staff have proposed conditions to relocate the bikeshare station and stormwater BMPs elsewhere in the site to provide sufficient space for the future transit hub amenities.

**Figure 5: Permanent Transit Hub Layout**



### ***E. Parks, Open Space, & Landscape Elements***

By setting the locations of curbs and sidewalks, this infrastructure plan finalizes the boundaries of the over 3.5 acres of publicly accessible open space, with the design of those spaces determined with future DSUPs. Since the infrastructure plan encompasses sidewalks and streetscapes, the plan proposes over 370 public and private street trees from 11 species. The plan also identifies perennials and shrubs that will be planted in tree wells and BMPs. Most existing trees on the site are part of landscaped medians within surface parking lots that will be replaced with new streetscapes and street trees with this infrastructure plan and buildings and trees with future DSUPs. In addition, the forthcoming open space DSUP will include tree preservation measures for the healthy and non-invasive trees in the future Terrace Park.

## ***F. Sustainability***

The approved CDD #2020-0007 established 12 conditions to advance the long-term sustainability of the neighborhood, with a focus on complying with the current Green Building Policy at the time of individual DSUP approval plus conditions focused on green roofs, solar ready design, reducing embodied carbon, and using electric appliances and utilities. In addition, the applicant must achieve LEED for Neighborhood Development or a comparable certification to reflect sitewide sustainability planning. Finally, as demolition proceeds with the former mall and outlying buildings, the applicant is planning to recycle about 1,400 truckloads worth of material on site, including recycling paving materials for new roadways.

## ***G. Community***

In addition to the considerable community engagement conducted throughout 2021 for the CDD, the applicant attended two meetings of the Eisenhower West/Landmark Van Dorn Implementation Advisory Group and hosted a pre-demolition community meeting to update the community on the Infrastructure DSP and the concepts for future building DSUPs. Staff also presented on the plan at a meeting of the Alexandria Federation of Civic Associations. Finally, the applicant teams have launched the websites: [www.WestEndVA.com](http://www.WestEndVA.com) and [www.Inova.org/Landmark](http://www.Inova.org/Landmark) to provide ongoing project updates. Additional information is available on the City's webpage: [www.AlexandriaVA.gov/Landmark](http://www.AlexandriaVA.gov/Landmark).

***Table 3: Community Engagement***

<b>Date</b>	<b>Meeting Forum</b>
January 18, 2022	Virtual Eisenhower West/Landmark Van Dorn Implementation Advisory Group meeting
April 13, 2022	Virtual Pre-Demolition Community Meeting
April 27, 2022	Eisenhower West/Landmark Van Dorn Implementation Advisory Group meeting
April 27, 2022	Virtual Alexandria Federation of Civic Associations monthly meeting*
June 7, 2022	Planning Commission Hearing

\*Staff led presentation

## **IV. CONCLUSION**

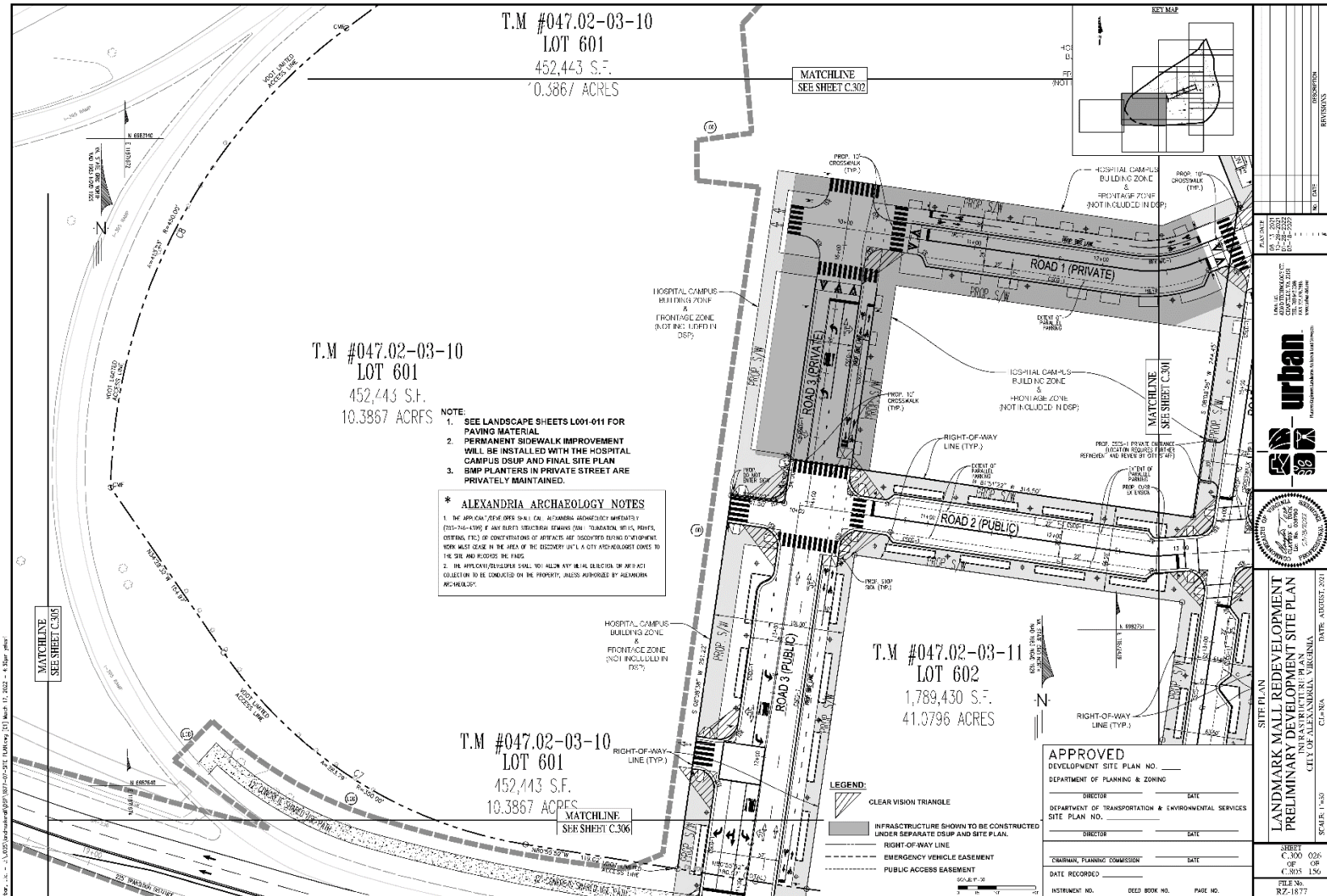
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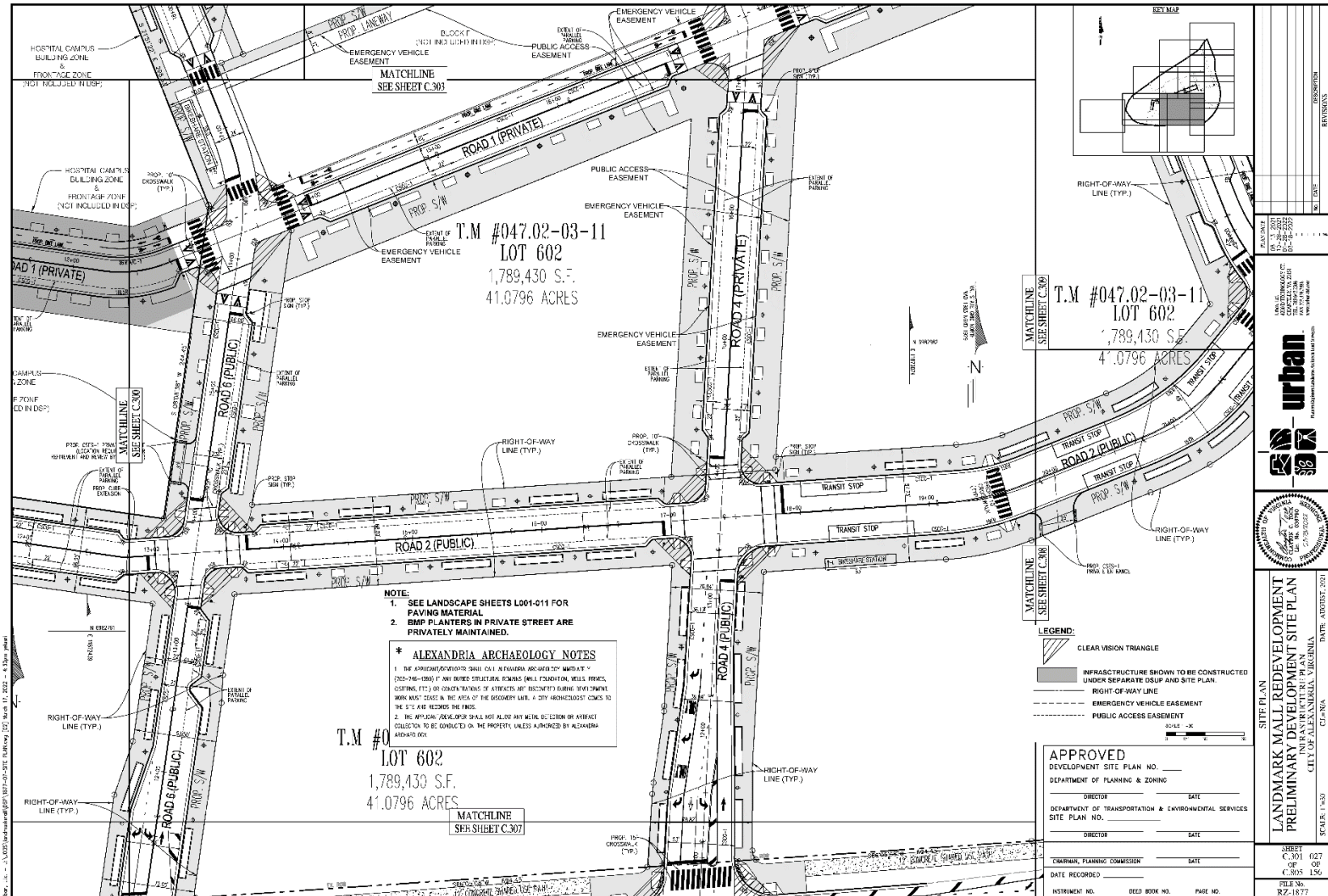
## **V. ATTACHMENTS**

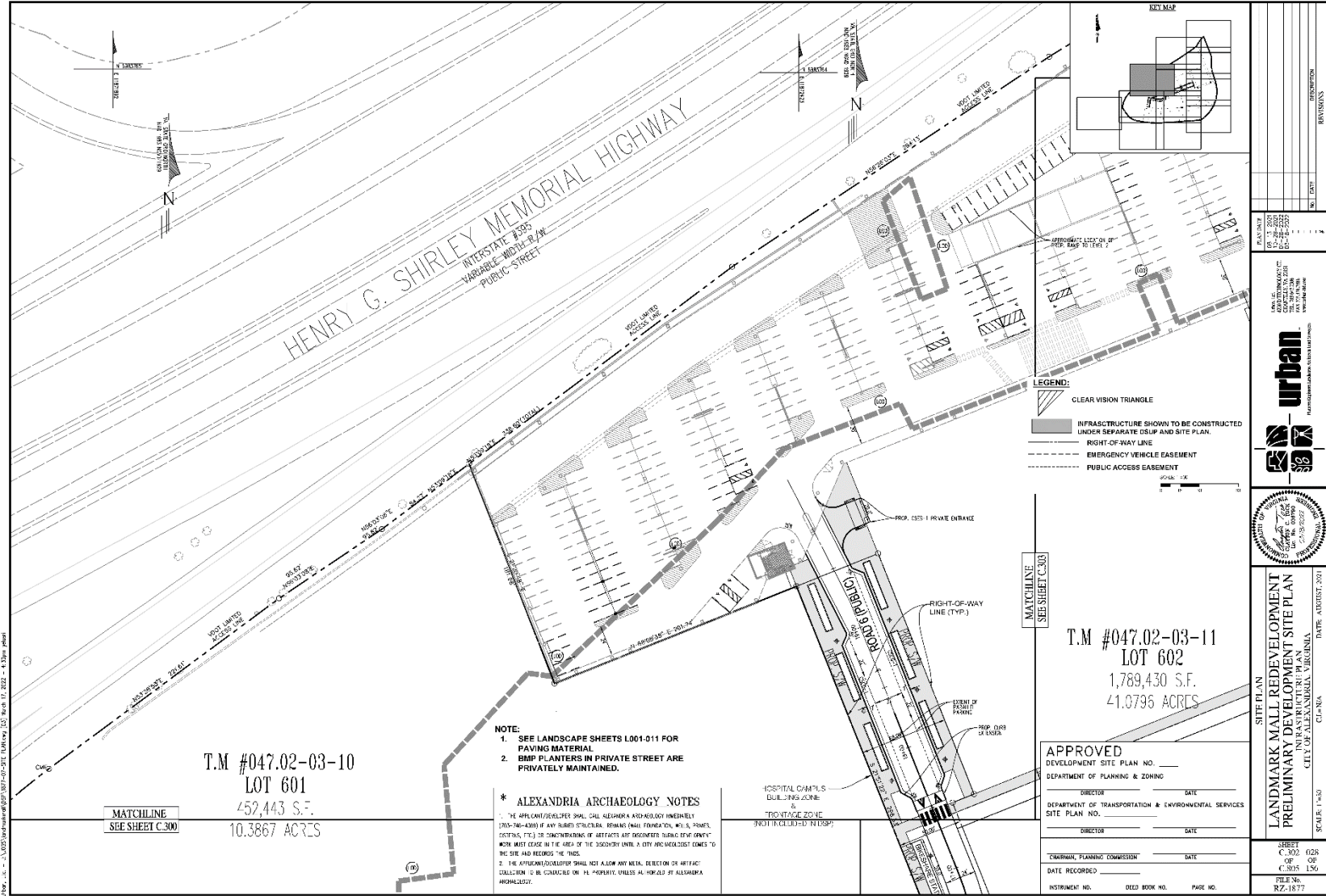
1. Preliminary Infrastructure Site Plan (12 pages)
2. Preliminary Subdivision Plat (3 pages)



Attachment 1 | Preliminary Infrastructure Site Plan (12 pages)

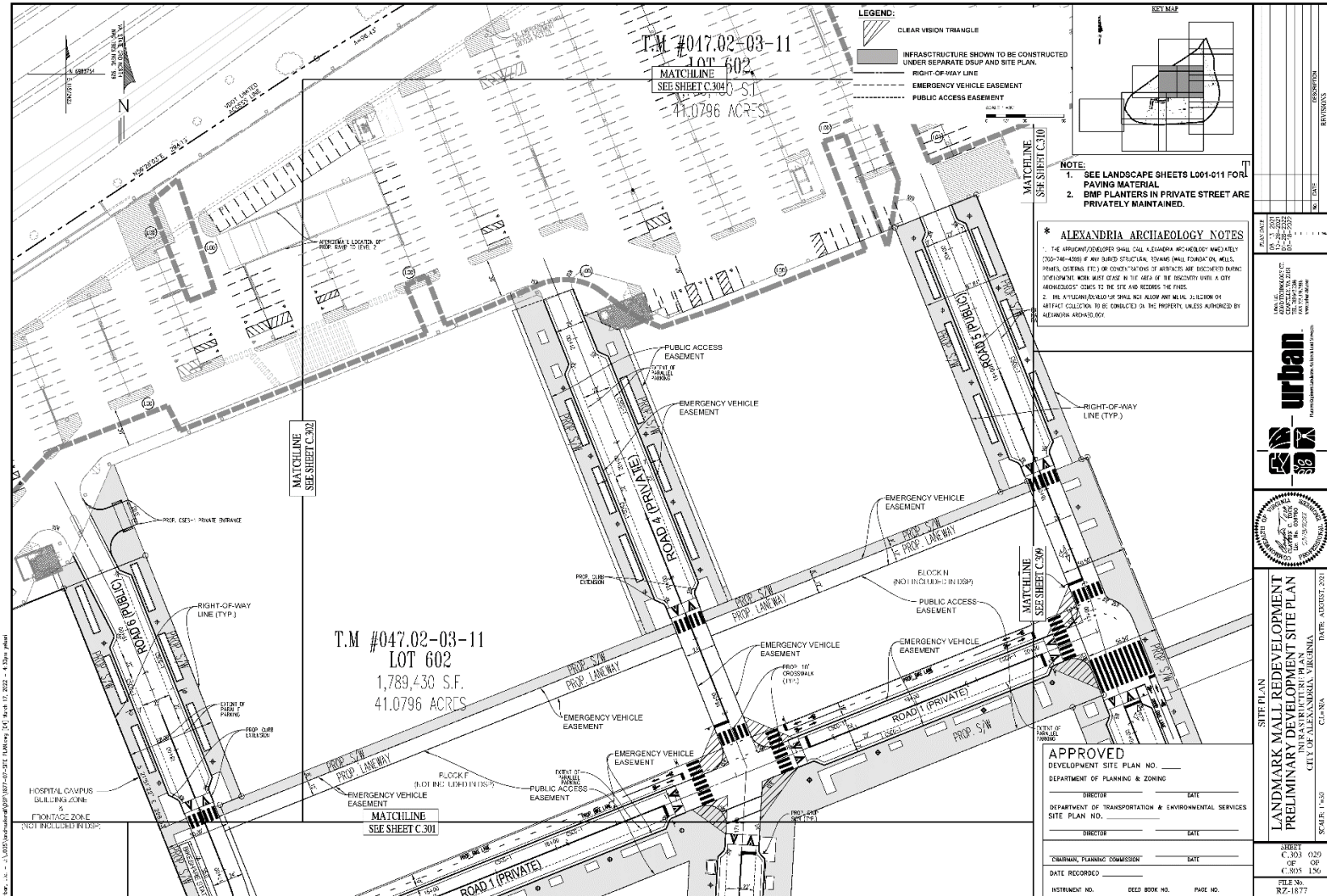






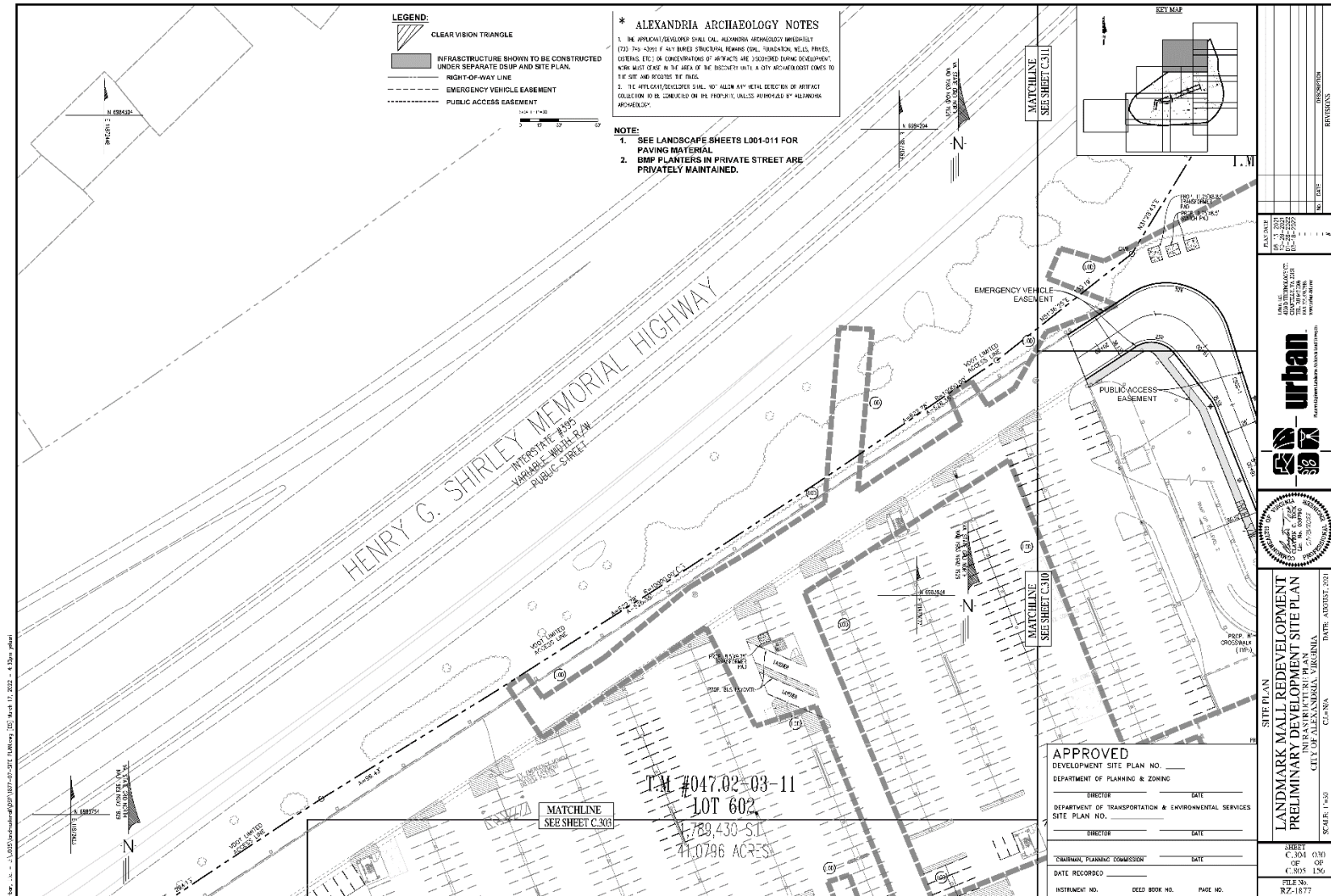


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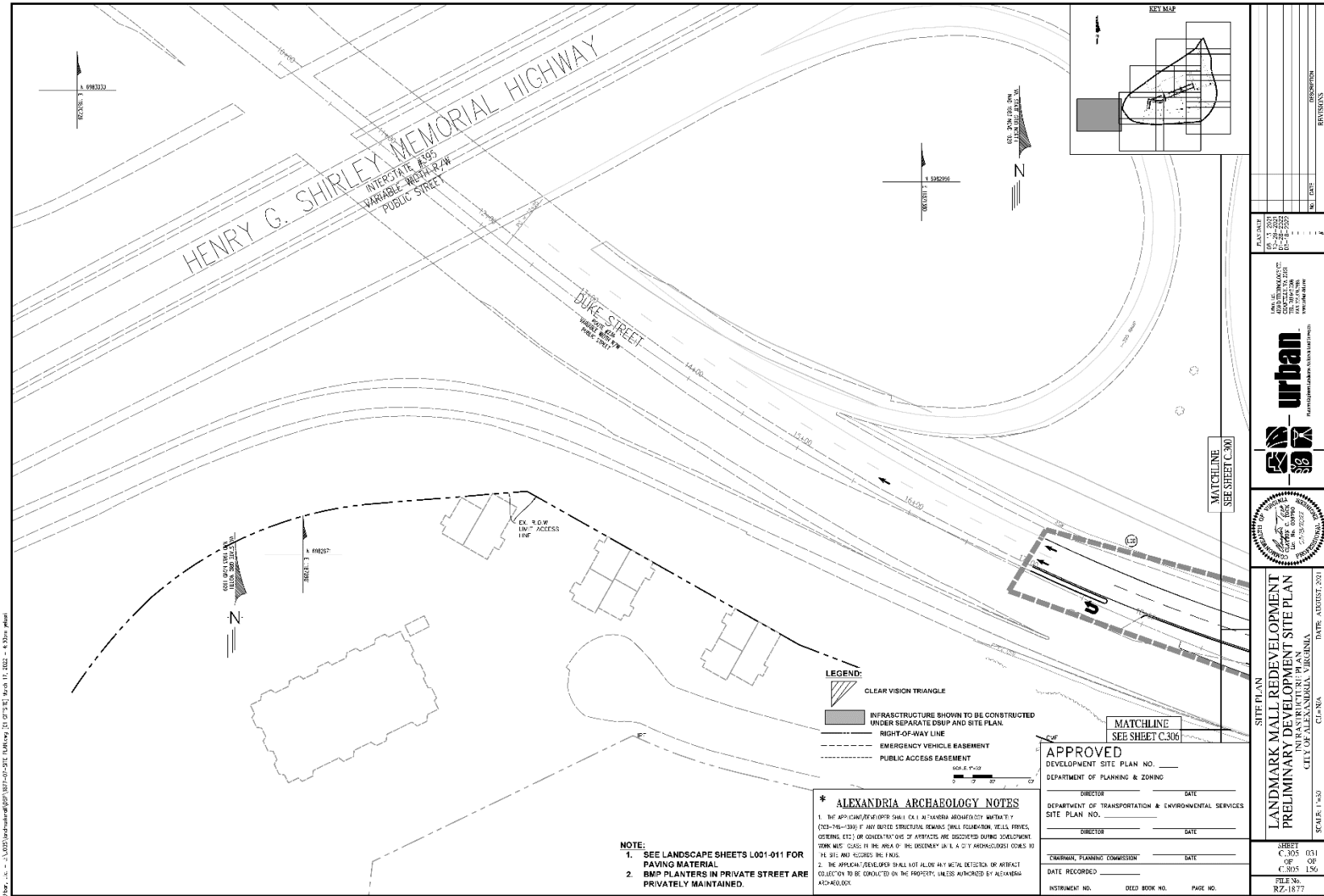




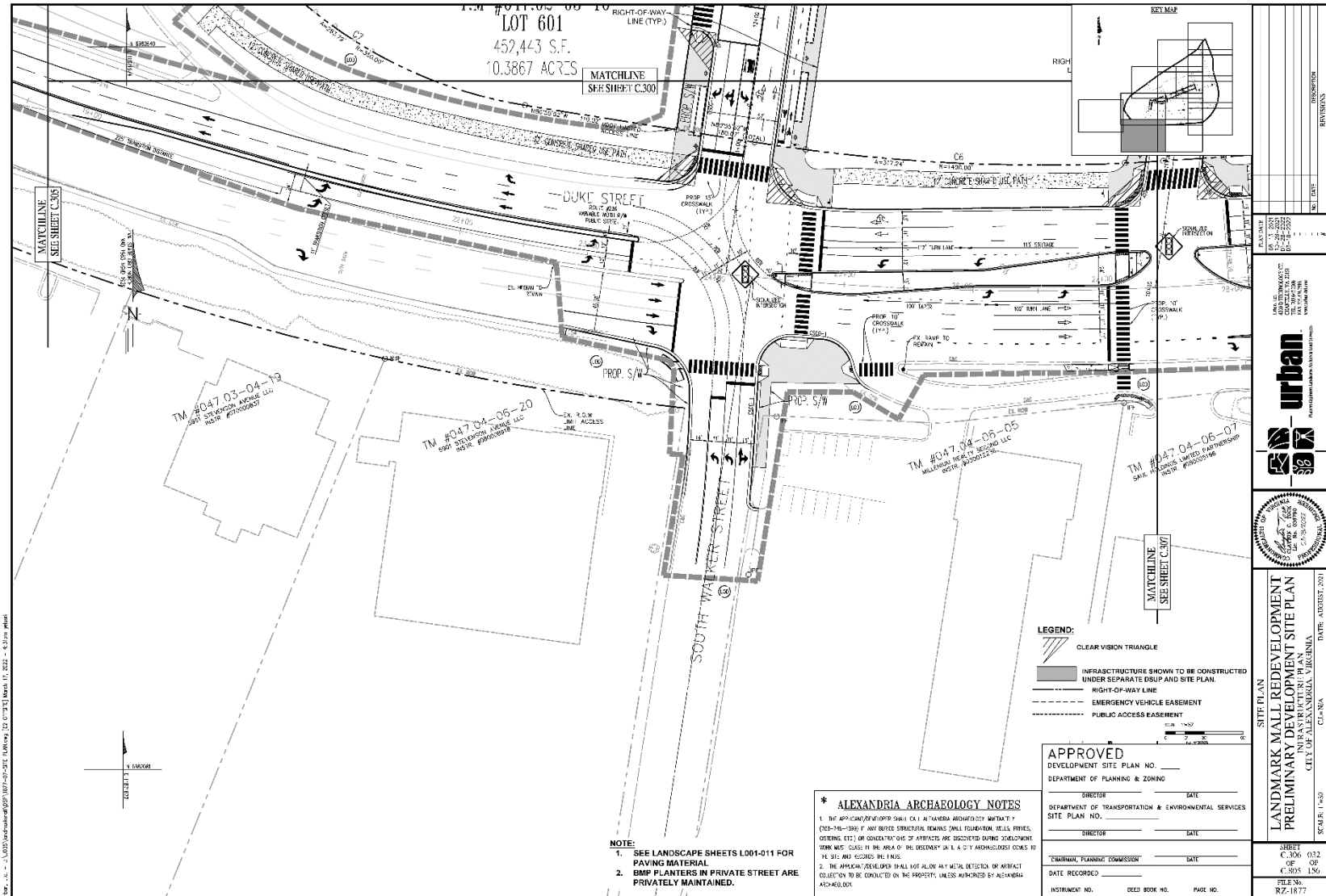
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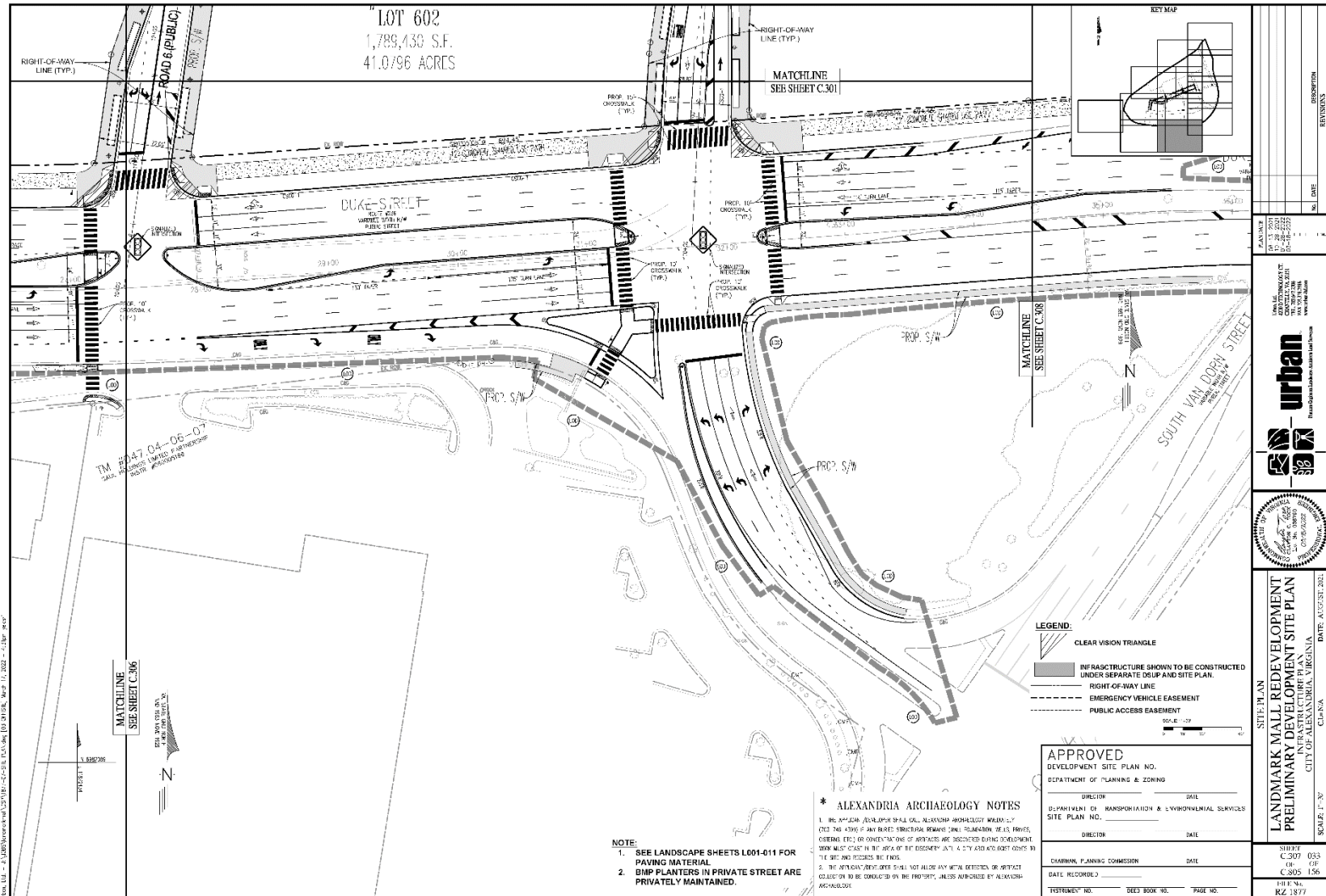
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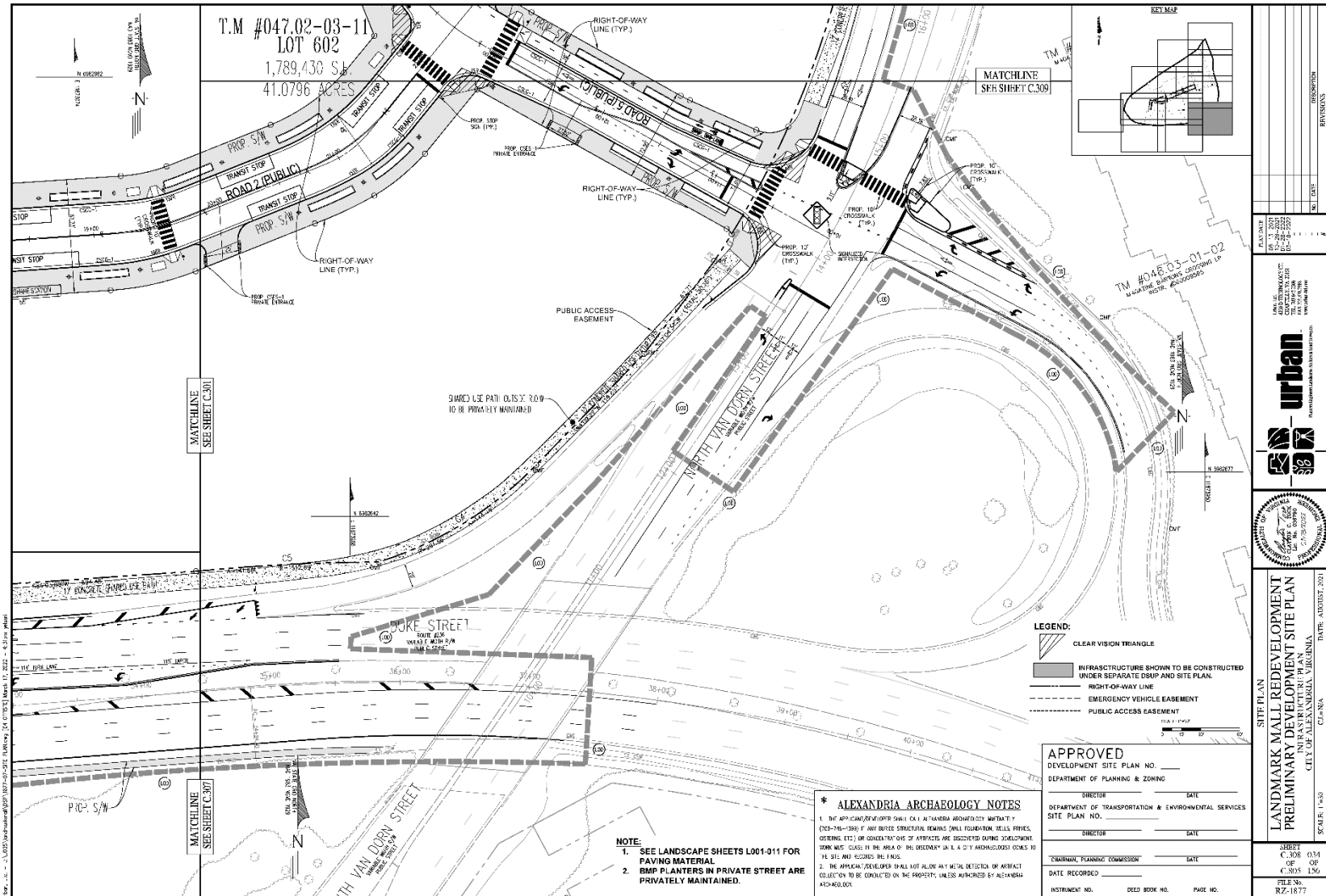


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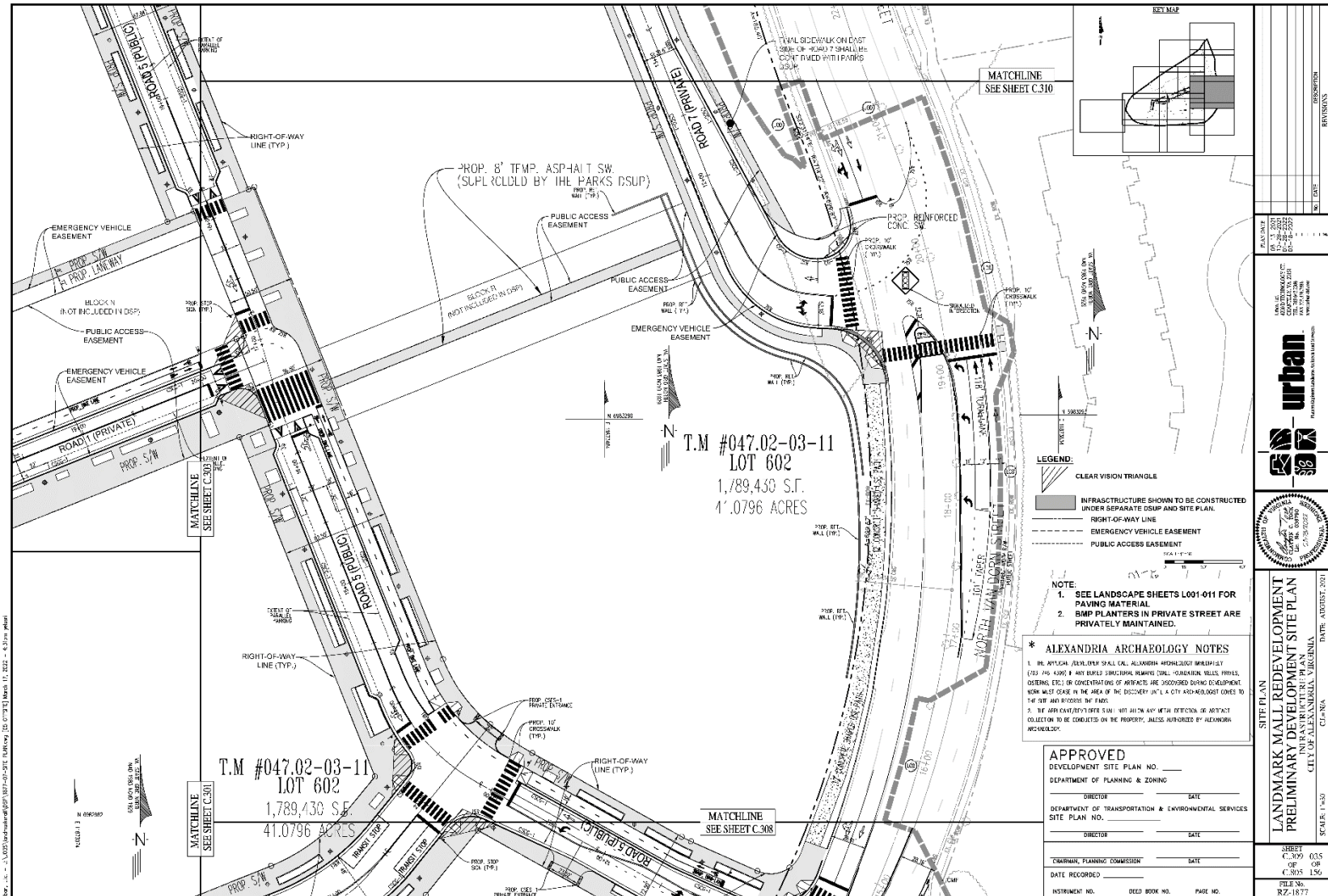




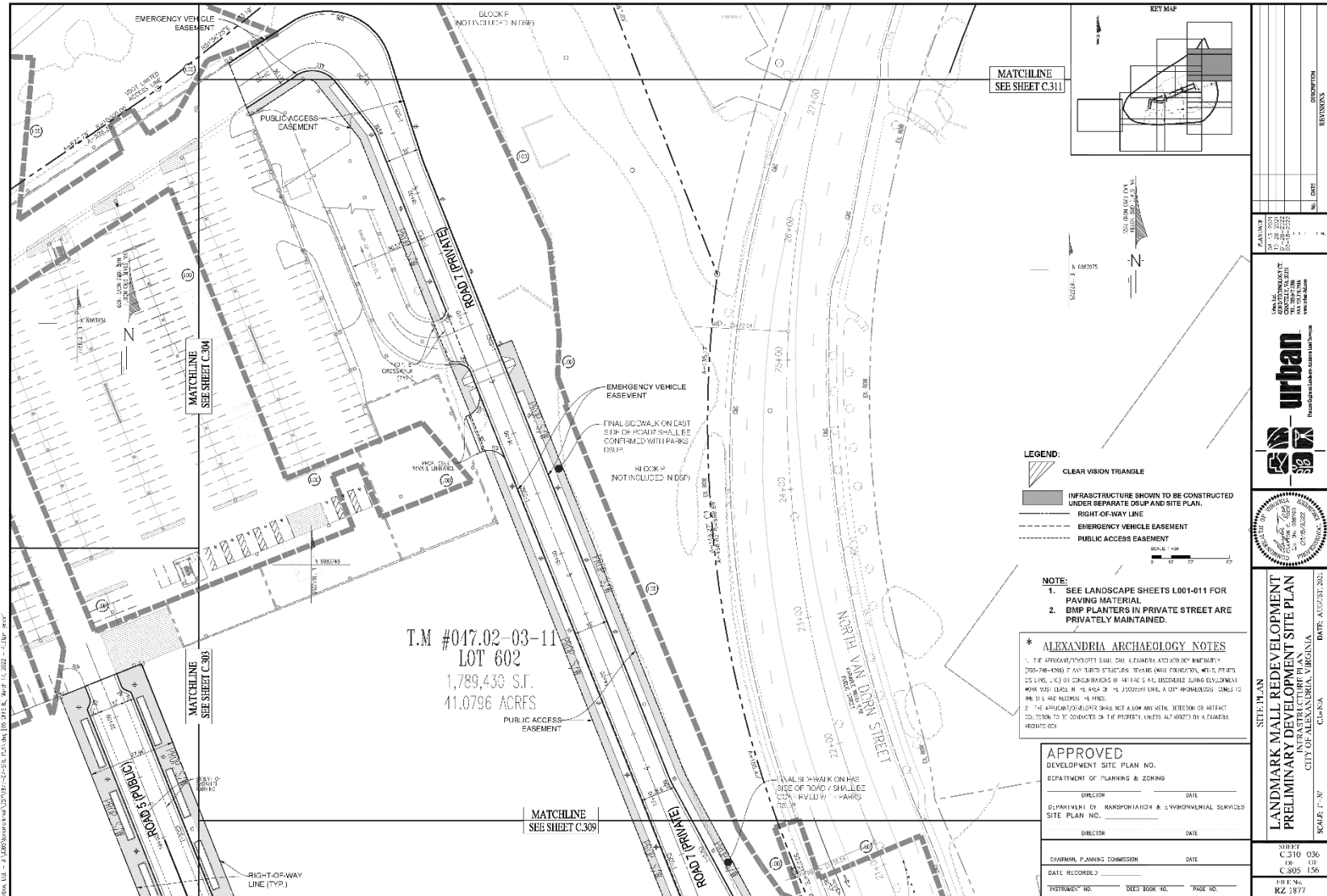
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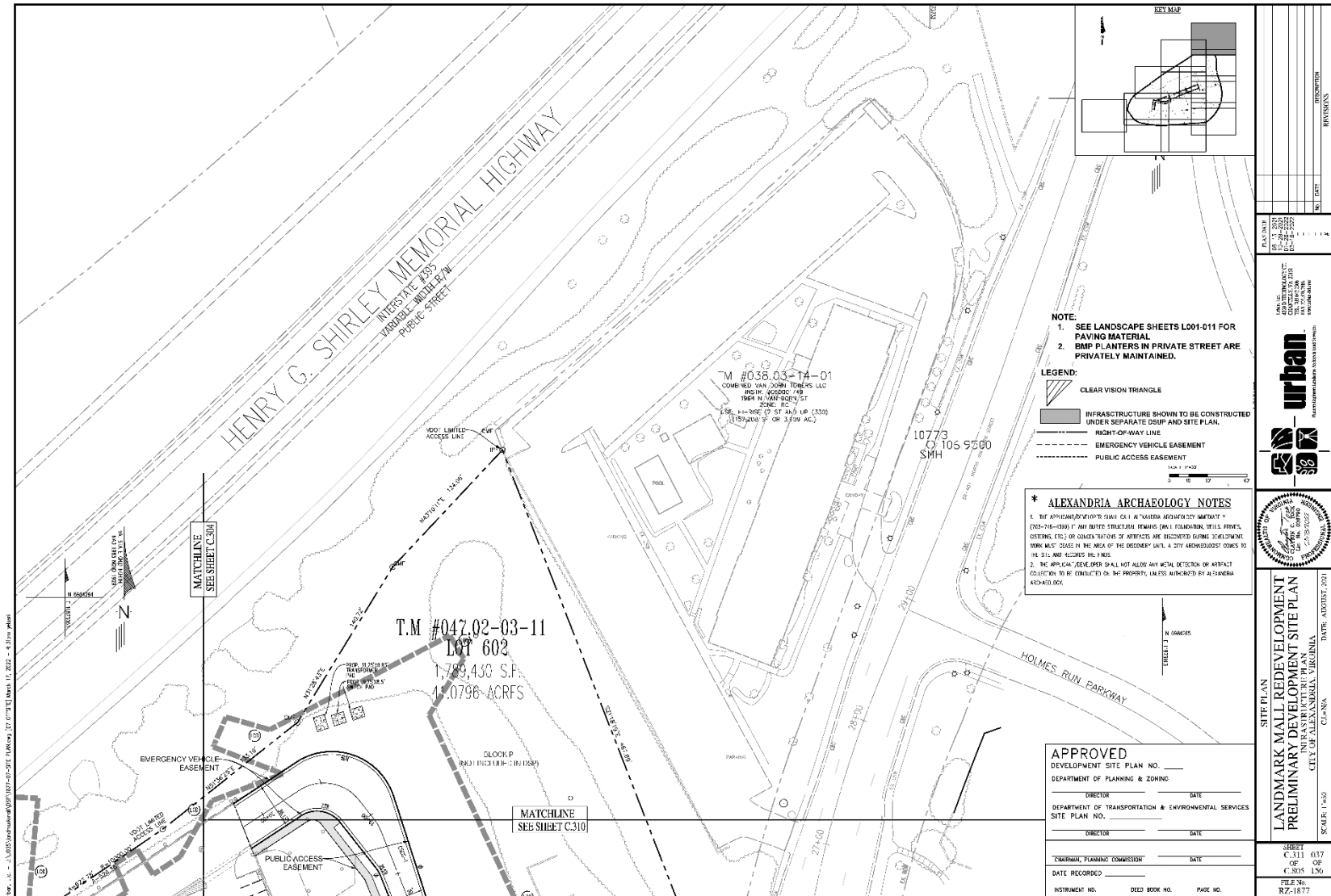


## West End (Landmark) Infrastructure Plan



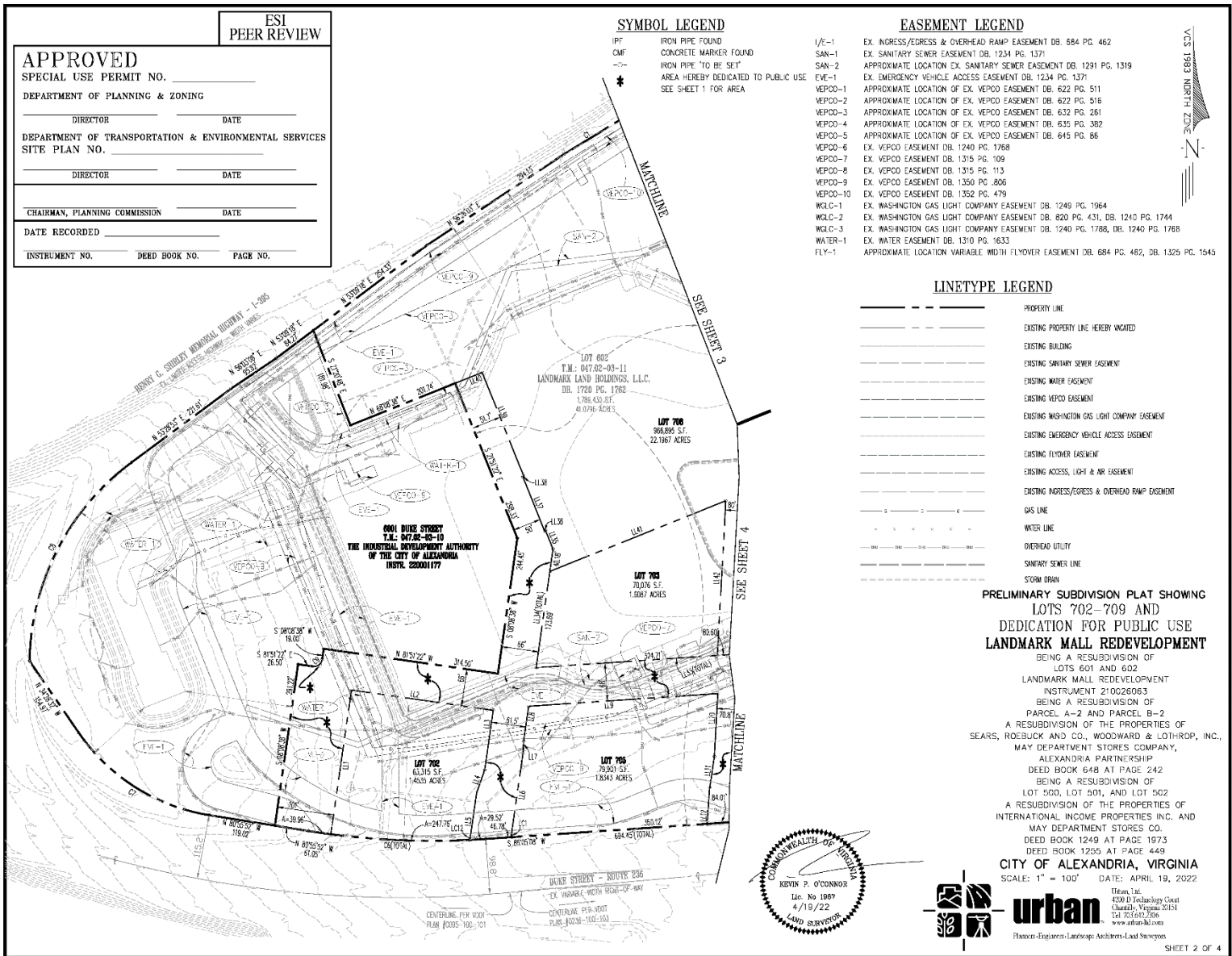
DSP #2021-00012 | SUB #2022-00005





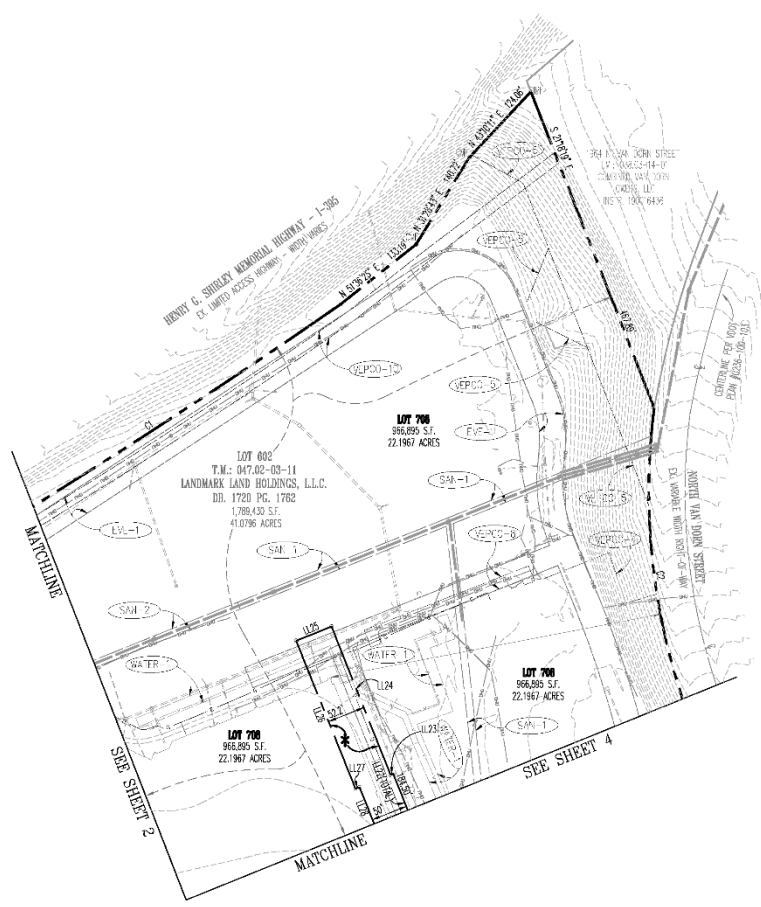


Attachment 2 | Preliminary Subdivision Plat (3 pages)



LINE DATA FOR LOT LINES

LINE	BEARING	DISTANCE
LL1	S 08°08'38" W	240.28'
LL2	N 81°51'22" W	256.00'
LL3	N 08°08'38" E	107.29'
LL4	N 19°20'38" E	43.77'
LL5	N 08°08'43" E	78.93'
LL6	S 08°08'39" W	146.00'
LL7	S 02°48'59" W	21.53'
LL8	S 08°08'30" W	62.92'
LL9	S 86°08'38" W	338.93'
LL10	N 03°09'25" E	112.88'
LL11	N 08°22'53" E	55.62'
LL12	N 03°47'51" E	56.54'
LL13	N 00°01'29" E	67.33'
LL14	N 03°09'31" E	83.65'
LL15	N 03°35'28" E	64.20'
LL16	N 85°59'55" E	141.03'
LL17	N 68°08'38" E	96.91'
LL18	N 32°08'59" E	64.02'
LL19	S 80°51'21" E	222.57'
LL20	N 66°06'21" W	56.15'
LL21	N 60°51'23" W	132.18'
LL22	N 21°42'26" W	192.50'
LL23	S 68°08'38" W	4.03'
LL24	N 21°42'59" W	219.92'
LL25	N 68°03'03" E	52.50'
LL26	N 21°50'50" W	219.83'
LL27	S 68°08'40" W	6.03'
LL28	N 21°42'26" W	104.00'
LL29	N 68°08'38" E	5.23'
LL30	N 21°51'22" W	71.00'
LL31	N 68°08'38" E	256.08'
LL32	S 03°08'38" W	304.17'
LL33	N 86°08'38" E	405.31'
LL34	S 08°08'38" W	213.57'
LL35	S 21°51'22" E	56.21'
LL36	N 68°08'38" E	2.00'
LL37	S 21°51'22" E	104.00'
LL38	S 68°08'38" W	2.00'
LL39	S 21°51'22" E	200.00'
LL40	N 68°08'38" E	52.00'
LL41	N 68°08'38" E	338.91'
LL42	N 03°08'38" E	276.69'
LL43	N 21°51'22" W	281.81'
LL44	N 39°24'02" E	25.09'
LL45	N 68°11'25" E	74.00'
LL46	N 86°08'38" E	139.47'
LL47	S 68°08'38" W	308.95'
LL48	S 86°30'57" W	40.06'
LL49	S 03°26'26" E	179.16'
LL50	S 68°20'05" W	1.50'



PRELIMINARY SUBDIVISION PLAT SHOWING  
LOTS 702-709 AND  
DEDICATION FOR PUBLIC USE  
LANDMARK MALL REDEVELOPMENT  
BEING A RESUBDIVISION OF  
LOTS 601 AND 602  
LANDMARK MALL REDEVELOPMENT  
INSTRUMENT 210026063  
BEING A RESUBDIVISION OF  
PARCEL A-2 AND PARCEL B-2  
A RESUBDIVISION OF THE PROPERTIES OF  
SEARS, ROEBUCK AND CO., WOODWARD & LOTHROP, INC.,  
MAY DEPARTMENT STORES COMPANY,  
ALEXANDRIA PARTNERSHIP  
DEED BOOK 648 AT PAGE 242  
BEING A RESUBDIVISION OF  
LOT 500, LOT 501, AND LOT 502  
A RESUBDIVISION OF THE PROPERTIES OF  
INTERNATIONAL INCOME PROPERTIES INC. AND  
MAY DEPARTMENT STORES CO.  
DEED BOOK 1249 AT PAGE 1973  
DEED BOOK 1255 AT PAGE 448  
CITY OF ALEXANDRIA, VIRGINIA  
SCALE: 1" = 100' DATE: APRIL 19, 2022



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APPROVED

SPECIAL USE PERMIT NO. \_\_\_\_\_

DEPARTMENT OF PLANNING & ZONING

DIRECTOR \_\_\_\_\_ DATE \_\_\_\_\_

DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES  
SITE PLAN NO. \_\_\_\_\_

DIRECTOR \_\_\_\_\_ DATE \_\_\_\_\_

CHAIRMAN, PLANNING COMMISSION \_\_\_\_\_ DATE \_\_\_\_\_

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

INSTRUMENT NO. \_\_\_\_\_ DEED BOOK NO. \_\_\_\_\_ PAGE NO. \_\_\_\_\_

ESI  
PEER REVIEW

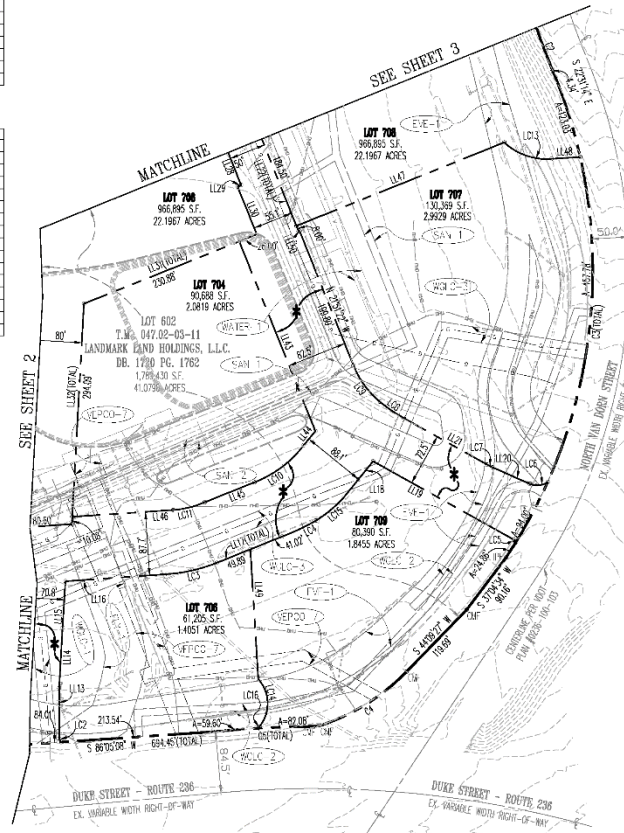
DSP #2021-00012 | SUB #2022-00005  
West End (Landmark) Infrastructure Plan

CURVE DATA FOR BOUNDARY LINES

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE	TANGENT
C1	10000.00'	622.78'	622.68'	N 57°02'00" E	5°34'05.78"	311.49'
C2	898.89'	468.83'	463.54'	S 07°34'42" E	29°53'01.06"	239.88'
C3	714.22'	699.67'	672.03'	N 05°32'41" E	56°07'43.96"	380.79'
C4	291.56'	144.40'	142.83'	N 58°20'45" E	28°22'57.07"	73.71'
C5	1512.69'	141.68'	141.83'	S 87°02'47" W	5°21'59.20"	70.89'
C6	1400.00'	317.24'	316.56'	S 87°25'22" E	12°58'59.35"	159.30'
C7	350.00'	283.79'	276.08'	N 57°42'15" W	46°27'26"	150.22'
C8	450.00'	413.23'	398.86'	N 27°10'28" E	52°36'49"	222.47'
C9	15.00'	23.56'	21.21'	N 53°08'38" E	90°00'00"	15.00'

CURVE DATA FOR LOT LINES

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE	TANGENT
LC1	10.03'	5.69'	5.61'	S 05°51'38" E	32°29'05.12"	2.82'
LC2	10.00'	7.65'	7.37'	S 21°35'53" E	43°14'24.39"	3.96'
LC3	218.33'	70.27'	69.96'	N 77°03'01" E	18°26'33.00"	35.44'
LC4	319.08'	51.73'	51.68'	N 64°44'32" E	9°17'23.00"	25.92'
LC5	13.86'	4.10'	4.08'	N 38°25'41" W	16°58'49.52"	2.06'
LC6	25.00'	26.11'	24.94'	N 83°58'13" E	59°50'50.72"	14.39'
LC7	79.27'	8.16'	8.16'	S 63°44'43" E	5°53'50.64"	4.08'
LC8	215.00'	39.53'	39.47'	S 55°35'26" E	10°32'03.38"	19.82'
LC9	126.00'	62.65'	62.01'	S 36°04'46" E	28°29'15.82"	31.99'
LC10	155.74'	86.18'	85.09'	N 53°04'50" E	31°42'20.94"	44.23'
LC11	130.00'	45.02'	44.80'	N 76°13'23" E	19°50'30.50"	22.74'
LC12	15.06'	6.39'	6.33'	N 20°11'18" E	24°16'41.46"	3.24'
LC13	84.76'	70.60'	68.58'	S 70°45'35" E	47°43'31.09"	37.49'
LC14	50.02'	71.46'	65.55'	N 01°26'09" W	81°53'04.00"	43.39'
LC15	173.54'	50.30'	50.12'	N 40°07'20" E	16°39'26.00"	25.33'
LC16	5.00'	2.50'	2.47'	S 25°12'19" W	28°36'07.00"	1.27'



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LOTS 702-709 AND  
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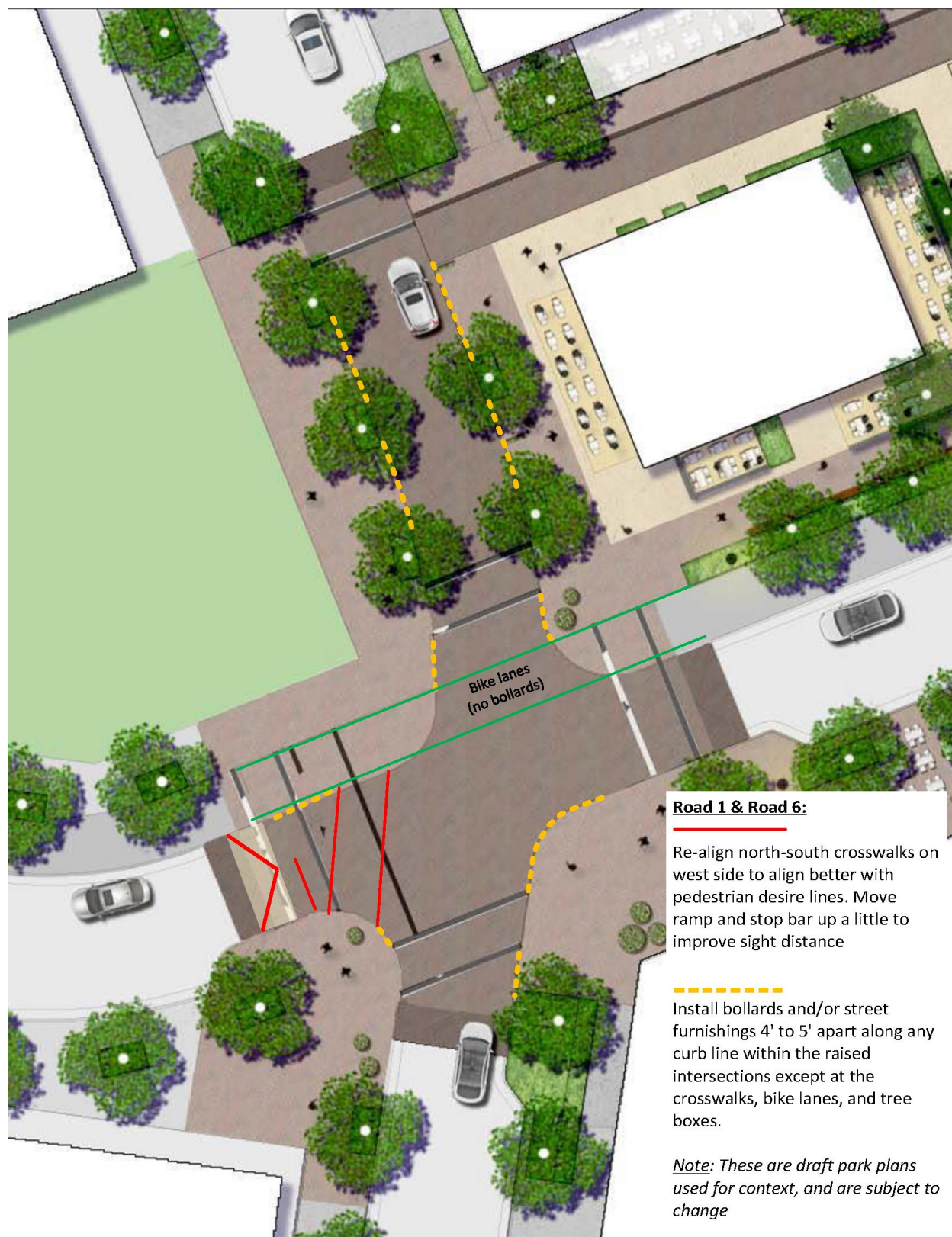
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## **VI. EXHIBITS**

1. Exhibit A – Crosswalk Alignment for Intersection of Roads 1 and 6
2. Exhibit B – Preliminary Transit Hub Plan

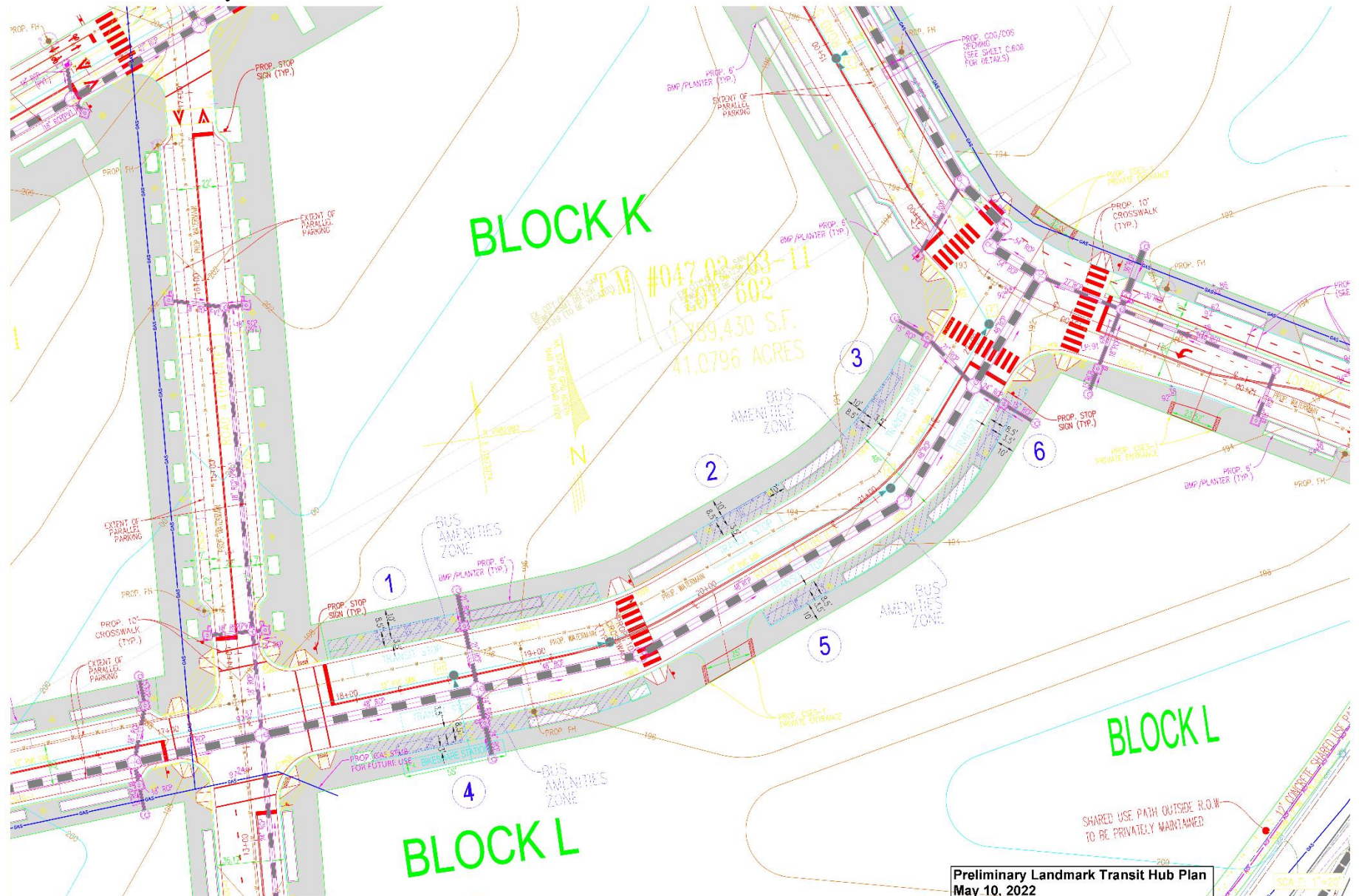


**Exhibit A - Crosswalk Alignment for Intersection of Roads 1 and 6**





## Exhibit B – Preliminary Landmark Transit Hub Plan



## **VII. STAFF RECOMMENDATIONS**

1. The Final Infrastructure Site Plan shall be in substantial conformance with the preliminary plan dated March 18, 2022 and comply with the following conditions of approval.

### **I. SITE PLAN**

2. Per § 11-418 of the Zoning Ordinance, the development site plan shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to Staff 18 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. The period of validity may be extended upon petition by the applicant and after adequate notice and public hearing. (P&Z)
3. With the Final Infrastructure Site Plan submission, submit for review and approval by Staff the plats and all associated deeds, to the satisfaction of the Directors of P&Z and T&ES, for: (P&Z) (T&ES) \*
  - a. All roadway vacations, dedications, subdivisions, temporary and permanent public access easements and emergency vehicle easements on private roads and private sidewalks as shown on the Preliminary Site Plan dated March 18, 2022, and the Preliminary Subdivision Plat dated April 19, 2022. \*
  - b. All roads and sidewalks within the site shall be either dedicated to the City as public right-of-way or shall have a public access easement as shown on the Preliminary Site Plan dated March 18, 2022 and Preliminary Subdivision Plat dated April 19, 2022. \*
  - c. Temporary public access easements may be granted in areas parallel to private roadways, from back of curb to encompass immediately adjacent interim sidewalks, which are constructed as part of the Infrastructure Site Plan DSP #2021-00012. The applicant shall submit deed(s) and plat(s) to be reviewed, deemed acceptable, and recorded prior to Final Infrastructure Site Plan release. \*
  - d. If not provided with the Infrastructure DSP #2021-00012, permanent access easements shall replace the temporary access easements as shown in the preliminary plat as part of the Development Special Use Permit (DSUP) for the adjacent block(s). The deed(s) and plat(s) shall be submitted for review and approval with the first Final Site Plan and recorded prior to the first Building Permit for the subject DSUP(s). To the extent not constructed with the Infrastructure DSP, the applicant for the subject DSUP(s) shall be responsible for the construction of final streetscape conditions and the

recordation and/or dedication of any permanent public access easements on all building or open spaces facing private streets along the frontage of the DSUP property. \*, \*\*

- e. All public right-of-way is a minimum of 50-ft. wide per requirements of City Code 5-2-4(2). Right-of-way width shall be consistent and labeled on plans and plats. \*
  - f. Facilitate with the adjacent owner the dedication for right-of-way the additional 48 sq. ft. portion of Lot 601 as shown on the Preliminary Subdivision Plat dated April 19, 2022 and update the final site plan to include this additional dedication area. \*
  - g. Unless otherwise specified, the plat(s), deed(s), and easement(s) shall be recorded, and a copy of the recorded plat(s), deed(s), and easement(s) shall be submitted prior to release of the Final Infrastructure Site Plan. \*
  - h. Make all fee simple conveyances to the City with General Warranty of title (unless not available) or provide current ALTA survey and Title Report that includes the areas to be dedicated to City, all to the satisfaction of the Director of T&ES. If ALTA option is chosen, include the City as an authorized user of the ALTA survey for any purposes that the City deems necessary, including obtaining title insurance. Submit the ALTA survey and Title Report for review prior to approval of subdivision plat and deed by City. \*
  - i. Coordinate and obtain signatures from private easement holder(s) on the deed(s) of vacation/quitclaim (or relocation if appropriate) for all private easements located in the areas to be dedicated for public right-of-way and submit signed deeds of vacation for review and approval, all to the approval of the Director of T&ES prior to the release of the Performance Bond. Note: vacation of existing easement may be included in other required deeds, such as deeds of proposed easement. \*\*\*\*\*
4. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z, T&ES, and RP&CA. These items include: (P&Z) (T&ES) (RP&CA) \*
- a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units, electrical, cable boxes, and other utilities as needed.
  - b. Minimize conflicts with plantings, and pedestrian areas.
  - c. Do not locate new above grade utilities in dedicated open space areas and tree wells.



5. Provide a final lighting plan with the Final Infrastructure Site Plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and/or P&Z in consultation with the Chief of Police and shall include the following: (P&Z) (T&ES) (Code) (Police) \*
- a. Clearly show location of all existing, to remain, and proposed streetlights and site lights, shading back less relevant information within limits of disturbance.
  - b. Determine if existing lighting meets minimum standards within the City right-of-way immediately adjacent to and along the frontage of the site within the limits of disturbance as shown on the preliminary plan. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.
  - c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
  - d. All proposed light fixtures in the City right-of-way shall be basic, approved Dominion LED light fixtures. Carlyle Acorns or City approved alternative shall be used on all internal public streets and LED Shoebox Cobrahead shall be used on Duke Street and N. Van Dorn Street to the satisfaction of the Director of T&ES.
  - e. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s), and security lighting within the limits of disturbance.
  - f. A photometric plan with lighting calculations that include all existing and proposed interim light fixtures, including any existing to remain streetlights located on the opposite side(s) of all streets within the on-site project area. Photometric calculations must extend from back of sidewalk to back of sidewalk. Show existing and proposed streetlights and site lights on-site. For clarity, this excludes the south/east sides of Duke and Van Dorn Streets.
  - g. If site lights are included in the photometric plan to comply with City's lighting standards, then these lights shall be put on photovoltaic switches.
  - h. Provide location of conduit routing between site lighting fixtures to avoid conflicts with street trees.
  - i. Details indicating proposed light pole and any footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view or light poles shall be direct bury.

- j. The lighting for the areas not covered by the City of Alexandria's standards, including private streets, shall be designed to the satisfaction of Directors of T&ES and P&Z.
  - k. Provide numeric summary of the lighting levels for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
  - l. Full cut-off lighting shall be used as applicable at the development site to prevent light spill onto adjacent properties.
  - m. If unforeseen circumstances warrant interim lighting conditions, then the applicant may propose and seek administrative approval for them to the satisfaction of the Directors of P&Z and T&ES.
6. The Emergency Vehicle Easement (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. (P&Z)
7. Provide a georeferenced CAD file in **AutoCAD 2018**.dwg format prior to Final Site Plan release. The file shall include: (P&Z) (DPI) (GIS) \*
- a. The dimension plan including existing conditions, proposed conditions, and grading elements,
  - b. The subdivision plat including existing and new parcels and neighboring parcels, and
  - c. Legal lot numbers for each lot and document the square footages. Show adjacent lots and their Tax Map numbers on the subdivision plat.
8. Staff and the applicant will continue to refine the plans during the Final Site Plan process, including but not limited to providing these revisions to the infrastructure plan prior to Final Site Plan release to the satisfaction of the Directors as noted below: (P&Z) (T&ES) (AlexRenew) (DPI) (RP&CA) \*
- a. State when the flyover from Duke Street to the site will be removed within the phasing sheets. (T&ES)
  - b. Provide a minimum 11-ft. travel lane where the southwest curb is slightly encroaching on the outside southbound S Van Dorn travel lane, per Sheet C.308. (T&ES)
  - c. Delineate both upstream and downstream portions of the sanitary sewer shed on Sheet C.607 of the DSP on the Final Site Plan. The calculations on Sheet C.608 reference a residential development that is not shown. (T&ES)

- d. Provide and label inverts of existing and proposed sewers at tie-in to all existing manholes with new sewer connections proposed on Sheet C.607 of the DSP on the Final Site Plan. (T&ES)
- e. Correct Note 9 on Sheet C.607 of the DSP on the Final Site Plan, which states that the infrastructure plan is a future submittal. Address HGL profile and calculations as described. (T&ES)
- f. Correct inconsistencies and calculation errors in the tables on Sheet C.608 of the DSP on the Final Site Plan. (T&ES)
- g. Provide a crosswalk or similar connection across Road 7 where the landing of the proposed pedestrian bridge reaches the flat portion of the Terrace Park. (P&Z) (T&ES) (RP&CA)
- h. Provide rectangular rapid flashing beacons at the transit hub mid-block crossing on Road 2 and at the slip lane crosswalk on the southside of Duke Street at the ramp to Van Dorn/Road 4. (T&ES) (DPI)
- i. The Final Site Plan shall show adjustments at these intersections: (T&ES)
  - i. To the extent practical with the roadway alignment shown in the preliminary plan, align crosswalks to connect more directly to sidewalks and pedestrian paths, accounting for the bike lane and bollard placements at the intersection of Roads 1 and 6 as generally shown in Exhibit A provided by Gorove Slade on April 22, 2022.
  - ii. Show the western crosswalk across the Inova driveway closer to Road 3 at the intersection of Road 2, Road 3, and the Inova driveway. The final location of the crosswalk will be determined, and, if different, built with the Hospital Campus DSUP.
  - iii. Provide two separate curb ramps (one in each direction) at the northwest corner of the intersection of Road 6 and Duke Street.
  - iv. At Duke Street, Road 3, and Walker Street, adjust pedestrian and bicycle crosswalks and Duke Street median nose on the eastern side of the intersection to accommodate the turning movements and tie in new ramp and sidewalks to existing sidewalks on the southwest corner where the channelized right turn lane is being removed.
- j. Provide stop for pedestrian signs and in-street paddles for the crosswalk across the access road on the south side of Duke Street. If utilities requiring relocation are found at the median cut between Duke Street and the access

road, then the applicant will not be required to install the pedestrian crosswalk. (T&ES)

- k. Clearly label all of the proposed BMP planters in this development and the storm sewer lines in private streets as “Privately Maintained” on the site plan sheets C.400 to C.411. (T&ES)
- l. Provide core drilled opening with a flexible pipe to manhole connector at 002474SSMH where the new sanitary sewer pipe ties into the existing manhole per ASTM-C923. (T&ES) (AlexRenew)
- m. Provide watertight cap or plug at 002474SSMH where existing 12-in. sanitary sewer is to be abandoned in place. (T&ES) (AlexRenew)
- n. Reduce entrance velocity and provide energy dissipation from proposed 14-in. sanitary sewer flow into 002474SSMH so that flow is subcritical when entering AlexRenew’s System.

Note: the pre-development entrance velocity into 002474SSMH was calculated at 1.83 feet/sec while post-development velocities are calculated at 16.90 feet/sec. (T&ES) (AlexRenew)

- o. Demonstrate that the planned flow does not exceed the City of Alexandria’s allotted capacity in AlexRenew’s Water Resource Recovery facility or in the AlexRenew Holmes Run Trunk during wet and average flow conditions. (T&ES) (AlexRenew)
- p. Provide an analysis of the total system flows in the sewer system, including future phase development, along with any infrastructure improvements to mitigate capacity constraints. (T&ES) (AlexRenew)
- q. Address all DPI comments dated April 25, 2022. (DPI)

- 9. The applicant shall be responsible for maintaining all private common area facilities and elements including the condition of vehicular and bicycle pavements, pedestrian sidewalks, non-city standard paving materials within the right-of-way, raised intersections, streetlights, BMPs, street furniture, public art, and open space elements. Prior to conveying such responsibility to third parties or a sitewide entity, such as a Master Association or Business Improvement District, the applicant shall provide the City with documentation by which such party or entity assumes this obligation. This documentation shall include exhibits which delineate the obligations of the various entities and private block owners to ensure that all such common area elements and facilities are maintained. The City shall be provided with contact person(s) who are responsible for the various maintenance responsibilities. (P&Z) (T&ES)



**A. PHASING**

10. The applicant shall construct the infrastructure depicted in the preliminary plan dated March 18, 2022, according to the phases shown in the plan, except as may be amended by Supplemental Phasing Plan(s) per CDD#2020-0007 Condition 12.e. The Hospital Campus or any other individual block DSUP may address and construct the area from back of curb on an adjacent street to that block's building face with that block's DSUP approval. The City and the applicant will coordinate on whether such changes will be implemented as an amendment to this DSP final site plan or the final site plan for the subject block DSUP.
11. The applicant may request a Partial Final Site Plan Release for specific phase one items to the satisfaction of the Directors of P&Z and T&ES: (P&Z) (T&ES) \*
  - a. Road 7 including the intersection with N Van Dorn Street,
  - b. Gas main relocation to the westbound ramp from N Van Dorn Street to Duke Street,
  - c. Electrical poles relocation on N Van Dorn Street,
  - d. On- and off-site grading,
  - e. Deep utilities, as shown in the pre-grading scope of work exhibit dated April 8, 2022.
12. The note referring to "indicated development" in the DSP Phasing Key Notes of Sheets C.107 to C.111 applies to blocks anticipated to develop during phase one. If construction has paused for more than 12 months on the infrastructure work subject to this Infrastructure DSP or on construction of an adjacent block DSUP, then the applicant shall either build all other infrastructure from back of curb to back of pedestrian zone or construct temporary sidewalks per these conditions which will need to be completed as part of this Infrastructure DSP and not as part of the DSUP associated with the development block.
13. The planned improvements to the Duke Street and S. Walker Street intersection (D3) shall be complete no later than the later of September 30, 2025 or the start of the pending I-395 NB to Duke Street EB Ramp Modification Project, which is slated to begin no earlier than May 2025. To the extent that construction of the I-395 northbound to Duke Street eastbound ramp has begun prior to the completion of intersection D3, the applicant will coordinate with the City's General Contractor and do nothing to interfere, forestall, or delay the City's construction work. (T&ES)

**B. BUILDING:**

14. The applicant shall work with the City for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (P&Z) (T&ES)
15. Provide an update on the progress towards achieving LEED for Neighborhood Development with the first Final Site Plan to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES) \*

**C. OPEN SPACE/LANDSCAPING:**

16. Develop, provide, install, and maintain an integrated Landscape Plan for any interim BMPs with the Final Site Plan that is coordinated with other associated site conditions and plans to the satisfaction of the Director of P&Z. Landscape plans shall be submitted in accordance with the City of Alexandria's Landscape Guidelines, available online at: [www.alexandriava.gov/uploadedFiles/recreation/ParkPlanning/LandscapeGuidelinesFinalv2Final.pdf](http://www.alexandriava.gov/uploadedFiles/recreation/ParkPlanning/LandscapeGuidelinesFinalv2Final.pdf) (P&Z) \*
17. Demonstrate that for all non-BMP site-wide street trees, tree wells, and planters can be installed at grade, to provide a flush condition at the sidewalk level and meet the minimum soil depths, volume, and conditions as established in the City's Landscape Guidelines and to the satisfaction of the Director of P&Z. (P&Z) \*
18. Prior to the release of the Final Infrastructure Site Plan develop common elements guide (excluding the Hospital Campus, which shall be determined during the Hospital Campus DSUP) in consultation with staff to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES) \*
  - a. Provide general location, and specifications, for site furnishings that depict the installation, scale, and character of site furnishings.
  - b. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, railings, permanent light fixtures, water features and other associated features.
  - c. Provide information on paving materials such as color, material, and patterns for the sitewide decorative pavers or other paving materials for the streets, sidewalks, and plaza areas.
19. The site shall have a 25 percent tree canopy coverage requirement. Sitewide calculations shall exclude public street trees, the Hospital Campus, existing parking garage (Block S), Terrace Park (Block P), and public right-of-way to the satisfaction of the Directors of P&Z and RP&CA. (P&Z) (RP&CA)
20. No trees may be planted directly into the soil above the underground stormwater vault planned for Block R without providing an adequate barrier to separate roots

from the BMP to the satisfaction of the Directors of P&Z, T&ES, and RP&CA.  
(P&Z) (T&ES) (RP&CA)

***D. TREE PROTECTION AND PRESERVATION:***

21. 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) \*

***E. INTERIM USES AND INTERIM CONDITIONS:***

22. In coordination with P&Z Staff, provide screening for these interim uses and temporary conditions prior receipt of the first Certificate of Occupancy for a building DSUP: (P&Z) (T&ES)
  - a. Loading areas and staging areas for construction shall require construction fencing/screening.
  - b. Interim construction worker parking on vacant/undeveloped blocks.
23. Interim screening shall be consistent with the following guidelines to the satisfaction of the Directors of P&Z and T&ES: (P&Z) (T&ES) (RP&CA)
  - a. Treatment of visible portions of structures on blocks intended to be covered by future constructed features may include:
    - 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. Freestanding fences with vinyl wrap or slat inserts.
    - iii. 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 consistent with the Alexandria Landscape Design Guidelines and subject to the approval of the Directors of P&Z, T&ES, and RP&CA.
  - c. Blocks or portions thereof that construction has not commenced for five years after the completion of the infrastructure plan shall at a minimum be seeding of grass.

- d. 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 five feet in width.
24. For the construction of interim sidewalks and intersections, provide the following pedestrian improvements to the satisfaction of the Directors of P&Z and T&ES: (P&Z) (T&ES) \*\*\*
- a. Install ADA accessible pedestrian crossings serving the site.
  - b. Construct all temporary asphalt sidewalks to City standards. The minimum unobstructed width of newly constructed temporary asphalt sidewalk shall be 12 feet on Duke Street and N Van Dorn Street and 5 feet elsewhere within the site. Sidewalks shall be flush across all driveway crossings.
  - c. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
  - d. 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, except as required by Condition 8.i.i. Any changes must be approved by the Director of T&ES.
  - e. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
  - f. 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.
  - g. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials to minimize any potential visible impacts.
25. The applicant may dedicate right-of-way with interim sidewalk conditions adjacent to blocks scheduled to develop in later phases, with the permanent condition delivered as part of the DSUP for the block, to the satisfaction of the Directors of P&Z and T&ES, per these requirements: (P&Z) (T&ES)
- a. With the exception of the Hospital Campus, if the blocks in phase one are not actively under construction by January 1, 2026, then the applicant will need to complete the permanent sidewalk condition per the Infrastructure DSP.



- b. If Block H has not begun construction by January 1, 2028, then the frontage along Road 1 will be constructed to its permanent condition per the Infrastructure DSP.
  - c. If Block D has not begun construction by January 1, 2030, then the bike lane along the frontage of Road 3 and the full intersection frontage of Road 3 and Duke street will be constructed to their permanent conditions per the Infrastructure DSP.
  - d. During construction of blocks with interim sidewalk conditions, the applicant will not be responsible for T&ES permit fees to close the sidewalk. During construction of individual phase one blocks, the applicant will not be responsible for T&ES permit fees to close the sidewalk within the public right of way. Applicant will still be responsible for obtaining permits for all work in the right-of-way.
26. Unless the Open Space Blocks are already under construction, provide a temporary asphalt walkway parallel to Road 1 in the Open Space Blocks F and N by first Certificate of Occupancy for a building DSUP. (P&Z) (T&ES)

**F. ARCHAEOLOGY:**

- 27. The applicant/developer shall 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. (Archaeology)
- 28. The applicant/developer shall not allow any metal detection or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. (Archaeology)
- 29. The statements in the preceding two archaeology conditions shall appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including Basement/Foundation Plans, Demolition, Erosion and Sediment Control, Grading, Landscaping, Utilities, and Sheeting and Shoring) so that on-site contractors are aware of the requirements. (Archaeology)
- 30. All required archaeological preservation measures shall be completed in compliance with § 11-411 of the Zoning Ordinance. (Archaeology)

**G. PEDESTRIAN/STREETSCAPE:**

- 31. For the construction of final intersections, provide the following pedestrian improvements to the satisfaction of the Directors of P&Z and T&ES: (P&Z) (T&ES) \*\*\*

- a. Complete all pedestrian improvements as required per the CDD#2020-00007 Conditions.
- b. Install ADA accessible pedestrian crossings serving the site.
- c. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
- d. As shown on the DSP submission, 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, except as required by Condition 8.i.i. Any changes must be approved by the Director of T&ES.
- e. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
- f. All crosswalks, except those at the concrete intersections of Roads 2, 4, and 5, shall be high-visibility, white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD). For the concrete intersections a material other than thermoplastic may be used, but it must be high visibility. All other crosswalk treatments must be approved by the Director of T&ES.
- g. Install pedestrian countdown signals and pedestrian activated pushbuttons in accordance with City Standards at all approaches to signalized intersections as traffic signals are constructed as outlined in the Streets/Traffic conditions of this document. All pedestrian-activated push buttons shall be accessible per ADA Accessibility Guidelines including audible signals (ADAAG).
- h. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials to minimize any potential visible impacts.
- i. Provide bollards or other barriers along the portions of Roads 1, 4, 5, and 6 which have flush curbs to separate pedestrian and vehicle space. Show the barriers to the satisfaction of the Director of T&ES prior to Final Site Plan release. Install the barriers prior to receiving the first Certificate of Occupancy for the adjacent open space/building DSUPs to the satisfaction of the Director of T&ES.
- j. Update all applicable pages to show the final intersection design with materials, patterns, site features and required infrastructure, prior to the release of the Final Site Plan.

- k. Install all final streetscape elements shown in the Infrastructure DSP, including sidewalks, roadways, landscaping, and other sitewide design elements along all frontages of any building or open space DSUP prior to the issuance of the Final Certificate of Occupancy for the subject DSUP.
- 32. Include directional signage at areas where bicycles, pedestrians, and vehicles mix to the satisfaction of the Director of T&ES. (T&ES) \*

***H. PARKING:***

- 33. Show all interim proposed parking controls and restrictions on the Final Site Plan. All interim on-street parking controls and restrictions within the project area shall be in coordination with the City. Ultimate on-street parking restrictions shall be determined with each block DSUP within the site. (P&Z) (T&ES)
- 34. On-street parking, except for drop-off/pick up zones and rideshare zones identified in the applicable DSUP, on both public and private streets within the site shall be metered and managed by the City. Permanent parking restrictions will be shown on the Final DSUP Plans for adjacent buildings. The Director of T&ES reserves the authority to approve proposed restrictions and to set and adjust meter rates and hours. The applicant for the associated DSUP shall provide a contribution for each multi-space meters required as determined with each block DSUP. (T&ES)

***II. TRANSPORTATION***

***A. STREETS/TRAFFIC:***

- 35. 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 the Director of T&ES. Applicant will notify the City if it discovers any existing infrastructure was damaged prior to construction and is not the applicant's responsibility to repair. (T&ES) \*\*\*
- 36. A pre-construction walk/survey of the site shall occur with T&ES Construction & Inspection staff and Code Administration staff to document existing conditions prior to any land disturbing activities. (T&ES) (Code) \*\*
- 37. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES) \*\*\*
- 38. Per CDD#2020-00007 Condition 98, 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 to the satisfaction of the Director of P&Z. (T&ES) (ITS) \*\*\*

- a. The two, 2-in. conduits provided for city communications can be in a shared duct bank, but the city's conduit needs to be independent from any other communication company.
  - b. Construct all conduits for city communications using schedule 80 PVC or HDPE unless included in concrete duct bank and install them to a depth of 3-feet. Install a pull line and tracer within each conduit. (ITS)
  - c. Independent junction boxes (JSB-3) for city communications conduits, meeting VDOT standards and with a tier 22 or higher lid labeled "COA", shall be installed at every intersection where conduit runs are present to the satisfaction of the Director of T&ES. A pull line and tracer cable shall be installed with each conduit. (T&ES)
  - d. 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.
39. 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) \*\*\*
40. The applicant may design a future drop-off zone between Block E and the existing garage (Block S) that is accessed from public right-of-way on Road 6. (T&ES)
41. All public streets shall be constructed to the City and VDOT minimum standards, specifications, and materials as applicable. (T&ES)
42. All private streets shall be constructed to City private street minimum standards. (T&ES)
43. The raised areas on Public Streets 5 and 6 near Blocks F and N shall be constructed to City and VDOT standards, specifications, and materials. The roadway design, typical section, and pavement design shall be determined prior to Final Site Plan release. (T&ES)
44. Any traffic signalization proposed by the applicant and approved by the Director of T&ES shall be depicted on the final infrastructure plan. The applicant shall be responsible for all costs of traffic signal design, acquisition, and installation. Any signalization approved by the Director of T&ES shall be installed and properly operating prior to the acceptance of any street which is to be served by the signalization. The signals shall be City standard black mast arms. (T&ES) \*\*\*
  - a. All new and modified traffic signals associated with this site shall be equipped with Transit Signal Priority (TSP) equipment, adaptive control, and vehicle detection capable of data collection as approved by the Director of T&ES.



- b. All new and modified traffic signals associated with this site shall be equipped with an Advanced Transportation Controller (ATC) Signal Controller as approved by the Director of T&ES. In addition, each signal cabinet shall be Dedicated Shortrange Communication (DSCR) compatible for potential equipment installation by the City.
  - c. All new and modified traffic signals associated with this site shall be equipped with two 3-inch conduits of schedule 80 PVC or HDPE, at a depth of 3 FT with a pull line and tracer cable, connecting to each signal cabinet location and shall terminate within a junction box along Duke Street and N. Van Dorn Street, with “Traffic” engraved in the cover. (T&ES) (ITS)
  - d. All signalized intersection shall include illuminated street name signs to the satisfaction of T&ES.
45. All pavement markings along asphalt roadway sections shall be thermoplastic installation, excepting: (T&ES)
- a. Concrete sections of the roadway that require different pavement marking method, e.g., Solventborne Paint, Waterborne Paint, or 3M 380 Stamark Tape. Show these sections on the final site plan to the satisfaction of the Director of T&ES. \*
  - b. Multicolored decorative pavers, which shall closely resemble typical pavement marking color and size.
46. Provide bicycle facilities shown in the preliminary plan dated March 18, 2022, per the Alexandria Mobility Plan, Complete Street Design Guidelines, and the approved CDD #2020-00007, including: (T&ES)
- a. The cycle tracks along Roads 1, 3, and 5 within 5801 Duke Street shall be constructed as part of Phase One. The portions of the cycle tracks along Roads 1 and 3 within 6001 Duke Street shall be provided with the DSUP for the Hospital Campus DSUP. Subject to the satisfaction of the Director of T&ES, an interim bicycle route may be provided on Roads 2 and 6 to navigate around the Hospital Campus.
  - b. Interim and final shared use paths shall be constructed along Duke Street and North Van Dorn Street per the phasing plan to the satisfaction of the Director of T&ES. An interim shared use path is not necessary if the final shared use path is constructed first.
47. Final paving materials will be determined prior to Final Site Plan release. Maintenance and repair of porous pavements or special paving on public streets, sidewalks, and amenity zones shall be the responsibility of the applicant, Community Development Authority, Business Improvement District, or Master

Association responsible for the site to the satisfaction of the Director of T&ES.  
(T&ES) \*

48. The applicant will allow public vehicular and pedestrian access to and from the first floor of the existing parking garage to adjacent public roadways. The applicant may install parking control facilities at the entrances to the garage parking provided that no charge is assessed to vehicular traffic that uses the garage solely to turn around and exit the parking garage. (T&ES)

**B. BUS STOPS AND BUS SHELTERS:**

49. Show all existing and proposed bus stops, bus shelters, and bus stop benches, including those at the proposed transit hub, in the vicinity of the site on the Final Site Plan. (T&ES) (Code)
50. If street trees are provided, those in proximity to bus stop approaches or directly adjacent to travel lanes shall be planted and maintained pursuant to the Landscape Guidelines and located to avoid conflict with vehicles: (T&ES)
  - a. Trees shall be excluded from a 40-foot zone of the bus stops which represents the length of the bus as it is serving the stop.
  - b. Trees within both the 10-foot departure zone and the 20-foot approach zone (on either side of the 40-foot zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses.
51. Construct the bus layover within the existing parking garage as shown in the preliminary site plan dated March 18, 2022, per CDD 2020-00007 Condition 47 to the satisfaction of the Directors of T&ES & DASH. The layover shall be constructed prior to the release of the first As-Built Plan for the Infrastructure DSP. (T&ES) (DASH) \*\*\*
52. The applicant, Community Development Authority, Business Improvement District (BID), Master Association, or comparable entity shall be responsible for cleaning and maintaining the bus operator bathroom provided by the layover spaces. (T&ES) (DASH)
53. To the satisfaction of the Directors of T&ES and DASH, construct Road 2 between Roads 4 and 5 generally as shown on the preliminary site plan dated March 18, 2022, as revised per the Exhibit B Preliminary Landmark Transit Hub Plan and per these requirements: (T&ES) (DASH) \*\*\*
  - a. Relocate the Capital Bikeshare station proposed for this block to a sidewalk or parking space location adjacent to Blocks K or L.
  - b. To the extent possible, relocate the stormwater management treatment capacity for the proposed tree well BMPs from this block to Road 7 to allow space to site future transit hub amenities. Any stormwater management

treatment not accommodated on Road 7 will be provided by structured BMPs in the public ROW of the transit hub block. Provide equivalent stormwater management treatment with the new BMPs in alternate location(s)

- c. Locate no more than one curb cut on this block.
  - d. Provide a midblock pedestrian crosswalk. If WMATA fails to approve the crosswalk, then this requirement will be satisfied.
54. Provide reinforced concrete pavement on Road 5 between Van Dorn and Road 2, Road 2 between Road 5 and Road 4, Road 4 between Road 2, and Duke Street. The roadways shall be constructed prior to the release of the As-Built Plan for the Infrastructure DSP. (T&ES) (DASH) \*\*\*
55. The City Transit Center block streetscape and roadway including concrete pavement, curb and gutter, sidewalk, landscape strip, boarding areas, and communications and electrical conduit on Road 2 shall be provided with phase one of the development to the Satisfaction of the Directors of T&ES and DASH. (T&ES) (DASH)
56. Provide interim transit stations per the preliminary site plan dated March 18, 2022, during construction for any periods when the existing bus stop facilities at Landmark Mall are no longer accessible until bus bays are available at the proposed Transit Center on Road 2. This interim access shall have: (T&ES) (DASH)
- a. Adequate space for buses to turn around, a small, protected passenger area for boardings, a-lightings, and transfers, and a minimum of two bus bays available for bus stops and layover space.
  - b. Pedestrian access to and from interim transit stations from public roads throughout construction.
  - c. Adequate signage to direct rider and bus drivers to and from temporary transit stations.
  - d. Fencing to separate passengers from construction areas.
57. Provide at least one week notice to DASH & T&ES for any temporary transit station closure of one day or less. Provide at least two weeks' notice prior to any longer-term closures or relocations. (T&ES) (DASH)
58. Maintain street surfaces to and from temporary transit stations in safe operating conditions for buses throughout the construction period, including repairing any potholes. (T&ES) (DASH)

59. The phasing of the street and flyover removal shall be in coordination with DASH's existing operations within the site and shall be phased to provide minimal impacts to Duke Street and N. Van Dorn Street to the fullest extent possible. (T&ES) (DASH)

### ***III. PUBLIC WORKS***

#### ***A. WASTEWATER/SANITARY SEWERS:***

60. The Preliminary Infrastructure Plan dated March 22, 2022, estimates a peak sanitary flow of 3.92 MGD from the project site and the Hospital Campus. This flow is equivalent to 2,516 multifamily residential units and 1,121,200 square feet of office/retail use. With each building DSUP submission, the applicant shall provide a table to show the remaining sewer flow and the remaining residential units and retail/office space. If the applicant proposes increases to the number of residential units and square footages for office/retail uses (or comparable uses) than what is shown above, additional analyses will be required as part of the DSUP process to assess the need for additional infrastructure improvements. (T&ES)
61. Based on the Preliminary Infrastructure Plan dated March 22, 2022, the applicant shall undertake design and construction of upgrading 883 feet of existing 10 to 12-inch concrete pipes between manhole 002506SSMH and manhole 002474SSMH to 14-inch polyvinyl chloride pipes. Per the sanitary sewer adequate outfall analysis, velocities greater than 10 feet per second will be attained in these proposed sanitary sewers. Therefore, special provisions shall be made to restrain the pipes to protect against displacement per the requirements of city's sewer design guidelines and standard detail CSCA-1. (T&ES)

#### ***B. UTILITIES:***

62. Locate all private utilities without a franchise agreement, except for the low voltage conduit duct bank, outside of the public right-of-way and public utility easements to the satisfaction of the Director of T&ES. Applicant may reserve conduit within duct for future use by applicant or its assignee. (T&ES)
63. No transformer and switch gears shall be located in the public right-of-way. (T&ES)
64. All fire hydrants that are located on a private street shall be owned and maintained by the developer, owner, or designee. All hydrants on public streets shall be the responsibility of the City of Alexandria. (P&Z) (Fire)

### ***IV. ENVIRONMENTAL***

#### ***A. STORMWATER MANAGEMENT:***

65. This plan must comply fully with all applicable stormwater conditions found in CDD2020-00007. (T&ES)

66. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. This site plan may include both permanent and interim stormwater BMP facilities that meet, at a minimum, the state phosphorus reduction requirement. Incorporate this site plan into the Stormwater Master Plan DSP2021-00017 prior to release of the Final Site Plan. Any changes to applicable components of this plan will also require a resubmittal of the Stormwater Master Plan for review and approval. (T&ES) \*
67. Manholes for underground BMPs must be located in/beneath hardscaped areas such as trails and plazas. The BMP facilities must be accessible for inspection and maintenance. (T&ES)
68. Detention structures and sand filters must be accessible for maintenance from the ground level. Vacuum trucks, dump trucks, concrete trucks, and electrical equipment must have appropriate height clearance and turning movements to be able to access and maintain any proposed facilities. All pumps (if required) must be equipped with alarms for pump failures. All access manholes must be located within drive aisles (not within parking spaces). (T&ES)
69. Provide BMP narrative and complete pre- and post-development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance. The project must use hydrologic soil group "D" in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES)
70. All stormwater Best Management Practices (BMPs) must be designed to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs. This includes site specific plan views, cross sections, planting plans, and complete design calculations for each BMP. (T&ES)
71. Groundwater from sump pumps may not be discharged into any stormwater BMPs. Sump pumps may discharge into a closed conduit system, provided the closed conduit system does not drain to a BMP and provide the closed conduit system and onsite Stormwater Management system have adequate capacity as coordinated with T&ES staff. (T&ES)
72. Provide a BMP table with a separate listing for each individual BMP that includes the name of the practice, total area treated (acres), pervious area treated (acres), impervious area treated (acres), phosphorous removal efficiency (percentage),

phosphorous removal efficiency (percentage), phosphorous removed by the practice (lbs.), and latitude and longitude in decimal degrees. (T&ES)

73. Prior to the release of the performance bond, the Applicant is required to submit construction record drawings for permanent and interim stormwater management facilities to the City as shown on the approved plan. The drawings must be appropriately signed and sealed by a professional registered in the Commonwealth of Virginia and certify that the stormwater management facilities have been constructed in accordance approved plans and specifications. (T&ES) \*\*\*\*
74. Construction inspection checklists and associated photographic documentation must be completed for each stormwater BMP facility during construction. Prior to the release of the performance bond, the applicant must submit all documents required by the City of Alexandria As-Built Stormwater Requirements to include as built plans, CAD data, BMP certifications and completed construction inspection checklists. (T&ES) \*\*\*\*\*
75. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
  - a. Constructed and installed as designed and in accordance with the released Final Site Plan.
  - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES) \*\*\*\*\*
76. Surface-installed stormwater Best Management Practice (BMP) measures, i.e., Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
77. Submit two (2) originals of the stormwater quality BMP Maintenance Agreement and Stormwater Detention Facilities Maintenance Agreement, to include the BMP Schedule and Guidelines Addendum with the City to be reviewed as part of the Final Site Plan release. 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) \*
78. A stormwater maintenance easement between the City and the applicant must be executed and recorded for all stormwater BMPs located on public property. (T&ES) \*\*
79. The private stormwater vaults must not be located in the right-of-way of the public roadways. (T&ES)



80. Maintenance of all BMPs and water quality practices including those in all public spaces and the public rights-of-way shall be maintained by the applicant, Community Development Authority, Business Improvement District (BID), Master Association, or comparable entity when established. The applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years and may be transferred to the BID or comparable entity. 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) \*\*\*\*\*
81. To the extent the applicant transfers responsibility, the applicant shall provide the BID or comparable entity 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)
82. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division on digital media prior to release of the performance bond. (T&ES) \*\*\*\*\*
83. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing stormwater management facilities adjacent to the project and associated conveyance systems to the first offsite stormwater structure 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) \*\*\*\*\*

***B. WATERSHED, WETLANDS, & RPAs:***

84. The stormwater collection system is located within the Holmes Run watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed the existing runoff quantities for the 1-year, 2-year, and 10-year storm events. (T&ES)
85. The stormwater collection system is located within the Holmes Run watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
86. Project lies within an area described on historical maps as containing marine clays. Construction methodology and erosion and sediment control measures must account for the presence of marine clay or highly erodible soils. (T&ES)

87. Provide Environmental Site Assessment Notes that clearly delineate, map, describe and/or explain these environmental features if located on site: individual components of the RPA as well as the total geographic extent of the RPA, to include the appropriate buffer, intermittent streams and associated buffers; highly erodible and highly permeable soils; steep slopes greater than 15 percent in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)

***C. CONTAMINATED LAND:***

88. Indicate whether there is any known soil and groundwater contamination present on the plan. The applicant must submit supporting reports for associated environmental investigations or assessments performed to substantiate this determination. These reports have been submitted and approved by the City. (T&ES)
89. If environmental site assessments or investigations discover the presence of contamination on site, the final site plan shall not be released, and no construction activity shall take place until the items listed below have been submitted and approved by the Director of T&ES. The environmental site assessment and applicable items listed below have been submitted and approved by the City. (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 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. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review.

- e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
  - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan.
90. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the Applicant must immediately notify the City of Alexandria Department of T&ES, Office of Environmental Quality. Should unanticipated conditions warrant, construction within the impacted area shall be stopped until the appropriate environmental reports identified in a. through f. above are submitted and approved at the discretion of the Director of T&ES. This shall be included as a note on the Final Site Plan. (T&ES) (Code)

**V. CONSTRUCTION MANAGEMENT**

91. 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) \*
92. 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 an interim lighting plan for portions of the site that will be open to the public during construction, \*
  - i. Include an interim lighting plan for the relocated transit hub in the surface parking lot and existing garage. \*
  - j. 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 \*
  - k. Post copies of the plan in the construction trailer and give to each subcontractor before they start work. \*\*\*
93. 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: (P&Z) (T&ES) \*
- 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.
94. Include a chapter on maintaining pedestrian access within the Construction Management Plan. Unless sidewalks are being rebuilt, 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. For streets internal to the site (therefore not including Duke Street or Van Dorn Street) sidewalks across the street at an adjacent site will fulfill this requirement. (T&ES) \*\*
95. Include a chapter on maintaining bicycle access within the Construction Management Plan. Unless being rebuilt, the bicycle facilities adjacent to the site shall remain open during construction. If a bicycle facility must be closed, bicycle access shall be maintained adjacent to the site per Memo to Industry #04-18 throughout the construction of the project. (T&ES) \*\*

96. No major construction staging shall be allowed within the public right-of-way. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES) \*\*
97. 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 waste 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)
98. 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) \*\*
99. Transit stops adjacent to the site shall remain open, if feasible, for the duration of construction. If construction requires closing a stop, then 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)
100. 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) \*
101. 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) \*\*
102. 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)
103. Identify a community liaison throughout 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. (P&Z) (T&ES) \*

104. 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) \*\*\*
105. Install a minimum of four temporary informational signs on the site prior to approval of the Final Site Plan for the project. The sign shall notify the public of the nature of the project and shall include the name and telephone number of the community liaison, including an emergency contact number for public questions regarding the project. The sign shall be displayed until construction is complete or updated as the nature of the construction changes and necessitates different signage. (P&Z) (T&ES) \*\*\*
106. If outstanding performance, completion, or other bonds for the benefit of the City as related to Public Improvements, Erosion & Sediment Control, or Landscaping 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. (T&ES) \*\*\*\*\*

## **VI. SUBDIVISIONS (SUB2022-00005)**

107. The final subdivision plat shall comply with the requirements of § 11-1709 of the Zoning Ordinance. (P&Z) \*
108. With the final plat, provide these edits to the satisfaction of the Director of T&ES: (T&ES) \*
  - a. Retitle the subdivision with a unique name since “Landmark Mall Redevelopment” was used for a previous subdivision,
  - b. Include the proposed lot numbers and proposed subdivision name in the title block,
  - c. Ensure that the proposed property line locations and annotations on the plat match the associated infrastructure site plan,
  - d. Remove the 80-ft. aligned dimension along the west side of the proposed Lot 704,
  - e. Combine Sheets 3 and 4 to create a 3-page plat,
  - f. Consider revising the wording in the plat title and surveyor’s certificate to remove Lot 601 from the subdivision component since this lot is only dedicating for street purposes,
  - g. With the exception of all Hospital Campus property except the 48 sf hereby dedicated by the IDA, include all proposed public easements (e.g., public access and utilities (if any)) on both the plat and the site plan to encompass

- the proposed features of the areas adjacent to Roads 5 and 6 that are shown as private property,
- h. Label the area dedicated by the Industrial Development Authority of Alexandria (IDA) separately (e.g., “48 sq. ft. hereby dedicated”) so that the deed can include that reference and distinguish it from other right-of-way dedications,
  - i. Confirm that the instrument used with the IDA parcel is the instrument in which IDA obtained fee simple ownership of the parcel,
  - j. Include the deed for review, and
  - k. Show the rights-of-way widths.
  - l. Dedicate the portion of the shared use path on Duke and Van Dorn Streets within Block L.

## **VII. CITY DEPARTMENT CODE COMMENTS**

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

### **A. Planning & Zoning**

- F - 1. Minor adjustments to the Infrastructure Plan may be approved administratively based on the review of the individual development blocks. Some elements may move to the associated DSUP.
- F - 2. Per CDD 2020-00007 Condition 119, interim retail uses as defined herein shall be permitted for all the undeveloped blocks or portion thereof for the site. In the event the City has programming or events for undeveloped portions of the site, the sites shall be made available at no cost to the City.
- F - 3. Minor Site Plan Amendment(s) to SIT85-00052 will be required to document changes to the existing garage approved through building permit(s). (P&Z)

### **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. 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 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 - 3 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. Archaeology**

- F-1 According to an 1865 map, a small farmstead was located in the center of the property, belonging to the Fitzhugh family, and it may have dated back to the early nineteenth century. By 1878 the Edwin Fitzhugh family occupied the farm and by 1894 a C. Ashby owned the property which consisted of 131.5 acres. Although a farmstead once occupied the property, due to the level of development of the subject property, the likelihood that intact archaeological remains are present is low.
- F-2 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.

### **D. 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) and at least eighteen inches of vertical separation between a sanitary sewer line and a storm drain or culvert. Sanitary sewers crossing less than eighteen inches below a storm drain or culvert will require additional protection such as the use of Ductile Iron Pipe (DIP) conforming to the requirements of ASTM A746, Class 350 or ANSI/AWWA C151/A21.51, Class 350/Special Class 52 and pressure tested in place without leakage prior to installation. The DIP sanitary/storm sewer pipes shall be lined inside and outside per the requirements of ANSI/AWWA C104/A21.4.
- F - 7. 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 - 8. 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 - 9. 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 - 10. 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 - 11. Design any rip rap per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (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. The stormwater VRRM spreadsheet on this plan demonstrates compliance with the infrastructure plan only. All areas not included in the infrastructure plan to include the blocks, parks, pump station and metro areas will be addressed with each DSUP and the Stormwater Master Plan. (T&ES)
- F - 18. Prior AlexRenew comments that were unaddressed have been discussed separately with the applicant and the City. Applicant has provided revised drawings separate from this submittal that address these comments and shall ensure that these revisions are reflected in the First Final Site Plan submittal. Based on this understanding, AlexRenew has no objection to deeming this submittal complete. (AlexRenew)



- F - 19. The outgoing lane geometry from the hospital lay-by at the intersection of Roads 2 and 3 will be determined with the DSUP for the Hospital Campus.
- 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. (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 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 - 5 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 below the surface of the ground unless exempted by City Code § 5-3-2, to the satisfaction of the Director of T&ES. This requirement does not apply to the existing overhead utilities located in the future Terrace Park.
- 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 - 6 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 - 7 Satisfy the City's Minimum Standards for Private Streets and Alleys prior to Final Site Plan Release. (T&ES) \*
- C - 8 Post the bond for the erosion & sediment control, before Final Site Plan release as described in City of Alexandria Memorandum to Industry Number 03-01. (T&ES) \*
- C - 9 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 - 10 Provide a phased erosion and sediment control plan consistent with the grading and construction plan prior to Final Site Plan release. (T&ES) \*
- C - 11 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 - 12 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. Pavement section design may be changed with prior approval of DPI based on onsite testing of subbase. (T&ES) \*, \*\*\*\*
- C - 13 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 - 14 Design all driveway entrances, curbing, etc. in or abutting public right-of-way per City standards. (T&ES) \*
- C - 15 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 16 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 - 17 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:
  - iv. Monday through Friday from 9 AM to 6 PM
  - v. Saturdays from 10 AM to 4 PM
  - vi. 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 - 18 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 - 19 Comply with the City of Alexandria, Erosion, and Sediment Control Code, Title 5, Ch. 4. (T&ES) \*
- C - 20 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 - 21 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) \*

**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 release of the as-built plan
- \*\*\*\* Condition must be fulfilled prior to release of the bond



## APPLICATION

**DEVELOPMENT SITE PLAN**DSP # 2021-00021Project Name: Landmark MallPROPERTY LOCATION: 6001 and 5801 Duke StreetTAX MAP REFERENCE: 047.02-03-10 and -11 ZONE: CDD #29**\*Note Property is one single lot but City Addressing and Tax Map References are not yet updated**

## APPLICANT

Name: Landmark Land Holdings LLCAddress: 12435 Park Potomac Ave. Suite 200 Potomac, MD 20854

## PROPERTY OWNER

Name: Please see disclosure attachment.

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

PROPOSED USE: DSP application for public and private roads and adjacent streetscapes pursuant to CDD #29

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

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

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

Kenneth W. Wire, Wire Gill LLP

Print Name of Applicant or Agent

700 N. Fairfax Street Suite 600

Mailing/Street Address

Alexandria, VA 22314

City and State

Zip Code

Signature

703-677-3129

Telephone #

Fax #

kwire@wiregill.com

Email address

March 18, 2022

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: \_\_\_\_\_

**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.

Please see disclosure attachment.

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.



## 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. See attached	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 5801 and 6001 Duke St (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. See Attached		
2.		
3.		

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

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

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

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

March 18, 2022

Date

Kenneth W. Wire, Wire Gill LLP

Printed Name



Signature

**LANDMARK MALL REDEVELOPMENT**  
**Preliminary Development Site Plan**  
**Disclosure Attachment**

Applicant and Owner:

Landmark Land Holdings LLC  
12435 Park Potomac Ave.  
Suite 200  
Potomac, MD 20854

The following individuals own more than a 3% interest in the Applicant/Owner entity:

Bryan F. Foulger  
Clayton F. Foulger  
Brent K. Pratt

Entities with Ownership interest in Applicant and Owner:

- 1) Foulger-Pratt  
12435 Park Potomac Ave.  
Suite 200  
Potomac, MD 20854
- 2) Landmark Mall LLC  
Landmark Mall LLC is wholly owned by the Howard Research and Development Corporation. The Howard Research and Development Corporation is wholly owned by Howard Hughes Corporation, a publicly traded corporation listed on the New York Stock Exchange.
- 3) Seritage SRC Finance LLC  
Seritage SRC Finance LLC is wholly owned by Seritage SRC Mezzanine Finance LLC. Seritage SRC Mezzanine Finance LLC is wholly owned by Seritage Growth Properties, L. P. which is a publicly traded real estate investment trust company traded on the New York Stock Exchange.



## APPLICATION

### SUBDIVISION OF PROPERTY

SUB # SUB 2022-00005

PROPERTY LOCATION: SE of I-395, W of N. Van Dorn St., N of Duke St.

TAX MAP REFERENCE: 047.02-03-11 and 047.02-03-10

ZONE: CDD #29

#### APPLICANT:

Name: Landmark Land Holdings L.L.C.

Address: 12435 Park Potomac Ave. Suite 200 Potomac, MD 20854

#### PROPERTY OWNER:

Name: Please see disclosure attachment.

Address:

#### SUBDIVISION DESCRIPTION

Preliminary subdivision plat showing resubdivision of Lot 602 into Lots 702-709 and  
Dedication for Public Use

- ☒ **THE UNDERSIGNED**, hereby applies for Subdivision in accordance with the provisions of Section 11-1700 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 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 XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.
- ☒ **THE UNDERSIGNED**, also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his/her knowledge and belief.

Kenneth W. Wire, Wire Gill LLP

Print Name of Applicant or Agent

700 N. Fairfax Street Suite 600

Mailing/Street Address

Alexandria, VA 22314

City and State

Zip Code

Signature

703-677-3129

Telephone #

Fax #

kwire@wiregill.com

Email address

March 25, 2022 Revised 4/12/22

Date  
73

**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.

Please see disclosure attachment.

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

- ☒ **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.

# 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
<sup>1</sup> See attached	See attached.	See attached.
<sup>2</sup> See attached		
<sup>3</sup> See attached		

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at 5801 Duke Street and 6001 Duke Street (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
<sup>1</sup> See attached		
<sup>2</sup> See attached		
<sup>3</sup> See attached		

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

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

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

**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.

March 25, 2022 Revised 4/12/22

Kenneth W. Wire

Date

Printed Name



Signature



**WAIVER OF RIGHT TO AUTOMATIC APPROVAL**

**SUBMITTED TO  
THE DEPARTMENT OF PLANNING & ZONING  
CITY OF ALEXANDRIA, VIRGINIA**

**PROJECT NAME:** Landmark Mall Redevelopment

**PROJECT ADDRESS:** 5801 Duke Street and 6001 Duke Street

**DESCRIPTION OF REQUEST:**

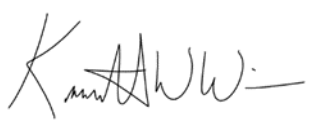
~~Preliminary subdivision plat showing resubdivision of Lot 602 into Lots 702-709 and~~  
Dedication for Public Use

**THE UNDERSIGNED**, hereby waives the right to the 45 day automatic approval provision of Section 11-1708 (B)(2) of the Zoning Ordinance of the City of Alexandria, Virginia, for the application stated above.

Date: 03/25/22 Revised 4/12/22

☐ Applicant

☒ Agent

Signature: 

Printed Name: Kenneth W. Wire, Wire Gill LLP



LANDMARK MALL  
REDEVELOPMENT Preliminary  
Subdivision Plat  
Disclosure Attachment

Applicant and Owner:

Landmark Land Holdings LLC  
12435 Park Potomac Ave.  
Suite 200  
Potomac, MD 20854

Owner of 6001 Duke Street  
(for portion of street dedication only):

The Industrial Development Authority of the  
City of Alexandria  
625 N. Washington St. Suite 400  
Alexandria, VA 22314-1930

The following individuals own more than a 3% interest in the Applicant/Owner entity:

Bryan F. Foulger  
Clayton F. Foulger  
Brent K. Pratt

Entities with Ownership interest in Applicant and Owner:

- 1) Foulger-Pratt  
12435 Park Potomac Ave.  
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- 2) Landmark Mall LLC  
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- 3) Seritage SRC Finance LLC  
Seritage SRC Finance LLC is wholly owned by Seritage SRC Mezzanine Finance LLC. Seritage SRC Mezzanine Finance LLC is wholly owned by Seritage Growth Properties, L. P. which is a publicly traded real estate investment trust company traded on the New York Stock Exchange.

# ALEXANDRIA INDUSTRIAL DEVELOPMENT AUTHORITY

April 14, 2022

Directors

**Dwight Dunton**

*Chair*

**Jennifer Atkins**

*Vice Chair*

**Christopher Hartman**

*Secretary*

**Lisa Edouard**

**Dak Hardwick**

**Eric Strickland**

**VACANT DIRECTOR**

Counsel to the AIDA

**Michael W. Graff, Jr.**

*McGuireWoods LLP*

Staff to the AIDA

**Stephanie Landrum**

**Christina Mindrup**

*AEDP, Inc.*

Mr. Jared Alves, AICP  
Urban Planner III, Development Division  
Department of Planning of Zoning  
City of Alexandria  
Delivered via email- [jared.alves@alexandriava.gov](mailto:jared.alves@alexandriava.gov)

Dear Mr. Alves-

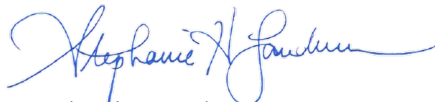
The Industrial Development Authority of the City of Alexandria (IDA) is in receipt of the April 7, 2022 memorandum the City shared referencing the dedication of approximately 50 square feet of 6001 Duke Street, property owned by the IDA.

At our April 11, 2022 regular meeting, staff briefed the Authority on the issue and agreed that granting permission to dedicate the portion of the IDA's property illustrated in the attachment to the 4/7/2022 memo as part of City right-of-way, will facilitate the redevelopment of the site as planned.

Please consider this letter our acknowledgement and/or express authority to include the approximately 50 square feet of land owned by the IDA in the current street dedication application, plat and deed submitted by the developer, Foulger-Pratt, LLC.

Should you need additional documentation or information, please let us know.

Thank you,



Stephanie Landrum  
Administrator

cc: Julian Gonsalves, Assistant City Manager  
Maya Contreras, Principal Planner  
Ken Wire, Wire Gill, LLP  
Megan Rappolt, Wire Gill, LLP