

Docket Item #14 A&B

**Rezoning #2013-0002**

**Development Special Use Permit # 2013-0004**

**Transportation Management Plan SUP #2013-0025**

**5801 & 5815 Duke Street – Landmark Mall**

Application	General Data	
<b>Project Name:</b> Landmark Mall	PC Hearing:	June 4, 2013
	CC Hearing:	June 15, 2013
	If approved, DSUP Expiration:	June 15, 2018
	The Entire Mall Acreage:	51.466 Acres
	The Redevelopment Site	11.20 Acres
<b>Location:</b> 5801 and 5815 Duke Street	Current Zone:	Regional Commercial (RC)
	Proposed Use/Zone:	Commercial Residential Mixed Use Medium (CRMU-M)
	Proposed Dwelling Units:	Approximately 370 - 400 units
	Gross Floor Area:	Approximately 713,000 sq. ft.
<b>Applicant:</b> Howards Hughes Corporation <b>Attorney:</b> Jonathan P. Rak, McGuire Woods, LLP <b>Owners:</b> Landmark Mall, LLC; Macy Department Stores; and Sears Roebuck and Company	Small Area Plan:	Landmark/Van Dorn Corridor Plan
	Historic District:	NA
	Green Building:	LEED Silver for Commercial LEED Certified for Residential

**Purpose of Application:**

A request to rezone an eleven (11) acre portion of the Landmark Mall Site to CRMU-M to allow for the first phase of redevelopment of the site with a mixed use development of commercial/retail and residential uses.

**Special Use Permits and Modifications Requested:**

1. An Amusement Enterprise;
2. Large format retailers larger than 20,000 sq. ft.;
3. Development Site Plan with Special Use Permit to allow for up to 2.0 FAR;
4. Special Use Permit for Transportation Management Plan; and
5. A Modification from Section 800-200 (B) (2) loading spaces;
6. A Modification from the CRMU-M 40% minimum open space requirement.

**Staff Recommendation: APPROVAL WITH CONDITIONS**

**Staff Reviewers:** Gwen Wright, Division Chef, gwen.wright@alexandriava.gov  
Patricia Escher, AICP, patricia.escher@alexandriava.gov  
Colleen Willger, AICP, LEED AP BD&C, colleen.willger@alexandriava.gov

**PLANNING COMMISSION ACTION JUNE 4, 2013:**

Rezoning #2013-0002

On a motion by Commissioner Wasowski, seconded by Commissioner Lyman, the Planning Commission voted to **recommend approval** of Rezoning #2013-0002 to change the zoning designation from CR/Commercial Regional to CRMU-M/Commercial Residential Use - Medium subject to compliance with all applicable codes, ordinances and staff recommendations. The motion carried on a vote of 5 to 0. Chairman Komoroske and Commissioner Wagner was absent.

Reason: The Planning Commission agreed with the staff analysis and found that the mixed use development was in keeping with the ultimate vision of the Landmark/Van Dorn Corridor Plan.

Development Special Use Permit #2013-0004 and Transportation Management Plan SUP #2013-0025

On a motion by Commissioner Macek, seconded by Commissioner Lyman, the Planning Commission voted to **recommend approval** of DSUP#2013-0004 and TMP-SUP #2012-0025 for a mixed use development of 713,000 sq. ft. of mixed development containing up to 400 dwelling units and up to 317,000 sq. ft. of retail, a transportation management plan, and several other special use permits/modifications. The Planning Commission also agreed for the purpose of clarification to modify conditions #6, # 55 and #110.

Reason: The Planning Commission agreed with the staff's determination that the proposed development is in conformance with the Landmark/Van Dorn Corridor Plan and other City adopted plans and policies. Furthermore, the Commission agreed that the changes to the conditions were consistent with the intent of the original condition and were merely points of clarification.

Speakers:

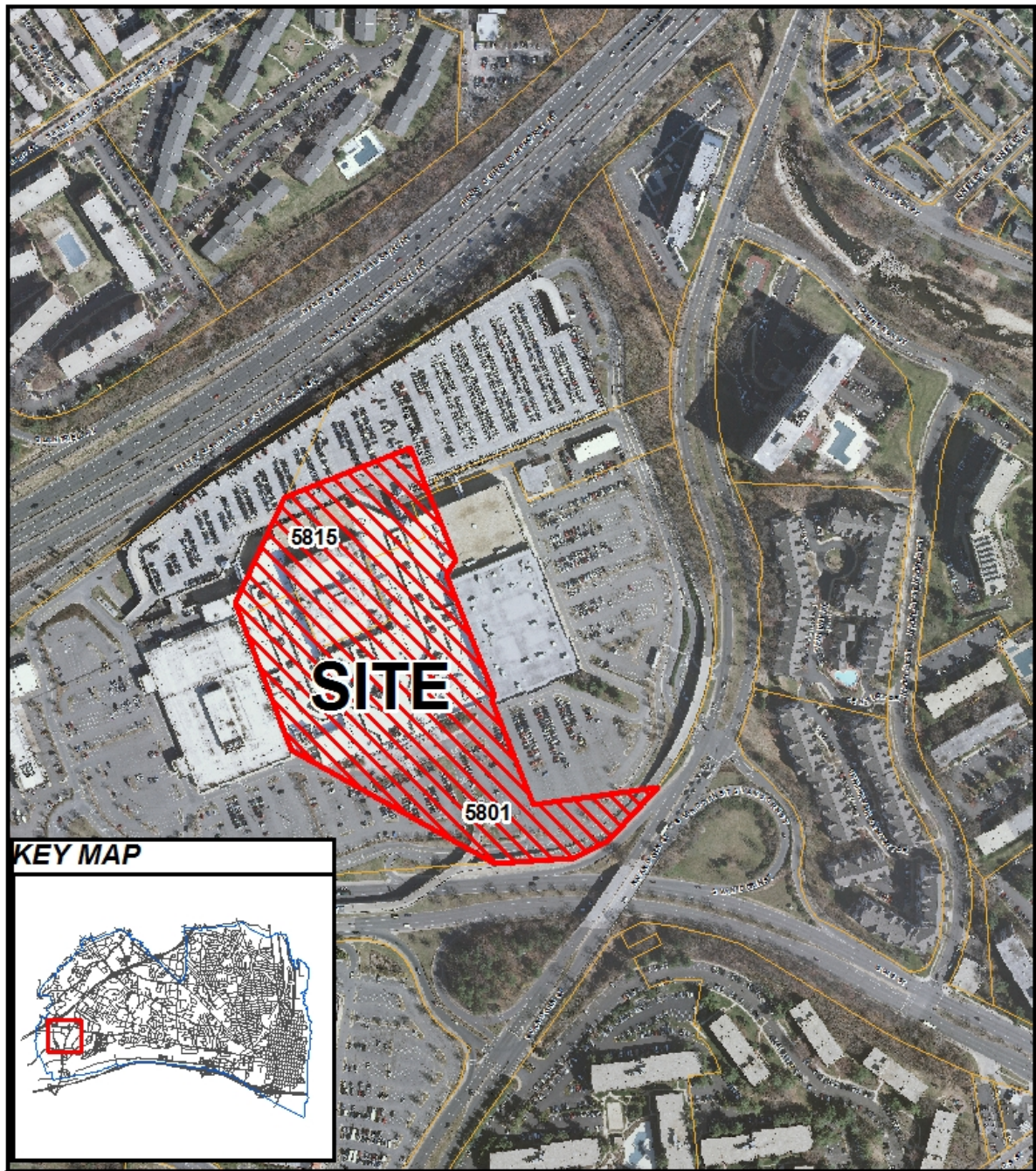
Jonathan Rak: Attorney representing the applicant.

Don Buch, 389 Livermore Lane, supports the project but raised concerns about the new development's impacts on the schools, the rapid transit getting slower, that some of the site furnishing may be considered public art, and that the developer contributions were not negotiated in consultation with the community.

Scott Anderson, 4523 Raleigh, #401, raised concerns about the vitality of retail, limited access to and from the site either for the pedestrian or the bicycle user and wanted to know what improvements are being proposed with this development.

REZ #2013-0002, DSUP #2013-0004  
TMP - SUP #2013-0025  
Landmark Mall 5801 & 5815 Duke Street

Sharon Annear, 1118 N. Howard St., spoke about the history of the mall and wanted the City to make sure that it truly develops as a destination retail center and not just serving the immediate community.



REZ #2013-0002  
DSUP #2013-0004  
TMP-SUP #2013-0025  
5801 & 5815 Duke St.

6/4/2013 N





## **I. SUMMARY**

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

Staff is recommending approval of DSUP #2013-0004, as well as a rezoning request for a portion of the Landmark Mall site from Commercial Regional (CR) to Commercial Residential Mixed Use – Medium (CRMU-M). Both of these approvals serve to allow for a mixed use development containing approximately 370 - 400 residential dwelling units and 317,000 square feet of commercial retail. In addition to the rezoning application, there are requests for Special Use Permits for:

- An Amusement Enterprise;
- Large format retailers larger than 20,000 sq. ft.;
- Development Site Plan with Special Use Permit to allow for up to 2.0 FAR;
- Special Use Permit for Transportation Management Plan; and
- A Modification from the Zoning Ordinance's requirement for loading spaces;
- A Modification from the 40% minimum open space requirement called for in the CRMU-M zone.

The major issues that have been analyzed as part of this review and that are discussed in greater detail in the report include:

- Phasing of development and consistency with the Landmark/Van Dorn Corridor Plan
- Rezoning and Special Use Permits
- Transit
- Pedestrian and bicycle improvements
- Urban design and creating the core of a new, walkable neighborhood
- Environmental sustainability
- Retail trends and development contributions.

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

The applicant, Howard Hughes Corporation (HHC), requests the consideration for a proposal for the first phase of the redevelopment and revitalization of the Landmark Mall site. Consideration has been given to the overall layout and site design to ensure that this request does not preclude the ultimate build out envisioned in the Landmark/Van Dorn Corridor Plan. The proposal includes a mixture of uses with some one and two story retail components in the front of the property. The development then transitions into a mixture of uses with four stories of residential dwellings positioned over the ground floor retail. It is intended that the retail uses will include restaurants, shops and an upscale dining cinema. The residential use will include roof top amenity space for the residents and their guests. The proposal will remove a portion of the existing parking structure and replace it with mixed-use liner units, screening a portion of the parking structure. The proposal creates a more inclusive redevelopment with a street grid, a variety of uses, an improved entry from Duke Street with a hardscaped open air plaza and a naturalized green space, creating a better sense of arrival for the mall patrons.

## **II. BACKGROUND**

### ***A. Site Context***

The site located in the western portion of the City and is bounded by I-395, Van Dorn and Duke Streets, all major thoroughfares, isolating the mall properties from the adjoining neighborhoods. The surrounding uses are a mixture of commercial, retail, office and residential. The scale of the buildings ranges from townhouse style and garden apartments to high rise condominiums, most with large surface parking lots. A major focus of the project as proposed is creating transit, pedestrian and bicycles connections to reduce the isolation of the site.

### ***B. Project History and Evolution***

The Landmark Mall opened in 1965 and was the first mall in the Washington D.C. area to feature three anchor department stores; the Hecht Company (now Macy's), Sears and Roebuck, and Woodward & Lothrop (later J C Penney, then Lord & Taylor, now vacant). The mall's grand opening occurred on August 4, 1965 with a ribbon cutting ceremony by the then Lieutenant Governor Mills E. Godwin, Jr. The mall opened with 32 stores with the approximately 675,000-square-feet of retail space including Bond Clothes, Casual Corner, People's Drug Store, Raleigh Haberdasher, Thom McAn Shoes, Waldenbooks and was the second location of S&W Cafeteria in the Washington D.C. suburbs. Originally an outdoor mall, it was enclosed in 1990.

In 1999, General Growth Properties purchased the "mall" portion of the property that lies between Macy's and Sears, a portion of the parking structure and the two eastern outlying commercial buildings.

In 2004, General Growth Properties approached the City with an idea to redevelop the entire mall site. The City concurred that it would be good to redevelop the old and outdated retail use. In the fall of that year, the City requested that the Urban Land Institute (ULI) provide the City with additional analytical assistance. The ULI formed a Technical Assistance Panel to evaluate the redevelopment potential of the Landmark Mall. The panel spent one and half days touring the mall, listening to presentations by the City, General Growth Properties and the other stakeholders. The panel concluded that there was redevelopment potential at the Landmark Mall property, but challenged the City to expand the potential redevelopment boundaries and examine sites beyond the confines of the mall. Given the age of many of the existing commercial sites along Duke and Van Dorn Streets and their proximity to large residential populations, the panel recommended that the City take a more regional approach and evaluate potential redevelopment in the West End along these major arterial transit corridors.

In 2005, General Growth Properties created a schematic design for the entire mall site with mixture of uses, building types and a more urban street grid. However, the City agreed with ULI's recommendation to take a more holistic approach to evaluate the potential of redevelopment of a larger area, not just the mall site. In November of 2007, the City Council adopted a resolution establishing Landmark/Van Dorn Advisory Group and began the

Landmark/Van Dorn Corridor Plan process. The Corridor Plan went through the public process concluding with its adoption by City Council in June of 2009.

The Landmark/Van Dorn Corridor Plan made specific recommendations with respect to the Landmark Mall property. The Plan envisioned that the site would have tall buildings, a mixture of commercial and residential uses, a more pedestrian friendly circulation pattern, and a designated transit hub. This, the first phase the redevelopment for the mall, is achieving some of the Plan's initial parameters such as an urban street grid, a mixture of uses and a transit center.

While the Landmark/Van Dorn planning process was proceeding, General Growth Properties began experiencing financial hardship due to the downturn in market conditions and the subsequent recession, which ultimately resulted in their bankruptcy in April of 2009. General Growth Properties went through a restructuring of its assets, including the Landmark Mall property. One of the outcomes of this financial reorganization was the transferring of the Landmark Mall property to a spin-off company, the Howard Hughes Corporation (HHC), an independent company.

The applicant first approached the City with idea of a phased redevelopment the mall site in the fall of 2012. One of the largest challenges to the Landmark Mall site's redevelopment is the joint ownership of the overall site. The entire 51 acre mall site consists of five separate parcels of land individually owned by Sears, Macy's and the Howard Hughes Corporation (HHC). Another aspect of the joint ownership of the mall site is the existence of a mutually agreed upon and obligatory provision that any improvements or changes to the existing land use/site configuration have to be reviewed and approved by all three of the property owners. Whereas this real estate agreement is an understandable business provision, it has proven to be a challenge to get all of the necessary approvals from all parties to proceed with redevelopment. Fortunately, Howard Hughes Corporation (HHC) has restricted the majority of the redevelopment area to be contained on their property with some less substantive improvements off-site and has proposed a redevelopment plan that appears to be palatable to the both of the other property owners.

This redevelopment plan will demolish only the existing retail space located between Sears and Macy's and replace it with residential and retail uses in an open air design. All of the new development will be confined to the HHC property with the exception of some off-site vehicular circulation and transit improvements.

It should be noted that initially, HHC's plan was for a project "by right" development, which included only retail uses and would have required only a Preliminary Site Plan rather than a DSUP. Given the vision and goals of the Landmark/Van Dorn Corridor Plan and the desire for a fine-grain mix of uses at the core of this new neighborhood, staff worked with the applicant to expand the scope of the development to include a residential component. Including residential requires a rezoning of the property and a DSUP. In addition, the overall project requires several Special Use Permits to allow for an increase in floor area, larger than 20,000 sq. ft. retailers and an amusement enterprise - the cinema.

### ***C. Detailed Project Description***

The current proposal is the first phase of the redevelopment/revitalization of the Landmark Mall site with approximately 317,000 sq. ft. of retail and 370 - 400 residential dwelling units. It should be noted that the HHC portion of the mall between Sears and Macy's currently has approximately 640,000 sq. ft. of retail space today, so this proposal is actually reducing the amount of retail space currently on site by approximately 326,000 sq. ft., although residential square footage will be added. Sears, its vehicle service shop, Macy's and the other two outlying retail buildings will remain intact and operational during the demolition and reconstruction of the center portion of the mall property.

The project creates the beginning of a grid system of streets, which will initially be private streets but are being built to City street standards. It also creates a variety of open spaces including pedestrian arcades, plazas, and passive green areas. New buildings will be urban in character in the sense that they will create streetwalls that face onto generous sidewalks and a number of the new "blocks" will include residential units above the retail uses.

The proposed retail component will consist of one and two story construction. The ground level retail will comprise of a variety of uses such as shops, restaurants and personal service establishments. The sidewalk widths will be designed to accommodate outdoor dining if desired by restaurant tenants and to afford a pleasant pedestrian environment. There will be a central open space or pedestrian arcade that will provide an essential gathering place with active retail uses on either side. The new retail spaces will be linked to the existing department stores on both existing store levels via one above grade promenade and revised entrance features at the ground level.

The redevelopment request includes 370 - 400 residential units with one, two and three bedroom configurations. The residential buildings will provide roof top amenity space such as decks and a pool. The buildings will be linked to reserved parking on the uppermost deck of the existing parking structure by above grade skywalks. A portion of the existing parking structure will be screened from view by commercial/residential liner units. These liners use and the associated street that they front onto help to begin forming a street grid.

Vehicular access to the site will be consistent with the existing entrances to the mall, with the primary entrance utilizing the fly over ramp from Duke Street. Eventually the fly over ramp will be removed as recommended in the Landmark/Van Dorn Corridor Plan; however, the replacement of this fly over with the new High Street Bridge will happen during a later phase of redevelopment. The internal vehicular circulation will be comprised of a two lane, one way loop street into and out of the garage, with new internal ramps in the garage to allow for movement between garage levels.

The site design includes a circular plaza bounded by a two way street that will facilitate vehicular access into the proposed development and/or to either end of the mall. This circular plaza will be designed with the intent of that a portion of the street may be closed to facilitate pedestrian circulation during special events such as farmers market or other open air activities. In addition,



the site design includes another passive open green space directly to the south of the circular plaza. While the final design of these spaces will be concluded during the final site plan process, both of these amenity spaces will be designed to complement and enhance the entrance to the mall.

As recommended in the Landmark Van Dorn Corridor Plan, the proposal includes a transit center that will accommodate both bus rapid transit and local buses (WMATA and DASH). The station has been located within close proximity to the proposed redevelopment to enhance usage by both residents and retail patrons. Ultimately, the Landmark/Van Dorn Corridor Plan calls for a multi-level transit center associated with the High Street Bridge. This facility would be constructed with the High Street Bridge and would be undertaken during a future phase of redevelopment. Additional pedestrian improvements along Duke Street, pedestrian improvements to the Duke/Walker and Van Dorn entrances at either end of the redevelopment area, and a system of ped/bike pathways through the mall site will facilitate pedestrian movement to and from the mall.

#### ***D. Rezoning***

The applicant is requesting to change the central portion of the Landmark Mall site from the existing CR Zone District to the CRMU-M Zone District. The properties outside this development proposal area will retain their CR zoning.

### **III. ZONING**

Table #1

Property Address	5801 Duke Street		
Total Site Area	51.46 Acres		
Redevelopment Site	11.20 Acres		
Existing Zoning	Commercial Regional – CR		
Proposed Zone District	Commercial Residential Mixed Use – Medium CRMU-M		
Current Use	Commercial Retail		
Proposed Use	Mixed Use – Commercial Retail and Residential		
	Permitted/Required	w/SUP	Proposed
FAR			
Mixed Use	1.25	2.0	1.45
Setbacks			
Front	NA		
Side	NA		
Rear	NA		
Parking			

Retail Use	1781	1781
Residential Use	564	564
Visitor	NA*	
Total	2345	2345
Loading Spaces	16	6
Open Space	40%	
On Site		33%
Combined On and Off Site		41%

\* Assumed that visitors can share parking spaces with retail spaces.

## IV. STAFF ANALYSIS

### *A. Consistency with Landmark Van Dorn Corridor Plan*

This project represents the first step in implementing the vision that was contained in the Landmark/Van Dorn Corridor Plan for the Landmark Mall site. It is not the full mall site redevelopment that the plan describes; however, it is the beginning of that effort and the proposed project does not preclude the full build-out that was contemplated in the plan.

The Plan sets out clear goals:

*“Accordingly, the Landmark/Van Dorn Corridor Plan has three primary purposes:*

- 1. Develop a long-range vision and plan for the Landmark/Van Dorn Corridor, including planning and urban design principles to guide public and private sector investment.*
- 2. Address the future role of the Landmark Mall site and similar older retail properties along Duke and Van Dorn streets in their potential to establish an urban mixed-use corridor that unifies and supports the surrounding established residential neighborhoods.*
- 3. Ensure that public benefits and amenities for the overall community are incorporated into new development.*

*The Plan has been designed to provide land use policy and guidance through the year 2030.”*

As indicated from these very broad based goals, the current proposal meets these principal goals of the Plan by beginning the redevelopment of the mall with this proposed first phase. The proposal establishes the general site layout and street network, and it creates eight pedestrian oriented City blocks with active retail uses throughout the ground level and residential units above on five of the eight blocks, creating a balanced mixture of uses.

It was envisioned in the Landmark/Van Dorn Corridor Plan that the redevelopment of the mall and the West End in general would be market driven and would occur over a period time. The Plan calls for approximately five million sq. ft. of development with the final build out of the entire mall site. This current development proposal is the first phase of that redevelopment and is fairly limited in scope with only a net increase of floor area of approximately 70,000 square feet over the existing 643,194 sq. ft. for a total of 712,340 sq. ft. new construction. However, it has the benefit of introducing residential uses into the core of the new neighborhood so that it can eventually grow into a viable mixed-use community.

The Landmark/Van Dorn Corridor Plan made specific recommendations with respect to the Landmark Mall property including the creation of a new bridge that crosses over Duke Street that touches down on the mall site – the High Street Bridge – with a new multi-level transit center associated with the bridge. This proposed overall site layout does not preclude the future bridge as no improvements are being proposed in the bridge “touch down” location. Additionally, a transit center will be created as part of the current proposal that will allow for integrated service to both BRT and local buses. The transit center is located proximate to the center of activity in this first phase of redevelopment. As additional redevelopment proceeds and the High Street Bridge is implemented, the transit center that was envisioned in the Plan can be built.

The Plan clearly states that early redevelopment projects, such as this proposal, would be considered a “catalyst” and the primary benefit of these property makeovers is the incentive they create to have the other older properties move forward with their own revitalization projects. The Plan provides certain development thresholds; when once attained projects will transition to the “choice location” phase, requiring additional public benefits and monetary contributions. The Plan’s final phase will culminate with additional developer contributions, the creation of a dedicated transit way on Van Dorn and Duke Streets and potential reduced parking requirements as this area becomes more transit oriented.

The current HHC proposal falls into the “catalyst” phase of development under the Landmark/Van Dorn Corridor Plan and will include some improvements, but not all of the amenities that were anticipated in the Plan. The Development Contributions that are being provided are discussed in more detail later in this report; however, in summary, the public benefits provided by the current application include an \$2 million voluntary affordable housing contribution, public art, transit center construction and transitway contributions, and significant pedestrian and bicycle improvements. In addition, the project will create well-defined green space/parks and better pedestrian circulation to and from and within the site.

### ***B. Rezoning***

The CR Zone District is unique to the mall site. The CR Zone District provides more flexibility for a regional shopping center in that it allows large format retail stores as a permitted use. All the other commercial zones within the City require a Special Use Permit for stores in an excess of 20,000 sq. ft. The CR Zone District has a moderate building height that would limit development to 77 feet in height as most department stores generally do not exceed three levels

of retail. However, unlike the other commercial zone districts within the City, the CR Zone District does not allow for any residential or office use, even with a Special Use Permit. Although the potential redevelopment of the property is viewed as a positive step forward with the eventual revitalization of the West End, the CR use limitations would prevent a more sustainable and fine-grain mixture of uses on the property, such as the introduction of residential units. Staff recommends approval of the rezoning as this first phase of redevelopment complies with the Landmark/Van Dorn Corridor Plan; it is replacing an outdated and under-utilized retail center and it will stimulate other redevelopment in the West End.

Eventually, the entire mall site should be rezoned to a Coordinated Development District (CDD) so that the whole 51 acres can be developed in a logical and integrated manner. This is recommended in the Landmark/Van Dorn Corridor Plan and is the appropriate way to proceed when Sears and/or Macy's are ready to redevelop. The current rezoning is an interim step in this direction and does not preclude the eventual coordinated redevelopment.

### ***C. Special Use Permits***

- ***CRMU-M Additional FAR (to 2.0) Criteria***

(A) *The number, viability and compatibility of the individual uses proposed and their physical and functional integration.*

The proposed residential density is approximately 33 units to the acre. There will be a mixture of one, two and three bedroom units providing enough variety to attract different users groups to be within walking distance of the retail that will service their daily needs. The new residents along with the surrounding residential neighborhoods will provide sufficient activity levels to help support the proposed retail which will provide a variety services such as personal service establishments and commercial uses such as shops and restaurants. Another amenity that will contribute to the viability and bring some more regional users to the site is the potential cinema.

The residential units are located on the second through the fifth floors of the development, sitting on top of the retail space. Though the detailed architecture has not been finalized, both the retail and the residential architecture will be integrated and share some common elements to create a unified and cohesive community.

(B) *The ability of the design to promote the integration of uses within the project and to promote compatibility of the project with the neighborhood.*

The overall design has a well thought out site layout with smaller sized, pedestrian oriented City blocks, ranging from 250' to 80' in length, with residential uses located on the buildings in the center and rear of the property. The residential units above will be designed with complimentary architecture/building materials and have several access points leading down to the ground floor retail space. Some of the residential

units have balconies and there will be amenity spaces on the retail rooftops, and both of these features will help to enliven the space. The proposed retail and multi-family residential is similar in nature to the existing uses in this part of the City.

- (C) *The inclusion of site amenities, open space and features, supporting uses in a manner which encourages pedestrian use and promotes internal compatibility of uses.*

The use of pedestrian plazas and promenades, and wide ground level sidewalks with street furniture will facilitate the internal circulation, as will the close proximity to such amenities as the new transit center, open/plaza space and outdoor dining. The sidewalks are wide with varying widths of 16 to 24 feet; they have bumps outs at the corners and will buffer pedestrians from vehicular traffic with on street parallel parking.

The intent of a mixed use development is to have a sustainable community where the residents can walk to neighborhood serving retail uses. The integration and variety of retail uses will be compatible to each other by providing a balanced mixture of personal services and commercial uses.

- (D) *The distribution of floor area ratio over the site so that the mass and scale of buildings do not overwhelm and are compatible with neighboring areas.*

The buildings' design locates the two story retail in the front portion of the development and the residential uses are in the center and rear portion of the site, creating a building mass that steps up as it approaches the parking structure. The stepping up in height will provide some interest and is compatible with the existing two story department stores. While there is some variation in building height, the overall massing is fairly consistent throughout the site.

- (E) *Compliance of the proposed development with the master plan.*

As discussed earlier in the report, the first phase of development for the Landmark Mall site is complying with the Corridor Plan and will not preclude the overall eventual build out of the site as envisioned by the plan.

- *Request for a Retail Use Larger than 20,000 sq. ft.*

The proposal includes a Special Use Permit (SUP) request for a retail use larger than 20,000 sq. ft. In 2002, the City adopted a text amendment to the Zoning Ordinance that requires big box retail uses to acquire special use permit approval. In this case, there are potentially several large format retailers that may exceed the 20,000 sq. ft. maximum allowed within the CRMU\_M zone and therefore would require a SUP. The text amendment (TA#2002-0006) offers guidelines for staff to consider when reviewing SUP requests for large retail establishments. These guidelines are designed to ensure that large footprint stores are designed to be compatible with their urban surroundings in Alexandria, and include the following:

*Guideline 1: Efficient and best use of land*

This is a very efficient and sustainable use of land as the proposal is for a mixed use redevelopment of an existing commercial property. It is proposing to redevelop a failing retail use into a new community that will enable the new inhabitants to enjoy recreational and retail amenities within walking distance of their residence. The site has existing utilities, infrastructure, on-site transit and is within close proximity to major arterial thoroughfares.

*Guideline 2: Traffic and access*

The proposal is a redevelopment of an existing commercial property that has existing entrances which service the site. As indicated in the parking analysis section of the report, the traffic generated by the redevelopment will have minimal impact on the existing streets and the intersections will function at an acceptable level.

*Guideline 3: Parking*

The proposal is providing adequate parking for the new retail and residential uses. It is anticipated that as the transit center becomes operational, parking demands will lessen. Additionally, when more development comes on line and the West End becomes more transit oriented with the Duke and Van Dorn transitways becoming fully operational, the mall site may actually have a surplus of parking.

*Guideline 4: Pedestrian access and circulation*

The proposal is providing improved pedestrian circulation with wide, paved routes to and from Duke Street and Van Dorn Street into the site. There will be wide sidewalks internal to the redevelopment and direct access for the residents from the upper level of the parking structure to their home. The mall patrons may use the escalators or elevators to facilitate their access to the two levels of retail.

*Guideline 5: Neighborhood compatibility*

This portion of the West End has retail uses of varying sizes and as well as a variety of multi-family unit types – ranging from four story garden apartments to large high rise condominiums. Although the existing commercial and residential uses in the West End are segregated, the proposed uses in this project are similar in type and of a comparable.

*Guideline 6: Consistency with adopted plans*

The proposed redevelopment of a portion of the mall is consistent with the Landmark/Van Dorn Corridor plan in that this is the first phase of redevelopment. It is beginning to layout an urban street grid, providing a mixture of uses and will not preclude the ultimate vision for the final build-out as envisioned in the Corridor Plan.

- *Request for an Amusement Enterprise*

The City Zoning Ordinance classifies the cinema as an amusement enterprise and it requires a SUP within the CRMU-M zone district. This proposed use is an appropriate use at this location and will contribute to the variety the retail mix on the site.



- *Request for a Transportation Management Plan*

This project is participating in the City's Transportation Demand Management Program by creating and implementing a Transportation Management Plan (TMP). This TMP will seek to maximize transit usage by both residents and retail/commercial employees. The new on-site transit center and its location near the core of activity for this first phase of redevelopment will help to encourage transit use, as will a variety of other transit incentive programs.

#### ***D. Transit Improvements***

The Landmark Van/Dorn Corridor Plan recognizes that the mall currently functions and will function in the future as a major transit destination and as a transit transfer point with numerous buses arriving and departing on a daily basis. With this application, a new transit center use will become more formalized with a designated transit area sheltered by the parking structure, accommodating both local buses and BRT vehicles. The transit center will serve as a destination for mall patrons and as a transfer station for the transit riders of the Van Dorn and Duke Street corridors.

There are a total of nine bus routes (four DASH and five WMATA) that serve Landmark Mall today. Currently all buses enter and exit the mall via North Van Dorn Street and travel through the existing parking garage to serve existing bus stops adjacent to the northeast entrance of the mall. With the redevelopment of the center portion of Landmark Mall, a new temporary transit center will be constructed toward the north end of the development within the first floor of the existing parking garage (which will remain with the redevelopment). This transit center location was selected after careful review of several potential transit locations. The selected location maximizes accessibility to the mall and the proposed residential units by minimizing the distance between the transit center and the redevelopment site. In addition, the new east-west road between the garage and development will also accommodate some local buses. The new transit center will include improved and accessible transit stops for all existing and future buses which will serve the mall. The transit center and stops on the east-west road will accommodate a total of six bus bays (four for local service, and two for Bus Rapid Transit vehicles). Bus layover spaces will also be provided within the development site. Transit will continue to access the site from the Van Dorn Street entrance, circulate along the perimeter road and travel south into the transit center, then exit back to the perimeter road to Van Dorn Street. Buses with stops on the east-west road will also enter and exit from/to Van Dorn Street, or may exit to Duke Street.

In the coming years, the City of Alexandria will also implement two transitways that will accommodate Bus Rapid Transit (BRT) and both transitways will provide service within the site. These include the Beauregard/Van Dorn transitway (Corridor C), and the Duke Street transitway (Corridor B). These transitways provide greater capacity and faster and more reliable transit service between major activity centers and transit hubs. The Beauregard/Van Dorn transitway will operate between the Van Dorn Metrorail Station and the Pentagon Metrorail station. The Duke Street transitway will operate between the Landmark Mall and King Street metrorail station. Both transitways will provide direct service to Landmark Mall via the temporary transit

center and include amenities such as real-time information and preboard payment machines. As the site further expands in future phases, and additional buildings are developed toward Duke Street, a new transit center will be constructed on Duke Street at a future grade separated roadway. The Landmark Corridor Plan recommends a future “High Street bridge” that would connect from within the site across Duke Street to Stevenson Avenue. The new bridge will accommodate transit service including Corridor C BRT. Other buses, such as Corridor B BRT would remain on Duke Street. The future transit center will include stairs, elevators and/or escalators to allow patrons to make connections to the two levels.

#### ***A. Traffic***

The applicant submitted a detailed transportation study exploring the impacts of the development to the surrounding roadway network. In community meetings, several questions were raised about vehicular access to the site from Duke Street and Van Dorn Street, and if the Duke Street flyover were to be removed. The redevelopment does not change the primary access points to the site (the existing signalized exit onto Duke Street at the Duke Street/Walker Street intersection, the flyover from eastbound Duke Street into the site, and the signalized entrance/exit at Van Dorn Street will all remain). However, the internal site circulation does change significantly. An elongated roundabout will provide access between Duke Street and the internal site roadways. The central redevelopment area gains a north/south one-way roadway pair, and an east/west roadway is established within the redevelopment area on the north side of the site. These new streets are the genesis of a grid network of streets that are envisioned in the Landmark/Van Dorn Small Area Plan. When the adjoining properties come in for redevelopment, the emerging grid network will be further refined and established.

The redevelopment proposes a lower density of retail development than currently exists, with a reduction of approximately 326,000 sq. feet of retail development. This reduction in retail density is partially offset from a traffic perspective by the proposed addition of up to 400 residential units. Because the existing retail that is proposed to be redeveloped is currently underperforming (thereby generating less traffic than would be expected from a healthy retail center), the traffic study used the actual counts at each of the mall entrances and exits to calculate the number of exiting trips that will be removed when the existing retail is demolished. The trips generated by the new retail as well as the new residential development were estimated based on ITE trip generation numbers, with a 20% reduction in the overall vehicle trips to account for expected transit usage to and from the site. Compared to existing conditions, the site is expected to generate an additional 290 weekday AM peak hour trips and an additional 653 weekday PM peak hour trips. Because of the retail nature of the redevelopment, the Saturday peak hour is projected to generate the most number of vehicle trips, with 708 trips during the Saturday peak hour. The table below shows the existing level of service and delay at the signalized entrances and exits to the development, as well as the projected level of service and delay once redevelopment occurs.

Table #2: Intersection Level of Service and Delay (seconds per vehicle) at Key Intersections

Intersection	Existing	Proposed	Existing	Proposed	Existing	Proposed
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	AM Peak	AM Peak	PM Peak	PM Peak	Sat Peak	Sat Peak
Duke Street and Mall Exit/S. Walker St	C 26.9	C 28.9	C 33.2	D 37.9	D 39.1	D 54.5
Van Dorn Street and Mall Entrance/Exit	A 8.4	A 9.3	B 14.8	C 30.1	B 19.7	C 25.6

The redevelopment of the mall will impact the surrounding intersections primarily during the weekday PM peak and Saturday peak hours. This corresponds to the retail traffic patterns expected at the site, which will have relatively few trips during the AM peak hours, with substantially more retail trips during the weekday afternoon and evening hours and on weekend afternoons and evenings. During these weekday PM peak and weekend peak periods, the retail portion of the redevelopment will account for approximately 75% of the trips, with the remaining 25% of trips generated by the residential portion of the redevelopment. As Table #2 indicates, there will be increases in delay associated with the new development; however, the intersections surrounding the development will operate at level of service D or better during all peak hour periods after redevelopment. This level of service D is typical of many areas in the City of Alexandria and is considered an appropriate and acceptable level of service for an active and vibrant community.

### ***B. Parking***

The applicant is proposing to park the new retail and residential uses to current zoning ordinance standards. Staff believes that using the zoning ordinance requirements is a conservative parking strategy that will likely result in an excess of parking spaces, especially in the future, but staff does acknowledge that the area is currently predominantly car-centric. As the Landmark-Van Dorn Corridor Plan is more fully realized, including the operation of the Beauregard/Van Dorn Transitway (Corridor C), and the future Duke Street (Corridor B) Transitway, as well as future mixed-use redevelopment at the adjoining Macy's and Sears sites, staff expects the overall demand for parking to decrease at the site. In anticipation of this decrease in demand, and in order to encourage an appropriate amount of parking in the future as the nature of the neighborhood changes, staff has included condition language allowing the applicant to administratively change the residential parking ratio to mirror the actual residential parking demand when the adjoining sites (Macy's and/or Sears) are redeveloped in the future. The condition requires any proposed changes to the residential parking ratio to be substantiated with a parking study. Staff has also included a condition allowing the applicant to make unused retail parking spaces available for lease at prevailing market rates if the retail center is fully occupied and a parking study demonstrates the actual retail parking demand is below the available parking supply.

The proposal includes a request for a modification for the zoning ordinance's required number of loading spaces. The strict interpretation would require 16 lading spaces for the proposal and applicant is providing 6 spaces. Given the shared nature of the mall's parking, staff believes that the strict interpretation of the ordinance would require an excessive number of loading spaces

and can be more efficiently managed through a parking management plan so therefore staff supports this modification.

### ***C. Pedestrian and Bicycle Improvements***

Pedestrian improvements are proposed along Duke Street, which will include a wider 10 foot sidewalk and new crosswalks at the unsignalized vehicular entrance and exit along the property frontage. The wider sidewalk is wide enough to also accommodate bicycles. While the current sidewalk along Duke Street is immediately adjacent to the travel lanes, the new sidewalk will be placed further from the travel way, with a 6 foot landscape strip providing a buffer between the travel lanes and the sidewalk. On Van Dorn Street at the signalized mall entrance, new pedestrian signals with countdown timers will be provided for all crosswalks, and all crosswalks will be restriped. At the signalized intersection of Duke Street and the mall exit, a City project will be installing a new crosswalk and associated ADA curb ramps and pedestrian signals on the north side of the intersection, and the project will also restripe all existing crosswalks, with an expected completion date of late Summer 2013. Finally, 10' wide multi-use paths for both pedestrians and bicycles from Duke Street and from Van Dorn Street to the site will be constructed, providing connectivity between the adjoining public rights-of-way and the redevelopment site. Pedestrian and bicycle wayfinding signage will also be installed to direct pedestrians and bicyclists to and from Duke Street, Van Dorn Street and the transit station. Bicycle parking will be located at key locations adjacent to and within the development.

Additionally, there are a number of City Complete Streets projects planned for implementation in the near future. The intersection of Edsall Road and Pickett Street is under design for pedestrian improvements to provide safer crossings and promote walking to Samuel Tucker Elementary School from the neighboring communities.

A comprehensive neighborhood enhancement project for the Holmes Run neighborhood is under design to promote walking and biking and provide better access to public facilities such as schools, parks and libraries. This project will include traffic calming on Paxton, Ripley and Pickett streets that will benefit pedestrians as well as cyclists. Safety upgrades will be made throughout the neighborhood at intersections and along streets and will improve accessibility for seniors, children and persons with disabilities.

Finally, several pedestrian and bicycle improvement projects are planned along the Duke Street corridor. The segment of Duke Street in the vicinity of I-395 will be designed this year for pedestrian and bicycle improvements to provide connectivity and accessibility between the City of Alexandria residential and commercial areas east of I-395 and the Fairfax County residential and commercial areas west of I-395, such as the Plaza at Landmark retail shopping center. Further to the east on Duke Street within the City limits, new crosswalks for pedestrians crossing Duke Street will be added to the intersections of Reynolds Street, Ripley Street, and Paxton Street. These new crosswalks will ease the crossing of Duke Street for pedestrians, particularly benefiting transit riders who often have to cross Duke Street to access bus stops.

### ***D. Site Design and Architecture***

The most critical considerations from an urban design point of view in this first phase of redevelopment are: the view, visibility and approach from Duke Street; the character and attractiveness of the retail environment, from both the vehicular and pedestrian points of view; and the degree to which the design can adapt to future build-out of the development contemplated in the Plan.

One of the biggest challenges for the current Landmark Mall site has been clarity of access and circulation, and this project has sought to address those issues, in a phased process. While the existing fly-over ramp is proposed to be retained, from the point where it lands on grade in front of Macy's, the new design will lead the customer down a two-block long retail street, past a substantial amount of retail, and into the existing parking structure, where two new ramps will be constructed to allow direct access to all of the parking levels. There is a companion street to the west, leading from the garage, through retail, and back out towards Duke Street. Originally seen as a one-way pair with angled parking, the applicant has agreed to modify both of these streets to full section, with two traffic lanes, parallel parking on both sides, full street tree and sidewalk sections wide enough for outdoor dining. This design allows for conversion to two-way traffic at a later date, if desirable. The proposed grid of new streets will begin to set up a rational, pedestrian-friendly shopping and entertainment experience, which can be expanded into the remainder of the site as redevelopment continues.

The central space, which will connect Sears and Macy's to the new retail development, has been designed as a pedestrian arcade to function for smaller-scale events, to take advantage of the viewing galleries on the floor above, and to activate this crossroads as an lively gathering place. Getting the form and size of this element right is extremely important. The applicant will be asked to study whether the vertical circulation shown in the space is enhancing or conflicting with this goal: it may make more sense to reduce this circulation element to a simple, sculptural stair, and pull escalators and/or elevators into the building mass.

The applicant has proposed two major public open spaces between the new development and the main approach from Duke Street. The first is the interior of the proposed traffic roundabout, and is a largely hardscaped plaza, which might also contain water elements. The plaza would be linked by design elements to the "restaurant row" and cinema that comprise the southernmost face of the new development, and be designed to accommodate larger special events, such as fairs, farmers' markets, craft, antique and auto shows. The second is a largely green, landscaped area currently occupied by surface parking lot, which would serve primarily as a green welcome gesture to Duke Street, but would also be designed to accommodate less active uses than the roundabout. There are geometric opportunities to interlock, engage and activate all three of these spaces so they function at many different levels and for different types of activities, ranging from concentrated in-line shopping and dining, to a restaurant row, to a largely hardscaped public piazza, to a more passive, green and water-activated space.

While the architectural development up to this point has been largely dependent on resolution of larger scale planning, as well as functional and urban design issues, the current submission

contains sufficient detail to warrant the following comments, with the understanding that applicant will continue to work with City staff during the final site plan and building permit process to refine the architectural design and materials of the entire project. In addition to schematic elevations and character sketches, the applicant has provided precedent photos intended to convey the general design character of the finished project, which generally show a lively and contemporary style of architecture, featuring strong forms, rich materials, and extensive use of glass. These images will be referenced during the ongoing design evolution following approval of this DSUP.

The facades facing Duke Street require additional detail and refinement. In particular, the large center building, proposed to include an “art house” cinema with dining opportunities, needs to function as a major destination, both during the day and evening hours. Given the importance of this use, the architecture should incorporate more active roof forms and wall geometry as well as surface/skin treatment that could involve features such as a layered or partially translucent skin and lighting. The small flanking buildings should also be made more prominent, with additional height, more active roof forms, all of which will offer a vertical counterpoint to the larger masses of the theater, Sears and Macy’s.

The applicant has proposed strong gateway forms for the retail bridges at the center of the project, signaling arrival at the central space. These forms need additional development to become more directly related to the retail architecture, while remaining as expressive, graphic elements that brand the experience. In addition, the design, materials and detailing for all of the proposed pedestrian bridges need to be developed to be compatible with the adjacent architecture, enhance the retail experience, and be as transparent as possible.

The retail experience will be shaped by the form and materials of the first two stories – staff will work with applicant to develop additional ideas and strategies to make this experience both exciting and attractive for repeat visits and designed in coordination with the south façade of the proposed cinema building. It will require a variety of heights, plan geometries, and materials to create a dynamic experience.

There are a number of bridges proposed in the current design, including ones between the garage, retail center, and residential components. Applicant will need to study heights, transparency, function and number of bridges to ensure that the spaces they impact are pleasant and attractive for all users. The direction of more industrial-looking bridges between the existing parking structure and new development here may be appropriate, as this east/west street along the parking structure may be most effectively designed as a sort of “warehouse district”. This would distinguish these bridges from the more playful retail bridges closer to Duke Street.

The applicant is encouraged to study enhancements to the façade of the garage facing Interstate 395, and both faces of the Duke Street flyover, to include graphics/branding/freshening opportunities, with the intent of signaling the new mall improvements and “brand” to be found at Landmark.



Staff understands that the residential portions of the blocks, as currently shown, are placeholders only at this point in time. These portions of the project will need to be designed and carefully coordinated with the broader design goals listed above for the retail portion to provide a coherent and compelling whole which enhances the retail and residential experience of the project. Final design, materials and detailing of the residential towers will have to complement and reinforce the design intent of the retail portions.

### ***E. Green Building and Sustainability***

- ***Green Building***

The proposal will comply with the City's Green Building Policy. They will be using the LEED certification process for both the retail and residential portions of the property. The phase one mixed use development will be evaluated under LEED New Construction (NC) and Core and Shell criteria for the retail component. Although the buildings are using two different criteria, they will be grouped into one master site sustainability strategy and one master site agreement.

The retail component will achieve LEED Silver Certification, including the creation of construction guidelines for the tenant finish of the spaces. The residential buildings will attain LEED Certification. Additionally, the final design will incorporate Low Impact Design (LID) techniques that will detain and treat stormwater prior to reaching the proposed storm water detention. The actual methods will be reviewed with the final site plan.

- ***Mixed Use Development***

The concept of a mixed use development is a very sustainable planning strategy placing commercial amenities and uses within walking distance of the local community. Whereas the proximity to the commercial uses provides the basis for a mixed use community, the design and over all site layout is equally important. In terms of general criteria for mixed use, the retail uses should have high ceilings, good visibility, an appropriate foot print, width and depth to accommodate their use. Wide sidewalks with street furniture and trees should be included to create an inviting atmosphere that encourages pedestrian use. A well designed and successful mixed use development should include multi-modal facilities to encourage members of the neighboring communities to be able to arrive via methods other than their car.

Although the redevelopment of the central portion of the mall is not without its own challenges, this first phase of the revitalization of the mall contains many of the criteria that would predicate a successful mixed use development. The ground floor retail has ceiling heights ranging between 17 to 24 feet in height, the exterior design of these spaces includes large spans of glass that will provide interest to the passerby, and the sidewalk widths vary from 16 to 20 feet with street trees and site furnishings. The proposal includes improved pedestrian/bicycle circulation route to the site with a 10 foot wide paved path leading from Duke Street and from Van Dorn Street to the redevelopment area. Improvements will also be made along Duke Street at the existing pedestrian crossings to facilitate access to the site from some of the surrounding communities. The proposal includes a transit center located in close proximity to the retail and residential development that will facilitate transit access to the site. The transit center will be for both local

buses and the bus rapid transit system, not only serving the mall but providing a transfer point for transit users of the Duke and Van Dorn Street corridors

- *BMP*

The current mall site has a vast amount of impervious surface with no stormwater quality or quantity controls. Since the entire property is not being developed with this proposal, the applicant is using the sub-basin approach to provide stormwater management. The applicant is providing water quality in the form of sandfilters and will construct an underground stormwater detention facility in the north east portion of the site. With the installation of the water quality facility, the proposal is meeting the Landmark Van Dorn Corridor's stormwater quality requirement which requires a 40% reduction of pollutants from its present day condition. The applicant has indicated other stormwater quality treatment methods may be incorporated into the design as it is further refined during final site plan.

- *Stormwater*

The Landmark Mall site is currently approximately 95% impervious with no water quantity facilities in place. As part of this re-development project a stormwater detention gallery will be installed. The proposed stormwater detention gallery will reduce the post development runoff from the site which will minimize erosion of the receiving stream, Holmes Run. This stormwater enrichment satisfies the enhanced performance standards for stormwater quantity as stated in the Landmark Van Dorn Plan.

## ***F. Open Space***

The proposed design is improving the entrance area to the mall by removing a number of surface parking spaces in the front of the mall. Upon entering the site there will be over three quarters of an acre of irregularly shaped green spaces that will create seasonal variety and provide sense of arrival. These green areas are directly adjacent to the central plaza and their combined square footages will create well over an acre of usable open space. There is another fairly large central pedestrian arcade internal to the site which will serve as a gathering area or outside seating for restaurants. When calculating the other open areas and the residential amenity spaces the overall percentage of open space will be approximately 33% of the redevelopment site. This percentage does not meet the CRMU-M Zone District's 40% required minimum and will require a modification. Staff supports the open space modification as the combined total of newly created open space on and off site is actually 41% and exceeds that 40% requirement.

## ***G. Public Art***

The applicant submitted their Concept Plan application prior to the City adopting the new Public Art Policy. Thus, they are not technically bound by the policy's requirements. However, through negotiation, the applicant has voluntarily offered a \$200,000 dollar contribution for public art. This contribution may be satisfied by public art elements that will be installed on-site. Staff believes that there are public art opportunities with some of the design elements in the proposed redevelopment and their treatment may be considered a form of art. Some of these elements could be the arched supports for the promenade, the skywalks or the ground floor enclosures at

the department stores. Staff and the applicant will work through these design elements at the final site plan to provide a higher level design that will create interest and variety to the plan.

### ***H. Signage***

During the continuing dialogue with the applicant, the topic of signage and way finding was discussed. The existing signage directing patrons to the mall should be updated and become part of the mall's new branding/image. As part of this review the applicant will be submitting a comprehensive signage plan. The new signage will better facilitate access to and around the mall. Given the close proximity to the interstate, it is anticipated that there is potential for some larger signage along that frontage, either on the garage or the residential screening wall. This signage should be aesthetically pleasing and may be placed higher than the Zoning Ordinance's 35 foot height limitation.

### ***I. Affordable Housing***

The Landmark/Van Dorn Corridor Plan recommended a phased approach to contributions from developers for affordable and workforce housing. During the catalyst phase, the plan recommends the current voluntary affordable housing formula be used to calculate potential contributions. This project remains within the catalyst phase and the applicant has offered to make a contribution to the City's Housing Trust Fund in the amount of \$2,007,355 which is consistent with the City's voluntary formula that was accepted by City Council in June 2005.

### ***J. Alexandria City Public Schools***

The applicant proposes to construct 370 - 400 mid-rise apartments. The student generation rate for new mid-rise apartments is 0.02 students per unit, or 8 students. This project is located in the Patrick Henry elementary school attendance area. The proposed development project has been accounted for in school enrollment forecasts.

### ***K. Retail Trends***

As indicated earlier in the report, the Landmark Mall has involved over time, initially being one of the first malls in the region, then later enclosing the outdoor portion of the mall as was the national trend at the time and now it is reinventing itself into a mixed used development. The redevelopment of older regional malls is not a new trend and has been occurring on the national level for over a decade. This trend is spurred on by for a desire to have more sustainable development, with less dependency on cars, easier access to everyday needs and transit. Malls have been successfully converted into town centers, schools, parks, data centers, and lifestyle centers.

The conversion of malls into alternate uses has been hastened with onset of the most recent recession with loss/downsizing of national retail department stores, the rise of the large format discount retailers such as Target, Kohl's and Wal-Mart and the increase in internet usage/sales.

The combination of these events has severely slowed the construction of new malls and accelerated the rate of conversion of these properties. Here in the Washington area alone there are numerous malls either converting or considering it, such as;

- Springfield Mall – The mall currently closed all its stores with only the three anchors remaining open (Macy's, Target, and JC Penney.) The first phase of redevelopment will include a cinema, restaurants, and retail with the later phases including office, hotel and residential. The first phase is anticipated to open mid-2014.
- Tyson's Corner Center – Tyson's Corner is working to become more transit-oriented with the opening of the new Silver Line. New density will be oriented to these new transit locations. There will be some expansion of existing mall retail uses. The mall site will be adding office and residential uses, some of which are currently under construction, with an anticipated opening date in 2014 following the opening of the new Silver Line metro stations in 2013.
- Ballston Common – There will be a reconfiguration and enlargement of the existing retail use and an addition of new residential units.
- Fashion Center at Pentagon City – The mall maybe considering some upgrades to remain competitive.
- Shops at Georgetown Park – The mall is currently closed for a complete interior remodel and may be seeking a large format discount retail operator.
- White Flint Mall – The mall has been the focus of a major planning study in Montgomery County and will be ultimately be replaced with a new town center.

### ***L. Development Contributions***

Pursuant to the Corridor Plan, development contributions at the early stages of redevelopment in the Plan area (the catalyst phase) should be somewhat limited in an effort to incentivize revitalization of the West End. Even with this guidance, staff has negotiated with HHC to provide a package of development contributions that are commensurate with the size and scope of the proposed rezoning and DSUP. To that end, the applicant has agreed to contribute \$4.4 million dollars in either monetary contributions or on-site improvements. Some of the improvements/contributions are:

- The construction of a transit center at an approximate cost of \$500,000.00;
- The construction of improved on- and off-site pedestrian/bicycle paths at an approximate cost of \$500,000.00;
- The aesthetic improvements to the existing fly over at an approximate cost of \$150,000.00;
- A voluntary \$200,000.00 dollar contribution for public art, which may be satisfied by public art to be located on-site;

- A voluntary \$2,007,35500.00 dollar contribution to the affordable housing fund; and
- A voluntary \$1,000.000.00 dollar contribution for transitway and off-site pedestrian improvements.

These contributions are in addition to and above/beyond some of the other project amenities such as nearly an acre of usable open space, green building and sustainable site features, provision of a Transportation Management Plan, and revitalization of the retail uses on site.

## **V. COMMUNITY**

A community meeting was held on April 8<sup>th</sup> at the Landmark Mall in the West End Redevelopment Community Room. There were over 200 people in attendance. There was a sign in sheet and several comment boards so that the attendees could provide their ideas/concerns about the redevelopment of the mall. Concerns were raised by community included:

- Increased traffic and congestion;
- The location of the transit station;
- Providing on and off site pedestrian improvements;
- The future of the T.C. Williams satellite campus;
- The external appearance of the existing department stores; and
- Construction schedule.

The second community meeting was held at the Landmark Mall in the former New York & Company Store on May 1<sup>st</sup>. The format was an open house forum for the first hour. Topic tables were placed around the room and the public could go to the tables and speak one on one with City staff regarding a particular topic of interest. The second hour was a brief presentation by the applicant followed by a period of questions/comments. This meeting was also well attended with over 100 persons present.

Also, the City has developed a webpage on the Planning and Zoning website that is specifically devoted to this Landmark Mall redevelopment proposal. In addition to providing information about the project, there is a comment board so that any interested citizen can provide input on the project.

Staff has prepared a comment/response matrix to address all comments received from the public at both community meetings and on the website comment board - see Attachment #3.

## **VI. CONCLUSION**

Staff is recommending approval of DSUP #2013-0004 and all the associated applications subject to compliance with all applicable codes, ordinances, and the following staff recommendations.

Staff: City Manager's Office  
Mark Jinks, Deputy City Manager

Planning and Zoning

Faroll Hamer, Director of Planning and Zoning  
Tom Canfield, City Architect  
Gwen Wright, Chief, Development Division  
Patricia Escher, AICP, Principal Planner  
Colleen Willger, AICP, LEED AP BD+C, Urban Planner

Transportation and Environmental Services

Richard Baier, Director  
James Maslanka, Capital Projects Manager  
Marti Reinfeld, Chief, Transit  
Steve Sindiong, Principal Transportation Planner  
Daphne Kott, Civil Engineer III  
Matt Melkerson, Plan Review Engineer  
Lee Farmer, Principal Transportation Planner  
Megan Cummings, TMP Coordinator  
Claudia Hamblin-Katnik, Office of Environmental Quality  
Shanna Austin, Site Plan Coordinator



## VII. GRAPHICS







## **VIII. STAFF RECOMMENDATIONS**

The Final Site shall be in substantial conformance with the preliminary plan sealed April 12, 2013 and comply with the following conditions of approval. Plans and elevations to be submitted with the final site plan shall include more detailed information. Certain conditions provide standards for administrative review and approval of detailed designs. In determining compliance with design conditions, the Directors will be subject to a standard of reasonableness.

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

1. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, and T&ES:
  - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit pursuant to phasing plan submitted at final site plan.
  - b. Install ADA accessible pedestrian crossings serving the site. ADA accessible ramps shall be installed at all locations where a designated pedestrian path traverses over a section of curbing. Any existing curb ramps serving the site to remain shall also be upgraded to current ADA standards.
  - c. Construct all concrete sidewalks to City standards. The minimum width of newly constructed sidewalks shall be:
    - i. Duke Street: sidewalks shall have a minimum unobstructed width of 10 feet
    - ii. Interior of the site: sidewalks shall have a minimum unobstructed width of 6 feet.
    - iii. Lead sidewalks (multi-use facilities) from Duke Street and Van Dorn Street shall have a minimum unobstructed width of 10 feet
    - iv. Transit area: sidewalks within the transit area shall be a minimum of 14 feet.
  - d. The sidewalk improvements along Duke Street shall be extended further to the east to cross over the vehicle exit and vehicle entrance to the mall. Crosswalks shall be provided across both the vehicle exit and the vehicle entrance.
  - e. Provide pedestrian and bicycle wayfinding within the mall site and at the periphery to direct pedestrians/bicyclists to and from Duke Street and Van Dorn Street.
  - f. At the vehicle entrance to the mall on Duke Street, provide pedestrian signage that includes integrated rectangular rapid flash beacons per MUTCD standards.
  - g. Sidewalks shall be flush across all loading areas.
  - h. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
  - i. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
  - j. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.

- k. All crosswalks shall be standard, 6" wide, white thermoplastic parallel lines with reflective material, with 10' 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.
  - l. Install pedestrian countdown signals and pedestrian-activated push-buttons in accordance with City Standards at the intersection of Van Dorn Street and the Mall Entrance/ eastbound Duke Street Ramp. Improvements shall be made to the crossings on the north and west sides of the intersection. All pedestrian-activated push-buttons shall be accessible per ADA Accessibility Guidelines (ADAAG).
  - m. 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 and the adjacent paving materials as to minimize any potential visible impacts.
  - n. The pedestrian/bike path from Duke Street along the western portion of the site shall be 10' unobstructed in width with as many street trees planted that can accommodated with the current utilities.
  - o. The pedestrian/bike connection from Duke Street at the eastern portion of the site will have a minimum width of 10' unobstructed and will have landscaping provided where the path divides.
  - p. For the purpose of these conditions the new street that is adjacent to Buildings E and D shall be referred to as Street A. The new street adjacent to Building C2 shall be referred to as Street C. The new street adjacent to Buildings A and B shall be referred to as Street B.\*\*\* (P&Z) (T&ES)
2. Provide aesthetic improvements to superstructure portion of the flyover including but not limited to a concrete stain finish to the satisfaction of the Directors of T&ES and P&Z prior Performance Bond release. The cost of the aesthetic improvements shall be included in the Performance Bond and consistent with Attachment #1.\*\*\* (T&ES)

**B. PUBLIC ART:**

3. Work with City staff to determine ways to incorporate public art within the site. Stand-alone pieces or integrated artwork may be considered. A work of art may be functional and may include, but not be limited to, lighting, benches, bike racks, pavers, grates, landscaping or other design elements such as the gateway features and pedestrian bridges, if designed by an artist as a unique and prominent feature of the project. A broad range of art types should be considered. The total expenditure for public art need not exceed \$200,000. The public art proposal shall be reviewed by the P&Z and RP&CA staff prior to release of the final site plan and the applicant shall consider staff's comments before making the final selection of the public art components. On-site artwork shall be incorporated on the final site plan prior to release, and the art shall be installed prior to the issuance of the first certificate of occupancy, to the reasonable satisfaction of the Directors of P&Z and/or RP&CA. The Directors' approval shall be as to location of the



art and not the content. City staff and the Public Art Committee are available as a resource throughout the process. \* \*\*\*(P&Z)(RP&CA)

**C. OPEN SPACE/LANDSCAPING:**

4. The applicant shall continue to work with staff to refine the overall landscape, hardscape, and amenity space design. (P&Z)
5. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Director of P&Z. At a minimum the Landscape Plan shall:
  - a. Provide an enhanced level of detail for plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
  - b. Ensure positive drainage in all planted areas.
  - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
  - d. Provide detail sections showing above and below grade conditions for plantings above a structure.
  - e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
  - f. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.
  - g. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
  - h. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, meets the requirements of the City's *Landscape Guidelines* for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. (P&Z)
6. **CONDITION AMENDED BY PLANNING COMMISSION:** Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA, P&Z and Code Administration. If a landscape irrigation system is not provided, applicant shall:
  - a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.



- b. ~~If no site irrigation system is installed,~~ Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible, external, water hose bib on all building sides at a maximum spacing of 90 feet apart.
  - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
  - d. Install all lines beneath paved surfaces as sleeved connections.
  - e. Locate water sources and hose bibs in coordination with City Staff. (P&Z)
7. Develop a palette of site furnishings in consultation with staff.
- a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, and/or P&Z and T&ES.
  - b. Site furnishings shall include benches, bicycle racks, trash and recycling receptacles, drinking fountains and other associated features. (P&Z) (T&ES)
8. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors P&Z and T&ES. (P&Z) (T&ES)

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

9. Provide, implement and follow a tree conservation and protection program that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Directors of P&Z, and/or RP&CA and the City Arborist. (P&Z)
10. A fine shall be paid by the applicant in an amount not to exceed \$10,000 for each tree that is destroyed and/or the City may request that replacement trees of similar caliper and species be provided for damaged trees if the approved tree protection methods have not been followed. The replacement trees shall be installed and if applicable the fine shall be paid prior to the issuance of the last certificate of occupancy permit. \*\*\* (P&Z)
11. The area of the limits of disturbance and clearing for the site shall be limited to the areas as generally depicted on the preliminary site plan sealed April 12, 2013 and reduced if possible to retain existing trees and grades. (P&Z)

***E. BUILDING:***

12. The floor area of the two and three story “open to below” spaces for the purposes of FAR calculations shall be counted only once. Any future building additions or creation of new floors in this “open to below” area shall require an amendment to the Final Site Plan to increase FAR. (P&Z)

13. Continue to work with staff during the final site plan and building permit review stages to refine and address the following points to the satisfaction of the Director of P&Z:
  - a. The facades facing Duke Street (Buildings A, F and E south elevations) require additional detail and refinement. Specifically, Building F (theater) shall function as a major destination, both during the day and evening hours. Given the importance of this use, the architecture shall incorporate more active roof and wall geometry as well as surface/skin treatment that could involve a layered, or partially translucent skin and lighting. The small flanking elevations of A and F shall be more prominent and shall incorporate additional height with a more active roof form and offer a vertical counterpoint to its large mass and those of Sears and Macy's.
  - b. The two existing south-facing loading docks shall be partially screened – consider using a second building skin, which could align with the south facades of Buildings A and E and provide shade at these locations. Additionally, study incorporating an overhead trellis, to make the loading docks become less prominent and recede visually.
  - c. The gateway forms proposed for the retail bridges at the center of the project shall be made stronger design statements with expressive, graphic elements that brand the experience.
  - d. Design materials and detailing for all of the proposed pedestrian bridges shall be developed to be compatible with the adjacent architecture, enhance the retail experience, and be as transparent as possible.
  - e. The central space shall be adequate to function for smaller events, to take advantage of the viewing gallery on the floor above, and activate the space as an open air activity space. Study whether the vertical circulation element as shown is enhancing or conflicting with this goal: it may make more sense to reduce this circulation element to a simple, sculptural stair, and pull escalators or elevators into the building mass.
  - f. The retail experience will be shaped by the form and materials of the first two stories – develop additional ideas and strategies to make this experience both exciting and attractive for repeat visits and designed in coordination with the south façade of Building C1. Provide a variety of heights, plan geometries, and materials to create a dynamic experience.
  - g. Study heights, transparency, or strategies to reduce the number of bridges between the garage, retail center, and residential components to ensure that this space is pleasant and attractive for all users. The direction of more industrial-looking bridges here may be appropriate, as this street will have a sort of “warehouse district” appearance. Distinguish these bridges from the playful retail bridges.
  - h. Develop a stronger relationship between the shopping streets, the traffic roundabout and the adjacent green space fronting on Duke Street. In particular, there are geometric opportunities to interlock, engage and activate all three of these spaces so they function at many different levels and for different types of activities, ranging from concentrated in-line shopping and dining, to restaurant

- row, to a largely hardscaped public piazza, to a more passive, green and water-activated space.
- i. The façade of the garage facing Interstate 395 and both faces of the flyover may be enhanced to include graphics/branding/freshening opportunities with the intent of signaling the new mall improvements and “brand” to be found at Landmark.
  - j. Staff understands that the residential portions of the blocks are placeholders only at this point in time. These portions of the project shall be designed and carefully coordinated with the design goals stated above for the retail portion to provide a coherent and compelling whole which enhances the overall experience of the project. The residential towers shall complement and reinforce the design intent of the retail portions. (P&Z)
14. Residential window styles and proportions shall be in keeping with good contemporary design and reflect the progressive direction proposed for the retail portions of the project. (P&Z)
15. No vinyl windows shall be permitted at retail or pedestrian levels. In other areas, high-quality, colored or simulated aluminum vinyl windows may be used, if approved by the City Architect, on the third story and higher. A physical window sample shall be provided for approval prior to the issuance of the final site plan. Similarly, the window sample shall be part of the mock-up panel. (P&Z)
16. Any ventilation for the retail/commercial use shall be reviewed and approved to the satisfaction of the Director of Planning and Zoning. Any intake and exhaust grills required shall be integrated with the building design and store front to be as inconspicuous as possible and fully integrated with the overall building design. (P&Z)
17. Provide detailed drawings to evaluate all special building elements, including entrance canopies, stoops, bridges, signage bands, marquees, ramps, and any exposed vertical circulation elements such as escalators, elevators and stairs. The final detailing, finish and color of these elements shall be defined during the final site plan review. (P&Z)
18. During final site plan review, colored, vertical, strip elevations shall be produced, including partial plan and section drawings at the same scale (typically ¼” = 1’) of each significantly different building bay or typology and shall extend from grade to top of building. These drawings shall clearly indicate color, dimension, projections, setbacks, shadows, and materials for all major building elements. These drawings shall be updated if necessary during the building permit phase of review when final products are selected. (P&Z)
19. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning to the satisfaction of the Director prior to selection of final building materials:
- a. Provide a materials board that includes all proposed materials and finishes at first final site plan. \*

- b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.\*\*\*
  - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. \*
  - d. Construct a color, on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to release of building permits. \*\*
  - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. \*\*\* (P&Z)
20. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver or Equivalent for the retail portion of the project and LEED Certified or Equivalent for the residential portion of the project to the satisfaction of the Directors of P&Z and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first final site plan.\*
  - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. \*\*\*
  - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
  - d. Provide documentation to future retail tenants encouraging them to operate their business consistently with the goals of LEED, as well as to pursue LEED for Retail or LEED for Commercial Interiors certification.
  - e. Provide documentation of LEED Silver Certification from USGBC (or equivalent) for the retail portion of the project and LEED Certification (or equivalent) for the residential portion within two years of obtaining a final certificate of occupancy.
  - f. Failure to achieve LEED Certification (or equivalent) for the residential portion of the project and /or LEED Silver (or equivalent) for the commercial portion of the project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z) (T&ES)
21. 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. (T&ES)(P&Z)

22. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
23. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at [Http://www.epa.gov/WaterSense/pp/index.htm](http://www.epa.gov/WaterSense/pp/index.htm). (T&ES)

***F. SIGNAGE:***

24. Design and develop a coordinated sign plan, which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics, and business signs. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of Archaeology, P&Z, and T&ES.\*
  - a. Business signs shall employ variety and creativity of design. Tenant designers shall bring a sculptural and dimensional quality to their signs.
  - b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc.
  - c. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged. Tenants with main storefront entrances on Street(s) shall incorporate a projecting or under-canopy sign.
  - d. Signage on the parking garage facade facing I-395 shall be permitted to be above 35 feet in height. (P&Z) (T&ES)
25. Design business and identification signs to relate in material, color and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Director of P&Z.
  - a. The business and identification signs shall be designed of high quality materials and sign messages shall be limited to logos and names.
  - b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
26. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
27. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the

sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.\* (P&Z)(T&ES)

***G. HOUSING:***

28. A voluntary contribution of \$2,007,355 shall be consistent with the conclusion of the Developer Housing Contribution Work Group, accepted by the Alexandria City Council on June 14, 2005. This contribution will be paid proportionately as each building obtains its Certificate of Occupancy. (Housing)

***H. PARKING:***

29. The design and allocation of parking shall be subject to the following to the satisfaction of the directors of P&Z, T&ES, and Code Administration:
- a. All parked vehicles shall be prohibited from encroaching on the travel lanes of proposed streets, pedestrian walkways, or emergency vehicle easements. (P&Z)(T&ES)(Code Administration)
30. Locate a minimum of Zoning Ordinance required parking spaces in the structured garage for residents and residential visitors. Residential parking spaces shall be separated from office / retail spaces. All remaining unassigned spaces in the structured garage shall be made generally available to residents and residential visitors. (See Attachment #4) (P&Z)(T&ES)
31. Provide 208 bicycle parking space(s) per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: [www.alexandriava.gov/bicycleparking](http://www.alexandriava.gov/bicycleparking). (T&ES)
32. The applicant shall work with City staff to locate an area onsite for a future Capital Bikeshare station that would be placed by the City when the program expands to this location. (T&ES)
33. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan and shall at a minimum include the following:
- a. Provide controlled access into the residential portion of the garage for vehicles. The controlled access shall be designed to allow convenient access to the parking for residents and residential visitors.
  - b. A plan of the garage facility, a description of access control equipment and an explanation of how the garage will be managed.
  - c. Provide proposed loading spaces.\* (P&Z)(T&ES)

34. In the event that the on-site parking serving the retail portion of the development is underutilized after 95% occupancy of the retail portion of the project, the applicant may submit a parking study to demonstrate the overall parking utilization for the retail portion of the development to the Directors of P&Z and T&ES. Upon review and acceptance of the parking study by the City, the applicant may then make underutilized spaces available to the public at prevailing market rates. (P&Z)(T&ES)
35. If one or both of the adjoining properties redevelop, the parking ratios for this site, including both the retail and residential parking ratios, may be modified administratively concurrently with the adjoining redevelopment. Any modifications to the approved residential parking ratios shall require a parking study submitted to the City demonstrating the parking utilization for the residential portion of the site. Any modifications to the approved retail parking ratios shall require a parking study or a shared parking analysis. All changes to the parking ratios shall be to the satisfaction of the Directors of T&ES and P&Z. (P&Z)(T&ES)

#### ***I. TRANSPORTATION MANAGEMENT PLAN:***

36. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to persuade residents and employees to take public transportation or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in the TMP Attachment #2 to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)
37. Any special use permit granted by City Council under this section 11-700, unless revoked or expired, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all of their heirs, successors and assigns. Any use authorized by a special use permit granted under this section 11-700 shall be operated in conformity with such permit, and failure to so operate shall be deemed grounds for revocation of such permit, after notice and hearing, by the City Council. (T&ES)
38. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)
39. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revised TMP program will go before the City Council for approval. The revision to the program includes a periodic review of the TMP to determine if goals are being met. Participation in the program will not initially increase the base contribution established in this SUP,

- however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language. (T&ES)
40. The applicant shall integrate into the District Transportation Management Program when it is organized. All TMP holders in the established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES)
  41. A TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. \*\*\* (T&ES)
  42. An annual TMP fund shall be created based on the TMP reduction goal of 30% of residents/employees not using single occupant vehicles, based on the projects' size and the benefits to be offered to participating residents and employees. The annual fund rate for this development shall be \$80.00 per residential unit, \$0.25 per commercial square foot and \$0.20 per square foot of retail space. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The TMP fund shall be used exclusively for the approved transportation activities detailed in the attachment.
  43. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator or Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site. (T&ES)
  44. The TMP Coordinator or Association will submit annual reports, fund reports and modes of transportation surveys to the Transportation Planning Division as detailed in the attachment. (T&ES)
  45. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 35%, and submission of raw data). The fee shall be in the amount of five hundred (\$500.00) for the first 30 (thirty) days late and two hundred and fifty dollars (\$250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward. (T&ES)



***J. BUS STOPS AND BUS SHELTERS:***

46. Show all existing and proposed bus stops on and adjacent to the site with associated features, to include shelters, canopies, and benches in the vicinity of the site on the final site plan (the existing Metrobus 25B stop on S Van Dorn adjacent to Landmark Mall is currently not shown). (T&ES)
47. Install a new City standard bus shelter for the bus stop located on Duke Street. The shelter shall be ADA compliant. The shelter shall be illuminated via electric conduit and include an approved real-time transit information LED screen. Public access easements shall be provided for the areas inside and around the shelter. The applicant shall maintain the bus shelter. (T&ES)
48. For the relocated existing bus stop on Duke Street, which is a high ridership bus stop, install an unobstructed thirty-five (35) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, bus stop passenger loading pad. In addition, make the relocated bus stop ADA compliant. ADA compliance includes:
  - a. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The loading pad's cross-slope shall be less than 2%. The existing width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. See attached standard details.
49. With the first final site plan submission, make the following corrections to the transit center design. Final design of the transit center shall be to the satisfaction of the Director of T&ES in consultation with the Director of P&Z.
  - a. Design a transit center that is located within the existing parking garage and/or the immediately adjacent street frontages, which shall accommodate a total of two bus-rapid-transit stops and four local/regional bus stops, and their associated elements (i.e. benches, off-board fare systems, signage, bus shelters or pedestrian awnings, etc.) including:
    - i. 12 inch thick reinforced concrete shall be installed in the transit center drive aisles to support bus loads.
    - ii. Correct the bus width to show a 10.5' wide bus (mirror to mirror). The plan currently shows an 8' foot bus as depicted on sheet 15 and other sheets that follow, which is inaccurate.
    - iii. As shown on sheet 15, the drive aisle widths adjacent to the center loading platform and the width of the center loading platform are insufficient for transit operations. There must be sufficient space to allow buses to turn onto roadways adjacent to the loading transit platform(s) without hitting another bus, a parked vehicle, and parking deck columns. There must be sufficient space to meet ADA requirements if benches are installed on the

- loading platform(s). The roadways adjacent to the transit platform need to accommodate buses within the transit center. The current design provides very poor circulation of buses in and out of the transit center.
- iv. Autoturn projections for 40' and 60' buses show illegal movements. Buses may not "J-hook" to the left prior to making a right hand turn, as per CDL handbook.
  - v. Display autoturn projections for buses entering and exiting each bus bay, with the constraint that all other bus bays are occupied.
  - vi. Display autoturn projections for circulation of buses within the transit center. Provide autoturn projections to show bus maneuverability from each loading platform within the transit center, to the layover location, then back to the same location, as a number of routes start and end at Landmark Mall, with layovers on site prior to starting the return route.
  - vii. Clarify the 60' articulated bus template used for autoturn calculations. Bus model specification shows a 30/30 split articulated bus, but the visual model used in autoturn projections shows a 40/20 split articulated bus. Please confirm that 60' articulated bus template matches the specifications of one of the following bus models: a New Flyer Xcelsior 60' BRT or a North American Bus Industries (NABI) 60' BRT, whichever has poorer maneuverability.
  - viii. Provide a sawtooth bus bay design for the transit center bays within the garage. All loading platform(s) for the transit center, including access to and from the platform(s) must be ADA compliant.
  - ix. Provide sufficient space for two 8.5' wide bus layover lanes in a location proximate to the transit center. If a center loading transit platform is provided, include information to demonstrate that buses may maneuver from the drive aisles and layover lanes from one side of the transit center to the other side, assuming all bus bay positions are filled with buses.
  - x. Demonstrate that buses may maneuver in and out of each bus bay, assuming that all other bus bays and layover lanes are fully occupied.
  - xi. Label roadways utilizing the bus circulation, for example a, b, c.
  - xii. On sheet 31, existing conditions allow for vehicles to turn left onto the roadway immediately south of the parking garage. Clarify if medians are shown or will be included in the site plan which would prevent buses from utilizing this circulation. If not, buses traveling to the transit area should be able to utilize the left turn onto the roadway immediately south of the parking garage. The proposed circulation as shown on sheet 31 adds additional time for bus operations.
  - xiii. On sheet 31, a one way circulation is shown in the plan. Revise to show buses traveling northbound and southbound into and out of the transit center and out of the mall area. (T&ES)
50. The applicant shall pay for and construct the temporary and proposed transit center facility on site. For the bus stop improvements adjacent to the site on Duke Street, the

applicant shall pay for and construct the new bus shelter and bus stop passenger loading area. (T&ES)

51. Within 90 days of request by the City, the applicant shall enter into an agreement to determine responsibility for maintenance of the transit facility. (T&ES)

***K. SITE PLAN:***

52. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval 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. (P&Z)
53. Submit all applicable license agreements prior to the final site plan submission. The license agreements shall be signed prior to the release of the final site plan.\* (P&Z)(T&ES)
54. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, and T&ES. These items include:
  - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
  - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
  - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
  - d. If applicable, all proposed utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z) (T&ES)
55. **CONDITION AMENDED BY PLANNING COMMISSION:** Provide additional information on the design of the roadways with the first final site plan submission, including horizontal curve data, design speeds, and plan and profiles of each proposed road. All new roads shall be designed generally in conformance with the DSUP plan, and to the extent reasonably feasible, shall conform to City public street standards to the satisfaction of the Director of T&ES. \*(T&ES)
56. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RP&CA in consultation with the Chief of Police and shall include the following:
  - a. Lighting shall be an incorporated element that supports the retail destination function while being sensitive to future residents and environmental recommendations.
  - b. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.

- c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
  - d. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
  - e. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
  - f. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
  - g. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
  - h. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
  - i. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
  - j. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
  - k. The ceilings in the garage must be painted white to increase reflectivity and improve lighting levels at night.
  - l. The lighting for the structured parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
  - m. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
  - n. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
  - o. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties.
  - p. Provide lighting for the center loading sawtooth platform bus bay area. Show illumination features in the site plan. (P&Z)(T&ES)(RP&CA)(Police)
57. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)

58. 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)

***L. CONSTRUCTION:***

59. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. \* (T&ES)
60. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
- a. Include a plan for temporary pedestrian and vehicular circulation;
  - b. Include analysis as to whether temporary street lighting is needed on the site and how it is to be installed.
  - c. Include the overall schedule for construction and the hauling route;
  - d. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
  - e. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected. \* (P&Z)(T&ES)(Code)
61. Provide off-street parking for all construction workers without charge to the construction workers. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
  - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
  - c. If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. \* (P&Z)(T&ES)

62. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
63. No major construction staging shall be allowed within the public right-of-way on Duke Street and Van Dorn Street. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. \*\* (T&ES)
64. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Construction Management & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
65. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
66. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
67. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z)(T&ES)
68. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
69. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. \*\*\* (P&Z)

70. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)
71. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. \*\*\* (P&Z) (T&ES)
72. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
73. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)

**M. *STORMWATER:***

74. Provide detailed computations to demonstrate that this project is in compliance with the detention requirements of the Landmark / Van Dorn Corridor Plan. (T&ES)

**N. *WASTEWATER / SANITARY SEWERS:***

75. The applicant shall submit a letter to the Director of Transportation & Environmental Services prior to release of the final site plan acknowledging that this property will participate, if the City adopts a plan prior to release of the building permit, to require equal and proportionate participation in an improvements plan to mitigate wet weather surcharging in the Holmes Run Trunk Sewer sanitary sewer shed. Participation in the funding shall be consistent with the plan adopted by the City. (T&ES)
76. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)
77. Based on the adequate sanitary sewer outfall analysis which is to be performed at the time of the final site plan improvements to the existing off-site sanitary sewer system

may be required. If required, these improvements will be equitable to the proposed site re-development. (T&ES)

***O. STREETS / TRAFFIC:***

78. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
79. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction Management & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
80. Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The Final Site Plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets. (T&ES)
81. 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)
82. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
83. Show turning movements of standard vehicles in the modified portions of the parking structure. Show turning movements of the largest delivery vehicle projected to use each loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
84. Demonstrate that the largest delivery vehicle projected to use each loading dock does not project into the sidewalk and or travel lane during any unloading or loading activities. (T&ES)
85. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)



***P. UTILITIES:***

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

***Q. SOILS:***

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

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

88. The storm water collection system is located within the Holmes Run watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

***S. BMP FACILITIES:***

89. The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. The applicant shall demonstrate that the plan meets the stormwater quality standards outlined in the Landmark Van Dorn Corridor Plan, which specifies that the first half inch of runoff from any impervious surface receive treatment and the total phosphorus loading for the Site be reduced by a minimum of 40%. (T&ES)
90. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet B (amended) and Worksheet C, as applicable. (T&ES)
91. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design

- professional shall submit a written certification to the Director of T&ES that the BMPs are:
- a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
  - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. \*\*\*\* (T&ES)
92. Surface-installed storm water Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
93. Submit two originals of the storm water quality BMP and Stormwater Detention Facilities Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.\* (T&ES)
94. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of an owner's association. Prior to transferring maintenance responsibility for the BMPs to an owner's association, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the owner's association. 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)
95. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond. \*\*\*\*(T&ES)
96. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. \*\*\*\*(T&ES)

***T. CONTAMINATED LAND:***

97. Indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. (T&ES)

98. Design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. (T&ES)
99. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
  - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
  - b. Submit a Risk Assessment indicating any risks associated with the contamination.
  - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with "clean" soil.
  - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
  - e. The applicant shall screen for PCBs as part of the site characterization to comply with the City's Department of Conservation and Recreation Municipal Separate Storm Sewer (MS4) permit.
  - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. \* (T&ES)

***U. NOISE:***

100. Prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). In addition, include analysis of the levels of noise residents of the project will be exposed to due to loading and unloading activities, idling and traffic. Identify options to minimize noise and vibration exposure to future residents at the site, particularly in those units closest to the loading areas, garage entrances, interstate highway, railroad tracks and airport traffic, including triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)
101. The noise study shall be submitted and approved prior to final site plan approval.\* (T&ES)

102. All exterior, building-mounted, loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
103. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. (T&ES)
104. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
105. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post a minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)

**V. *AIR POLLUTION:***

106. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
107. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
108. No material may be disposed of by venting into the atmosphere. (T&ES)
109. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

**W. *CONTRIBUTIONS:***

110. **CONDITION AMENDED BY PLANNING COMMISSION:** ~~Contributions shall be made per attached exhibit prior to the release of the final site plan. Attachment #1. Applicant shall contribute \$1,000,000.00 to the City for implementation of the Transitway, including purchase of transit vehicles, and/or for pedestrian/bicycle improvements off-site in Holmes Run Neighborhood (at the discretion of T&ES). This contribution shall be made at the time of issuance of the first certificate of occupancy for the first new retail or residential building. (A list describing the value of in-kind and monetary contributions to be made by the applicant is attached as Attachment #1.)~~

***X. DISCLOSURE REQUIREMENTS:***

111. Present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney :
  - a. That Duke Street is a major four-lane arterial and that future traffic is expected to increase significantly as development along Duke Street continues;
  - b. That the residential units are located above commercial/retail and that some noise associated with day to day operations is common and is expected to continue indefinitely. (P&Z)(T&ES)

**CITY DEPARTMENT CODE COMMENTS**

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

**Planning and Zoning**

- R-1. For all first floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-838-4884) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- C-1. As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. \*\*\*\* (P&Z) (T&ES)
- C-2. The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three years after completion. \*\*\*\* (P&Z) (T&ES)

*Technical Corrections for Final Site Plan #1*

- 1. On all appropriate sheets revise the ramp location to its existing location as it is not being relocated as part of this application.
- 2. The internal property line running through the site will have to be vacated prior to the release of the final site plan.
- 3. Sheet 3;
  - a. Move the garage FAR calculation into the tables for the proposal and show the area graphically on your FAR calculations sheet.
- 4. Sheet 6;
  - a. Remove the numeric labels for the building identification with the exception of Building C1 and C2 to be consistent with the plan set.
  - b. Repeat comment: Correct section B, the building doesn't cross over the street closest to the parking structure and provide dimensions to all sections.
- 5. Sheet 14;
  - a. Clarify the grading in the front area of Building A – the bottom of wall appears to be lower than the finished grade and the top of wall appears to be at finished grade.

- b. Buildings A and F have a FF of 198 in the front of the building and the bottom of wall near the seating area is two foot higher. Provide additional information.
  - c. It appears that both Buildings A and F do not have direct access to the outdoor dining area – please clarify.
  - d. As discussed earlier, staff has some concerns with these sitting areas and it will warrant more discussion.
- 6. Sheet 47; Provide street trees along Duke Street.
- 7. Sheet 59; Plant schedule and legend are illegible.
- 8. Sheet 51;
  - a. Remove the numbering for tree removal/preservation.
  - b. Correct type overs and the type that is too small to read.
- 9. Sheet 53; Correct type overs and misspelled words.
- 10. Sheet A1.01;
  - a. Detail call out 1/A4.24 is not correct.
  - b. Detail call out 3/A4.25 – that sheet is not in the plan set.
- 11. Sheet A1.02; provide similar nomenclature for bedroom types either 1 bedroom or studio throughout the architectural plan set.
- 12. Sheet A1.09; Show the FAR within the garage.
- 13. Sheet A1.10; Show the FAR within the garage and within the residential units.
- 14. Sheet A4.12 & A4.23; Coordinate the retaining wall heights with the civil drawings.
- 15. The applicant is proposing a mix-use development, including residential and first floor retail. Can you please request upon the next submission, a Unit Numbering Plan for residential building. The units within should apply the principal of first floor units receiving "100" series numbering, second floor units receiving "200" series numbering, etc., but not to include alphas. The first number of the unit to indicate the story level. This will help GIS in determining the appropriate unit numbering scheme for the project, as well as satisfy police and fire concerns.
- 16. The 'Dimension Plan' as per the Planning and Zoning Development Checklist, is incomplete. The plan contains erroneous information, and is missing building heights and coordinate pairs.
- 17. Please refer to Planning and Zoning, GIS Division for all street level addressing. Moe Abu-Rabi, 703-746-3823.

**Transportation and Environmental Services**

- F - 1. Sheet 27; building C2; the SU delivery truck is still shown blocking the sidewalk while at the loading dock. Revise plan to demonstrate that the sidewalk will not be blocked at any time during unloading operations. (T&ES- Engineering)
- F - 2. Sheet 32; modify shading denoting sanitary sewer to be abandoned or removed north of Manhole S to indicate this section of existing sanitary sewer is to remain. (T&ES- Engineering)
- F - 3. Sheet 33; revise sanitary sewer design computations to reflect a pipe coefficient of 0.010 for PVC pipes. (T&ES- Engineering)
- F - 4. Sheet 35; correct notation regarding which subareas are being analyzed for this phase of development within the Site Characteristics narrative. (T&ES- Engineering)
- F - 5. Sheet 36: As per previous comment: Use worksheet B to determine the initial load in the predeveloped (existing) condition. Worksheet B would stop at the determination of the predevelopment load. Phosphorous removal shall be 40% of the predevelopment (existing) load. Then the applicant will (outside of worksheet B) determine the phosphorous load removal by taking 40% of that predevelopment load. Worksheet C can then be used to determine if the BMPs provided generated that required load. (T&ES- OEQ)
- F - 6. Sheet 36: As per previous comment: Project description block shows 26.03 acres of imperviousness yet on-site treated is only 23.44 acres. Clarify the discrepancy of this information with the circling of “yes” in the miscellaneous block under Total WQV treated. It would be helpful to clarify what impervious areas are not being treated. (T&ES- OEQ)
- F - 7. Include City Standard environmental notes. (T&ES- OEQ)
- F - 8. Sheet 15 – In the northwest corner of the site at the bottom of the downward ramp, the island shows a 31’ Radius. Confirm this radius dimension. (T&ES- Transportation)
- F - 9. On sheet 19, the proposed loading space will cause interference with trucks using the space and with buses turning into and out of the roadways adjacent to the center loading platform. (T&ES- Transit)
- F - 10. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the



source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)

- F - 11. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:

<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>

- F - 12. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)

- F - 13. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)

- F - 14. Include all symbols, abbreviations, and line types in the legend. (T&ES)

- F - 15. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe material will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternately, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES) (T&ES)

- F - 16. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum

- velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured “Y” or “T” or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured “Y” or “T”, or else install a manhole. (T&ES)
- F - 17. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10’ (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18” above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)
- F - 18. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18” for sanitary sewer and 12” for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6” clearance shall be encased in concrete. (T&ES)
- F - 19. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F - 20. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12” of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F - 21. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)

- F - 22. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 23. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 24. The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)
- C - 1. Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2. Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3. Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4. Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)

- C - 5. (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C - 6. Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 7. In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. The memorandum is available at the following web address of the City of Alexandria (T&ES)
- [http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20\(02-07\).pdf](http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20(02-07).pdf)
- C - 8. In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)
- C - 9. Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)

- C - 10. The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: [www.alexandriava.gov](http://www.alexandriava.gov) or contact the City's Solid Waste Division at 703-746-4410, or via email at [commercialrecycling@alexandriava.gov](mailto:commercialrecycling@alexandriava.gov), for information about completing this form. (T&ES)
- C - 11. The applicant shall be responsible to deliver the solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 12. The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle.
- C - 13. All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 14. Bond for the public improvements must be posted prior to release of the site plan.\* (T&ES)
- C - 15. The sewer tap fee must be paid prior to release of the site plan.\* (T&ES)
- C - 16. All easements and/or dedications must be recorded prior to release of the site plan.\* (T&ES)
- C - 17. Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.\* (T&ES)
- C - 18. Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 19. Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)

- C - 20. The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 21. All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 22. No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 23. All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 24. All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 25. The applicant shall comply with the City of Alexandria’s Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 26. The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the water quality volume default and stormwater quantity management. (T&ES)
- C - 27. The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 28. All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. \* (T&ES)

**AlexRenew:**

1. Drawings shall include sanitary flow computations and complete layout of proposed sanitary mains. Please provide computations and proposed sanitary layout.
2. Provided the potential for significant increase in sanitary flow as a result of the redevelopment, the developer shall be aware that further detailed evaluation of sewer capacity as it relates to the ARenew Interceptor System is ongoing and may necessitate discussion between the developer and ARenew in support of this project.
3. Ensure all discharges are in accordance with City of Alexandria Code 4035.
4. The Applicant shall coordinate with City of Alexandria T&ES to insure that planned flow capacity does not exceed City of Alexandria allotted AlexRenew plant capacity of 21.6.
5. The Applicant shall coordinate with City of Alexandria T&ES to ensure to AlexRenew in writing that proposed additional flow does not exceed capacity in AlexRenew Interceptors & Trunk Sewers (specifically PYTS) during wet & average flow conditions. Written notice shall be provided from City that flow capacities to AlexRenew Interceptors & Trunk Sewers from proposed development will not exceed City's wet & average allocated flow conditions.

**VAWC:**

1. Proposed water pipe shall not run under a large building overhead (Building C2). Reroute it at rear parking lot.
2. Do not propose a manhole or inlet (e.g. MH-J) within a water line easement. Keep enough horizontal clearance (10' typical) between a sewer line (e.g. MH J-K) and a water line.
3. Use two tees, instead of a cross.
4. Some existing water lines (e.g. at Suntrust Bank) are still out of the easement. Please rectify these easements too.

**Fire Department:**

**SITE PLANS**

- F-1. The following comments are for preliminary site plan review only. Additional comments may be forthcoming once the applicant provides supplemental information for review. Please direct any questions to Maurice Jones at 703-746-4256 or [maurice.jones@alexandriava.gov](mailto:maurice.jones@alexandriava.gov).

**Acknowledged by applicant.**

- F-2. Plans should show location of all fire hydrants in and around site and fire department connections so that a determination can be made regarding the impact of construction and the ability of the fire department to provide a water supply during construction.

**Applicant has revised hydrant layout and six hydrants are now near fire department connections.**

- C- 1. The applicant shall provide a separate Fire Service Plan which illustrates **where applicable:** a) emergency ingress/egress routes to the site; b) two sufficiently remote fire department connections (FDC) to each building; c) all existing and proposed fire hydrants where fire hydrants are located between forty (40) and one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a width of twenty-two (22) feet; f) the location and size of the separate fire line for the building fire service connection and fire hydrants g) all Fire Service Plan elements are subject to the approval of the Fire Official.

- a) **Applicant has provided emergency ingress / egress routes**
- b) **Applicant has provided fire department connections for all buildings except C2 (Two buildings labeled C-2). Fire lines are shown but no fire department connections are shown for these buildings.**
- c) **Preliminary plan now shows six fire hydrants located throughout the property and possibly two others near Macy's and Building E. It appears the applicant relocated the proposed five hydrants and added one hydrant. In addition, are those hydrants near Macy's and Building E? Please confirm.**
- d) **All proposed hydrants are appropriately spaced. However, the two hydrants located in the circle near buildings A and F need to be relocated to the building side of the street otherwise, the road will be blocked by apparatus and hose.**
- e) **Applicant has shown proposed emergency vehicle easements around the structures.**
- f) **Applicant has provided requested information.**

- C -2. The applicant shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan. This information will determine if item C-3 requirements apply.

**Applicant has provided requested information.**



- C-3. If the proposed buildings are over 50 feet in height, the buildings are required to have ladder truck access to 48% perimeter of the buildings by public roads or recorded emergency vehicle easements (EVE). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings.

**It appears this requirement has been met but applicant indicates that a fire protection consultant will be consulted to review this comment.**

- C-4. The applicant shall provide three wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The three copies shall be submitted to Alexandria Fire Department, Fire Prevention, C/O A. Maurice Jones, Jr. 900 Second Street, Alexandria, Va. 22314, not to the Site Plan Coordinator of Code Administration.

**Applicant indicates a copy of the fire flow has been included on the submittal CD. This reviewer does not have access to the CD. Applicant shall provide hard copies before final 1 submittal.**

- C-5. Fire prevention code permits are likely to be required for some of the proposed use and occupancy conditions.

**Applicant has acknowledged.**

- C-6. A Knox Boxes building key access system shall be installed to facilitate building entry by fire department personnel during an emergency.

**Applicant has acknowledged.**

- C-7. The applicant of any building or structure constructed in excess of 10,000 square feet; or any building or structure which constructs an addition in excess of 10,000 square feet shall contact the City of Alexandria Radio Communications Manager prior to submission of final site plan. The proposed project shall be reviewed for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:

- a) The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
- b) The building or structure design shall support minimal signal transmission strength of -95 dBm within 90 percent of each floor area.

- c) The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.
- d) The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.

If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager.

**Applicant has acknowledged.**

- C-8. The final site plans shall show placement of emergency vehicle easement signs. See sign detail and placement requirements below.

**Emergency Vehicle Easements**

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

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

feet. Other special signs or modifications to emergency vehicle easement signs shall be approved by the fire official.

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



Fire Lane Sign Left Arrow



Fire Lane Sign Right Arrow

**Applicant has acknowledged.**

C-9. Show fire apparatus vehicle turning radius based on the following specifications:

Alexandria Fire Department  
Fire Apparatus Specification Information

1. **Tractor Drawn Aerial Ladder Truck w/100' Ladder**  
Apparatus I.D.# - Truck 208  
Overall Length - 678" (56' 6")  
Overall Width - 108" (9') w/mirrors and 96" (8') w/o mirrors.  
Wheel Bases:  
Tractor - 150" (12' 5") from front steer axle to drive axle.  
Trailer - 308" (25' 5") from drive axle to rear steer axle.  
GVW: 64,500#  
Angle of Approach<sup>1</sup>: Tractor - 11 degrees and Trailer - 11 degrees  
Angle of Departure<sup>2</sup>: Tractor - 11 degrees and Trailer - 15 degrees  
Ramp Breakover<sup>3</sup>: Tractor - 6 degrees and Trailer - 12 degrees  
Turning Radius<sup>4</sup>: Within 45' wall to wall.
2. **Rear Mount Aerial Ladder Truck**  
Apparatus I.D.# - Truck 204  
Overall Length - 496" (41' 4")  
Overall Width - 108" (9') w/mirrors  
Wheel Bases:  
Front Axle to No. 1 Rear Axle (First Axle of Tandem) - 215" (17' 11")  
Front Axle to No. 2 Rear Axle (Second Axle of Tandem) - 269" (22' 4")  
Tandem Axle Spacing - 54" (4' 5")  
GVW: 69,500#  
Angle of Approach<sup>1</sup>: 11 degrees  
Angle of Departure<sup>2</sup>: 10 degrees  
Ramp Breakover<sup>3</sup>: 6 degrees  
Turning radius<sup>4</sup>: Within 43' wall to wall.
3. **Dash 2000 Heavy Duty Rescue Pumper (Engine)**  
Apparatus I.D.# - Rescue Engine 206  
Overall Length - 390" (32' 6")  
Overall Width - 108" (9') w/mirrors and 96" (8') w/o mirrors.  
Wheelbase - 212.5" (18' rounded to the nearest foot).  
GVW: 51,800#  
Angle of Approach<sup>1</sup>: 11 degrees  
Ramp Breakover<sup>3</sup>: 8 degrees  
Turning Radius<sup>4</sup>: Within 42' wall to wall
4. **City of Alexandria Advance Life Support Ambulance**  
Apparatus I.D.# - Medic 202 (Specifications applicable to Medic 205, 206, 207, and M208)  
Overall Length: 297" (24 ft. 9 in.)  
Overall Width: 110" (9 ft. 2 in.) w/mirrors and 99" (8 ft 3 in.) w/o mirrors.  
Overall Height: 114" (9 ft. 6 in.)  
Wheel Base: 167" (13 ft 11 in.)

**Tower 203 Turning Specifications**

- **Turning Radius – Wall to Wall = 54.98 feet + / - 2 feet**  
**Curb to Curb = 51.33 feet + / - 2 feet**  
**Inside turning radius = 37.73 feet + / - 2 feet**
- **Overall Length – 47' – 4 1/2"**
- **Overall Width – 98"**
- **Wheel Bases from front axle to both rear axles – 240"**
- **Tandem axle spacing – 56" CL of axle to CL of axle**

- **Gross Weight – As built with no equipment or water gross weight = 66,000#**
- **Angle of Approach – 13 Degrees**
- **Angle of Departure – 11 degrees**
- **Ramp Break Over – Break over angle is 9°**

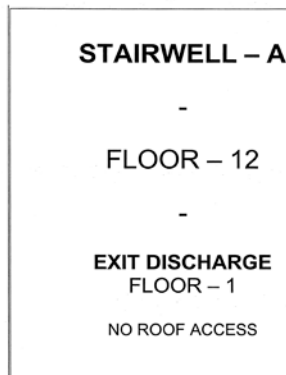
**Applicant has provided.**

- C-10. Provide Stairway Identification. A sign shall be provided at each floor landing in interior vertical exit enclosures connecting more than three stories designating the floor level, the terminus of the top and bottom of the stair enclosure and the identification of the stair. The signage shall also state the story of, and the direction to the exit discharge and the availability of roof access from the stairway for the fire Department, in accordance with USBC 1020.1.6.

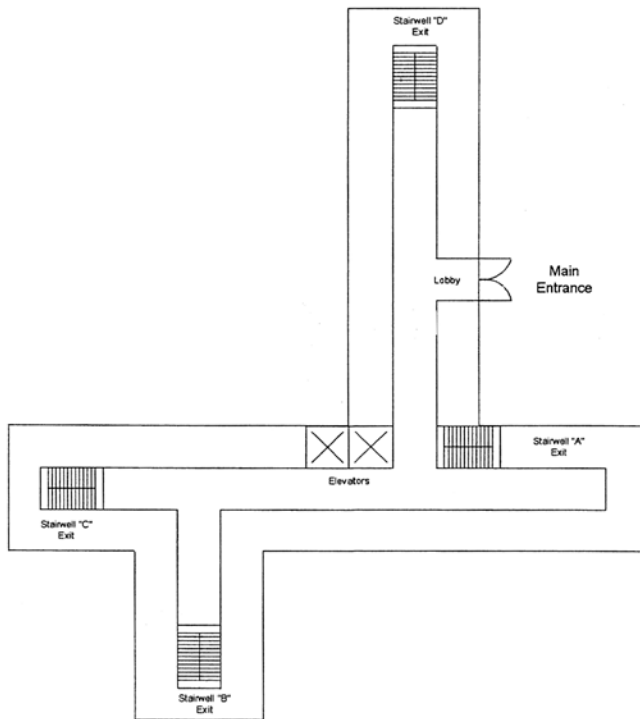
**Stairway identification signs.** Stairway identification signs shall be provided at each landing in all interior exit stairways connecting more than three stories. Stairways shall be identified by letter designation starting next to the main entrance with "A" and continuing in a clockwise or left to right pattern using consecutive letters of the alphabet for each additional stairway. Two copies of the stairway signs shall be submitted to the fire official for approval within 30 days of completion of construction or receipt of notification.

**Sign requirements.** Stairway signs shall designate the stairway letter, state the floor level, the level of exit discharge, and if there is access or no access to the roof regardless if the access door or roof hatch locks. The bottom of the sign shall be located five (5) feet above the floor landing in a position that is readily visible when the stairwell door is opened or closed. The signs must have lettering that is a minimum of 2 inches but no greater than 4 inches in height. This information may be stenciled directly onto the wall but all lettering must be of a color contrasting with the background stairway wall color. (See Figure 1020.1.6.1)

**Footprint requirements.** In buildings greater than three stories where there is no graphic representation of the building footprint, a simplified building schematic must be display in the lobby. The simplified building footprint shall be an overhead view of the buildings exterior and the general layout of the lobby of the first floor. Stairways shall be denoted by letter as stated in section 1020.1.6. (See Figure 1020.1.6.2)



**Example Stairway Identification Sign**



**Figure 1020.1.6.2 Example Building Footprint Sign**

Note: If there are graphic annunciation panels, then footprint is not required.

**Applicant has acknowledged.**

C-11. The applicant shall insure EVE remains open during construction.

**Applicant indicates EVE's will remain open during construction.**

C-12. Fire Hydrants shall remain in-service and unobstructed during construction.

**Applicant indicates hydrants will remain.**

**Code Administration (Building Code):**

**Plan Review**

- F-1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact Ken Granata, Plans Review Services Division Chief at [ken.granata@alexandriava.gov](mailto:ken.granata@alexandriava.gov) or 703.746.4193.
- C-1. Demolition, building and trades permits are required for this project. Six sets of *construction documents* sealed by a *Registered Design Professional* that fully detail the construction as well as layout and schematics of the mechanical, electrical and plumbing systems shall accompany the permit application(s)
- C-2. Where automatic sprinklers are required a separate tap shall be provided for the building fire service connection.
- C-3. The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan.
- C-4. A soils report must be submitted with the building permit application.
- C-5. A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof.

**Police**

**Parking Garage Recommendations**

- R - 1. It is recommended that the section of the garage dedicated to the residents is gated off from the retail section and is controlled by electronic means. This should help alleviate unwanted persons tampering with resident's vehicles and other crimes.
- R - 2. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.

- R - 3. Only residents with proper electronic access cards should be able to enter into the stairwells from the parking garage. This makes the stairwells safer for residents.
- R - 4. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

#### Landscape Recommendations

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

#### Parks

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

#### Miscellaneous

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

#### **Archaeology Findings**

- F-1. According to an 1865 map, a small farmstead was located in the center of the property, probably belonging to C. Ashby. By 1878 the Edwin Fitzhugh family occupied the farm and continued to live on the property until at least 1894. However, 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.

**Archaeology Recommendations**

- R-1. There is low potential for significant archaeological resources to be disturbed by this project. No archaeological action is required.
- C - 1. All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

*The applicant has acknowledged the above findings and recommendations and at this time Alexandria Archaeology is satisfied that the applicant has fulfilled its archaeological responsibilities.*

Asterisks denote the following:

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

## **ATTACHMENT #1**

### Landmark Mall Development Contributions:

- The construction of a transit center at an approximate cost of \$500,000.00;
- The construction of improved on- and off-site pedestrian/bicycle paths at an approximate cost of \$500,000.00;
- The aesthetic improvements to the existing fly over at an approximate cost of \$150,000.00;
- A voluntary \$200,000.00 dollar contribution for public art, which may be satisfied by public art to be located on-site;
- A voluntary \$2,007,355.00 dollar contribution to the affordable housing fund; and
- A voluntary \$1,000,000.00 dollar contribution for transitway and off-site pedestrian improvements.

**ATTACHMENT #2 — Transportation Management Plan  
Landmark Mall Redevelopment SUP2013-00025**

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

The Transportation Management Program for Landmark Mall Redevelopment project consists of six parts:

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

**1. Goal and Evaluation of the TMP**

- a. The Landmark Mall Redevelopment project site currently is served by four DASH routes and nine Metrobus routes, serving Landmark Mall directly, with connections to Fairfax Connector, CUE, ART, VRE and Amtrak. The Landmark Mall Redevelopment project has a goal of 40% non-SOV trips during peak hour.
- b. The achievement of this goal will be demonstrated by the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are being conducted to persuade employees and residents to switch to transit or carpool as opposed to driving alone. The survey should progressively show that the strategies financed through the TMP fund are decreasing the number of peak hour single occupant vehicles to the site to achieve or exceed the goal. The annual report, fund report and survey are covered under Section 2.

## 2. TMP Organization, Funding and Reporting

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

## 3. Transportation Management Plan Directives

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

	Land Use*	
	Dwelling Units	Commercial Sf
<b>Landmark Mall Mixed- use Redevelopmen t</b>	373	283,754

*\*As of April 12, 2013. Subject to change.*

- b. According to the guidelines of Zoning Ordinance Chapter 11-700, the above level of development requires a Transportation Management Program (TMP). Such plan shall include the following elements:
- i. A TMP Coordinator shall be designated for the project upon application for the initial building permit. The name, address, email and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.
  - ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements shall be promoted to employees and residents.
  - iii. Information about transit, ridesharing, and other TMP elements shall be distributed and displayed— including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and at transit stops on-site and a website with this information and appropriate links to transit providers should be maintained.
  - iv. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.
  - v. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.
  - vi. A carshare program shall be established as part of the ridesharing and transit marketing efforts for the project. At least two parking spaces should be reserved for the location of carshare vehicles. These spaces should be in a convenient location for residents, patrons and employees, and the TMP Coordinator will arrange with any of the carshare companies for placement of vehicles in this project. For those individuals who do not lease a parking space, the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.
  - vii. Discounted bus and rail fare media or electronic media shall be sold and distributed on-site to employees, patrons and residents of the project. The fare media to be sold and distributed will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees, residents, and/or the

Transportation Planning Division. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20% for residents and employees.

- c. **TMP Fund** — The applicant shall create a TMP fund to achieve the reduction goal of 40% of single occupant vehicles for employees and residents, based on the project's size and the benefits to be offered to employees and residents. This reduction goal may be revised in the future based on City-wide TMP policies or legislation. The annual contribution rate for this fund shall be \$.25 per occupied square foot of commercial space, \$.20 per occupied square foot of retail space, and \$80 per occupied dwelling unit. The annual TMP rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. Payments shall be the responsibility of the developer until this responsibility is transferred by lease or other legal arrangement. The TMP fund shall be used exclusively for these approved activities:
- i. Discounting the cost of bus and transit fare media for on-site employees and residents.
  - ii. Ridesharing and carsharing incentive programs which may include activities to encourage and assist the formation of car, van and bus pools, such as subsidies or preferential parking charges and parking space location, and other analogous incentive programs.
  - iii. Marketing activities, including advertising, promotional events, etc.
  - iv. Bicycle and pedestrian incentive measures which may include the provision of bicycle parking, bike sharing station and/or storage facilities, the construction and extension of bicycle paths and pedestrian walkways, the provision of shower and locker facilities and similar incentive features
  - v. Operating costs for adjacent bikeshare station.
  - vi. Membership and application fees for carshare vehicles.
  - vii. Providing shuttle services or partnering with neighboring organizations for shuttle services.
  - viii. Any other TMP activities as may be proposed by the TMP Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.

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

**4. Evaluation of the Effectiveness of the TMP**

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

**5. District Transit Management Program**

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

**6. Permanence of the TMP Ordinance**

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

- c. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met and will provide an opportunity to adjust the rates up or down up to a percentage cap. The revised TMP program will go before the City Council for approval. Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language to be approved by City Council at a future date.
- d. The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.
- e. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 35%, and submission of raw data). The fee shall be in the amount of five hundred (\$500.00) for the first 30 (thirty) days late and two hundred and fifty dollars (\$250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward.



### ATTACHMENT #3

Staff responses to public comments and questions.

<b>April 8<sup>th</sup> Comments/Questions</b>	<b>Response</b>
1. Use local contractors to keep money in Alexandria.	The contractors are yet to be determined at this stage of review.
2. Open “mall” shopping? Remember the humidity & heat of the local summertime.	There will be ways to connect retail spaces, including sidewalks with street trees to provide shade for pedestrians and shaded pedestrian arcades on the second story retail areas.
3. Make sure the housing is truly affordable!	The applicant is providing a voluntary monetary contribution to the City’s Affordable Housing Trust Fund. The residential units proposed will be market-rate.
4. New housing means children. No one has met with the school board.	ACPS staff is involved in the review of the proposal. The staff report identifies that only a limited number of new students are expected to be generated by this project and they are accounted for in school enrollment projections.
5. Free Parking?	Yes, for retail.
6. We need a community room.	A community room will not be part of this first phase of development but may be included in a future phase.
7. Pedestrian friendly	Proposal includes a number of pedestrian and bicycle improvements including 10 foot wide multi-use paths into the site from Duke Street and Van Dorn Street and wide sidewalks throughout the redeveloped area of the site. In addition, the project is providing \$1 million for transitway and off-site ped/bike improvements.
8. Easier access	Proposal includes a number of pedestrian and bicycle improvements including 10 foot wide multi-use paths into the site from Duke Street and Van Dorn Street and wide sidewalks throughout the redeveloped area of the site. In addition, the project is providing \$1 million for transitway and off-site ped/bike improvements.
9. Make it local – local restaurants – local vendors – room for small business owners – room for farmers market!	Tenants are yet to be determined at this stage of the project. The open space planned for the front of the site will be an

	area for a farmers market and other small events.
10. West End desires more attention from the City – particularly since our condo fees are such a huge offset to public expenses.	The West End is very important to the City. There are a number of projects focused on the West End, including implementation of the Corridor C Transitway and redevelopments resulting from the Landmark/Van Dorn Corridor Plan and the Beauregard Plan
11. Handicapped bathrooms at public transit entrance – not one that is so far away that accidents occur before reaching bathroom.	There are no public bathrooms proposed at the transit center, but the transit center is located very near the retail uses which will have bathroom facilities.
12. Sit down restaurants – ask Ruby Tuesday to come back, or solicit an Applebee's.	Applicant is pursuing restaurant operators for this location.
13. Movie Theatre	Applicant is pursuing cinemas with dining amenities.
14. Possible continue to expand TC satellite campus, eventually turning the campus into a high school	ACPS will be vacating the site when redevelopment begins as it will take two years for the demolition and reconstruction. Other locations for the TC Williams program are being considered.
15. What is the City's role and involvement in the redevelopment?	The redevelopment is occurring on private property and thus the proposal is a private investment. However the City has a regulatory role in reviewing the project and is advocating for public improvements such as a transit center and improved accessibility to the site.
16. How much public money is being allocated for this redevelopment?	None.
17. Will this project address the affordable housing shortfall Alexandria is currently experiencing?	Applicant will be making a voluntary monetary contribution to the City Affordable Housing Fund.
18. This is great. The City we moved from (Milwaukee) did the same. Five years later it has totally revived that area; concerts in the summer; coffee shops; restaurants and many shops.	The intent of the proposal is to serve as a catalyst for future development as it's the first phase of redevelopment.
19. Please integrate it with the many condos and apartments on Stevenson and Yoakum – pedestrian/bikeways and not the concrete intensive entry on Duke as there is now. Otherwise, very in favor of this idea.	The City will be improving the crosswalk and pedestrian signals across Duke Street at S. Walker Street in Summer 2013, as well as crossings at S. Paxton Street, and N. Ripley Street. In addition, the City will

	be making other pedestrian improvements (upgrades and filling in missing gaps) along both sides of Duke Street between S. Walker Street and Oasis Street in 2014.
20. Consider urban park setting for parking lot areas between the actual mall footprint and Duke Street. Consider public transit.	Proposal includes two park/amenity spaces in front of the mall. There will be a transit center on the site.
21. Pedestrian accessible from surrounding neighborhoods.	The City will be improving the crosswalk and pedestrian signals across Duke Street at S. Walker Street in Summer 2013, as well as crossings at S. Paxton Street, and N. Ripley Street. The City will also implement other pedestrian improvements (upgrades and filling in missing gaps) along both sides of Duke Street between S. Walker Street and Oasis Street in 2014. In addition, the City will be completing a number of pedestrian/bicycle improvements in the Holmes Run neighborhood over the next one to two years.
22. Sidewalks on Duke Street.	Sidewalks will be widened to 10' along a portion of Duke Street as part of the development. The City will be making additional improvements to other portions of Duke Street as part of a VDOT grant.
23. Public transit.	Applicant will provide a transit center within the site to serve existing local transit service and future Bus Rapid Transit (BRT) service.
24. Include housing and affordable housing.	Applicant will be making a voluntary contribution to the City Affordable Housing Fund.
25. Movie theatres.	Applicant is pursuing cinemas with dining amenities.
26. Do a better job planning the development than you did this meeting.	The large number of attendees, over 200 people, was a surprise to the City and the applicant, and one of the best attended community meetings to date. We are all grateful for the interest in the redevelopment of the mall and hope it continues with future phases of redevelopment.
27. Rent out parking to Mark Center – have shuttle bus to transport workers from the	The City's Transportation Master Plan and the Beauregard Small Area Plan include a

mall to Mark Center and back – give them restaurants and shopping here again.	Bus Rapid Transit (BRT) route (Corridor C) from the Pentagon and Mark Center to the Mall. In addition, another BRT route (Corridor B) is proposed from King street station to the Mall.
28. Gear it to adults and families – do not want to create a teen age hangout or place for drug trafficking!	The intent of the redevelopment is to include all types of people of all ages. The safety and security of the area will be monitored and enforced.
29. Get chairs!	Chairs were set up for over 100 people, however more than double that amount participated in the meeting. Additional chairs were found and set up to accommodate those community members standing. We are all grateful for the interest in the redevelopment of the mall and hope it continues with future phases of redevelopment.
30. Interested in bike/pedestrian design, amenities.	Proposal includes 10' wide multi-use paths into the site from Duke Street and Van Dorn Street, as well as wide sidewalks throughout the redevelopment area. The site will also include bike parking, pedestrian and bicycle wayfinding (signage) and a potential location for a future bikeshare.
31. Was this room large enough for turn out?	Based on previous community meetings, the room selected was thought to be sufficient. However, the turnout for the event exceeded expectations. Future meetings will be held in a larger room.
32. Don't make it like every other mall/shopping area. Commit to something different – green - local. Make this a unique destination in the Washington area	The new buildings will be LEED certified and LEED Silver certified. The proposal includes an integrated 'green' infrastructure for managing stormwater on-site.

<b>May 1<sup>st</sup> Meeting</b>	<b>Response</b>
The flyover from Duke Street must remain to facilitate traffic along Duke Street. If it is removed, the traffic light at the Mini dealer on Duke Street will have a longer cycle to accommodate cars driving west from Old Town and heading home on	The applicant is planning to keep the existing flyover, but with a modification at the entry to the Mall, as well as some aesthetic improvements to the flyover.

Yoakum Parkway. Cars coming from Fairfax County and going to the mall will back up on Duke Street if they lose the flyover and must make a left turn.	
Transit center must be adjacent to Duke Street; provide connection to nearby residential buildings.	A transit center at the Duke entry of the mall was explored but is not feasible due to split the ownership of the site and geometric conditions. The planned station will provide the best access to the planned near-term retail and residential uses. A longer term transit center is planned at Duke Street as future phases of development expand toward Duke Street.
Ensure the development maximize urban feel.	The proposal includes several urban design concepts such as buildings fronting directly on streets; creating a street wall along streets; wide sidewalks with tree wells, storefronts, and outdoor dining opportunities; enhancing the pedestrian environment; and encouraging multi-modal opportunities.
At what phase will affordable housing be considered? At what AMI levels? Transparency on negotiations with developers must be considered before this plan is approved.	Applicant will be making a voluntary contribution to the City Affordable Housing Fund.
What is the transition/accommodation for the small businesses currently in Landmark? When redevelopment complete – its assumed they won't be able to afford leases here...yes? no?	The future tenants of the new spaces are yet to be determined. The applicant is currently under negotiations with existing tenants.
How will the complete holistic plan be communicated to the City, beyond a document that is 100 pages? Need to understand the entire plan, not just each individual segment.	The entire site is reviewed with each redevelopment phase to ensure comprehensive designs and compatible developments are implemented.
Bike and Pedestrian trail (sidewalk) needs to be paved with permeable material.	Many of the existing sidewalks and bicycle areas are remaining. The use of permeable paving for sidewalks which are being constructed with this project may be

	explored during the final design phase of the project.
Provide bike lanes on streets and connecting to ped/bike through sidewalks.	Proposal includes a number of pedestrian and bicycle improvements including 10 foot wide multi-use paths into the site from Duke Street and Van Dorn Street and wide sidewalks throughout the redeveloped area of the site. In addition, the project is providing \$1 million for transitway and off-site ped/bike improvements.
The developer needs more connectivity to the surrounding residential areas. It is too car-dependent as it stands.	Proposal includes a number of pedestrian and bicycle improvements including 10 foot wide multi-use paths into the site from Duke Street and Van Dorn Street and wide sidewalks throughout the redeveloped area of the site. In addition, the project is providing \$1 million for transitway and off-site ped/bike improvements. The City will be improving the crosswalk and pedestrian signals across Duke Street at S. Walker Street in Summer 2013, as well as crossings at S. Paxton Street, and N. Ripley Street. The City will also implement other pedestrian improvements (upgrades and filling in missing gaps) along both sides of Duke Street between S. Walker Street and Oasis Street in 2014. In addition, the City will be completing a number of pedestrian/bicycle improvements in the Holmes Run neighborhood over the next one to two years.
End the Duke and Van Dorn Street confusion. Prevents easy driving access to the center. It isolates the site. The problem is the same for the new center or old. It has not been addressed.	The Landmark Small Area Plan includes recommendations to improve the intersection of Duke Street at Van Dorn Street. These improvements would be done as part of a later phase of development of the site.
Safe pedestrian access for communities West & South.	The City will be improving the crosswalk and pedestrian signals across Duke Street at S. Walker Street in Summer 2013, as well as crossings at S. Paxton Street, and N. Ripley Street. The City will also implement other pedestrian improvements (upgrades and filling in missing gaps) along both sides of Duke Street between S.

	Walker Street and Oasis Street in 2014. In addition, the City will be completing a number of pedestrian/bicycle improvements in the Holmes Run neighborhood over the next one to two years.
Pedestrian and bike trail along Duke Street and connecting to Van Dorn Street - needs to be 20' wide for 2 way traffic safety. Developer/property owner needs to provide circulator bus to connect to all residential buildings in a 1 mile radius. Will feed transit center and provide transportation to these residential customers! Without changes to 395 entrance and exit location there will be no change in experience in visiting Landmark. Very far from an Old Town visit.	The multi-use path along Duke Street and other paths connecting from Duke Street and Van Dorn Street into the site will meet AASHTO (American Association of State Highway Transportation Officials) standards. As the City implements the Beauregard/Van Dorn transitway (Corridor C), local transit service and connectivity will be further analyzed, which may include circulator services to connect other neighborhoods to transit hubs such as at Landmark Mall.
Tables were too close together, created clogged traffic pattern. The room had the space – use the space to draw people into space, not inhibit circulation by entrance/exit.	The open house concept for the meeting was intended to promote as many one-on-one opportunities as possible to facilitate conversations about the proposal among peers and staff. The proximity of the tables to one another aided in achieving that goal.

Web Page Comments	Response
<p>1. City provide pedestrian improvements at S. Walker St. to enable crossing Duke Street safely.</p> <p>2. City resurrect plans and coordinate Pedestrian Bridge across I-395, similar to Shirlington.</p> <p>3. Developer provide bike lanes on the new streets.</p> <p>4. Developer provide multi-use paths that meet design best -practices widths</p>	<p>1. The City will be improving / repainting the crosswalk across Duke Street at S. Walker Street, and pedestrian signal improvements beginning in Summer 2013.</p> <p>2. The City and Applicant are not planning to construct a pedestrian bridge across I-395 as part of this development.</p> <p>3. The proposal includes a 10' wide multi-use path into the site from both Duke Street and Van Dorn Street.</p> <p>4. The proposal includes a 10' wide multi-use path into the site from Duke Street and Van Dorn, and meets AASHTO (American Association of State Highway</p>

<p>5. Provide adequate Bicycle and Pedestrian access to Transit Hub from Van Dorn and Duke.</p> <p>6. Provide covered bike parking at the Transit Hub.</p> <p>Bottom line: Success of the retail and transit hub components of the plan depend on making both readily accessible to pedestrians and bicyclists.</p> <p><a href="#">James Durham (361)</a>   User   May 2, 2013 - 2:49 PM</p>	<p>Transportation Officials) standards.</p> <p>5. The site plan includes adequate pedestrian walkways to access the transit center. In addition, multi-use paths and other bicycle facilities, including parking, will provide access from Van Dorn Street and Duke Street to the transit center.</p> <p>6. It is anticipated that there will be bicycle parking within close proximity to the transit center.</p>
<p>For those of us who do not drive, this plan is a disaster. I will stay completely away from Landmark if the development is done as it currently appears to be planned. This was designed for motorists and nobody but motorists.</p> <p><a href="#">Scott Anderson (360)</a>   User   May 2, 2013 - 1:27 PM</p>	<p>The long term goals for the area include improvements in pedestrian, bus, and bicycle accessibility and circulation. This initial phase of development is proposing some improvements towards achieving these goals. A transit center, bicycle parking, pedestrian paths, crosswalks, and the ability for bus service expansion are all part of this proposal.</p>
<p>1.) I'm with the others on the need for expanded mass transit - the goal should be to get people out of their cars in Alexandria. Towards that end (and maybe this is much larger bigger picture), we should have dedicated bus lanes on Duke, Van Dorn, and Beauregard streets so that we can provided connections between this new Landmark site - and the Beauregard small area plan. And we need this transit to be something similar to the Washington, DC Circulator (e.g. it should run every ten minutes basically all day from 6 AM to 10 PM - if you do that, you will get people out of their cars and people will use mass transit to access these new places). I'm</p>	<p>1. The City's Transportation Master Plan and the Beauregard Small Area Plan include a Bus Rapid Transit (BRT) route (Corridor C) from the Pentagon and Mark Center to the Mall. In addition, another BRT route (Corridor B) is proposed from King Street Metro Station to the Mall. The BRT will operate in dedicated lanes along most of their length, and operate at high frequencies (approximately every 8 minutes during the peak periods).</p> <p>2. A large government tenant is not part of this current proposal. Also, there are currently no plans for the</p>



<p>convinced that people will use mass transit if the options are convenient enough - you know?</p> <p>2.) Has any thought been given to having like an "anchor style" government tenant for this new space? For example, maybe I'm thinking way out of the box here - but I think the City of Alexandria, VA should move it's government offices to this area - sort of a gateway to the city type of thing. Or, having a large federal government office move here - like the Patent and Trademark Office or National Credit Union Administration - occupy this space? This would help spur sales in this new development, sell/rent some of the housing, etc.</p> <p><a href="#">Matthew Worner (359)</a>   User   May 1, 2013 - 10:19 AM</p>	<p>City to move its government offices to the mall. However office uses are planned for the full-build out of the mall site.</p>
<ul style="list-style-type: none"> <li>- Create a sense of place with civic nodes, public art and architecture</li> <li>- Opportunities for cultural activities, street fairs and a farmer's market</li> <li>- Architecture to be expressive of West End vernacular and reflect the time period when the site was built in 1965. Maybe a modern take on mid-century design?</li> <li>- Interconnected open spaces that create 'green' pathways throughout the site and connect to adjacent neighborhoods</li> <li>- Multi-modal transportation</li> </ul>	<p>Open space, public art, and interesting architecture are proposed in the application.</p> <p>Open space and a central plaza area are opportunity sites and intended to host such activities.</p> <p>The architecture is intended to be playful, artistic, and contemporary.</p> <p>This proposal does not preclude future open space connectivity into adjacent neighborhoods. The proposal introduces two open spaces: near the front of the site, visible from Duke Street; and internal to the site between retail spaces.</p> <p>A transit center is proposed, along with pedestrian and bicycle improvements.</p>

<ul style="list-style-type: none"> <li>- Priority given to network of pathways for pedestrians and bicycles</li> <li>- Celebrate nodes where pedestrian/bicycle pathways intersect with mass transit.</li> <li>- Mass transit finishes and accommodations to be first-class - i.e. climate controlled waiting areas, Wi-fi, etc..</li> <li>- Clear and intuitive circulation and parking areas for automobiles with a well integrated connection to the pedestrian/bicycle pathways to provide an pleasurable walk to/from the retail center.</li> <li>- Environmental Action Plan vision and guiding principles to be used as a framework for redevelopment plan</li> <li>- Integrated 'green' infrastructure for managing stormwater on-site</li> <li>- Capture stormwater in green spaces and infiltrate on-site</li> <li>- Capture stormwater in cisterns and use stormwater for irrigation to reduce reliance on potable water</li> <li>Use Casey Trees' "Tree Space Design" guidelines for planting trees</li> <li>- Trees can be a vibrant part of the urban environment, providing numerous environmental, economic and social</li> </ul>	<p>The proposal includes a 10' wide multi-use path into the site from both Duke Street and Van Dorn Street.</p> <p>The areas where pedestrians and cyclists meet mass transit will be clearly designated.</p> <p>Any improved bus shelter accommodations will be consistent with the current City standards, which do not include climate controlled areas or Wi-Fi.</p> <p>The proposal includes improved pedestrian and bicycle circulation within and along the site.</p> <p>The proposal is consistent with the Environmental Action Plan in that it is increasing the amount of permeable surface, complying with the Green Building Policy by meeting LEED Silver and LEED certified goals, improving the stormwater management practices, increasing the tree canopy, reducing the heat island index, improving mass transit and general circulation of the site, and many other environmentally responsible elements.</p> <p>This re-development project will provide storm water management practices, which include treatment of the project's impervious area and a detention system which will reduce the rate in which storm water is released from the site. There are currently no storm water management facilities on the site. These improvements will enhance the quality of the runoff leaving the site which discharge into Holmes Run.</p>
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<p>benefits. Yet the ability of trees to grow and thrive in developed areas is limited by the availability and condition of rooting space. The widespread application of the soil volume recommendations and root-friendly design methods in this report will yield healthier, longer-lived urban trees.</p> <ul style="list-style-type: none"> <li>- Use of native/non-invasive plant material. Limited use of annual plants.</li> <li>- Use of solar panels to generate on-site power</li> <li>- Demonstrable opportunities to provide 'teaching' moments in the landscape about sustainable design</li> <li>- Use of permeable paving for sidewalks and parking lots</li> </ul> <p><a href="#">Kristen Gedeon (358)</a>   User   May 1, 2013    - 9:10 AM</p>	<p>The City has adopted landscape guidelines and landscape requirements in the Zoning Ordinance that guide and address planting methods. The proposal will be consistent with these documents.</p> <p>Use of native/non-invasive plant material, solar panels, on-site energy generation, and teach moments in the landscape, are also part of the LEED rating systems. The applicant is pursuing this certification program, however specific credits are yet to be determined.</p> <p>The existing parking lots will be maintained with this development. The use of permeable paving for sidewalk which are being constructed with this project may be explored during the final design phase of the project.</p>
<p>It all looks good BUT please try to have some upscale restaurants in it. West Alexandria has very few sit-down quality "name" restaurants. This would also add to the "destination" concept. We have sufficient burger &amp; pizza places!</p> <p><a href="#">Diane LeDonne (357)</a>   User   April 30, 2013 - 9:33 AM</p>	<p>Agreed.</p>
<p>The development needs to include Pedestrian and bicycle facilities, e.g. protected bike lanes and bike parking.</p>	<p>The proposal includes a 10' wide multi-use path into the site from both Duke Street and Van Dorn Street, and in improved sidewalk along portions of Duke Street.</p>

<a href="#">James Durham (356)</a>   User   April 30, 2013 - 12:10 AM	Pedestrian and bicycle wayfinding will also be required as part of the development. Bicycle parking will be required per the City code.
1.Space/land should be given to the City for new firehouse, police sub station.  2. How will the new residents effect the City Schools? will we need a new elem school?  <a href="#">SFL (354)</a>   User   April 27, 2013 - 1:50 PM	1. This proposal does not include any land donations from the developer, as it is an initial phase of redevelopment. Additionally, neither a fire station nor a police station are planned for this area at this time.  2. Staff anticipates the new development would create approximately 9 new students.



**APPLICATION****DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN****DSP #** DSUP 2013-0004**Project Name:** Landmark Mall**PROPERTY LOCATION:** 5801, 5815 Duke Street, Alexandria, Virginia**TAX MAP REFERENCE:** 047.02-03-05, 047.02-03-09**ZONE:** CR**APPLICANT:****Name:** The Howard Hughes Corporation**Address:** 13355 Noel Road One Galleria Tower 22nd Floor Dallas, Texas 75240**PROPERTY OWNER:****Name:** Landmark Mall, LLC (Tax Map 047.02-03-05, 047.02-03-07, 047.02-03-09)**Address:** 13355 Noel Road One Galleria Tower 22nd Floor Dallas, Texas 75240 (Landmark Mall LLC); 0788 TAX B2 122A 3333 BEVERLY RD HOFFMAN ESTATES IL 60170 (Spens Research and Company)**SUMMARY OF PROPOSAL** Applicant is redeveloping the current Landmark Mall into a mixed-use town center. Applicant intends to raze the buildings on tax map parcel 047.02-03-05 and the existing Sears and Macy's building west of it. Applicant will construct a new parking structure and other traffic improvements to serve the new development. Applicant is seeking a rezoning from CR to CR/MD-12 as a part of this process.**MODIFICATIONS REQUESTED** Zoning Ordinance 8-200(B)(2) Loading and Unloading Areas Required**SUPs REQUESTED** DSUP for Amusement Enterprise and SUP for Floor Area Ratio, Transportation Management Plan, and Large Format Retailers. Administrative SUPs sought for a restaurant, outdoor dining, and outdoor food and crafts market.[ ] **THE UNDERSIGNED** hereby applies for Development Site Plan with Special Use Permit approval in accordance with the provisions of Section 11-400 of the Zoning Ordinance of the City of Alexandria, Virginia.[ ] **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.[ ] **THE UNDERSIGNED** also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his/her knowledge and belief.

Jonathan P. Rak, Esq.

Print Name of Applicant or Agent

1750 Tysons Boulevard, Suite 1800

Mailing/Street Address

Tysons Corner, Virginia 22102

City and State

Zip Code

Signature

703-712-5411

Telephone #

703-712-5231

Fax #

jrak@mcguirewoods.com

Email address

03/12/13

Date

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

Application Received: \_\_\_\_\_

Received Plans for Completeness: \_\_\_\_\_

Fee Paid and Date: \_\_\_\_\_

Received Plans for Preliminary: \_\_\_\_\_

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

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

application DSUP and site plan.pdf

8/1/06 Pnz/Applications, Forms, Checklists/Planning Commission

Development SUP # 2013-0004

**ALL APPLICANTS MUST COMPLETE THIS FORM.**

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

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

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

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

Howard Research and Development Corporation owns 100% of Landmark Mall, LLC  
The Howard Hughes Corporation (a publicly traded corporation) owns 100% of Howard  
Research and Development Corporation.

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 ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. N/A		
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 5815 Duke Street (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. N/A		
2.		
3.		

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

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. N/A		
2.		
3.		

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

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

03/12/13

Date

Jonathan P. Rak, Esq.

Printed Name

  
Signature



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

The site consists of five separate lots: Lot 500 (Tax Map Parcel: 047.02-03-05), Lot 501 (Tax Map Parcel: 047.02-03-06), Lot 501 (Tax Map Parcel: 047.02-03-07), Parcel A-2 (Tax Map Parcel: 047.02-03-08) and (Tax Map Parcel: 047.02-03-09).

Applicant proposes to raze the existing mall between Sears and Macy's. Applicant is applying to rezone the Lot 500 and a portion of Parcel B-2 from CR/Commercial Regional to CRMU-M/Commercial Residential Mixed Use Medium in connection with this DSUP in order to construct a mixed-use development in place of the current mall interior.

The mixed use redevelopment will result in 283,754 square feet of redeveloped retail and 386,051 square feet of residential. The existing 434,360 square feet of existing retail (Macy's and Sears) will remain in place.

As a part of this DSUP, applicant is seeking an increase in the allowable FAR from 1.5 to 2.0 pursuant to section 5-205(C) of the City of Alexandria Zoning Ordinance. Additionally, Applicant requests a special use permit for large format retailers, an amusement enterprise to allow for a theater and a transportation management plan. Applicant seeks administrative special use permits to allow for a restaurant, outdoor dining and an outdoor food and crafts market.

Applicant will seek a modification pursuant to section 8-200(B)(2) for loading and unloading areas required.

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

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

We anticipate the typical number of patrons for a retail development of this size between the hours of 10 am and 9pm.

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

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

Fewer than 500 employees.

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

Day	Hours	Day	Hours
Monday	10am to 9pm	Saturday	10am to 9pm
Tuesday	10am to 9pm	Sunday	12 pm to 6pm
Wednesday	10am to 9pm	(restaurants and theaters may vary)	
Thursday	10am to 9pm		
Friday	10am to 9pm		

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

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

Noise will be typical of a mixed use development of this size.

B. How will the noise from patrons be controlled?

No unusual noise is anticipated.

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

No such odors are anticipated.

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

- A. What type of trash and garbage will be generated by the use?  
Garbage generated will be typical for any retail establishment. Residential garbage will be typical of a residential building.
- B. How much trash and garbage will be generated by the use?  
Trash will be collected by an electronic dumpster which will monitor volume
- C. How often will trash be collected?  
Trash will be collected when the electronic monitor indicates the dumpster has met capacity.
- D. How will you prevent littering on the property, streets and nearby properties?  
Applicant will contract for regular grounds maintenance.

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

☐ Yes. ☒ No.

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

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

☐ Yes. ☒ No.

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

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

Applicant will meet or exceed all public health and safety laws. Additionally, Applicant will contract with a security service to surveil the site.

**ALCOHOL SALES**

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

☐ Yes. ☒ No.

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

**PARKING AND ACCESS REQUIREMENTS**

**13. Provide information regarding the availability of off-street parking:**

A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?  
2,205 spaces are required.

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

3972	Standard spaces
103	Compact spaces
(as required by law)	Handicapped accessible spaces
	Other

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

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

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

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 20
- B. How many loading spaces are available for the use? 24
- C. Where are off-street loading facilities located?  
Loading facilities will be adjacent to the buildings within the development. Please refer to sheet 19.
- D. During what hours of the day do you expect loading/unloading operations to occur?  
Regular loading is restricted to 7am to 5pm.
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?  
Monday through Saturday.

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

Please refer to the plans for more information on street improvements.

RE2 2013 -0002



# APPLICATION

☐ Master Plan Amendment MPA# \_\_\_\_\_

☐ Zoning Map Amendment REZ# \_\_\_\_\_

**PROPERTY LOCATION:** 5801, 5815 Duke Street, Alexandria, Virginia

## APPLICANT

Name: The Howard Hughes Corporation  
Address: 13355 Noel Road One Galleria Tower 22nd Floor Dallas, Texas 75240

## PROPERTY OWNER:

Name: Landmark Mall, LLC (Tax Map 047.02-03-05 and 047.02-03-09)  
Address: 13355 Noel Road One Galleria Tower 22nd Floor Dallas, Texas 75240 (Landmark Mall, LLC)

## Interest in property:

☒ Owner ☐ Contract Purchaser  
☐ Developer ☐ Lessee ☐ Other \_\_\_\_\_

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

☒ yes: If yes, provide proof of current City business license.

☐ no: If no, said agent shall obtain a business license prior to filing application.

**THE UNDERSIGNED** certifies that the information supplied for this application is complete and accurate, and, pursuant to Section 11-301B of the Zoning Ordinance, hereby grants permission to the City of Alexandria, Virginia, to post placard notice on the property which is the subject of this application.

Jonathan P. Rak, Esq.  
Print Name of Applicant or Agent  
1750 Tysons Boulevard, Suite 1800  
Mailing/Street Address  
Tysons Corner, Virginia 22102  
City and State Zip Code

Signature  
703-712-5411 703-712-5231  
Telephone # Fax #  
Date

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

Application Received: \_\_\_\_\_ Fee Paid: \$ \_\_\_\_\_  
Legal advertisement: \_\_\_\_\_  
ACTION - PLANNING COMMISSION \_\_\_\_\_ ACTION - CITY COUNCIL: \_\_\_\_\_

MPA # \_\_\_\_\_  
 REZ # 2013-0002

## SUBJECT PROPERTY

Provide the following information for each property for which an amendment is being requested. (Attach separate sheets if needed.)

Address Tax Map - Block - Lot	Land Use		Master Plan Designation		Zoning Designation		Frontage (ft.)
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Land Area (acres)
1 5801 Duke Street, Alexandria, VA 047.02-03-05	Retail Service	Mixed Use	Regional Town Ctr	Regional Town Ctr	CR	CRMU-M	N/A 8.731 Acres
2 5815 Duke Street, Alexandria, VA 047.02-03-09	Retail Service	Mixed Use	Regional Town Ctr	Regional Town Ctr	CR	CRMU-M	N/A 2.489 acres
3 _____	_____	_____	_____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____	_____	_____	_____

## PROPERTY OWNERSHIP

☐ Individual Owner ☒ Corporation or Partnership Owner

Identify each person or individual with ownership interest. If corporation or partnership owner, identify each person with more than 10% interest in such corporation or partnership.

- Name: Howard Research and Development Corporation (TM 047.02-03-05, 047.02-03-07, 047.02-03-09)  
 Address: 13355 Noel Road One Galleria Tower 22nd Floor Dallas, Texas 75240  
 Extent of Interest: 100% owner of Landmark Mall, LLC
- Name: The Howard Hughes Corporation (a publicly traded corporation) (TM 047.02-03-05, 047.02-03-07, 047.02-03-09)  
 Address: 13355 Noel Road One Galleria Tower 22nd Floor Dallas, Texas 75240  
 Extent of Interest: 100% owner of Howard Hughes Research and Development
- Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Extent of Interest: \_\_\_\_\_
- Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Extent of Interest: \_\_\_\_\_

MPA # \_\_\_\_\_

REZ # 2013-0002

### JUSTIFICATION FOR AMENDMENT

(attach separate sheets if needed)

1. Explain how and why any proposed amendment(s) to the Master Plan are desirable, beneficial to surrounding properties, in character with the applicable Small Area Plan and consistent with City policies:

Applicant proposes to redevelop the site from a retail shopping mall to a mixed use development consisting of 283,754 square feet of retail and 386,051 square feet of residential. In order to develop the site within the development parameters prescribed by the Master Plan, Applicant is seeking this Master Plan Amendment and Rezoning Application to change the zoning of the site from CR to CRMU-M.

2. Explain how and why the proposed amendment to the Zoning Map(s) is consistent with the proposed amendment to the Master Plan, or, if no amendment to the Master Plan is being requested, how the proposed zoning map amendment is consistent with the existing Master Plan:

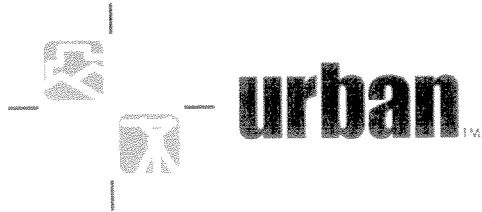
The proposed amendment is consistent with the existing Landmark Van Dorn Small Area Plan. The Landmark Van Dorn Small Area Plan Development Parameters propose the site's land use as a regional town center, which is consistent with CRMU-M zoning.

3. Explain how the property proposed for reclassification will be served adequately by essential public facilities and services such as highways, streets, parking spaces, police and fire, drainage structures, refuse disposal, water and sewers, and schools.

Please refer to the DSUP 2013-0004 submission sheets for more information relating to public facilities and services.

4. If this application is for conditional zoning approval pursuant to Section 11-804 of the Zoning Ordinance, identify all proffered conditions that are to be considered part of this application (see Zoning Ordinance Section 11-804 for restrictions on conditional zoning):





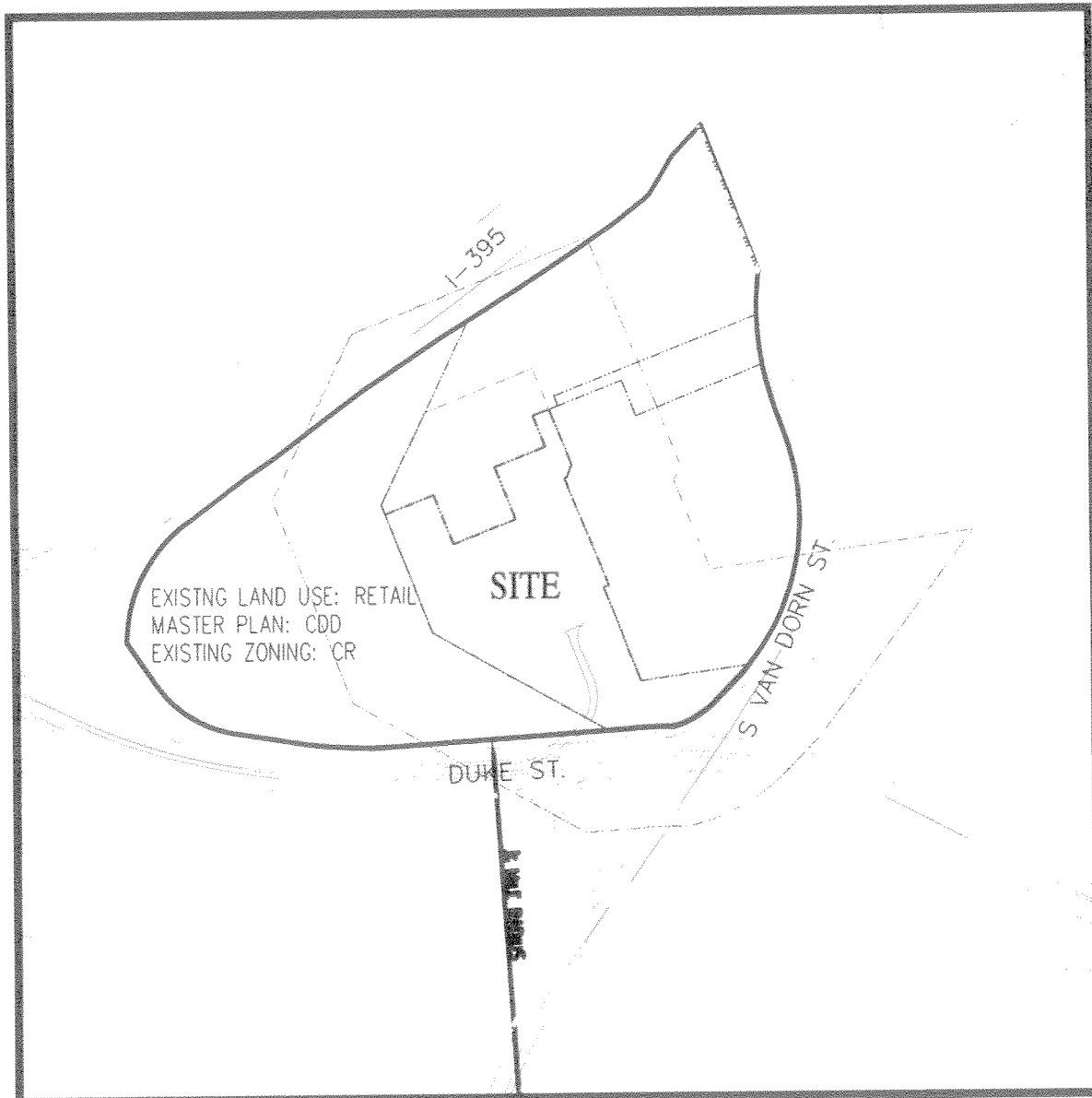
PLANNERS  
ENGINEERS  
LANDSCAPE  
ARCHITECTS  
LAND  
SURVEYORS

March 6, 2013

Description of  
Application Area  
Within Landmark Mall  
Alexandria, Virginia

BEGINNING AT A POINT ON THE NORTHERN RIGHT-OF-WAY OF DUKE STREET, ROUTE #236, A VARIABLE WIDTH PUBLIC STREET, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF TAX MAP #047.02-03-01; THENCE RUNNING WITH SAID TAX MAP #047.02-03-01 NORTH 60°36'01"WEST 603.02 FEET TO A POINT; THENCE NORTH 21°15'15"WEST 413.13 FEET TO A POINT; THENCE NORTH 26°01'06"EAST 307.15 FEET TO A POINT ON THE WESTERN LINE OF TAX MAP #047.02-03-02, THENCE RUNNING THROUGH THE LANDS OF SAID TAX MAP #047.02-03-02 NORTH 68°08'29"EAST 349.09 FEET TO A POINT; THENCE SOUTH 21°52'27"EAST 132.92 FEET TO A POINT BEING THE NORTHWEST CORNER OF TAX MAP #047.02-03-06; THENCE RUNNING WITH SAID TAX MAP #047.02-03-06 SOUTH 21°52'27"EAST 179.27 FEET TO A POINT; THENCE SOUTH 23°07'29"WEST 42.22 FEET TO A POINT; THENCE SOUTH 68°07'33"WEST 6.12 FEET TO A POINT; THENCE SOUTH 21°52'27"EAST 346.43 FEET TO A POINT; THENCE SOUTH 68°07'33"WEST 16.80 FEET TO A POINT; THENCE SOUTH 21°18'07"EAST 300.69 FEET ON THE LINE OF TAX MAP #047.02-03-05; THENCE RUNNING THROUGH THE LANDS OF TAX MAP #047.02-03-05 SOUTH 21°18'07"EAST 147.89 FEET TO A POINT ON THE NORTHERN LINE OF SAID DUKE STREET; THENCE 91.06 FEET ALONG THE ARC OF A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 91.06 FEET, WITH A RADIUS OF 1512.69 FEET, WITH A CHORD BEARING OF SOUTH 86°05'16"WEST, WITH A CHORD LENGTH OF 91.05 FEET TO A POINT; THENCE SOUTH 86°05'08"WEST 63.40 FEET TO THE POINT OF BEGINNING AND CONTAINING 487,999 SQUARE FEET OR 11.20292 ACRES.





VICINITY MAP

1" = 500'



McGuireWoods LLP  
1750 Tysons Boulevard  
Suite 1800  
Tysons Corner, VA 22102-4215  
Phone: 703.712.5000  
Fax: 703.712.5050  
www.mcguirewoods.com

Jonathan P. Rak  
Direct: 703.712.5411

McGUIREWOODS

PC Docket Item #: 14A & B  
Project: Landmark Mall

jrak@mcguirewoods.com

June 4, 2013

VIA EMAIL TO faroll.hamer@alexandriava.gov

Chairman Komoroske and  
Members of the Planning Commission  
Alexandria Planning Commission  
301 King Street, Suite 2100  
Alexandria, VA 22314

RE: Landmark Mall - REZ#2013-0002; DSUP#2013-0004

Dear Chairman Komoroske and Members of the Planning Commission:

On behalf of our client, Howard Hughes Corporation, we request that you amend the proposed DSUP conditions as follows:

6. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA, P&Z and Code Administration. If a landscape irrigation system is not provided, applicant shall:

- a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
- b. ~~If no site irrigation system is installed,~~ provide external water hose bibs continuous at perimeter of building. Provide at least one accessible, external, water hose bib on all building sides at a maximum spacing of 90 feet apart.
- c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
- d. Install all lines beneath paved surfaces as sleeved connections.
- e. Locate water sources and hose bibs in coordination with City Staff. (P&Z)

55. Provide additional information on the design of the roadways with the first final site plan submission, including horizontal curve data, design speeds, and plan and profiles of each proposed road. All new roads shall be designed generally in conformance with the DSUP plan and, to the extent reasonably feasible, shall conform to City public street standards to the satisfaction of the Director of T&ES. \*(T&ES)

75. The applicant shall submit a letter to the Director of Transportation & Environmental Services prior to release of the final site plan acknowledging that this property will participate, if the City adopts a plan prior to release of the building permit, to require equal and proportionate participation in an improvements plan to mitigate wet weather surcharging in the Holmes Run

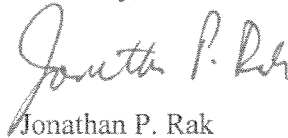
106

Trunk Sewer sanitary sewer shed. Participation in the funding shall be ~~consistent with the plan adopted by the City~~ limited to the net increase in sewer capacity, with full credit for the existing capacity authorized by site plan #85-052. (T&ES)

110. ~~Contributions shall be made per attached exhibit prior to the release of the final site plan. Attachment #1.~~ Applicant shall contribute \$1,000,000 to the city for implementation of the Transitway, including purchase of transit vehicles, and/ or for pedestrian/ bicycle improvements off-site in the Holmes Run Neighborhood (at the discretion of T&ES). This contribution shall be made at the time of issuance of the first certificate of occupancy for the first new retail or residential building. [A list describing the value of in-kind and monetary contributions to be made by the Applicant is attached as Attachment #1.]

We look forward to discussing these changes with you further at the hearing. Please do not hesitate to contact me should you have any questions before that time.

Sincerely,



Jonathan P. Rak

cc: Gwen Wright  
John Simon (via email w/o enclosures)  
Gabriel Chung (via email w/o enclosures)  
Joseph Luce (via email w/o enclosures)

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