

DOCKET ITEM #12
Hoffman Block 2 - TSA
CDD Concept Plan Amendment #2014-0006
Stage II Development Special Use Permit #2014-0045
Vacation #2014-0006

Application	General Data	
Project Name: Hoffman Block 2 - TSA Location: 312 Taylor Dr. (Block 2) Applicant: The JBG Companies; Represented by Catharine Puskar, Esquire	PC Hearing:	March 3, 2015
	CC Hearing:	March 14, 2015
	If approved, DSUP Expiration:	February 21, 2018
	Plan Acreage:	4.65 Acres
	Zone:	CDD #2
	Proposed Use:	Office with Parking Deck
	Gross Floor Area:	Total – 631,427 AGFA*
	Small Area Plan:	Eisenhower East
	Green Building:	LEED Silver or Equivalent Compliance Required
* Adjusted Gross Floor Area (AGFA)		

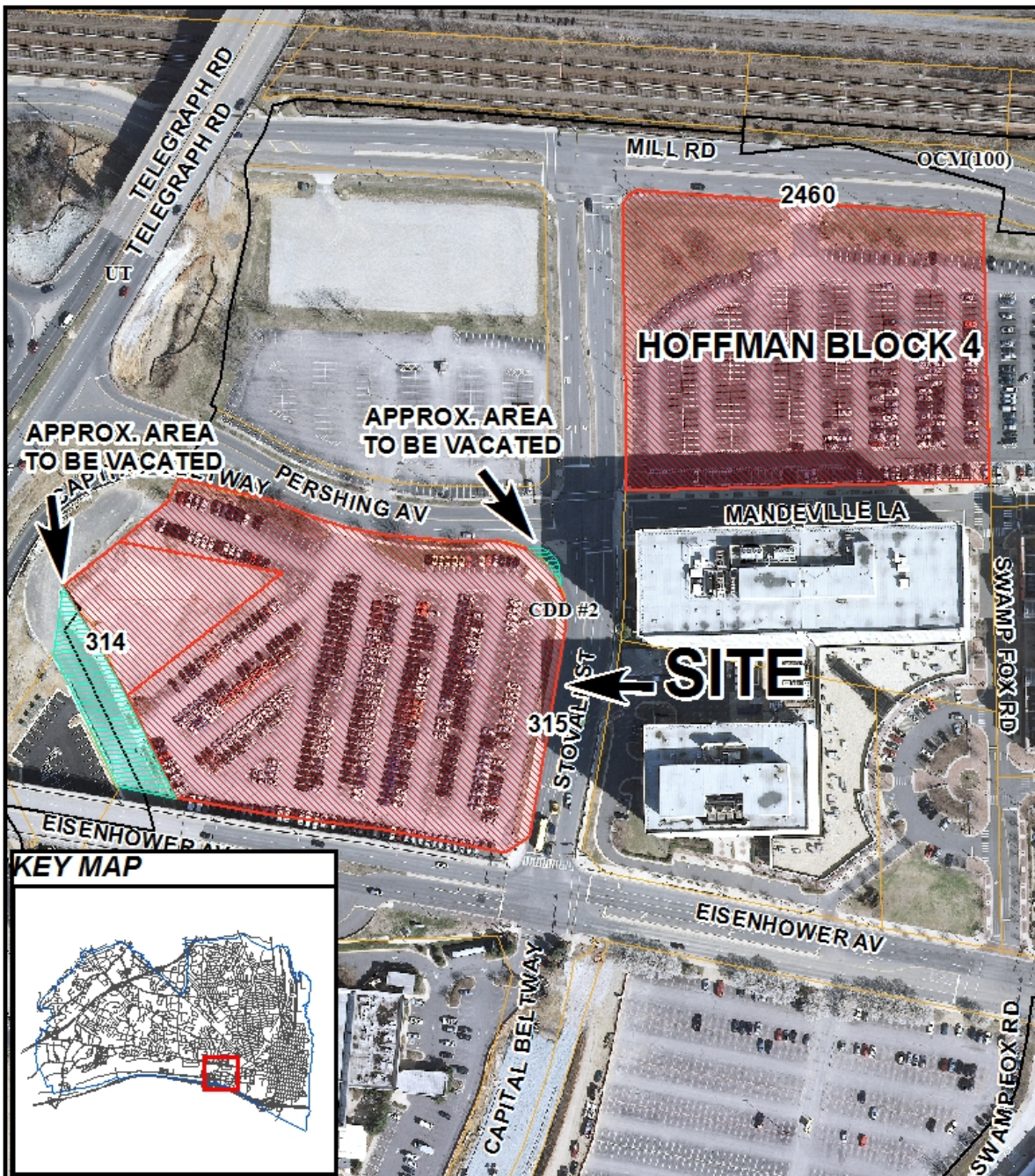
Purpose of Application
Approval of a: (A) Amendment to a previously approved (#2014-0004) Coordinated Development District plan to transfer parking spaces from Block 4 to Block 2; (B) Stage II Development Special Use Permit and site plan (with modifications) to construct an office building and an above-ground parking structure; and, (C) vacation of a public right-of-way, zoned CDD#2 (Eisenhower East Small Area Plan).

Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Gary Wagner, PLA, RLA gary.wagner@alexandriava.gov Trey Akers, AICP, LEED AP BD+C trey.akers@alexandriava.gov

CDD #2014-0006, DSUP #2014-0045

VAC #2014-0006

2460 Mill Rd, 301 & 315 Stovall St, 312 and 314 Taylor Dr



CDD #2014-0006, DSUP #2014-0045

VAC #2014-0006

2460 Mill Road, 301 & 315 Stovall Street, and
312 & 314 Taylor Drive



I. SUMMARY

A. Recommendation and Summary of Development Issues & Benefits

Staff recommends ***approval*** of the JBG Associates, LLC (“JBG”) applications, subject to compliance with the staff recommendations. Approval of these applications will allow for the transfer of ten additional parking spaces from Hoffman Block 4 to Hoffman Block 2 (for a total of 995), construction of a 631,427 square foot office building, and the vacation of a portion of the Taylor Drive public right-of-way area. These actions are undertaken with the aim of attracting a federal tenant – the Transportation Security Administration (TSA), which, through the federal General Services Administration (GSA), has issued a Request for Lease Proposals (RLP) for a new leased office site in the near future. Initial submissions for a TSA headquarters building were submitted by owners of several sites in the region, including the Hoffman Company, on August 15, 2014. GSA anticipates construction to start in August of 2015, requiring occupancy by the agency starting no later than September 2017, with project completion by March 2018. To meet this timeline, GSA plans to announce a lease award in the first quarter of 2015. On December 16, 2014, the Hoffman Company informed the City of Alexandria that Hoffman Family, LLC and Hoffman Management, Inc., the owners of Block 2, had granted JBG Associates, LLC the license and authority to file and pursue the approval of a Stage 2 DSUP Application for Block 2.

As with the Stage I Development Special Use Permit application (#2014-0027), staff believes the request is consistent with the Eisenhower East Small Area Plan and development that has occurred in the vicinity.

There are several key issues that were considered with this proposal as discussed in more detail later in the report, including:

- Consistency with the Eisenhower East Small Area Plan (EESAP);
- Providing adequate parking in appropriate locations and justifying the approval of transferring parking spaces;
- Addressing potential traffic issues;
- Discreetly meeting the site and building security requirements;
- Ensuring high-quality architecture for the building and parking garage; and
- Providing open space consistent with the EESAP.

Through the development review process these issues have been refined and, concurrent with City policy, have resulted in a host of benefits, including:

- A highly-competitive site capable of attracting a major federal tenant;
- Improved vehicular access to the site at two locations (Pershing Ave., Taylor Dr.);
- Significant contribution to the affordable housing fund;
- Contribution to the full cost of a medium-sized bikeshare station;
- Distinctive building and parking garage architecture for a highly-visible site;

- Publicly-accessible open spaces along Stovall St.

B. General Project Description

The applicant, JBG, has requested approval of several applications that would allow them to construct approximately 631,427 square feet of office floor area totaling sixteen stories. The proposed building will include office space, a fitness center, cafeteria, credit union, and conference center; the site will also feature a six level, 995 space parking garage. To execute this plan the applicant requires the transfer of ten parking spaces from Block 4 to Block 2, as well as the vacation of right-of-way areas adjacent to the site along Taylor Dr. and at the corner of Pershing Ave. and Stovall St. Therefore, the applicant has requested approval of the following applications:

- CDD Plan Amendment: To transfer ten parking spaces from Block 4 to Block 2;
- Stage II Development Special Use Permit: For proposed building and site design;
- Vacation: Of right-of-way areas to utilize the available land resources.

II. BACKGROUND

A. Procedural Background

As mentioned above, a CDD amendment, a Stage II Development Special Use Permit (DSUP), and vacations are necessary in order to realize the site's development potential for the RLP. The Hoffman blocks have an approval process that was created out of a settlement agreement between Hoffman Company and the City in 2006. As a result, a Stage I & II DSUP process was established outside the normal City DSUP process. An initial Stage I DSUP was approved by the City Council for all the Hoffman blocks at that time, which established certain site design parameters such as access, parking and loading, open space, sidewalk widths and building footprints, along with the allowable floor area, building heights and parking for each block in conformance with the Master Plan and CDD.

In November 2014, the City approved the Stage I DSUP application using many of the standard conditions required to approve a Stage II DSUP. This was done in order to help expedite the review of the Stage II DSUP. In this case the CDD must be amended to reflect the latest GSA RLP requirements, confirmed after approval of the Stage I DSUP in October 2014, for ten vehicle charging stations to be included as part of the parking program. Subsequent to this amendment and the Stage II DSUP Preliminary site design and building approval, the applicant will apply for for Final Site Plan (FSP) approval. Because of the short turnaround required by the TSA to start construction (August 2015), the applicant will be filing a FSP shortly following this application.

B. Site Context

The 4.65 acre project site (Block 2) is located on the north side of Eisenhower Ave. and is bounded by Stovall St. to the east, Pershing Ave. to the north, and an I-495 off-ramp to the west. Block 4, from which parking spaces will be transferred to Block 2, is northeast of the project site and bounded by Stovall St., Mill Rd., and Mandeville Ave. Both blocks are currently surface parking lots.

Directly to the site's south, Eisenhower Ave. becomes elevated just west of Stovall St. as it crosses Telegraph Rd. Across Eisenhower Ave., Block 1 contains an existing hotel site that also hosts access to Block 2 via Taylor Dr., a roadway passing underneath Eisenhower Ave. Taylor Dr. passes through the western portion of the site.

To the east of Block 2, across Stovall St., is the Hoffman Town Center with two office buildings, ground floor retail, a movie theater and a parking garage totaling approximately 1 million square feet. The southernmost building was recently renovated as Class A commercial office space. Block 8, also located in this area, is currently under construction for the new National Science Foundation Headquarters.

To the site's north and northeast, Blocks 3 and 4 currently serve as surface parking areas. Each block received approval for a Stage 1 DSUP in 2006. Block 3 was amended as part of CDD 2011-0004 for Hoffman Town Center Block 8. Under these plans Block 3 is intended to host office uses, park space, and a parking garage; Block 4 plans call for office, retail, and a parking deck to be shared with Block 5. To the west, the site abuts ROW owned by the Virginia DOT; this area is utilized as part of the I-495 and Telegraph Rd. off-ramps.

The site is also located less than a quarter mile west of the Eisenhower Avenue Metro. Pedestrian access from the station would be along Eisenhower Ave. and Stovall St. In addition, a major pedestrian and bike trail runs along the south side of Eisenhower Ave. from points east and west, providing access to the site. Two ramps from the I-495 Beltway provide direct vehicular access to the site: One from eastbound I-495 that intersects with Stovall St. and Eisenhower Ave.; and, one from westbound I-495 that enters directly onto Pershing St.

C. Detailed Project Description

As mentioned earlier, a Stage 1 DSUP was approved for Block 2 in November 2014 by City Council for 661,386 square feet and 985 parking spaces. This required the shifting to Block 2 of development density from Blocks 4 and 9B, and parking from Block 4. The Stage II DSUP application proposes a 631,427 square foot office building. The proposal also includes a request to transfer ten additional parking spaces from Block 4 to the Block 2 parking structure for a total of 995 parking spaces in order to accommodate the latest GSA requirements for electric vehicle parking. Unique to this site, the parking structure was approved in the original Stage I DSUP (2005-0031) as a predominantly above grade structure facing Telegraph Road. There is one level of parking below grade.

Lastly, the application requests the vacation of Taylor Dr. north of Eisenhower Ave. to accommodate construction of the parking garage. And, on the site's northeast corner, the application requests the vacation of land by the City in order to comply with Condition # 90 of the Stage I DSUP to eliminate the free right at the corner of Pershing Ave. and Stovall St.

III. ZONING

Property Address:	312 Taylor Dr.	
Total Site Area:	4.65 Acres (202,651 sf)	
Zone:	CDD #2	
Current Use:	Surface Parking Lot	
Proposed Use:	Office building with parking deck	
	Permitted/Required*	Proposed
Floor Area:	Office – 661,386 sf	Office – 631,427 sf
Height:	260 feet	216.68 feet
Open Space:	Per the Eisenhower East Small Area Plan**	4,800 sf
Parking (maximum):	985 spaces	995 spaces (increase of 10 spaces)
* Per CDD Concept Plan and Eisenhower East Small Area Plan		
** Per the Eisenhower East Small Area Plan, Blocks 2 and 3 will jointly host the West Side Gardens open space area for a shared open space area value of 34,800 sf.		

IV. STAFF ANALYSIS

A. Consistency with the Eisenhower East Small Area Plan

The proposed amendment must be consistent with the goals and objectives of the Eisenhower East Small Area Plan. Staff believes that the proposed development, as amended, is compatible with the intent of the Plan and is not in conflict with any of the goals and objectives the Plan established.

In addition to being consistent with the Plan's overarching goal of promoting higher density near metro stations, the amended development proposal complies with the following specific aspects of the Plan:

- Capitalizes on a key economic recruitment opportunity with a major federal tenant within a designated urban office district;
- Does not exceed the maximum parking ratio for an office use;
- Will enhance the entrance to the area's western gateway on the north side of Eisenhower Ave. with high quality architecture;

- Will be required to provide an affordable housing contribution in conformance with current standards at the time of the Stage II DSUP;
- Will be required to comply with the existing Hoffman TMP-SUP;
- Will provide pedestrian improvements along Eisenhower Ave., Stovall St. and Pershing Ave. (i.e. sidewalks and street trees);
- Will comply with the open space requirements for the design and construction of West Side Gardens.

B. CDD Amendment – (Transfer of 10 Parking Spaces)

In November, 2014, the City Council approved the transfer of 70 spaces from Block 4 to Block 2 to meet the needs of the TSA. Subsequently, the applicant has indicated that an additional 10 spaces are needed in order to accommodate the latest GSA requirements for electric vehicle parking

In order to document the transfer of parking spaces from Block 4 to Block 2, an amendment to the approved CDD (2014-0004) is required. Specifically, the governing CDD 2 chart must be revised to show the change in parking capacity on Block 2 and reduced parking capacity on Block 4. Modifications are included in Attachment A at the end of this report.

The proposed increase in parking capacity to 995 on Block 2 results in 1.57 parking spaces per 1,000 square feet of office space, which is below the maximum parking standard of 1.66 cars per 1,000 square feet of office space listed in the EESAP for structures located within 1,500 feet of the Eisenhower Metro station (Section 4-17). Staff supports the request to transfer 10 spaces from Block 4 to Block 2. This leaves 2,201 structured parking spaces available on Blocks 4 and 5, which the owner accepts as adequate to service these sites.

C. Zoning Modifications

The application includes a request to modify the site's crown coverage requirements. Per the Zoning Ordinance, the City requires a minimum of 25% canopy cover over the site (Sec. 7-2507, Tree coverage requirement). A total site area of 202,651 square feet has been reported based on the February 12, 2015 submission, with 51,500 square feet of crown coverage provided (25.4%). However, the provided plans (L700) illustrate two medium shade trees outside of the project boundary that do not provide canopy cover within the site area; therefore, 1,500 square feet must be excluded from the total crown coverage provided; this leaves 50,000 square feet of crown coverage provided, or 24.67% of the site area. Therefore, the Applicant requests a modification to the tree coverage requirement

Staff agrees with the modification request, believing that the Applicant meets the intent of the ordinance in several ways: Provision of a variety of planting types throughout the site; use of plantings to screen the above-grade parking structure; inclusion of plantings in a unique sunken-garden area; use of plantings to contribute "linkage" area connecting the proposed West Side

Gardens open space on the site's southeast corner to the envisioned larger West Side Gardens on Block 3.

D. Building Design/Architecture

The Applicant has worked with the City and the Carlyle/Eisenhower East Design Review Board (DRB) to refine the site and building design through a series of hearings and work sessions. The applicant submitted substantially finalized building elevations, floor plans and perspectives to the City on February 17, 2015 for DRB review. Throughout the process, the DRB recognized that the competition for the TSA headquarters is based on cost and focused their suggestions on design improvements that would not be excessively expensive but would still create a high-quality project. Early on, the board noted the importance of this site visually as a gateway to Eisenhower East as well as its visual prominence from the Beltway. The DRB also noted some adjustments to the positioning of the building on the site that could make it a better neighbor.

To that end, the building has been sited at the corner of Eisenhower Ave. and Stovall St., with particular emphasis given to the building's eastern faces. This has been achieved through geometry (three distinct volumes, used to break down the building's mass and give a greater sense of articulation, point east, towards the Potomac River and the Eisenhower Metro Station), orientation of the main entry towards Eisenhower Ave., and skin treatments. Each of these volumes is clad in a distinct color of precast concrete, with significant overlaps between volumes creating palpable depth changes at all heights – from the red lower base wrapping around the black base's northeast corner to the significant setback of the red volume from the white volume at the top of the building's southern elevation. The large parking structure has been sited “behind” (to the west of) the building, consistent with the Stage I DSUP.

Additionally, a range of issues were discussed in detail by the DRB at monthly hearings from November to January, and numerous suggestions for refinements to the building design were made. City Staff consolidated input from the first two DRB sessions, combining this insight with the City's *Design Principles*, and formulated a series of principles that were used to guide design and discussion in subsequent meetings. The resulting framework emphasized the following points:

- **Principle 1, Forms:** *The building mass should be articulated, employ predominantly vertical expression, and create an active skyline through varied heights, with a distinctive or articulated tower top.* Although one building, the project comprises three distinct volumes of varying heights and different colored skins (Figure 1). These volumes are offset from one another to create visual interest, with the tallest volume (red) off-set a minimum of six feet for a dramatic effect. Subtle overlaps of the lesser volumes, such as the lower (red) base area wrapping around the northern volume (black), further break up the building into several forms so that it appears to contain three discrete but related components. Furthermore, the minimized horizontal bands and patterned vertical bands emphasize the building's vertical expression, as does the use of two-story high frame openings for the typical windows. Staff recommends vertically off-setting the two primary east-facing volumes (black and white) by staggering the accented floor heights of

the masses; it is also recommended that the white volume terminate with a different floor height at the top. For the red component, Staff supports the extension of the diagonal web-like skin above the penthouse. Together, these moves will create greater visual interest and a stronger building top.

- **Principle 2, Penthouse:** *The mechanical penthouse should be fully integrated into the building design, massing and materiality.* The emphasis of the red volume through its dramatic rise draws viewers' eyes up the building and towards the top, so effective treatment of the penthouse area was a critical feature of the design. The proposed design distinguishes the top while integrating the screen with the rest of the building composition for a coherent expression (Figure 1). This is accomplished by extending the red volume's frame above the penthouse area, connecting the extension with the red web elements, and allowing sky to be visible between the building frame and screened penthouse (which will be painted in a specular finish to mitigate reading the penthouse as a single entity).
- **Principle 3, Vocabulary:** *The building should address grade to sky relationships through thoughtful interpretation of base-middle-top vocabulary and strategies.* In conjunction with the proposed top treatments (and Staff recommendations), the inclusion of a thick horizontal band at the white volume's base and the wrapping of the larger lower base in different color below the black volume achieves the base-middle-top aim of this principle, without resorting to traditional forms. Additionally, the continuation of the red throughout the middle and lowest volumes ties the building together well (Figure 1). However, the proposed design requires further exploration of the red skin treatment throughout the building volume(s). The extension of the web-like red skin at the building's top and up to the penthouse establishes the dominant red volume as the building's signature component. Building on this work, Staff recommends this pattern's details be refined through selective placement of diagonal red elements down the building's eastern façade (i.e. front) and integrating lighting along these into the diagonals on all façades, so that the design's drama can be perceived after dark as well.
- **Principle 4, Entry:** *The formal relationship between building and entry element(s) should be strong, legible, and consistent with the building parti (design concept).* Several iterations of design have produced a building entry that is now more unified with the surrounding building volumes and approach walkway(s). Sitting at the juncture of the three volumes required the entry to provide a disciplined resolution of each building component; the overhanging canopy and its fusion to both the white volume and lower base (red) accomplishes the necessary coherence. Moreover, the entry walkway achieves an appropriate dramatic effect through the following: placing the stairs immediately near the main doors and under the overhang; the abrupt drop-off and wire-railing "wall" on the south side of the approach; and, via a slightly elevated ADA ramp that allows functional access and views to the garden below. Staff recommends the use of white for the building entry (Figure 5), along with the exploration of a distinct walkway paving pattern that is consistent with the building's design motif.

- **Principle 5, Security:** *Any required security measures should read as integral parts of the building and landscape design.* The Applicant has embraced Staff and DRB recommendations to integrate security features into the vegetated landscape. In this case, the proposed K-12 rated security wall is sunken, screened by landscaping, and sufficient to meet the envisioned GSA requirements with minimal visibility (Figure 4). Government requirements often pertain to the strength rating of the security apparatus, in some instances specifying a particular rating rather than a particular design feature. Staff does not support the use of fencing on highly-visible, pedestrian-oriented portions of the site; however, Staff believes that the proposed wall system effectively meets the strength criteria in a logical manner consistent with the overall site context.
- **Principle 6, Parking:** *Above-grade parking garage facades shall be architecturally treated to be in harmony with the overall building and to screen interior light fixtures, pipes and raw concrete.* The location of the garage on the site's western area serves two primary purposes: It enables the placement of the building in the middle/eastern portion of the site, allowing a stronger orientation to existing urban development; and, it allows the siting of the garage in a residual, development-restricted land area circumscribed by the I-495 off-ramp at Telegraph Rd. Nonetheless, the structure will be visually prominent from many approaches and, therefore, thoughtful design is essential.

Echoing the main building's elements, the parking garage features patterned building design treatments that recall the colors and design language found in the primary structure. These slender, vertical expressions visually tie the garage to the main building while clearly differentiating the deck as a separate, supporting structure (Figure 2). Likewise, the red-lit stair components acknowledge the main building while the selective green screens offer relief from the same pattern and aid in masking the garage's functional-emphasis (Figure 6).

Staff believes that the main, substantive design goals of this building and site have been achieved. To ensure that the final designs meet the City's rigorous standards, Staff has included several conditions that require the Final Site Plan building and site design to be in substantial conformance with the aforementioned principles and suggested approaches. Lastly, Staff recommends a minimum of one additional DRB hearing to solicit further input from the board members and the public.

E. Public Art

The Applicant has agreed to provide public art in accordance with the Hoffman Public Art Plan prior to the issuance of the building Certificate of Occupancy. The contribution for this feature will be calculated at a rate of \$0.30 per gross square foot of building area and shall not exceed \$75,000. The orientation of the building towards the site's southeast corner and the inclusion of publically-accessible open space at this juncture as well as along Stovall St. presents several prominent areas for consideration.

F. Green Building

The proposed development complies with the City's Green Building Policy. For an office building, the applicant is required to obtain a minimum rating of LEED Silver, or an equivalent standard using a different rating system. Given the location adjacent to a Metro station and the provision of parking below the parking maximum for the site, the site is well suited to obtain this level of certification. Furthermore, GSA often requires this level of green building certification for consideration in leasing spaces.

G. Parking

Because the building is within 1,500 feet of the Eisenhower Avenue Metro station, a parking maximum of 1.66 vehicles per 1,000 sf of gross floor area is permitted. Accounting for the increase of 80 parking spaces from Block 4 to Block 2, for a total of 995, the envisioned 631,427 square foot office building would have a ratio of 1.57 spaces per 1,000 square feet. Staff is comfortable with the amount of parking for two reasons:

1. The potential federal tenant features very prescriptive workforce commuting requirements, which entail a high number of non-single occupancy vehicles trip share. When combined with such a tenant's security constraints, which permit only approved visitors to park on-site, the number of parking spaces proposed is not unreasonable given the anticipated tenant's specifications.
2. The building is two tenths of a mile (0.18 mi.) from the existing Eisenhower Ave. Metro station. The close proximity to the Metro station provides a great opportunity to support low parking ratios to encourage users to take public transit. If a federal tenant is not secured for this site, Condition 18 (Section G. Parking) of the Stage 2 DSUP Staff Recommendations requires reconsideration and re-approval of the proposed parking allocation.

It is important to note that the maximum number of parking spaces for each block was included in the original CDD plan approval. As part of the amendment, the CDD plan will be updated to reflect the additional 10 spaces for Block 2 and the equivalent reduction of spaces on Block 4 (see Section B CDD Amendment, above, and Attachment A). This leaves 2,201 structured parking spaces available on Blocks 4 and 5, which the owner accepts as adequate to service these sites.

H. Traffic and Transportation Management Plan

As part of the Stage 2 DSUP application, the applicant provided a detailed memo update to the Transportation Management Plan approved as part of the original Stage 1 DSUP for all Hoffman properties. The memo sufficiently addressed the proposed parking allocation (see Section G. Parking, above) and projected trip generation. Staff believes that the total increase of 80 parking spaces on Block 2 (including both the Stage 1 and Stage 2 DSUP transfers), along with very prescriptive workforce commuting requirements (i.e. a high non-single-occupant vehicle mode

share), would not unduly impact the peak hour area traffic patterns. Additionally, a potential federal tenant, especially one with heightened security requirements, will likely limit the amount of visitor access via private vehicles to the site, thereby reducing the frequency of uncertain movements.

Nevertheless, Block 2 remains a challenging site for vehicular access based on the elevated Eisenhower Ave. bridge to the south, high-speed I-495 off ramp to the west and north, and security requirements for government office buildings (which require a 50-foot setback from vehicular areas for certain building components, limiting access options off of Stovall St.). Over the past several months, the applicant worked with Transportation & Environmental Services (TES) to refine the proposed garage entrance location and design for the Pershing Ave. access. The proposed design includes an extended taper lane from the I-495 off-ramp to separate traffic into distinct through and turning lanes; prohibition of left turns out of the garage driveway across Pershing Ave.; and, extended lane capacity within the site to accommodate more queuing off-street. Staff supports these changes and believes they suitably mitigate – to the extent possible – the safety challenges of this access point.

I. Affordable Housing

The CDD affordable housing condition has been updated for this application to meet current standards. For a development this size, it is anticipated that for the Stage II DSUP the recommended contribution will be approximately \$1,169,259 million.

J. Open Space

As part of the Hoffman Settlement Agreement approved in 2005, the City agreed to count the overall planned dedication of land for the open spaces identified in the EESAP as the only open space contribution required for any of the Hoffman blocks (Paragraph #10 of the Settlement Agreement). In the case of Block 2, no additional monetary contribution for open space is required.

Furthermore, the EESAP envisioned a contiguous open space of 34,800 square feet known as West Side Gardens to encompass both Blocks 2 and 3. The shared character of this space, extending along Stovall St. and bifurcated by Pershing Avenue, affords flexibility in allocating open space specifically to Block 2. The proposed site design currently allocates approximately 4,800 square feet of open space on the site's southeast corner, at the intersection of Eisenhower Ave. and Stovall St. Additionally, a vegetated "linkage" will extend from this corner north along Stovall St. to visually and physically connect to the envisioned open space area along Stovall St. on Block 3. This linear linkage will serve as both a buffer between the building and roadway as well as a passive recreation area for building occupants and the public, including publicly-accessible seating areas within the vegetated buffer. The linkage represents a compromise to the original West Side Gardens envisioned by the EESAP, but Staff believes this key element still allows the two blocks to work in tandem to meet the intent and requirements of open space as identified in the EESAP. Moreover, the DRB recognized the ability of the two park areas to serve different purposes, with Block 2 serving primarily as a focal point (on the site's southeast

corner) and linear connective tissue geared towards a pedestrian-oriented experience (along Stovall St.) and Block 3 providing a destination open space for passive recreation.

Importantly, only the 4,800 square foot area on Block 2's southeast corner will be considered as contributing to the West Side Gardens total acreage: Neither the main building entry walkway, which is designated as an Emergency Vehicle Easement and therefore not able to be considered open space area, nor the linear linkage area will be considered contributing open space area. This arrangement requires Block 3 to accommodate the remaining 30,000 square foot area of West Side Gardens, which Staff believes is a sufficient size to fulfill the EESAP requirements.

Additionally, Staff believes that the variety of landscape improvements proposed substantially improve upon the site's existing conditions. Currently, the site serves as a vast surface parking lot. Minimal vegetation exists on-site and where it does occur (mainly in right-of-way areas along Stovall St.), Staff does not believe the vegetation – specifically any existing trees (approximately seven) – warrants any protection measures due to a lack of specimens meeting the City's Landscape Guidelines. Therefore, Staff has removed the Tree Protection & Preservation section of the conditions. The proposal calls for 31 large and medium shade trees; 27 medium and small ornamental trees; 15 medium and small evergreen trees; and, various shrubs, grasses, and groundcover. In sum, the total vegetated area is estimated as 50,000 square feet (or, 24.67% of the site area). The plan thoughtfully utilizes the space constraints to achieve a variety of open space types, including: publically-accessible open space on the site's southeast corner and along Stovall St.; a below grade "sunken garden" on the site's eastern façade available to employees and creating a dramatic entryway into the building; and, vegetated tree and vine screening of the parking garage.

K. Vacation

The application involves two vacation requests:

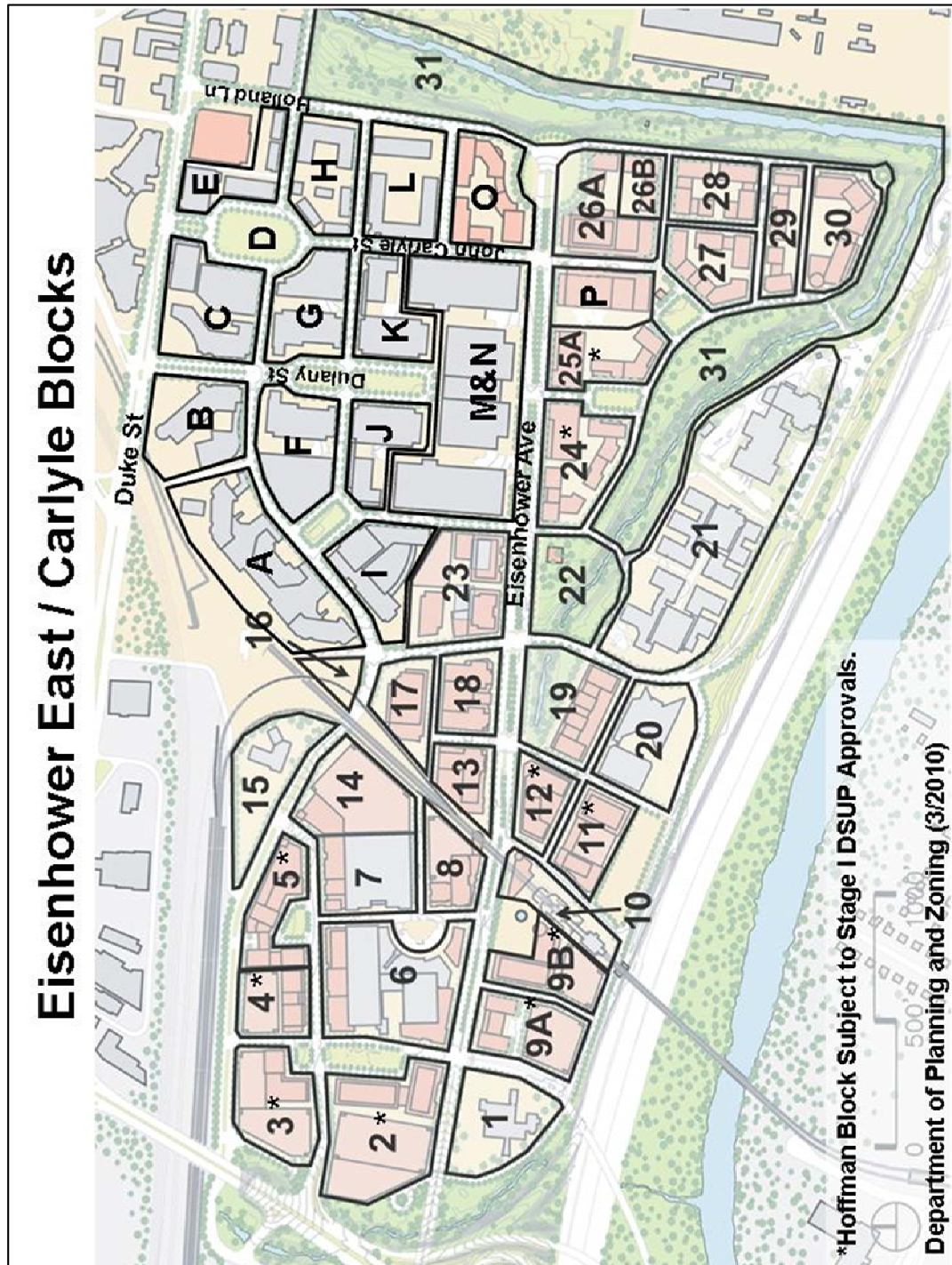
1. The vacation of Taylor Dr. north of Eisenhower Ave. to accommodate construction of the parking garage;
2. The vacation of land at the site's northeast corner by the City in order to comply with Condition # 90 of the Stage I DSUP to eliminate the free right at the corner of Pershing Ave. and Stovall St.

Together, the vacated areas comprise roughly 15,000 - 16,000 feet of land area (to be confirmed by TES based on the Applicant's 2/12/15 submission materials, as noted in Condition 71f.). The Office of Real Estate Assessments (REA) conducted a preliminary analysis of the vacated areas, determining an assemblage fee value of \$414,575. However, in accordance with current City policy involving street vacations with no additional development rights, REA discounted the total value by 80 percent ($\$414,575 \times 0.20$), which results in a value of \$83,000 (pending final value confirmation).

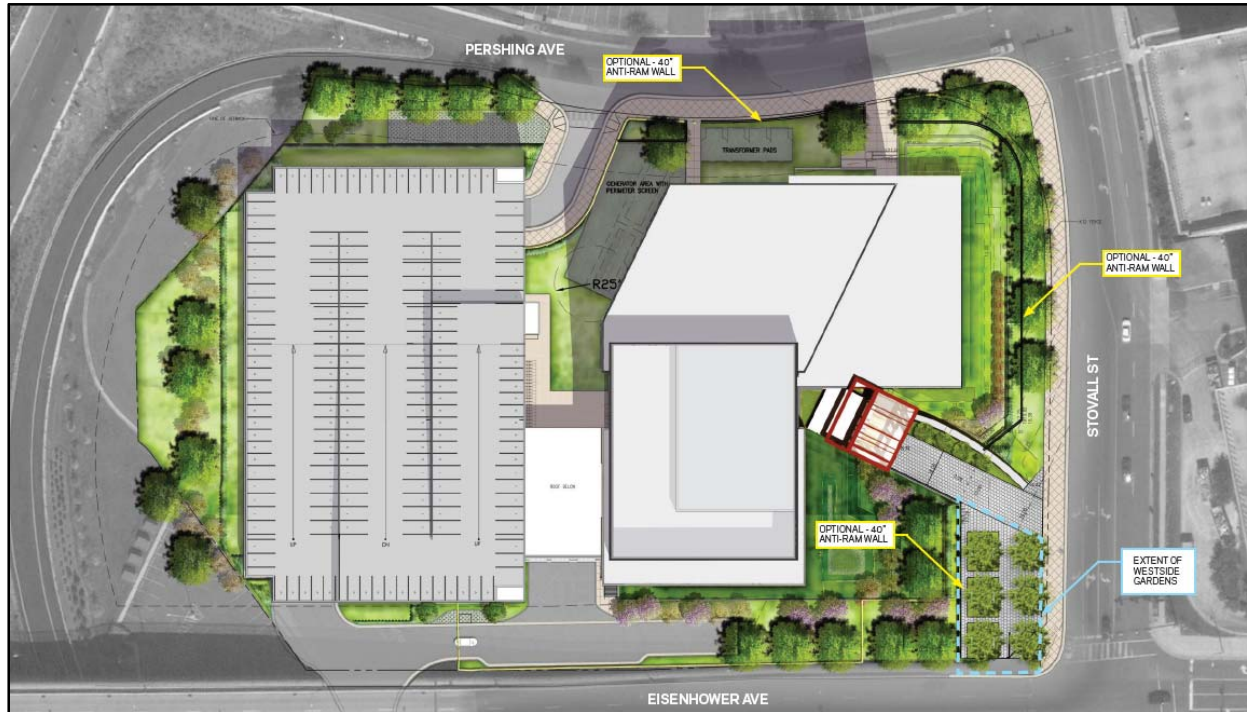
V. CONCLUSION

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

VI. GRAPHICS



Eisenhower East and Carlyle Blocks



Site Plan



Figure 1.
(View from near the Eisenhower Ave. & Stovall St. intersection)



Figure 2.
(Perspective of West Elevation at Pershing Ave. and I-495 Off-Ramp)

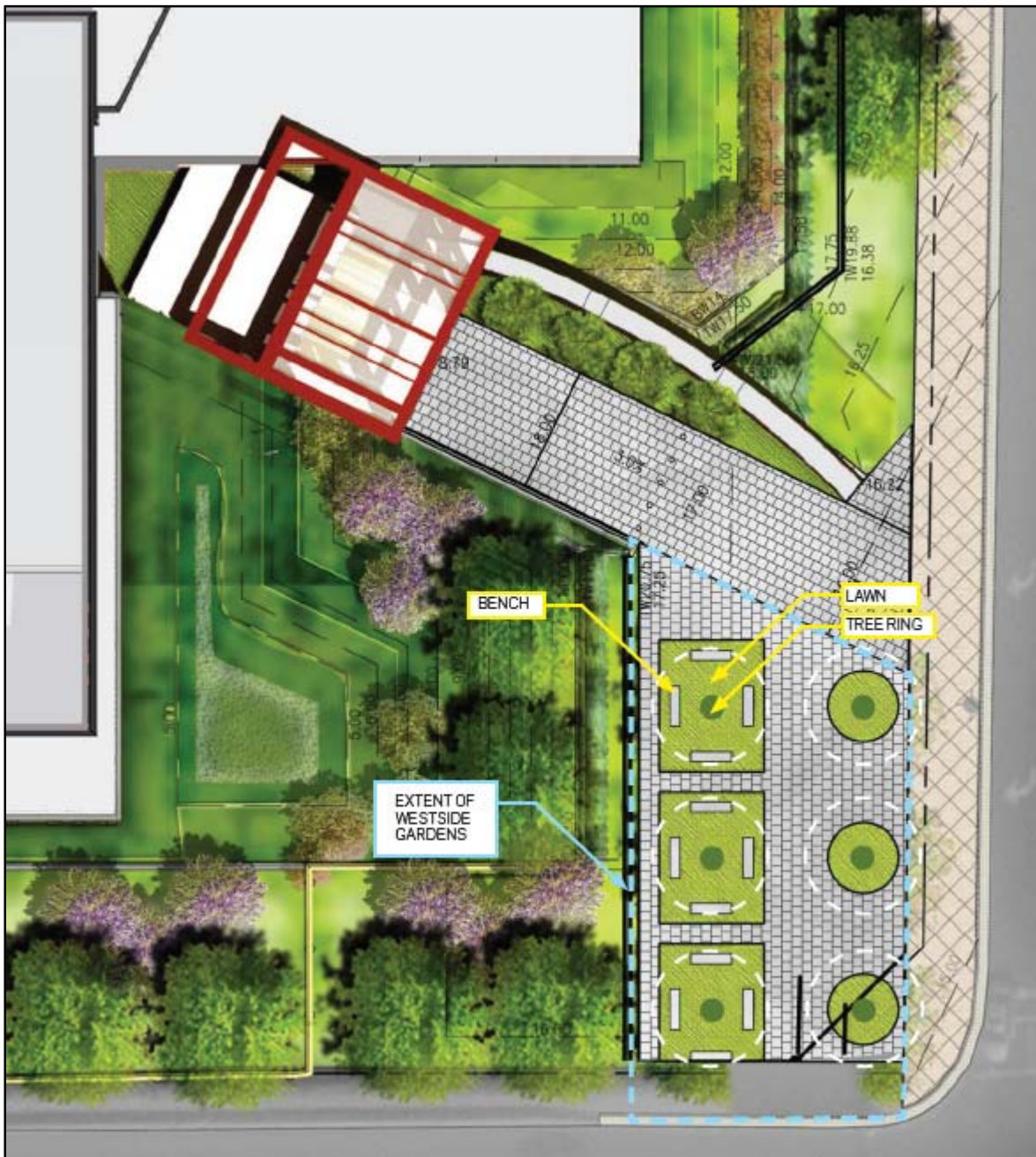


Figure 3.
(Possible Open Space Design of Southeast Corner)

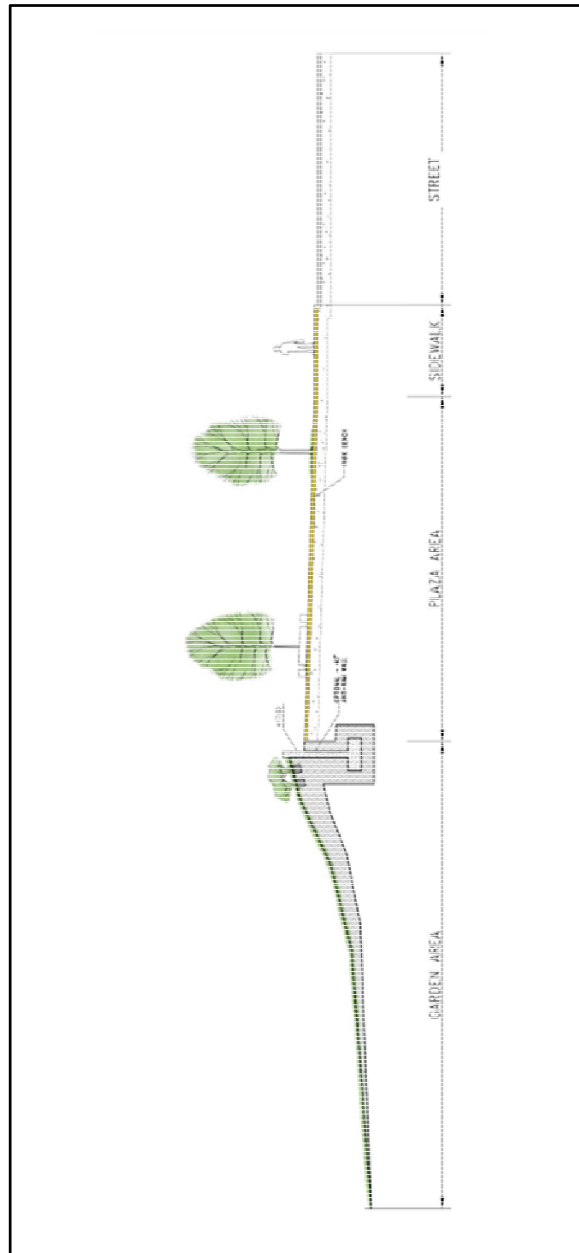


Figure 4.
(Proposed K-12 Rated Security Wall Integrated with Landscape)



Figure 5.
(Proposed Main Building Entry with ADA Access Ramp)



Figure 6.
(Proposed Parking Garage Treatments – North Elevation)

VII. STAFF RECOMMENDATIONS

STAGE II DSUP CONDITIONS (DSUP 2014-0045)

A. PEDESTRIAN/STREETSCAPE:

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

- k. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials so as to minimize any potential visible impacts. ***
(P&Z)(RP&CA)(T&ES)

B. PUBLIC ART:

2. Public Art details (design, materials, artist) and community involvement in accordance with the Hoffman Public Art Plan can be agreed/approved by the City and in coordination with the Applicant or future Applicant (if the project is sold/transferred) prior to the Certificate of Occupancy. The Public Art contribution/value shall be calculated at the rate of \$.30 per gross square foot of building floor area not to exceed \$75,000 per building. The Final Site Plan can be released prior to these items being finalized. This process must be noted on the FSP and made clear to any future Applicants.

C. OPEN SPACE/LANDSCAPING:

3. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and/or RP&CA. At a minimum the Landscape Plan shall:
- a. Provide an enhanced level of detail for plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. Ensure positive drainage in all planted areas.
 - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
 - d. Provide detail sections showing above and below grade conditions for plantings above a structure.
 - e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
 - f. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.

- g. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
 - h. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and all planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes.
 - i. Provide two percolation tests to ensure sufficient subgrade drainage related to proposed planting locations in the area contributing to West Side Gardens. Test pits shall be a minimum of 2 feet in diameter and 2 feet deep from the bottom of the planting hole. Percolation test locations and rates shall be to the satisfaction of the Director of RP&CA, but the minimum acceptable rate shall be 2 inches per hour using potable water. Percolation tests shall be certified by a soil scientist / registered geotechnical engineer. (P&Z)(RP&CA)
4. West Side Gardens: The Applicant may designate a portion of the envisioned open space area on Block 2's southeast corner (the intersection of Eisenhower Ave. and Stovall St.) as open space contributing to West Side Gardens, subject to the following conditions:
- a. The designated open space on Block 2's southeast corner is physically and visually linked to the envisioned open space on Block 3's southeast corner (located at the intersection of Pershing Ave. and Stovall St.);
 - b. The designated open space on Block 2's southeast corner will meet the physical design requirements as articulated in CDD#2014-0006 Condition 31a.
 - c. The linkage between the Block 2 and Block 3 West Side Gardens spaces is a minimum of 10-15 feet wide as shown in the Preliminary Site Plan; at no point will the linkage area be less than 10 feet except wherein minor adjustments are required due to federal security criteria. The area will encompass the vegetated area between the sidewalk and building security features, and include publically-accessible benches or seating areas at appropriate intervals spanning the entire length of the area north of Block 2's main entryway/EVE area along Stovall St.
 - d. No portion of Block 2's linkage area or northeast corner area (at the intersection of Pershing Ave. and Stovall St.) will be considered to be contributing to West Side Gardens required open space area;
 - e. All remaining open space, a minimum of 30,000 square feet, for West Side Gardens will be consolidated on Block 3. The CDD Concept Plan shall be revised to reflect the relocation of the remaining open space to Block 3 along Stovall St.;

- f. All maintenance for the portion of West Side Gardens on Block 2 shall be the responsibility of the owner.
 - g. The open space design of all contributing portions of West Side Gardens shall be vetted and approved by P&Z and RP&CA in consultation with the Park and Recreation Commission. (P&Z)(RP&CA)
5. Provide the following modifications to the landscape plan and supporting drawings:
- a. Plant Schedules: The total planted area on Plant Schedule L200 (65,902 sf) is not consistent with the General Plant Schedule on L700 (51,500 sf). Provide one plant schedule that meets the Landscape Guidelines requirements.
 - b. Crown Coverage: The Crown Coverage Requirements listed on Sheet 27 Landscape Computations are not consistent with the Canopy Cover Calculations listed on L700 Site Details. Provide one table clarifying the amount of Crown Coverage provided; if the Crown Coverage requirements are not met, the Applicant shall make a contribution to the City's Living Landscape Fund. ***(P&Z)
 - c. Open Space: The grasscrete area at the SE corner of the parking garage is not shown on Sheet 22 Open Space; however, this area is illustrated in L200 Planting Plan. While it may not be counted as Open Space, the drawings must reflect consistent site design across all documentation. Provide revised drawings and a table clarifying the amount of open space provided.
 - d. Security Measures: All at-grade security measures will be designed to be integrated into the surrounding landscape, including perimeter defense measures. Security walls will be sunken, screened by landscaping, and sufficient to meet strength rating requirements with minimal visibility. The use of fencing on highly-visible, pedestrian-oriented portions of the site is not permissible.
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.
- a. Hose bibs and ground set water connections must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - b. Install all lines beneath paved surfaces as sleeved connections.
 - c. Locate water sources and hose bibs in coordination with City Staff.
 - d. Ensure that irrigation system is compatible with City's remote control Maxicom System. (Code Administration) (P&Z)(RP&CA)

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, and other associated features. (RP&CA)(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 of RP&CA, and/or P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)

D. BUILDING:

9. The final building design will be in substantial conformance to the materials included in Attachment A and outlined in the DRB process as well as the Staff Report. The Applicant shall work with Staff to refine the following key elements, subject to the satisfaction of the Director of P&Z and in consultation with the DRB, including:
 - a. Continue to refine the building top expression to create a strong, memorable form that is effective both during daylight and at night;
 - b. Continue to refine the way the building skin responds to the skyline, to articulate a meaningful termination to the repetitive precast façade elements;
 - c. Continue to refine the design and details of the entrance feature (frame details, materials, color, and glass elements);
 - d. Continue design evolution of the entry sequence, particularly as it relates to the corner park design, and;
 - e. Continue to explore design refinements to the facades of the parking structure, working to keep it strongly related to, yet distinguishable from, the building it serves.
10. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver (for non-residential buildings), LEED Certified (for residential buildings), or Equivalent, to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:

- a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first final site plan and provide a draft checklist showing how the project plans to achieve the certification.*
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of LEED Silver Certification from USGBC (or equivalent) within two years of obtaining a final certificate of occupancy.
 - e. Failure to achieve LEED Silver (or equivalent) for the project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z)(RP&CA)(T&ES)
 - f. Provide documentation to future retail tenants encouraging them to operate their business consistently with the goals of LEED, as well as to pursue LEED for Retail or LEED for Commercial Interiors certification. (P&Z)(RP&CA)(T&ES)
11. 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)

E. SIGNAGE:

12. Design and develop a coordinated sign plan in conformance with the Hoffman Coordinated Sign Program (#97-0163), and which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics, business signs, and interpretive signage that highlights the history and archaeology of the site. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of Archaeology, P&Z, and/or RP&CA, and T&ES.*
- a. Business signs shall employ variety and creativity of design.

- b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc. (Arch) (P&Z) (RP&CA) (T&ES)
- 13. Design business and identification signs to relate in material, color and scale to the building on which the sign is displayed to the satisfaction of the Director of P&Z.
 - a. The business and identification signs shall be designed of high quality materials and sign messages shall be limited to logos and names.
 - b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
- 14. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
- 15. A freestanding monument or identification sign shall be prohibited. (P&Z)
- 16. 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)

F. HOUSING:

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

G. PARKING:

- 18. For Block 2, locate a maximum of 995 parking spaces in the parking garage. This allocation is approved for a federal tenant only. (P&Z)(T&ES)
- 19. Provide bicycle parking space(s) per Alexandria's current Bicycle Parking Standards for each Stage 2 DSUP. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. Provide bicycle parking both in the parking garage and outside at ground level. Bicycle parking outside shall be covered. (T&ES)
- 20. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan and shall at a minimum include the following:

- a. Provide controlled access into the garage for vehicles and pedestrians.
- b. A plan of the garage facility – including the number of lanes of traffic for entering / exiting, indicating any reversible lanes.
- c. Total capacity and a breakdown of parking types (standard, compact, tandem, accessible, etc.).
- d. A description of access control equipment and an explanation of how the garage will be managed. Include information on hours of operation, and accommodation for the various users of the garage (short and long term parking, car and vanpools, bicycles, etc.).
- e. Information on proposed staffing needs for peak, non-peak and overnight hours.
- f. How rates will be determined and details of validation program if proposed.
- g. Details of appropriate signage for the retail parking, if any, indicating hours which are reserved for retail patrons.* (P&Z)(T&ES)

H. BUS STOPS AND BUS SHELTERS:

- 21. Show all existing and proposed bus stops with associated features, to include shelters, canopies, and benches (as applicable) in the vicinity of the site on the final site plan.* (T&ES)
- 22. For Block 2, provide an ADA compliant bus stop area on Southbound Stovall Street between Pershing Avenue and Eisenhower Avenue. Bus stop should be located along Stovall Street so that buses serving the stop have sufficient time and distance to maneuver into appropriate lane to make left hand turn (outermost lane) onto Eastbound Eisenhower Avenue. (T&ES)
- 23. For Block 2, make the new bus stop on Stovall Street between Pershing Avenue and Eisenhower Avenue ADA compliant. ADA compliance includes:
 - a. Install an unobstructed eight (8) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, bus stop passenger loading pad. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The loading pad's cross slope shall be less than 2%. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. (T&ES)

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

I. SITE PLAN:

25. All easements or dedications must be approved prior to release of the site plan, and must be recorded and submitted with the first request for a building permit.* (P&Z)(T&ES)
26. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, and T&ES. These items include:
- a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
 - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)(RP&CA)

27. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RP&CA in consultation with the Chief of Police and shall include the following:
- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. If existing lighting does not meet minimum standards within the City right-of-way along all street frontages, additional lighting must be provided so that the lighting meets City standards or to the satisfaction of the Director of T&ES.
 - c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - d. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - e. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
 - f. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
 - g. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - h. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - i. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - j. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
 - k. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.

- l. The lighting for the underground/structured parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
- m. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
- n. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
- o. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)

J. CONSTRUCTION MANAGEMENT:

- 28. 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)
- 29. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
 - a. Include a plan for temporary pedestrian and vehicular circulation;
 - b. Include analysis as to whether temporary street lighting is needed on the site and how it is to be installed.
 - c. Include the overall schedule for construction and the hauling route;
 - d. Include a Traffic Control Plan as part of the construction management plan, to include proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage of materials for informational purposes. In addition, the Traffic Control Plan shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The prepared drawings shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets.
 - e. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
 - f. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the Applicant. If the violation is not corrected within five (5) calendar days, a "stop

work order” will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)(Code)

30. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the Applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
 - a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)
31. 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)
32. No major construction staging shall be allowed within the public right-of-way on Pershing Ave, Stovall Street and Eisenhower Avenue. The Applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
33. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of any stops, a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES Office of Transit Services at 703-746-4075 as well as with the transit agency which provides service to the bus stop. Signs noting the bus stop closure and location of the temporary bus stop must be installed at all bus stops taken out of service due to construction. (T&ES)
34. 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)

35. 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)
36. 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)
37. 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)
38. 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)
39. 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)
40. 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)
41. 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)

42. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
43. 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)

K. WASTEWATER / SANITARY SEWERS:

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

L. STREETS / TRAFFIC:

45. The garage access on Block 2 along Pershing Ave. shall be designed and positioned so that the peak hour queue of vehicles waiting to enter the garage does not extend into the right of way or block the sidewalk(s) in any way. The main garage entrance shall provide a minimum of two controlled access lanes entering the garage during the AM peak period to minimize spill over onto the street. (T&ES)
46. Concurrent with the second Final Site Plan submission for Block 2, provide a signal plan for the intersection of Pershing Ave. and Stovall St. (T&ES)
47. **(SUPERSEDES STAGE 1 DSUP2014-0027 CONDITIONS 118-119)**

For the access point on Pershing Ave. provide the following:

- a. The design must concur with the VDOT Commercial Entrance Design standards; in particular, the right turn lane and taper dimensions shall be used. Left turns out of the entrance on to Pershing Ave. will not be permitted; however, left turns into the site off of Pershing Ave. will be allowed if the noted design requirements are met.

- b. Show the proposed updated taper and the line of sight on the planting plan "L200" along with all the proposed trees (or on a separate exhibit). Trees within the line of sight shall be limbed up and maintained a minimum of 6'. (T&ES)
- 48. 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)
- 49. 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)
- 50. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
- 51. 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)
- 52. For Block 2, furnish and install two 4" conduits with pull wires, and junction boxes located at a maximum interval of 300' underneath the sidewalks along Stovall Road from Pershing Avenue to Eisenhower Avenue. These conduits shall terminate in an underground junction box at each corner at Stovall Road and Pershing Avenue and Stovall Road and Eisenhower Avenue. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES)

M. UTILITIES:

- 53. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
- 54. All utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)

N. STORMWATER MANAGEMENT:

- 55. The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the Applicant from the water quality default requirement. The water quality volume determined by the

site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)

56. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Worksheet, or City of Alexandria Worksheets A or B and Worksheet C, as applicable. (T&ES)
57. 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)
58. 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)
59. 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)
60. The Applicant/Owner shall be responsible for installing and maintaining storm water Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three years and develop an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. *****(T&ES)

61. 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)
62. 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)

O. CONTAMINATED LAND:

63. 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)
64. 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)

65. 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)

P. NOISE:

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

Q. AIR POLLUTION:

67. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
68. No material may be disposed of by venting into the atmosphere. (T&ES)
69. 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)

R. CONTRIBUTIONS:

70. For Block 2, the Applicant shall contribute \$60,000 for a new medium-size Bikeshare station (current medium-size is a 15 dock station) to the city prior to Final Site Plan release towards installation, operation and/or expansion of a bike share station in the vicinity of this project site as part of a coordinated bike share program. Show location within the right of way adjacent to this site for a Bikeshare station with the Final 1 submission (minimum clear sidewalk widths per the relevant Conditions in this DSUP must be maintained). (T&ES)

S. VACATION

71. The plat(s) of vacation and all applicable easements must be approved prior to release of the site plan, and must be recorded and submitted with the first request for a building permit. (P&Z)(T&ES)*
72. Approval of the requested vacation of a portion of the existing Taylor Dr. and Stovall St. right-of-ways shall be subject to the following:
- a. The vacated right-of-way shall be consolidated with the adjoining lots, and the plat of consolidation shall be recorded in the Land Records of the City of Alexandria prior to release of the Final Site Plan. (T&ES) (P&Z)

- b. The restrictions shall appear as part of the deed of vacation and shall also appear as a note on the consolidation plat, both of which shall be approved by the Director of Transportation & Environmental Services (T&ES). (T&ES)
- c. The Applicant shall show all public and private easements on the final plat of consolidation. No permanent structure may be constructed over any existing or proposed private and/or public utility easements. (T&ES) (P&Z)
- d. The Applicant shall be responsible for perpetual ownership, development, and maintenance of the vacated right-of-way. (T&ES) (P&Z)
- e. All remaining utilities in the vacated right of way shall be covered by utility easements. (T&ES) (P&Z)
- f. The Applicant shall pay the fair market value for the vacated right-of-way, as determined by the Director of Real Estate Assessments. The value for the subject areas will be based on the land area value submitted by the Applicant on 2/12/15 and confirmed by TES. (T&ES) (P&Z)

T. ARCHAEOLOGY:

- 73. Historical maps indicate that this area was once a low terrace adjacent to a tributary stream of Cameron Run. Native American sites have been discovered in comparable settings. It is therefore possible that this site could yield archaeological resources that could provide insight into Native American activities prior to the arrival of Europeans in the area. Previous historical and archaeological investigations have indicated that this area may have potential to provide insight into 18th and 19th-century activities and into occupation by Native Americans. The 18th-century Town of Cameron was situated on Hunting Creek near the upstream limits of navigation, but its exact location has never been found. To the north, the 18th-century West family cemetery, two 18th- and 19th-century mills (one of which was converted for use by the Alexandria Water Company) and the 19th-century Roberts' farm were excavated.
- 74. A 1998 Archaeological Assessment report produced by R. Christopher Goodwin and Associates recommends limited mechanized trenching for the property.
- 75. Hire an archaeological consultant to consult with Alexandria Archaeology in order to devise a Statement of Work for limited mechanized trenching as monitored by a qualified professional archaeologist. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Archaeology)

76. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place to recover significant resources in concert with construction activities. * (Archaeology)
77. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
78. The Applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
79. The statements in 75, 76, and 77 above must appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including sheeting and shoring and grading) so that on-site contractors are aware of the requirements.
80. Certificates of Occupancy will not be issued for this property until the final archaeological report has been received and approved by the City Archaeologist.
81. All archaeological work will be carried out in accordance with the City of Alexandria Archaeological Standards and is subject to the approval of the City Archaeologist.

CITY DEPARTMENT CODE COMMENTS

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

PLANNING AND ZONING

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

TRANSPORTATION AND ENVIRONMENTAL SERVICES

- R - 1. The current site plans provide for a 962 square foot trash room adjacent to a single loading dock. While this trash room meets the storage space requirements for solid waste and recycling, its configuration does not allow for the most efficient collection of these materials. (T&ES- Resource Recovery)
- R - 2. The total square footage for this office building is listed at approximately 632,000 square feet. This level of occupancy will generate between 1.5 and 3 tons of solid waste per day in most circumstances. This volume of solid waste would best be handled using a pair of compactors for both trash and recyclable materials which the current trash room does not allow for. (T&ES- Resource Recovery)
- R - 3. At maximum occupancy, this building may require multiple collections per day for both trash and recyclables using a standard 8cy front load container. The use of compactors would be a much more efficient collection method for a building of this size although it would require more dedicated loading dock space. (T&ES- Resource Recovery)
- R - 4. DASH has in its annual Transit Development Plan and Long Range Expansion plan to implement a new Eisenhower Circulator, currently programmed for implementation in FY2017. The provision of space for a bus stop would enable an extension of the Eisenhower Circulator to service new developments west of Eisenhower Metro Station along Stovall Street and Pershing Avenue. A bus shelter is planned for the bus stop in FY2017. (T&ES/DASH)
- R - 5. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing

upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)

- R - 6. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:

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

- R - 7. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- R - 8. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- R - 9. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- R - 10. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration (T&ES)
- R - 11. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- R - 12. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of

Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)

- R - 13. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)
- R - 14. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)
- R - 15. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- R - 16. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers

and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)

- R - 17. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- R - 18. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- R - 19. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- R - 20. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- R - 21. A Traffic Control Plan shall be provided within the Construction Management Plan and replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. These sheets are to be provided as "Information Only". (T&ES)
- R - 22. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- R - 23. A summary of environmental site conditions and findings must be placed on the Final Site Plan prior to approval. The project indicates known areas of underground storage tanks or areas of soil or groundwater contamination. Applicant must submit environmental reports, assessments and plans for review and approval prior to approval of final site plan. The Environmental Statement on Sheet 02 states there are "no known environmental contaminants existing on the subject site." This contradicts the Environmental Site Assessment note on the same page. (T&ES)
- R - 24. The Metro Station and bus stop locations on the vicinity map need to be updated with the Final 1 submission. (T&ES- Transit)
- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the Applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the Applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)

- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the Applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the Applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Floodplain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)
- C - 5 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 6 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)

- C - 7 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 8 In compliance with the City of Alexandria Zoning Ordinance Article XI, the Applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 06-14, New Sanitary Sewer Connection and Adequate Outfall Analysis, effective July 1, 2014. The sanitary sewer adequate outfall analysis is required as part of the Preliminary Site Plan submission. The memorandum is available at the following web address of the City of Alexandria (T&ES)
- <http://alexandriava.gov/uploadedFiles/tes/info/MemoToIndustry06-14.pdf>
- C - 9 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 10 The Applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: www.alexandriava.gov/solidwaste or by contacting the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov. (T&ES)
- C - 11 The Applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 12 The Applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: www.alexandriava.gov/solidwaste or by calling the Solid Waste Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)

- C - 13 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)
- C - 14 The sewer tap fee must be paid prior to release of the site plan.* (T&ES)
- C - 15 All easements or dedications must be approved prior to release of the site plan, and must be recorded and submitted with the first request for a building permit.* (T&ES)
- C - 16 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)
- C - 17 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 18 Per the Memorandum to Industry, dated July 20, 2005, the Applicant is advised regarding a requirement that Applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the Applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 19 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 20 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 21 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 22 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

- C - 23 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 24 The Applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 25 The Applicant shall comply with the Article XIII, Sections 13-109 and 13-110 of the City of Alexandria Zoning Ordinance, respectively, which includes requirements for stormwater pollutant load reduction, stormwater quantity management and treatment of the water quality volume default and stormwater quantity management. (T&ES)
- C - 26 The Applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 27 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or 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 General VPDES Permit for Discharges of Virginia Stormwater Management Program General from Construction Activities (General Permit) and associated Stormwater Pollution Prevention Plan (SWPPP) for land disturbing activities greater than one acre. See memo to industry 08-14 which can be found on-line here; <http://alexandriava.gov/tes/info/default.aspx?id=3522>.* (T&ES)
- C - 28 Provide a Stormwater Pollution Prevention Plan (SWPPP) plan sheet(s) with the Final 1 submission for review.* (T&ES)

ALEXANDRIA RENEW ENTERPRISES

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

VIRGINIA AMERICAN WATER COMPANY

- R - 1. Please provide a minimum 15' easement for existing and proposed water mains that will be out of the public ROW. Do not run other underground utilities (e.g. sanitary & storm sewer pipe, gas, cable conduit) parallel to a water main within a water main easement. Do not propose a permanent structure (e.g. pole, tree pit) within a water line easement.

R - 2. If the City will own the proposed fire hydrants inside job site, please provide a minimum 10' easement around each hydrant and its lateral pipe.

R - 3. Please show the underground garage boundary on site plan.

FIRE DEPARTMENT

F - 1. The following comments are for Preliminary 2 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.

Previously acknowledged by Applicant.

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

Previously provided by Applicant.

F - 3. All new fire hydrants on property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance, and service. This will be evaluated on a case by case basis.

Previously acknowledged by Applicant.

R - 1. To improve fire department operational capabilities, it is recommended that all stairways extend to the roof level for direct access to the roof.

Applicant has acknowledged this requirement.

C - 1 The Applicant shall provide a separate Fire Service Plan which illustrates where applicable: a) emergency ingress/egress routes to the site; b) one fire department connection (FDC) for buildings under 5 stories or 55 feet or two sufficiently remote FDC's for buildings over 5 stories or 55 feet; c) all existing and proposed fire hydrants where fire hydrants are located between forty (40) and one hundred (100) feet of each required FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a minimum width of twenty-two (22) feet; f) the location and size of the separate fire line(s) for the building fire service connection and fire hydrants.

a. Applicant indicates that emergency access points will be located provided to deal with this concern. This is a viable option but any system and access location will require review and approval by this department.

- b. Applicant has provided a freestanding fire department connection that is accessible to the fire department.*
- c. Hydrants have been provided and are appropriately spaced.*
- d. Hydrants have been provided and are appropriately spaced.*
- e. Applicant indicates that access has been provided where possible but is requesting equivalency through access mitigation found in the City of Alexandria Fire Prevention Code. This topic will be reviewed with Applicant and a decision rendered regarding what equivalencies and access will be acceptable.*
- f. Applicant is incorrect regarding their contention that two fire service lines are only required if the building is over 420 feet. That requirement deals with number of sprinkler risers, not fire service lines. Please review USBC section 403.3.2 which clearly states that requires connections from two water mains.*

- 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.

Previously provided by Applicant.

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

Applicant indicates that access has been provided where possible but is requesting equivalency through access mitigation found in the City of Alexandria Fire Prevention Code. This topic will be reviewed with Applicant and a decision rendered regarding what equivalencies and access will be acceptable.

- C - 4 The Applicant shall provide two wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The three copies shall be submitted to Alexandria Fire Department, Fire Prevention, C/O A. Maurice Jones, Jr. 900 Second Street, Alexandria, Va. 22314.

Applicant indicates that a fire flow analysis will be provided.

- C - 5 A Knox Box Rapid Entry key access system shall be installed to facilitate building entry by fire department personnel during an emergency. The size and number of Knox

Boxes, number of key sets, and required keys or access devices shall be determined by Alexandria Fire Department personnel.

Applicant indicates Knox Boxes will be provided.

- C - 6 The Applicant of any building or structure constructed in excess of 10,000 square feet; any building or structure which constructs an addition in excess of 10,000 square feet; or any building where there is a level below grade shall contact the City of Alexandria Radio Communications Manager in the Department of Emergency Communications prior to submission of a final site plan. The proposed project shall be reviewed for compliance with the radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:

- a. *The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.*
- b. *The building or structure design shall support a 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. *Areas deemed critical by the City of Alexandria, such as fire control rooms, exit stairways, and exit passageways shall provide 99 percent coverage exceeding -95 dbm when transmitting or receiving.*
- e. *The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.*

If the building or structure fails to meet the above criteria, the Applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. A bi-directional amplifier or other powered equipment must consist of two power sources:

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

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

Applicant indicates system will be provided.

- C - 7 The site plan shall show placement of emergency vehicle easement signs. See sign detail and placement requirements are as follows:

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

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

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



Applicant indicates signs will be provided.

C - 8 Show fire apparatus vehicle turning radius based on the following specifications:

Tower 203 Turning Specifications

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

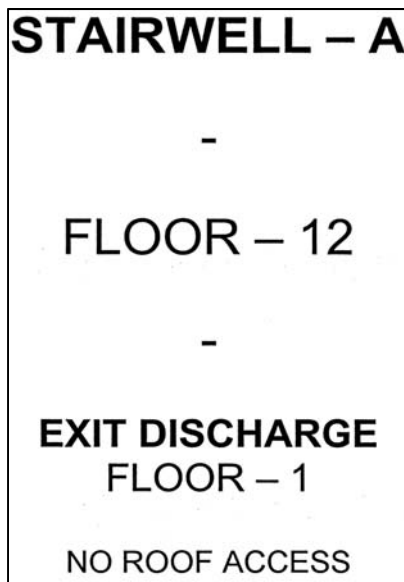
Applicant has provided requested information.

C - 9 Provide Stairway Identification. Stairway identification signs shall be provided at each landing in all interior exit stairways connecting more than three stories. Stairways shall be identified by letter designation starting next to the main entrance with "A" and continuing in a clockwise or left to right pattern using consecutive letters of the alphabet for each additional stairway. Two copies of the stairway signs shall be submitted to the fire official for approval before occupancy.

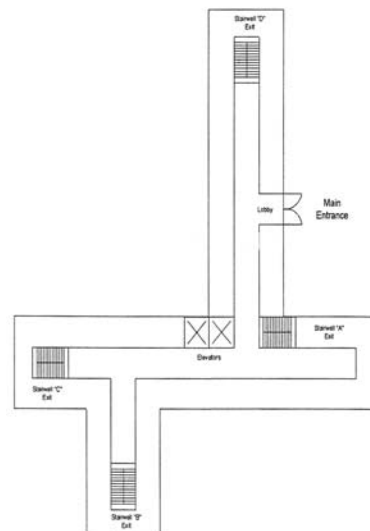
Stairway signs shall designate the stairway letter, state the floor level, the level of exit discharge, and if there is access or no access to the roof regardless if the access door or roof hatch locks. The bottom of the sign shall be located five (5) feet above the floor

landing in a position that is readily visible when the stairwell door is opened or closed. The signs must have lettering that is a minimum of 2 inches but no greater than 4 inches in height. This information may be stenciled directly onto the wall but all lettering must be of a color contrasting with the background stairway wall color.

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



Ex. Stairway Identification Sign



Ex. Building Footprint Sign

Applicant has agreed to this requirement.

CODE ADMINISTRATION (BUILDING CODE)

- F - 1. The review by Code Administration is a preliminary review only. Once the Applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the Applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- C - 1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C - 2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.
- C - 3 A soils report must be submitted with the building permit application for all new and existing building structures.
- C - 4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
- C - 6 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.
- C - 7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C - 8 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C - 9 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

POLICE

- R - 1. A security survey is to be completed for any sales or construction trailers that are placed on the site. This is to be completed as soon as the trailers are placed on site by calling the Community Relations Unit at 703-746-1920.

- R - 2. The proposed shrubbery is to have a maximum height of 36 inches when they are fully mature.
- R - 3. No shrubs higher than 3 feet should be planted within 6 feet of walkways. Shrubs higher than 3 feet provide cover and concealment for potential criminals.
- R - 4. Maintain tree canopies at least 6-feet above grade level as they mature to allow for natural surveillance.
- R - 5. Trees will not be planted under or near light poles. Trees planted under or near light poles counteract the effectiveness of light illumination when they reach full maturity.
- R - 6. The stairwells within structured parking garages shall be visible, as permitted by the Building Code without solid walls or by use of windows in the doors and/or walls.
- R - 7. The lighting for the surface lot and all common areas is to be a minimum of 2.0 foot candles minimum maintained
- R - 8. For the safety of the persons using the proposed garage, it is recommended that the lighting for the parking garage be a minimum of 5.0 foot candle minimum maintained.
- R - 9. For the safety of the persons using the proposed garage, the walls and ceiling in the garage are to be painted white.
- R - 10. The underground garage elevator vestibules should be constructed of transparent/glass panels to allow all around surveillance and provide clear sightlines.
- R - 11. It is recommended that the doors in the garage (level only) leading into the stairwell have controlled electronic access.
- R - 12. It is recommended that the vehicular entrance to the garage be secured by a coiling gate
- R - 13. Recommend installing an “in building amplifier” so emergency personnel (Police, Sheriff, Fire and Rescue) does not lose contact with the Emergency Communications Center while in the structure.
- R - 14. The buildings shall have an address number which is contrasting in color to the background and visible from the street placed on the front and back of each building. (at least 3 inches high and reflective at night). 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 - 15. Provide a secure location where residents and visitors bicycles can be stored to prevent theft.

- R - 16. Provide a secure location or structure, which is secured to the ground, where the residents and visitors motorcycles can be stored to prevent theft.

HEALTH DEPARTMENT

- C - 1 An Alexandria Health Department Permit is required for all regulated facilities. A permit shall be obtained prior to operation, and is not transferable between one individual, corporation, or location to another. Permit application and fee are required.
- C - 2 Construction plans shall be submitted to the Health Department located at 4480 King St. and through the Multi-Agency Permit Center. Plans shall be submitted and approved by the Health Department prior to construction. There is a \$200.00 plan review fee payable to the City of Alexandria.
- C - 3 Construction plans shall comply with Alexandria City Code, Title 11, Chapter 2, The Food and Food Handling Code of the City of Alexandria. Plans shall include a menu of food items to be offered for service at the facility and specification sheets for all equipment used in the facility, including the hot water heater.
- C - 4 A Food Protection Manager shall be on-duty during all operating hours.
- C - 5 The facility shall comply with the Virginia Indoor Clean Air Act and the Code of Alexandria, Title 11, Chapter 10, Smoking Prohibitions.
- C - 6 In many cases, original wooden floors, ceilings, and wall structures in historical structures may not be suitable for food service facilities. Wood materials shall be finished in a manner that is smooth, durable, easily-cleanable, and non-absorbent.
- C - 7 Facilities engaging in the following processes may be required to submit a HACCP plan: Smoking as a form of food preservation; curing food; using food additives to render food not potentially-hazardous; vacuum packaging, cook-chill, or sous-vide; operating a molluscan shellfish life-support system; and sprouting seeds or beans.

ARCHAEOLOGY

- F - 1. Historical maps indicate that this area was once a low terrace adjacent to a tributary stream of Cameron Run. Native American sites have been discovered in comparable settings. It is therefore possible that this site could yield archaeological resources that could provide insight into Native American activities prior to the arrival of Europeans in the area. Previous historical and archaeological investigations have indicated that this area may have potential to provide insight into 18th and 19th-century activities and into occupation by Native Americans. The 18th-century Town of Cameron was situated on Hunting Creek near the upstream limits of navigation, but its exact location has never been found. To the north, the 18th-century West family cemetery, two 18th- and 19th-

century mills (one of which was converted for use by the Alexandria Water Company) and the 19th-century Roberts' farm were excavated.

- F - 2. A 1998 Archaeological Assessment report produced by R. Christopher Goodwin and Associates recommends limited mechanized trenching for the property.
- R - 1. All archaeological work will be carried out in accordance with *City of Alexandria* the Archaeological Standards *and is subject to the approval of the City Archaeologist*.
- C - 1 Hire an archaeological consultant to consult with Alexandria Archaeology in order to devise a Statement of Work for limited mechanized trenching as monitored by a qualified professional archaeologist. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Archaeology)
- C - 2 The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place to recover significant resources in concert with construction activities.* (Archaeology)
- C - 3 Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
- C - 4 The Applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
- C - 5 The statements in C-2, C-3, and C-4 above must appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including sheeting and shoring and grading) so that on-site contractors are aware of the requirements.
- C - 6 Certificates of Occupancy will not be issued for this property until the final archaeological report has been received and approved by the City Archaeologist.

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.

VIII. ATTACHMENTS

ATTACHMENT A: CDD Chart (Parking Transfer Revision)

CDD CONDITIONS (CDD 2014-0006)

Note: All CDD conditions have been carried forward from the most recent CDD approval, CDD 2014-0004, with amendment to Condition 15.

B. BUILDINGS - USES:

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

BLOCK	RETAIL	OFFICE	RESIDENTIAL	HOTEL	SUBTOTAL	GFA EXCLUSION	USE GFA	PARKING GFA	AGFA TOTAL (NOTE 2)	STRUCTURED PARKING ****	SURFACE PARKING	HEIGHT (FEET)
1	0	0	0	101,000	101,000	0	101,000	0	101,000	215	100	Existing
2	0	682,515	0	0	682,515	21,129	661,386	--**	661,386	985 995 Note 4	0	260
3	0	193,907	0	0	193,907	6,033	187,874	--**	187,874	533	0	210
4	36,950	436,000	0	0	472,950	13,442	459,508	0	459,508	2,214 2,201	0	220
5	24,050	0	260,000	0	284,050	9,282	274,768	55,073	329,841	Shared with Block 4	0	220
6*	33,500	1,002,000	0	0	1,035,500	0	1,035,500	0	1,035,500	0	0	Note 3
7*	136,000	0	0	0	136,000	0	136,000	0	136,000	0	0	Note 3
8*	22,175	673,642	0	0	695,817	0	695,817	1,600	697,417	660	0	250
9A	0	0	0	170,000	170,000	8,190	161,810	389,396	551,206	2,172	0	220
9B	30,000	716,142	0	0	746,142	34,658	711,484	67,800	779,284	Shared with Block 9A	0	250
11	54,000	0	660,000	0	714,000	48,000	666,000	11,000	677,000	723	150***	370
12	18,000	0	595,000	0	613,000	35,000	578,000	71,000	649,000	782	0	339
14*	0	0	0	0	0	0	0	0	0	2,883	0	Note 3
22	0	0	0	0	0	0	0	0	0	0	0	0
24	0	180,000	230,000	0	410,000	9,074	400,926	--**	400,926	600	0	200
25A	0	0	180,000	0	180,000	4,160	175,840	--**	175,840	379	0	200
TOTALS	354,675	3,649,122	1,925,000	271,000	6,199,797	179,454	6,020,343	595,869	6,871,782	12,143	250	N/A

Note 1: Gross Floor Area (GFA) is defined as the sum of all gross horizontal areas under a roof or roofs. These areas are measured from the exterior faces of walls or from the center-line of party walls. Elevator and stair bulkheads, multi-story atriums and similar volumetric construction, not involving floor space are excluded.
Note 2: AGFA totals shall be applied in accordance with the EESAP.
Note 3: Per approved DSUP# 2000-0028
Note 4: <u>This parking allocation is only for a federal tenant who can meet these requirements.</u>
* This block is an existing use under approved DSUP# 2000-0028 and is not the subject of a Stage 1 DSUP. Any re-development of this block will require submission of an amended or new DSUP.
** GFA of the parking structure does not count towards AGFA.
*** Surface parking on Block 11 is permitted solely in conjunction with a grocery store.
**** <u>Structured parking includes both above and below grade parking.</u>

I. General Stage 1 Preliminary Development Special Use Permit Conditions(DSUP #2005-0031, 0032, 0033, 0034 and 0035); (Amended by Stage II DSUP #2014-0045)

45A. **CONDITION AMENDED BY STAFF:** The Allowable Gross Floor Area (AGFA), height, parking and use shall be governed by the following table, which shall also be reflected in the Concept Plan.

Note: The following Stage 1 DSUP conditions have been carried forward, with amendments to 45A to transfer 10 parking spaces from Block 4 to Block 2 only:

BLOCK	RETAIL	OFFICE	RESIDENTIAL	HOTEL	SUBTOTAL	GFA EXCLUSION	USE GFA	PARKING GFA	AGFA TOTAL (NOTE 2)	STRUCTURED PARKING ****	SURFACE PARKING	HEIGHT (FEET)
1	0	0	0	101,000	101,000	0	101,000	0	101,000	215	100	Existing
2	0	682,515	0	0	682,515	21,129	661,386	--**	661,386	985 995 Note 4	0	260
3	0	193,907	0	0	193,907	6,033	187,874	--**	187,874	533	0	210
4	36,950	436,000	0	0	472,950	13,442	459,508	0	459,508	2,214 2,201	0	220
5	24,050	0	260,000	0	284,050	9,282	274,768	55,073	329,841	Shared with Block 4	0	220
6*	33,500	1,002,000	0	0	1,035,500	0	1,035,500	0	1,035,500	0	0	Note 3
7*	136,000	0	0	0	136,000	0	136,000	0	136,000	0	0	Note 3
8*	22,175	673,642	0	0	695,817	0	695,817	1,600	697,417	660	0	250
9A	0	0	0	170,000	170,000	8,190	161,810	389,396	551,206	2,172	0	220

CDD #2014-0006, DSUP #2014-0045
VAC #2014-0006
2460 Mill Rd, 301 & 315 Stovall St, 312 and 314 Taylor Dr

9B	30,000	716,142	0	0	746,142	34,658	711,484	67,800	779,284	Shared with Block 9A	0	250
11	54,000	0	660,000	0	714,000	48,000	666,000	11,000	677,000	723	150***	370
12	18,000	0	595,000	0	613,000	35,000	578,000	71,000	649,000	782	0	339
14*	0	0	0	0	0	0	0	0	0	2,883	0	Note 3
22	0	0	0	0	0	0	0	0	0	0	0	0
24	0	180,000	230,000	0	410,000	9,074	400,926	--**	400,926	600	0	200
25A	0	0	180,000	0	180,000	4,160	175,840	--**	175,840	379	0	200
TOTALS	354,675	3,649,122	1,925,000	271,000	6,199,797	179,454	6,020,343	595,869	6,871,782	12,143	250	N/A

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

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

Note 3: Per approved DSUP# 2000-0028

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

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

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

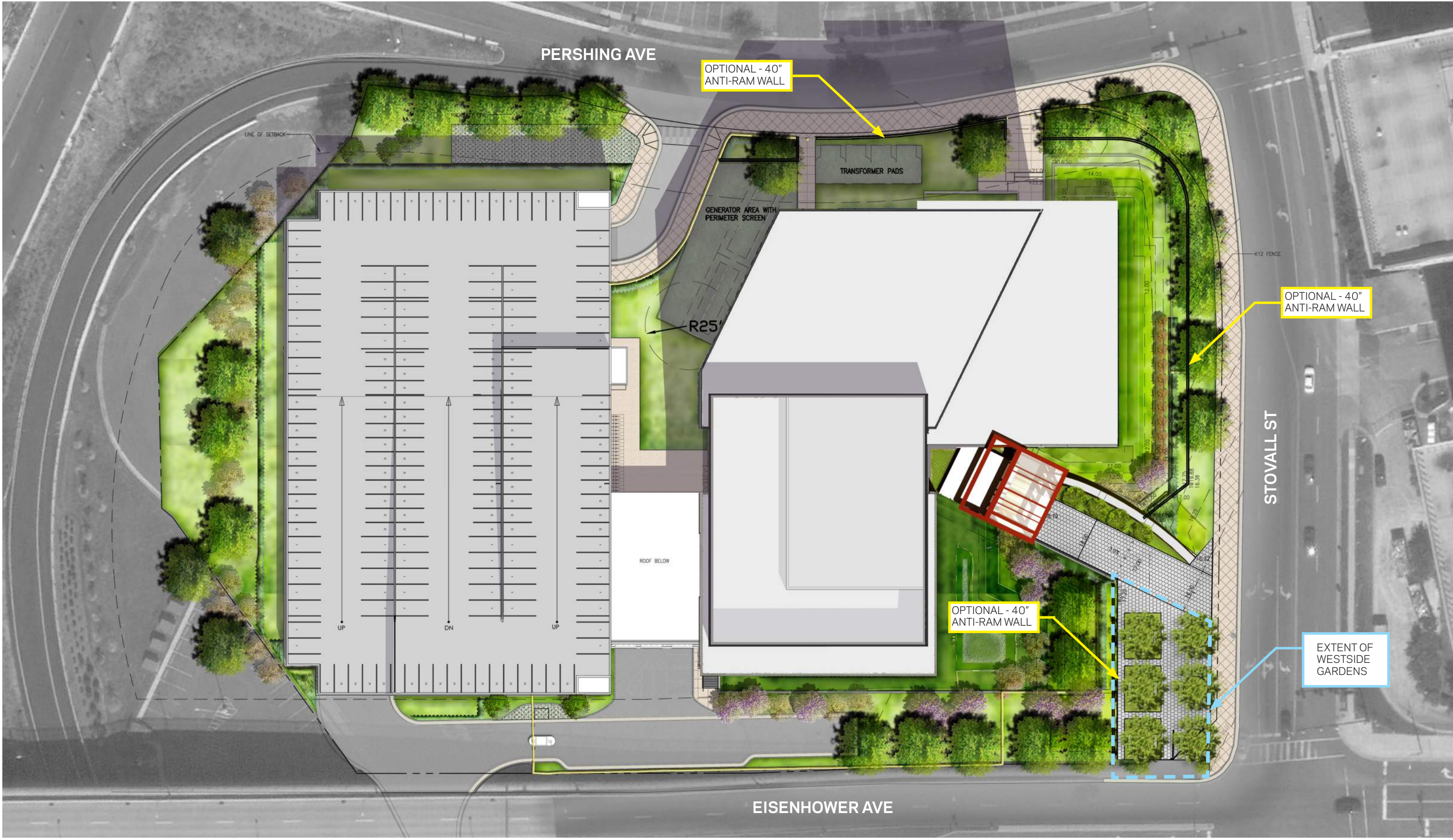
*** Surface parking on Block 11 is permitted solely in conjunction with a grocery store.

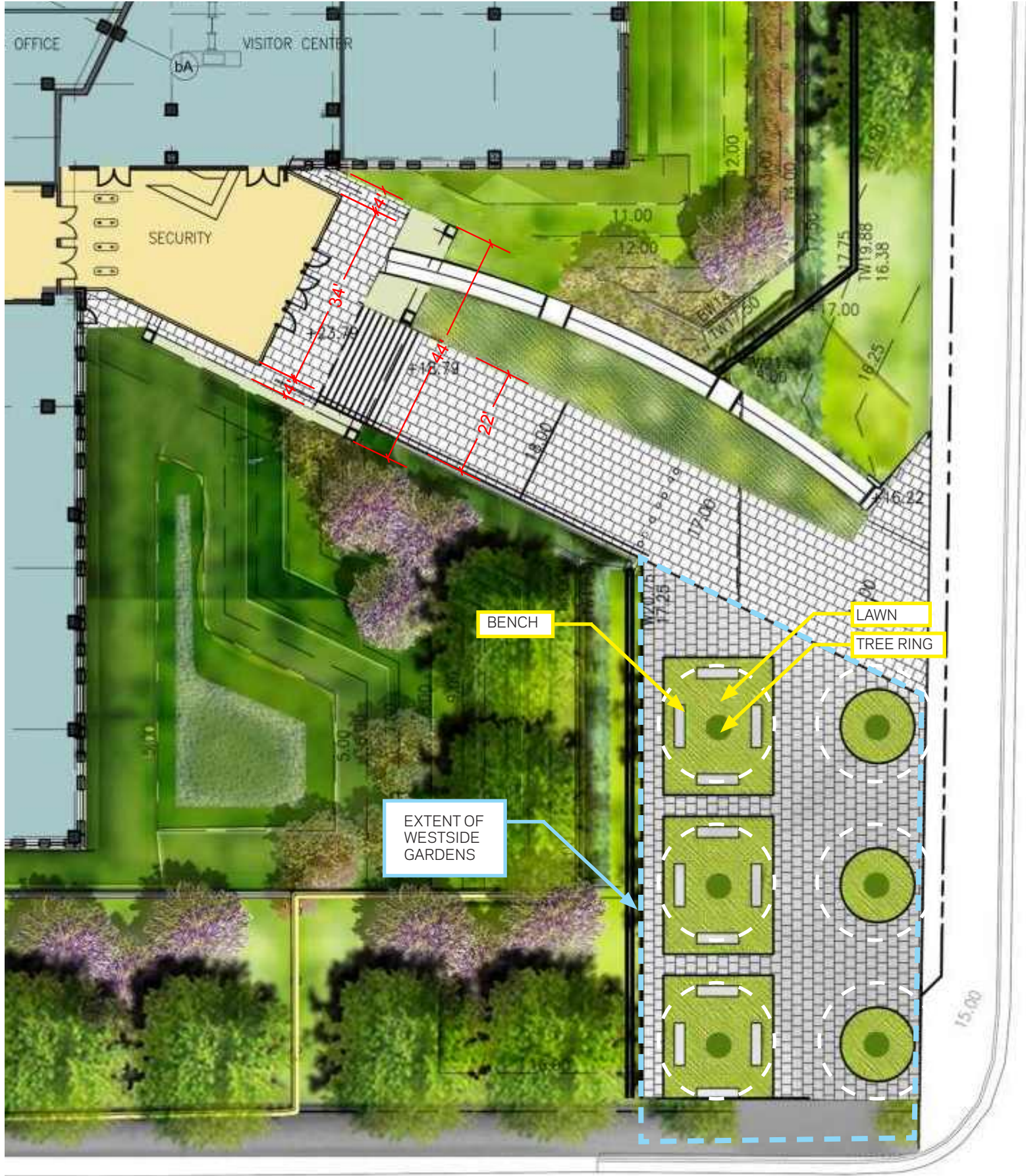
**** Structured parking includes both above and below grade parking.

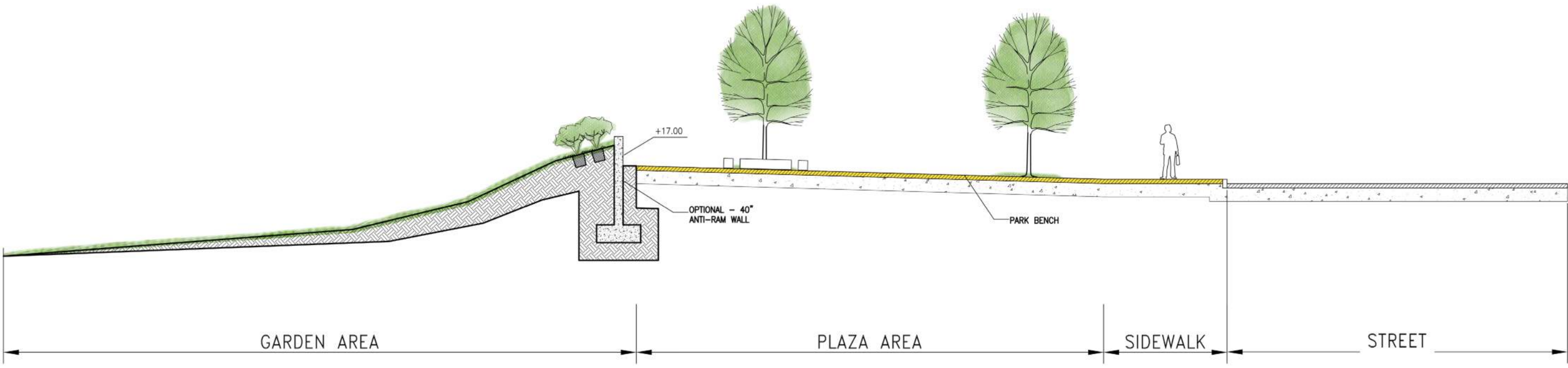
ATTACHMENT B: DRB Submission Materials (2-17-15)

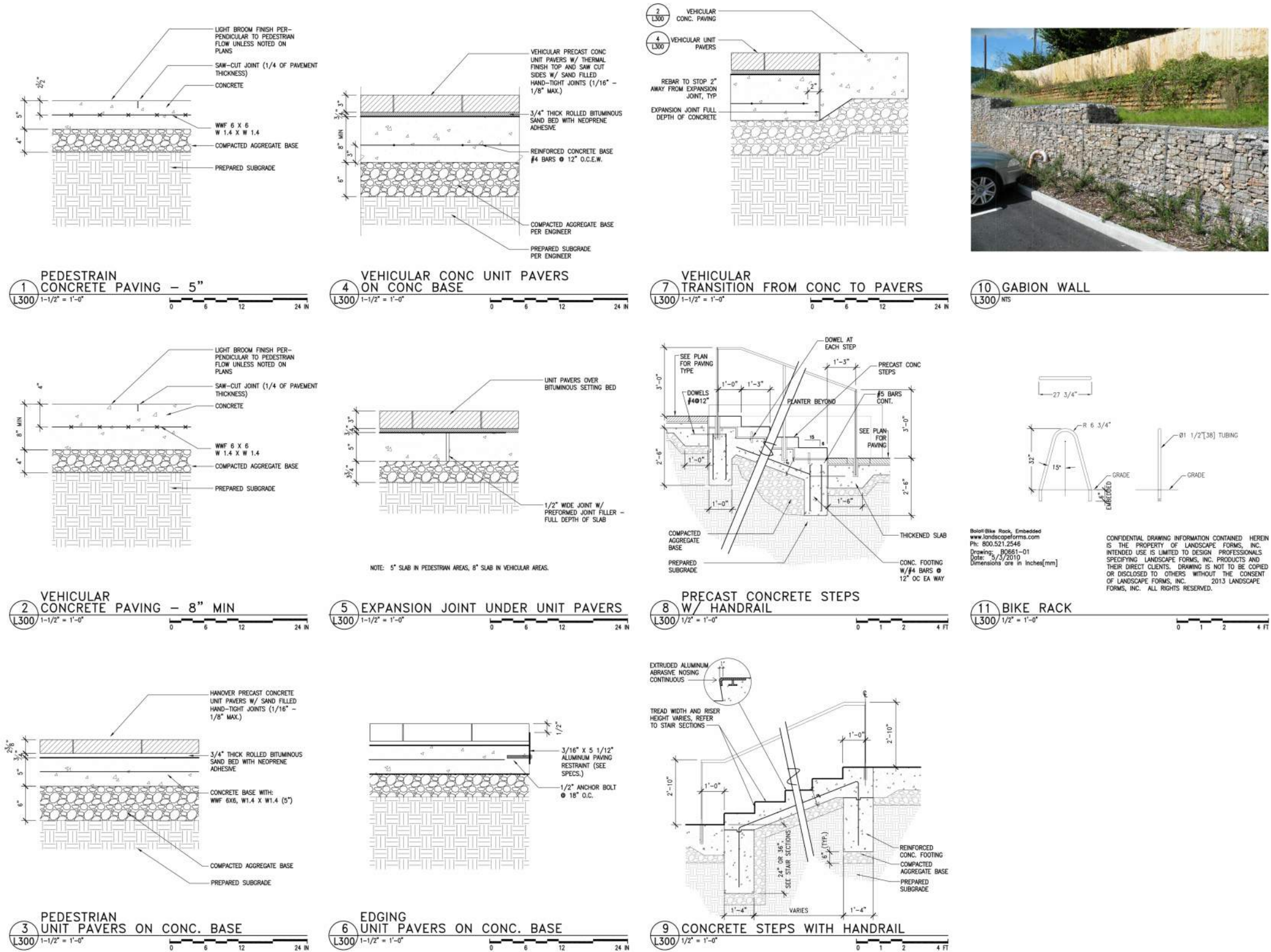
The attached materials reflect the preferred building design as submitted to the City on February 17, 2015. See Section IV. D. Building Design & Architecture for an explanation of the design process and principles informing the proposed building design.

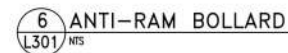
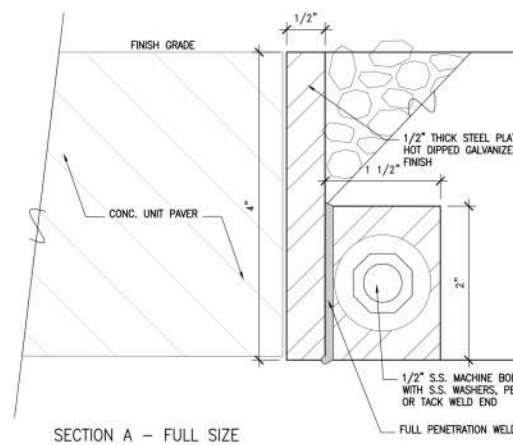
HOFFMAN TOWN CENTER BLOCK 2



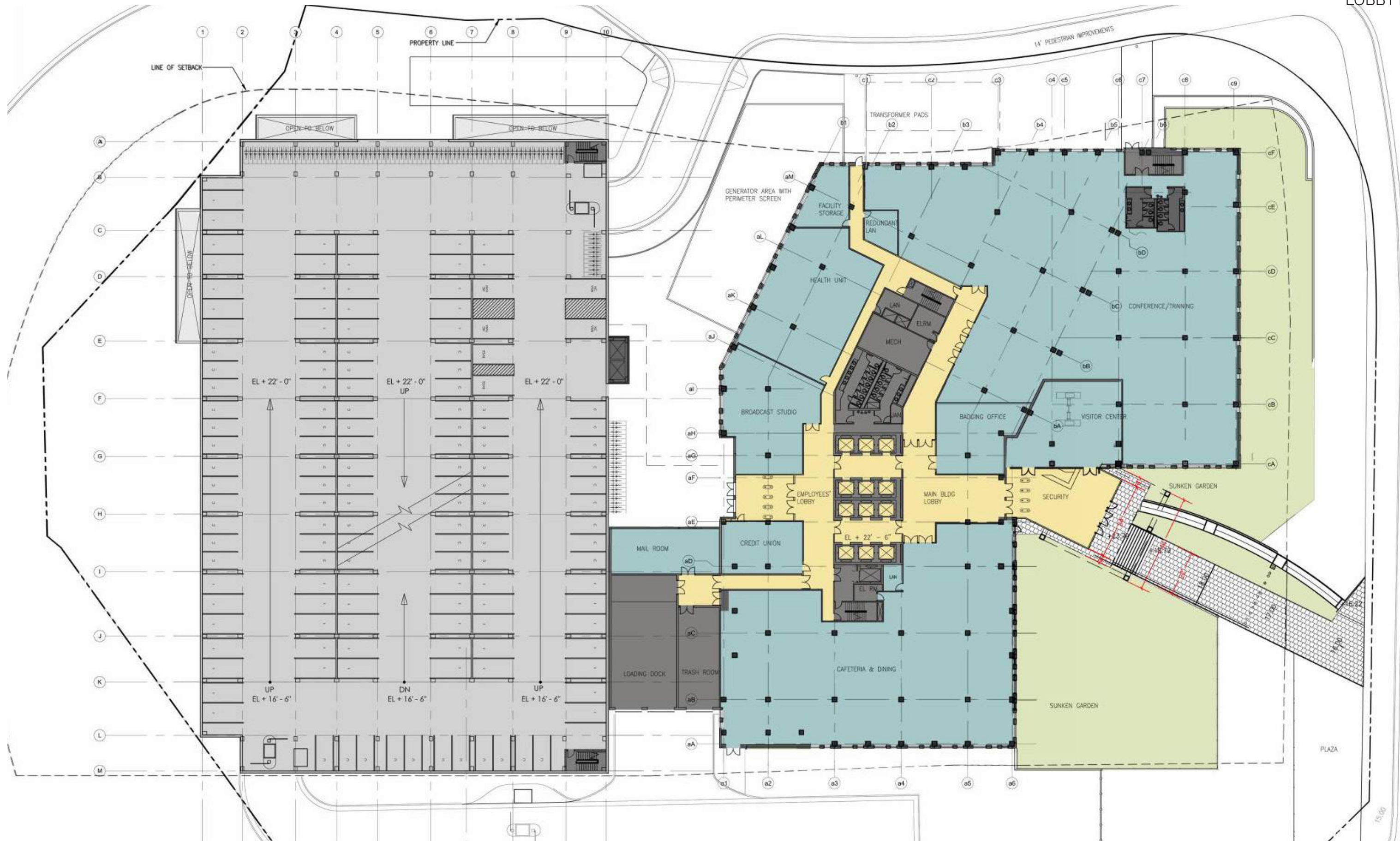


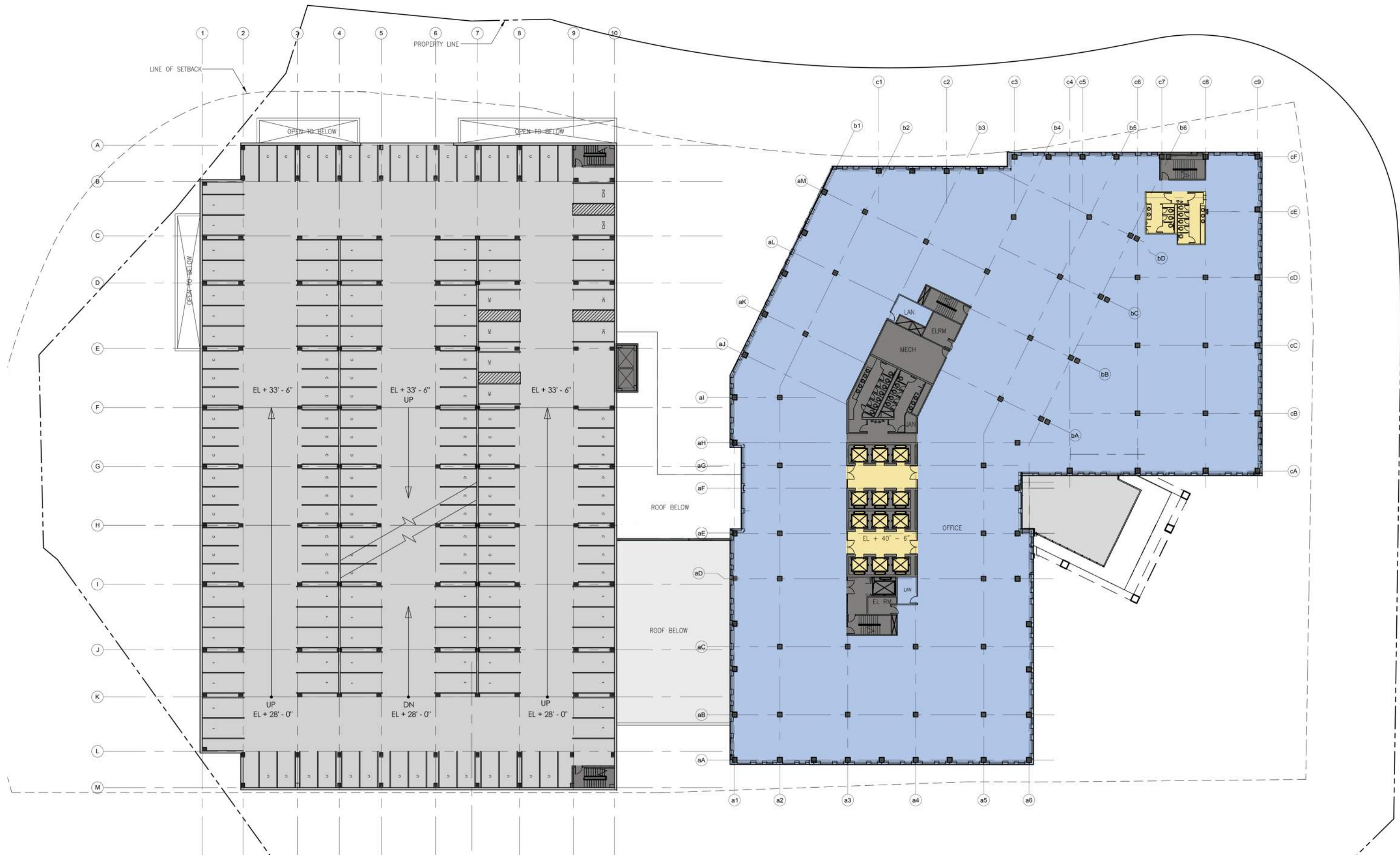


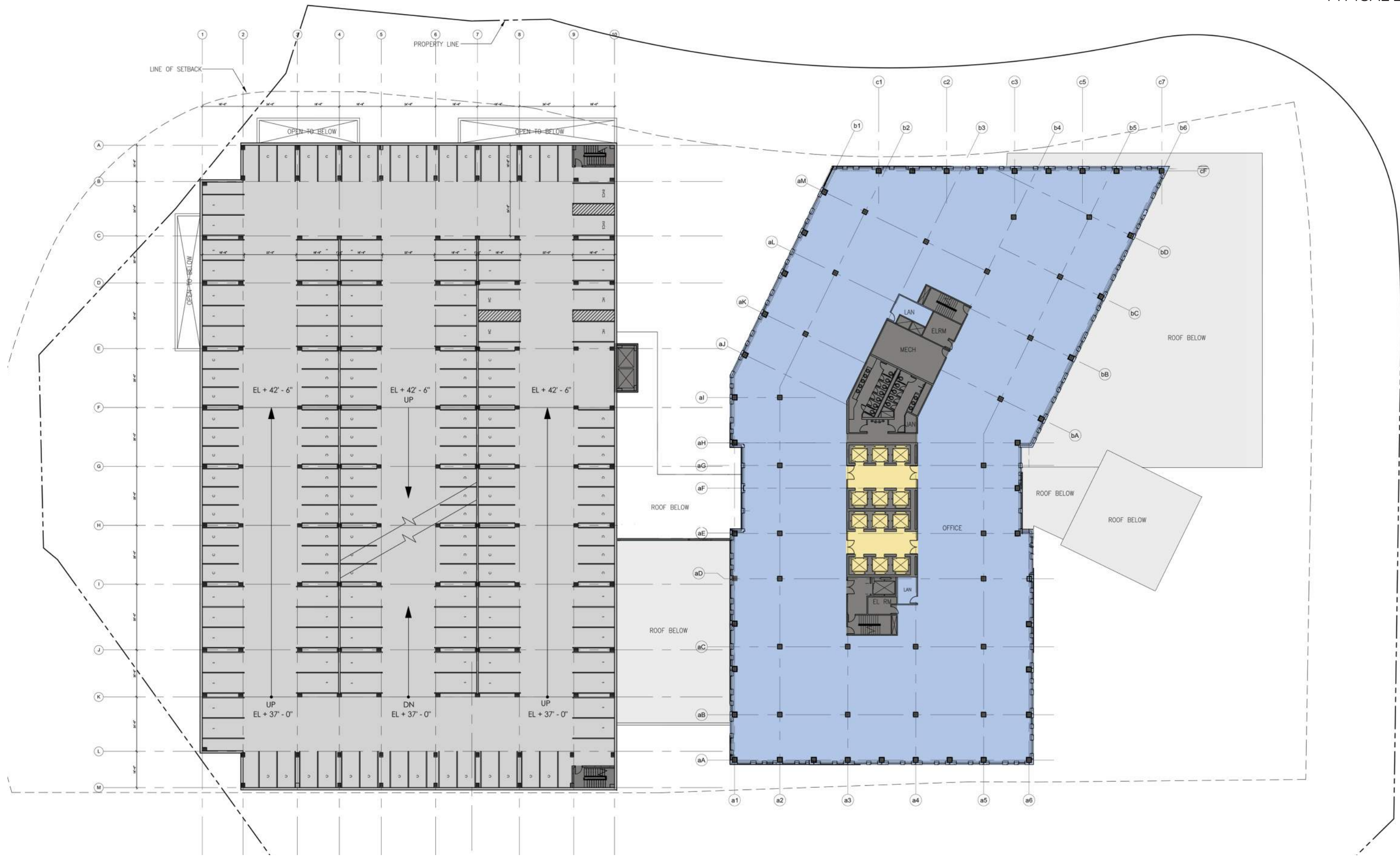


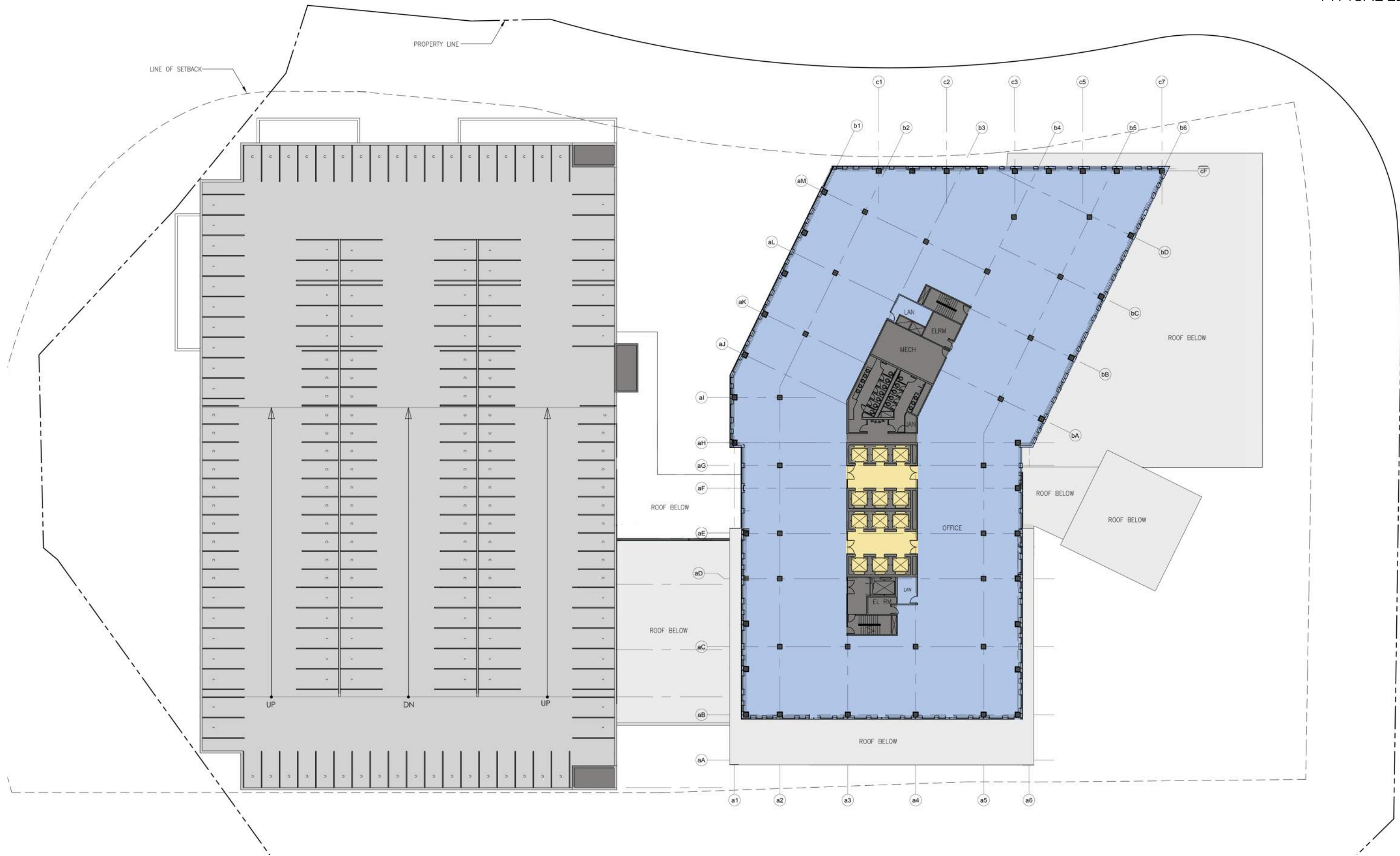


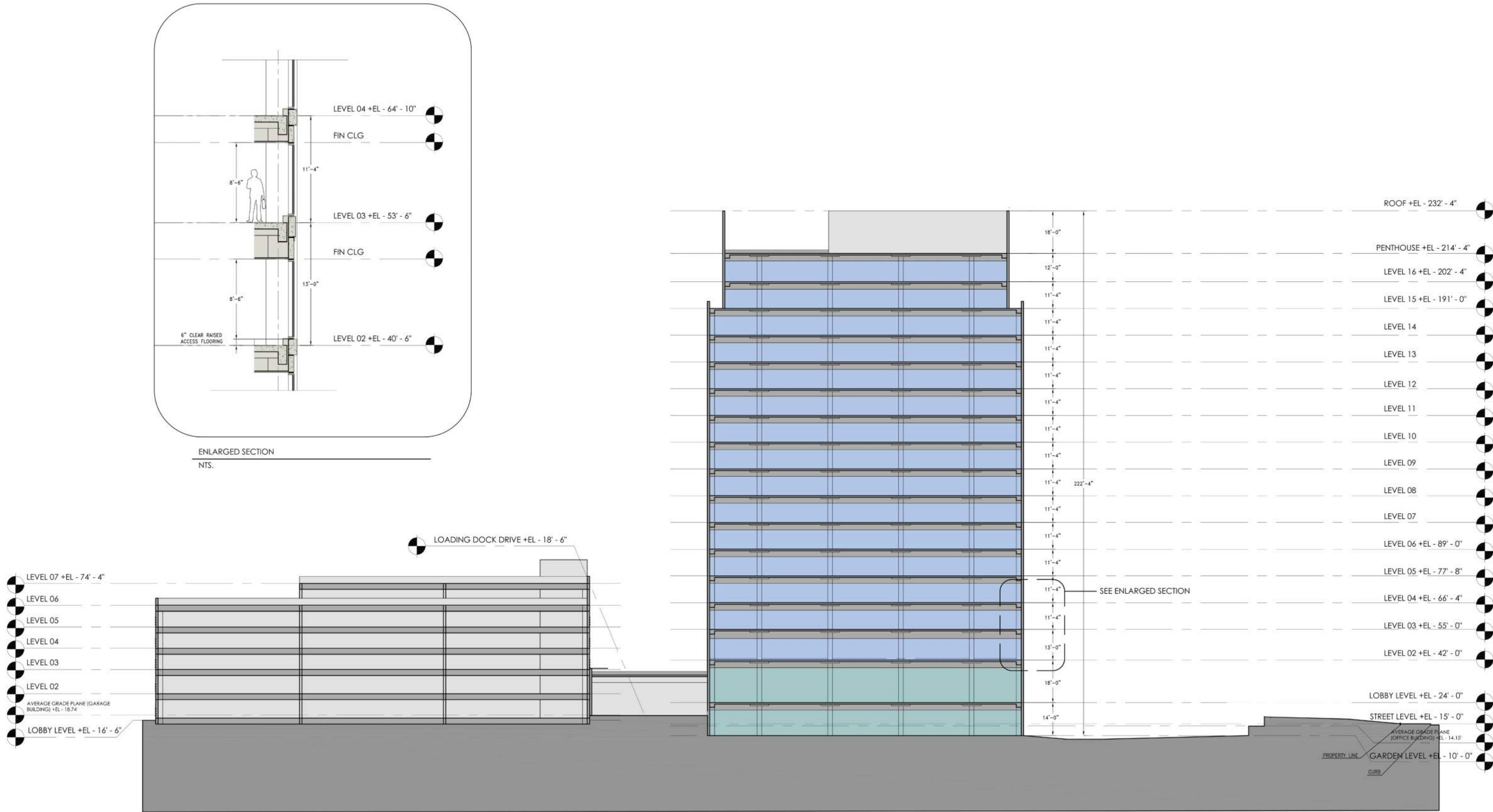










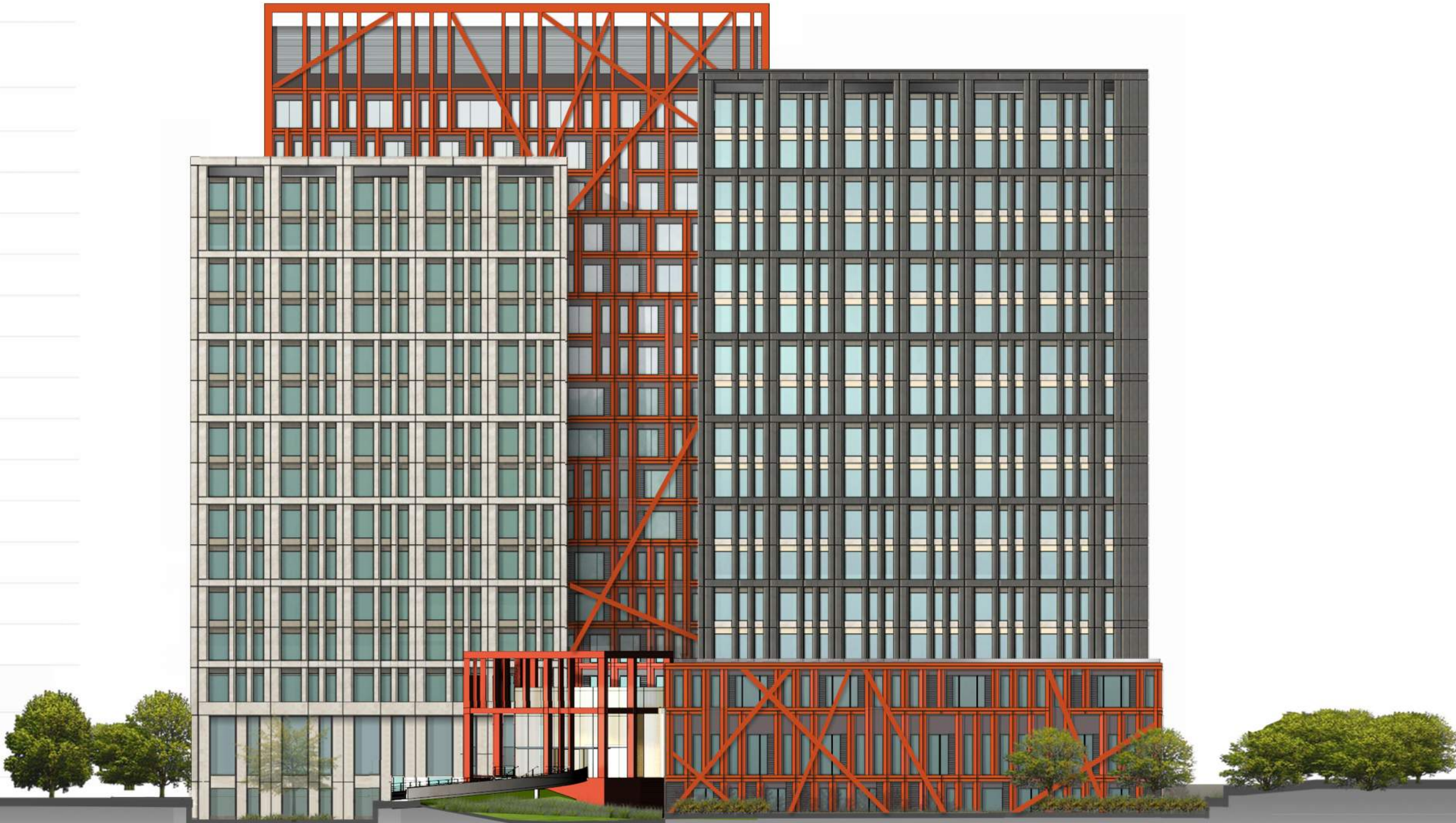




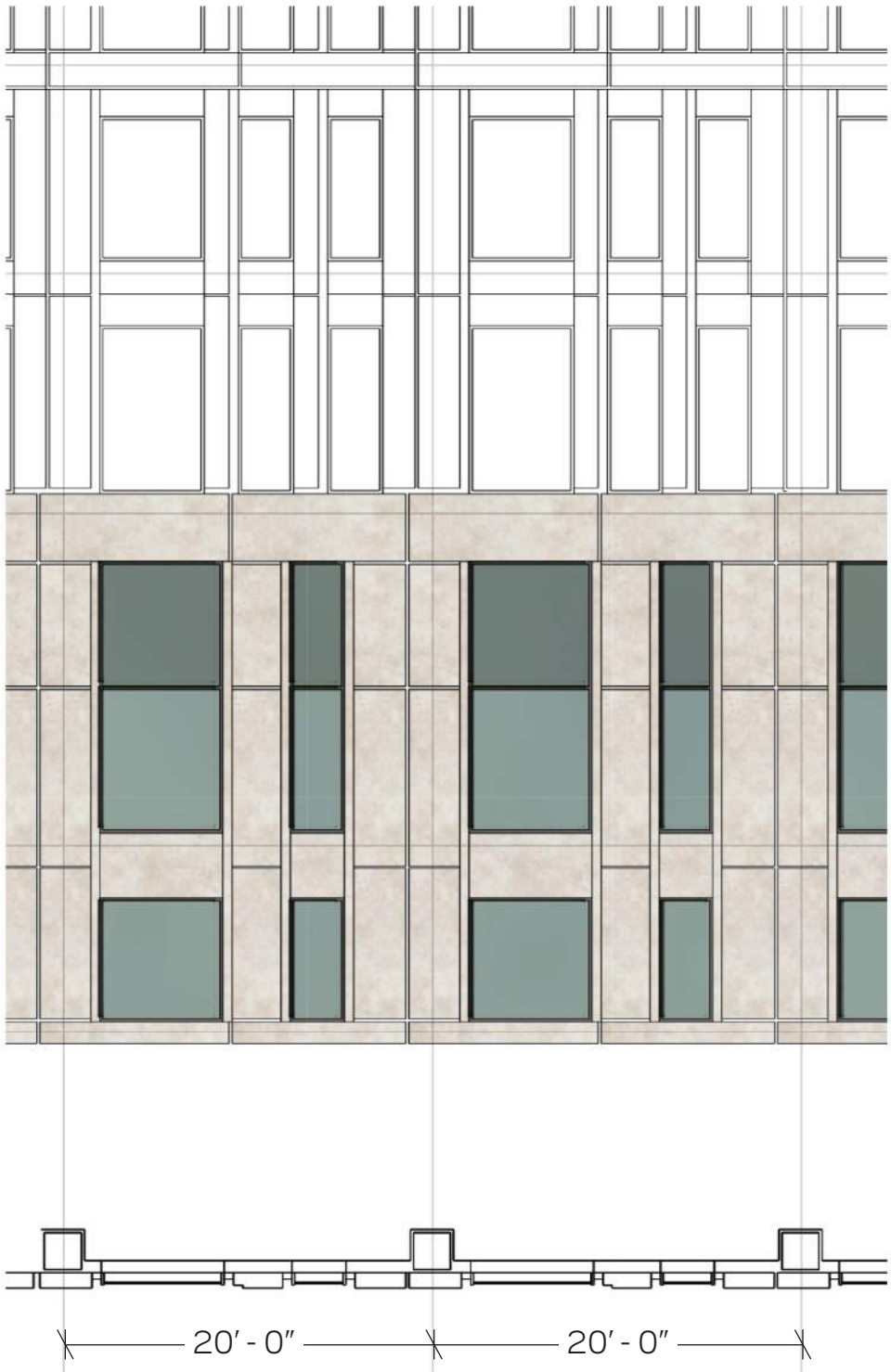
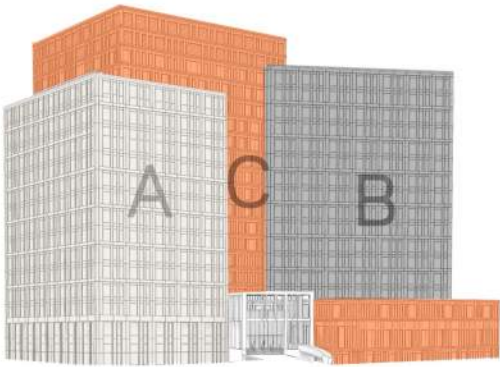


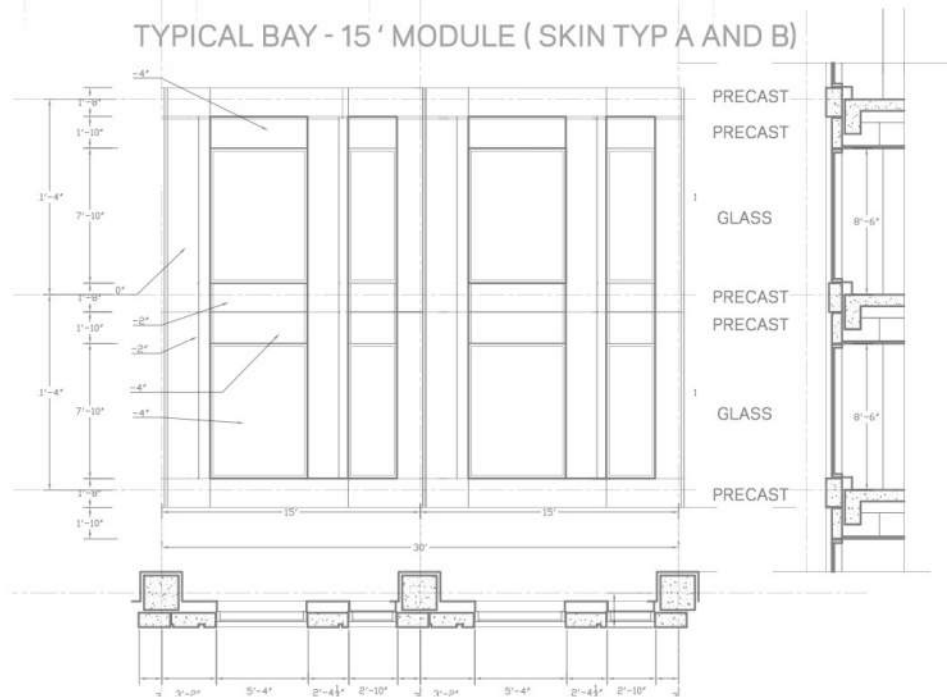
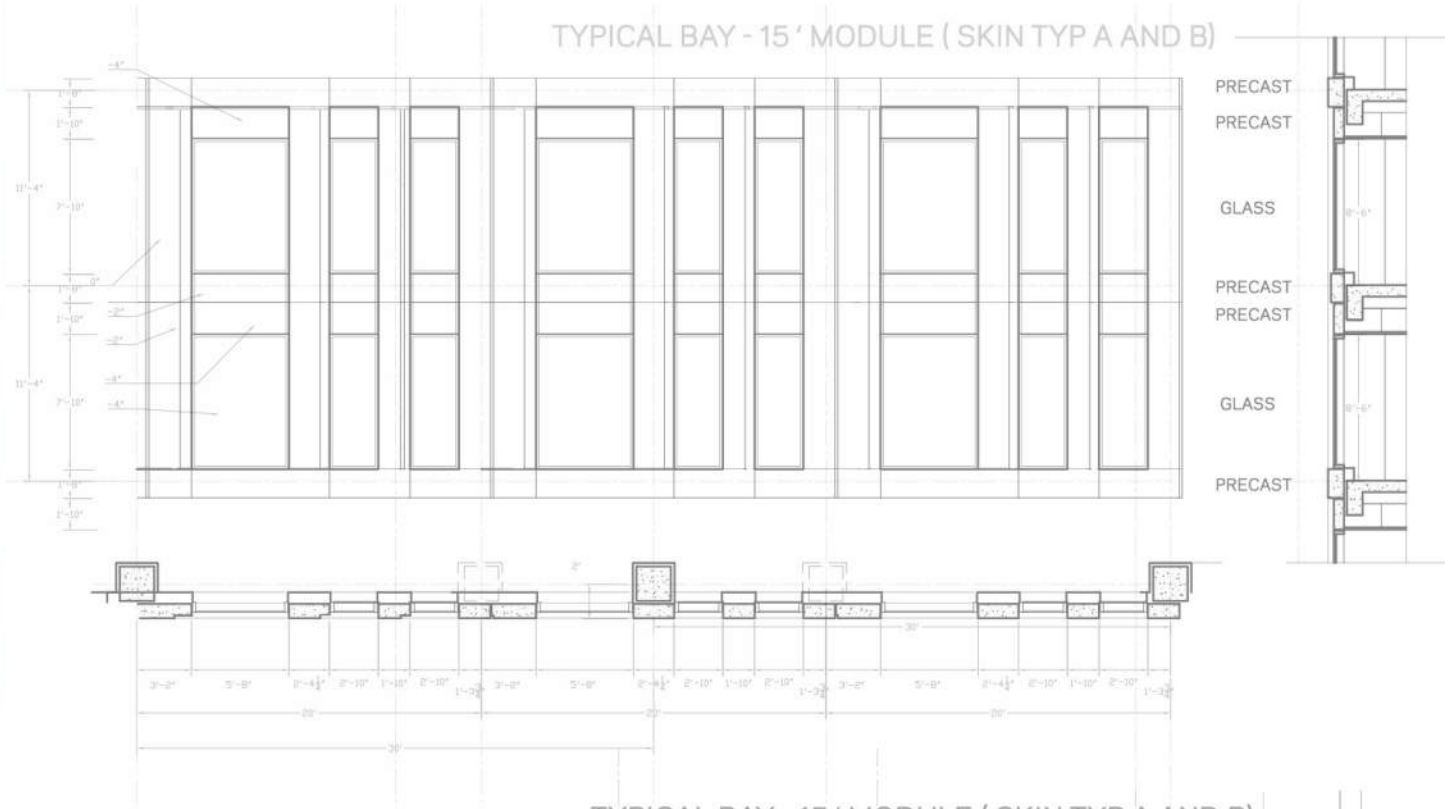
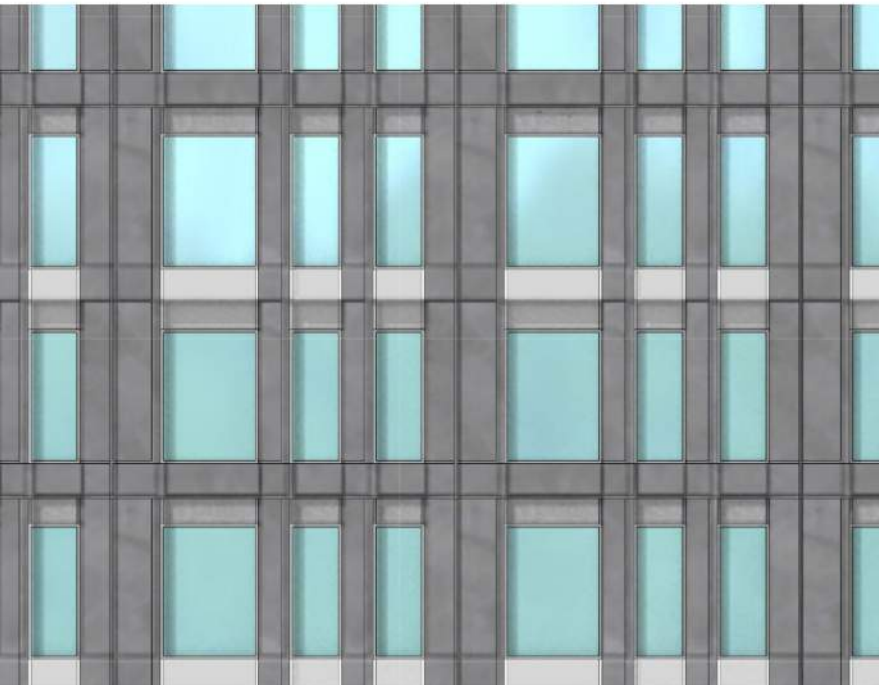
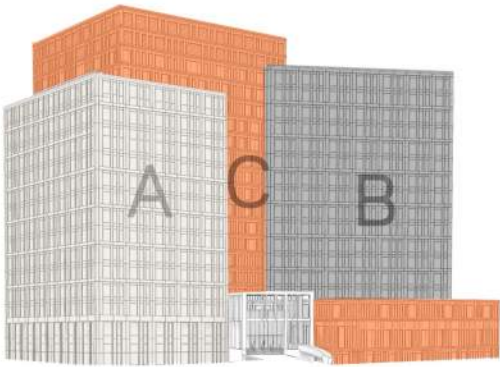


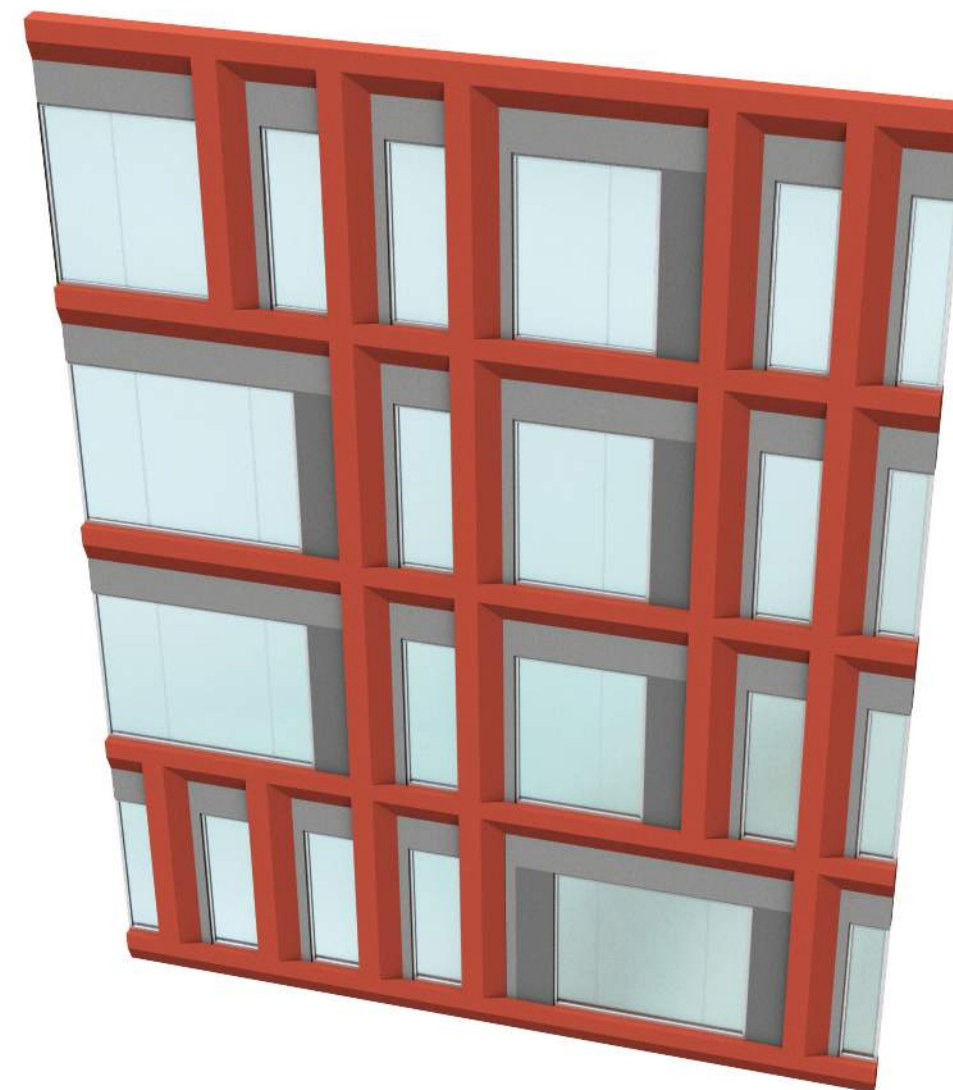
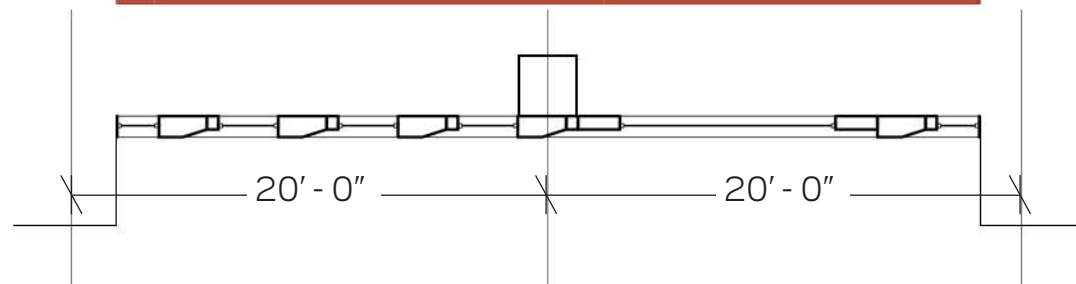
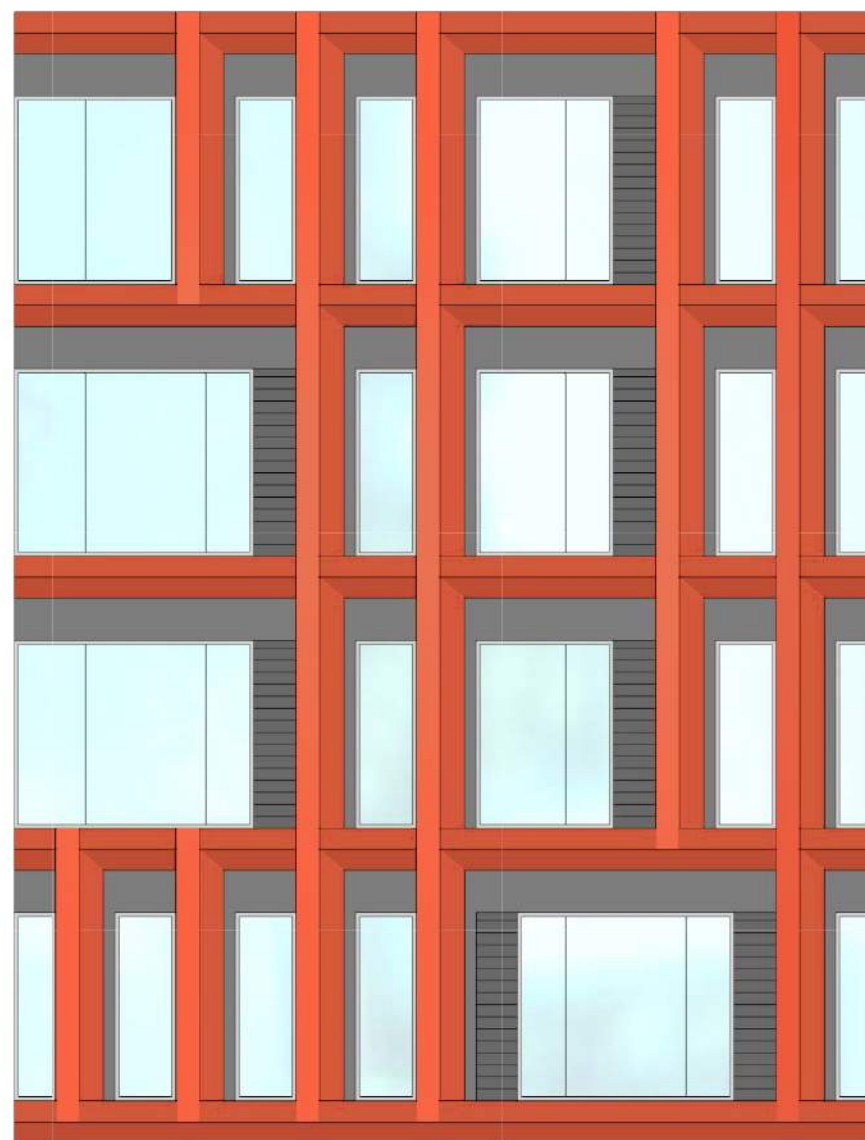
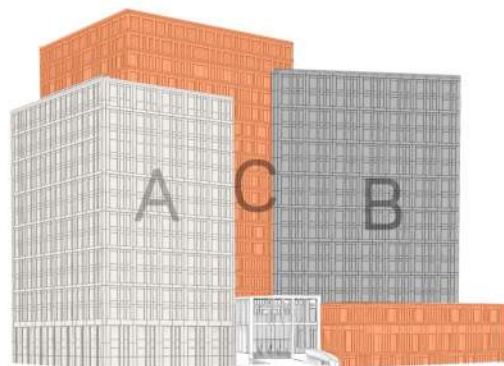
ROOF +EL - 230' - 10"
PENTHOUSE +EL - 212' - 10"
LEVEL 16 +EL - 200' - 10"
LEVEL 15 +EL - 189' - 6"
LEVEL 14
LEVEL 13
LEVEL 12
LEVEL 11
LEVEL 10
LEVEL 09
LEVEL 08
LEVEL 07
LEVEL 06 +EL - 87' - 6"
LEVEL 05 +EL - 76' - 2"
LEVEL 04 +EL - 64' - 10"
LEVEL 03 +EL - 53' - 6"
LEVEL 02 +EL - 40' - 6"
LOBBY LEVEL +EL - 22' - 6"











**APPLICATION****DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN****DSUP #** 2014-0045**Project Name:** Block 2 - Transportation Security Administration**PROPERTY LOCATION:****TAX MAP REFERENCE:**

Pre Consolidation Address	Pre Consolidation TM ID	Post Consolidation Address	Post Consolidation TM ID
301 Stovall St	072.04-04-03	315 Stovall St	072.04-04-08
315 Stovall St	072.04-04-04	(consolidated)	(consolidated)
314 Taylor Dr	072.03-04-08	(consolidated)	(consolidated)
312 Taylor Dr	072.03-04-09	312 Taylor Dr	072.03-04-09

ZONE: CDD #2**APPLICANT:****Name:** JBG Associates, L.L.C.**Address:** 4445 Willard Avenue, Suite 400, Chevy Chase, MD 20815**PROPERTY OWNER:****Name:** Hoffman Family, LLC. (301 and 315 Stovall St. and 314 Taylor Drive) and Hoffman Management, Inc. (312 Taylor Drive)**Address:** 2461 Eisenhower Ave., Lobby Fl, Alexandria, VA 22331; and PO Box 4626, Alexandria VA 22303**SUMMARY OF PROPOSAL** DSUP for an office building containing approximately 632,000 SF and a 995 space above-ground parking structure.**MODIFICATIONS REQUESTED** Modification to crown coverage requirement.**SUP's REQUESTED** N/A

☒ **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.

JBG Associates, L.L.C.

By: M. Catharine Puskar, Agent/Attorney

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

Mailing/Street Address

Arlington, VA 22201

City and State Zip Code

Signature

703-528-4700

Telephone #

703-525-3197

Fax #

cpuskar@thelandlawyers.com

Email address

12/16/2014 Revised 1/2/2014 Revised 2/9/2015

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Received Plans for Completeness: _____

Fee Paid and Date: _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

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

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

See Attached

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

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

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

N/A

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. JBG Associates, L.L.C.	4445 Willard Avenue, Suite 400, Chevy Chase MD 20815	See attached
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 315 and 301 Stovall Street and 312 and 314 Taylor Drive (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. Hoffman Family, LLC.	2461 Eisenhower Ave, Lobby Fl, Alexandria VA	See Attached
2. Hoffman Management, Inc.	PO Box 4626, Alexandria VA	See Attached
3.		

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

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Hoffman Management, Inc.	See Attached	
2. Hoffman Family, LLC.	See Attached	
3. JBG Associates, L.L.C.	None	

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

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

Revised 2/9/2015
Revised 1/2/2014

12/16/2014

Date

M. Catharine Puskar, Agent/Attorney

Printed Name



Signature

- Please see attached statement of support.

[illegible]

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

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

N/A

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

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

3,400 employees during normal business hours (7am-5pm weekdays)

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

Day	Hours	Day	Hours
*365 days a year	*24 hours a day		
<hr/>	<hr/>	<hr/>	<hr/>
<hr/>	<hr/>	<hr/>	<hr/>
<hr/>	<hr/>	<hr/>	<hr/>
<hr/>	<hr/>	<hr/>	<hr/>

*Regular office hours are weekdays from 7am-5pm, but as with other office buildings, employees may be there before or after those hours.

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

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

Noise levels will comply with City Code.

B. How will the noise from patrons be controlled?

N/A

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

Any odors from a potential cafeteria would be controlled through proper ventilation.

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

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

Typical office waste, paper, recyclables, etc.

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

One 34 cubic yard compactor of trash per week, plus recycling materials collected in 96 gallon totes.

C. How often will trash be collected?

Trash and recycling will be collected once a week.

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

N/A

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

☐ Yes. ☒ No.

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

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

☐ Yes. ☒ No.

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

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

The Transportation Security Administration will screen and secure all entrances to the office building and parking garage.

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?

985 spaces per CDD #2014-0004 Condition #15

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

995 Standard spaces

0 Compact spaces

20 (Included in 985) Handicapped accessible spaces

N/A 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**. N/A

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? 2
- B. How many loading spaces are available for the use? 2
- C. Where are off-street loading facilities located?
- Located at the southwest corner of the building.
- D. During what hours of the day do you expect loading/unloading operations to occur?
- Off-peak hours.
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
- One large truck a day is anticipated for loading/unloading until move in is complete.
- After move-in, loading/unloading will occur two or three times per week.

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?

A new turning lane with an approximately 100' taper is proposed to provide access to the northern portion of the site from Pershing Avenue.

STATEMENT OF SUPPORT

Applicant – JBG Associates, L.L.C.

December 16, 2014

Revised January 2, 2015

Revised February 10, 2015

Revised February 12, 2015

JBG Associates, L.L.C. (the “Applicant”), is requesting a Stage II Development Special Use Permit (“DSUP”) with Site Plan for an approximately 632,000 sf office building with 995 parking spaces in an above-grade parking structure for the Transportation Security Administration RFP process on Hoffman Block 2 in Eisenhower East. The Applicant is also requesting a Vacation of approximately 14,422 sf of right-of-way along Taylor Drive, which bounds the western portion of the site, and approximately 1,304 sf of right-of-way at Pershing Avenue and Stovall Street, in order to accommodate the project on Block 2.

The Subject Property is located along Eisenhower Avenue between Stovall Street to the east, the I-495 off ramp to the west and Pershing Road to the north.

The Subject Property was identified as City of Alexandria Map Numbers 072.02-04-03, 072.02-04-04, 072.03-04-08, and 072.03-04-09 prior to a consolidation recorded on February 21, 2014. The consolidation resulted in 2 parcels, identified as 072.04-04-08 and 072.03-04-09. The Subject Property consists of approximately 4.85 acres, including the area to be vacated, and is presently zoned CDD #2. Approximately 2,306 sf of the site area to be dedicated to the City for a new turning lane from Pershing Avenue will be offset from the area to be vacated.

A Stage I DSUP for the Subject Property was approved in November 2014. The Stage I DSUP transferred density and parking spaces from Hoffman Blocks 4 and 9 as well as increased the height limit in order for the Applicant to submit a qualifying bid for the Transportation Security Administration headquarters’ Request for Lease Proposals.

The Subject Property is located within the Eisenhower East Small Area Plan and the Stage II DSUP proposal is consistent with the goals and aspirations of the Plan. In the Stage I DSUP staff report, the City has agreed that the proposal

- “Capitalizes on a key economic recruitment opportunity with a major federal tenant within a designated urban office district;
- “Does not exceed the maximum parking ratio for an office use;
- “Will enhance the entrance to the area’s western gateway on the north side of Eisenhower Avenue with high quality architecture; and
- “Will provide pedestrian improvements along Eisenhower Avenue, Stovall Street, and Pershing Avenue (i.e. sidewalks and street trees).

As required by the CDD, the Design Review Board (“DRB”) reviewed the Stage I DSUP proposal in October 2014. The Applicant returned to the Design Review Board with the Stage II DSUP on December 18, 2014 and January 15, 2015. The Applicant will present the final design to the Design Review Board on February 17, 2015.

In addition to the Stage II DSUP, the Applicant is requesting an amendment to the CDD Concept Plan CDD#2014-0004 to transfer 10 additional parking spaces from Block 4 to Block 2. The RFP states a requirement for 900 general use spaces, 85 government use spaces and 10 vehicle charging stations. At the time of the recent CDD amendment, 985 spaces were approved based on the Applicant’s

understanding that the 10 vehicle charging stations were included in the 985 space total. The Applicant has subsequently received confirmation that the 10 vehicle charging stations are in addition to the 985 spaces and therefore is requesting the amendment to allow the additional 10 spaces to be transferred to this block for a total of 995 spaces.

The Applicant looks forward to securing TSA as an additional federal tenant in Alexandria. The proposal is in keeping with the intent of the Eisenhower East Small Area Plan and would further the City's goals to promote commercial growth and diversify revenue streams.

APPLICATION for VACATION # 2014-0006

[must use black ink or type]

PROPERTY LOCATION: Taylor Drive and Pershing Ave./Stovall St., Alexandria VA

TAX MAP REFERENCE: 072.03 and 072.04 ZONE: CDD #2

APPLICANT'S NAME: JBG Associates, L.L.C.

ADDRESS: 4445 Willard Avenue, Suite 400, Chevy Chase, MD 20815

PROPERTY OWNER NAME: City of Alexandria
(Owner of abutting area to be vacated)

ADDRESS: _____

VACATION DESCRIPTION: Vacation of approximately 14,422 sf of public right-of-way (Taylor Drive),
and approximately 1,304 sf of public right-of-way (Pershing Avenue and Stovall Street), required for an
office building and associated above-grade parking structure to be located on the adjacent property.

THE UNDERSIGNED hereby applies for a Vacation Ordinance in accordance with the provisions of Chapter 10 of the Code of the State of Virginia, the Alexandria City Charter and City Code, and the Alexandria Zoning Ordinance.

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 their knowledge and belief.

JBG Associates, L.L.C.

By: M. Catharine Puskar, Agent/Attorney

Print Name of Applicant or Agent

Walsh, Colucci, Lubeley & Walsh, P.C.

2200 Clarendon Blvd., Suite 1300

Mailing/Street Address

Arlington, VA 22201

City and State

Zip Code



Signature

703-528-4700 703-525-3197

Telephone #

Fax #

12/16/2014 Revised 1/2/2015

Date

Revised 2/9/2015

Revised 2/12/2015

===== **DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY** =====

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

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. JBG Associates, L.L.C.	4445 Willard Avenue, Suite 400, Chevy Chase, MD	See Attached
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at Map ID 072.03 and 072.04 (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. City of Alexandria		
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 and "None" in the corresponding fields).**

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

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

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

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

12/16/2014 Revised 1/2/2015

M. Catharine Puskar, Agent/Attorney

Date
Revised 2/9/2015
Revised 2/12/2015

Printed Name



Signature