



**DOCKET ITEM #3**  
**Development Site Plan #2016-0018**  
**Transportation Management Plan SUP #2016-0039**  
**5001 Eisenhower Avenue – Victory Center Amendment**

Application	General Data	
<b>Project Name:</b> Victory Center	PC Hearing:	July 7, 2016
	If approved, DSP Expiration:	July 7, 2019
	Plan Acreage:	16 acres or 696,960 sq. ft.
<b>Location:</b> 5001 Eisenhower Avenue	Zone:	Office Commercial Medium (100) /OCM (100)
	Proposed Use:	Office
	Dwelling Units:	N/A
	Floor Area Ratio:	1.5
<b>Applicant:</b> Eisenhower Real Estate Holdings, LLC, represented by Mr. Kenneth Wire, McGuire Woods	Small Area Plan:	Eisenhower West
	Historic District:	NA
	Green Building:	LEED Silver Certification

Purpose of Application
The applicant is proposing to amend this property's preliminary development site plan (DSP2014-0030) to include one office building/conference center, one above-ground parking garage and up to 14,000 sq. ft. of retail.
Special Use Permits and Modifications Requested:
None

<b>Staff Reviewer(s):</b> Robert M. Kerns, AICP, Development Chief, <a href="mailto:robert.kerns@alexandriava.gov">robert.kerns@alexandriava.gov</a> Maya Contreras, Principal Planner, <a href="mailto:maya.contreras@alexandriava.gov">maya.contreras@alexandriava.gov</a>
---



**Development Site Plan #2016-0018  
Transportation Management Plan  
SUP #2016-0039  
5001 Eisenhower Avenue - Victory Center**



## **I. SUMMARY**

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

Staff recommends **approval** of an amendment to the previously approved development site plan (DSP#2014-0030) in order to construct one office building/conference center, one above-ground parking structure, and up to 14,000 square feet of retail space. The existing building will remain, as well as the parking lots at the western and eastern ends of the site. Staff recommends some changes to the applicant's site plan, including limiting on-site curbcuts to no more than three, and requiring the future conversion of proposed retail convenience parking into a pedestrian plaza.

The site has been vacant since the mid-2000's, as it has undergone design and security alterations and while the applicant has been engaged in a search for a tenant. Redevelopment of this site with a Federal tenant would meet many of the City's goals:

- Transforms the existing parking lot into a Metro-accessible employment center with on-site retail;
- Supports goals of the Eisenhower West Small Area Plan and the City's economic plan;
- Streetscape improvements, including new 10' sidewalks and new street trees;
- Site access improvements, including an updated Transportation Management Plan (TMP)
- Location for new Capital Bikeshare station;
- LEED-Silver construction;
- Public art, on-site or as a financial contribution to art within the Eisenhower West neighborhood; and
- Affordable housing contribution.

## **II. BACKGROUND**

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

The project is located within the Eisenhower Valley at 5001 Eisenhower Avenue, on a long, narrow 16-acre site. The property is zoned Office Commercial Medium (100)/OCM (100) and includes one 612,153 GSF office building. The remainder of the site is paved, and has slight to moderate grade changes across the site. It is located within the Eisenhower West Small Area Plan

To the south is a combination of residential, industrial and office uses, including the Eisenhower Industrial Center, the Reserve at Eisenhower and the Exchange at Van Dorn apartment and condominium complexes, and Atlantic Self-Storage. The Commonwealth Federal Credit Union is located to the east, and the City of Alexandria Fire Station 210 and Police Firing Range are to the west. To the north are WMATA and CSX tracks. These run parallel to Backlick Run, and much of the northern edge of the site is within the associated Resource Protection Area (RPA). The Cameron Station neighborhood



located on the northern side of the Run. The western end of the parcel is within a quarter-mile radius of the Van Dorn Metro and the entire site is easily accessed from the Capital Beltway.

### ***B. Background***

Over the last eleven years, the applicant has worked to secure a Federal tenant for the site, which has gone through a number of redesigns and development review updates (DSP#2004-0037, DSP#2009-0018, DSP#2010-0011, DSP#2013-0015, DSP#2014-0030).

When the Victory Center building was constructed in 1973 as the Army Material Command Center, it was designed as a single building on a sixteen-acre parking lot. In 2005, a Development Site Plan (DSP#2004-0037) was approved, which re-envisioned the site as a multi-phase office complex, renovating the existing building to bring it into compliance with Federal security standards. The site plan approved two additional office buildings (Buildings 2 and 3) on the western side of the existing building. Parking was provided in three above-grade parking structures, one on the western end of the site, and two on the eastern side of the existing building. The goal of the proposal was to create a site with the necessary design and security elements to make it attractive for a Federal employer.

The renovation of the existing building, approved as Phase 1, was completed in 2008 and the site was in contention for the new location of the Washington Headquarters Service. After the Mark Center location was chosen for that tenant, the applicant continued to market the Victory Center site to the Federal Government.

An amendment to clarify the minimum parking requirement for the entire campus was approved in December 2009 (DSP#2009-0018). This established a parking ratio of one parking space per 600 square feet of above-grade floor area (plus basements) of office space. The purpose of this amendment was to permit a smaller number of on-site parking spaces, given the site's proximity to Metro, the recently approved City's Eco-City Alexandria Environmental Action Plan and the ongoing goal of encouraging the use of alternative transportation modes. However, during that review process, the applicant requested the flexibility and ability to retain the previously approved maximum allowable parking spaces of 3,056, or one space/340 square feet.

In 2010, the site layout was reconfigured in anticipation of securing two Federal tenants (DSP#2010-0011). The plan shifted the previously approved office density of 512,500 sq. ft. into two new building footprints, and eliminated the westernmost of the three previously approved parking garages. The existing Building 1 height is 121 feet; Building 2 was proposed at 65 feet and Building 3 at 100 feet. The two 62' parking structures proposed at the eastern end of the site remained. This site plan was approved in June 2010; however, the Federal tenants opted for alternate locations. To date, no additional construction has occurred at the site.

In September 2013, the Planning Commission approved an extension of the DSP to allow the entitlement to remain in effect until September 2017 (DSP#2013-0015). The most recent approval, in November 2014, allowed a conversion of up to 10,000 square feet of office space into retail space (DSP#2014-0030), in support of the applicant's most recent Federal tenant bid.

In August 2015, the General Services Administration (GSA) awarded the site with a 15-year lease as the new offices of the Transportation Security Administration (TSA). The U.S. Court of Federal Claims ordered the lease voided after a court challenge by a competing bid, and GSA reopened the bidding process in Spring 2016. The owners of Victory Center, along with three other sites, have rebid, and brought forward the current plan update as part of that rebidding process.

### **III. PROJECT DESCRIPTION**

The current amendment is in response to the applicant's request for flexibility in design and buildout to be more competitive in the new bidding process. The GSA decision for the TSA location will be made in Fall 2016 and if Victory Center is chosen again, it is anticipated that the final site plan process would begin quickly.

The current proposal envisions a more compact site footprint, centered on the existing building with one new building on the west side (Annex building), and one parking structure on the east side. The Annex is anticipated to be a two-to-four story secure conference facility, potentially with some office space, to be connected to the existing office building by a 50' long skyway. The 70' tall above-grade parking structure proposed on the east side of the existing building would be outside the secure area and would serve users of both buildings. A one-story structure is proposed on the front side of the parking structure, which would provide up to 14,000 square feet of amenity retail space. This retail would be open to the public.

The primary entrance to the existing building will remain facing Eisenhower Avenue. Final design details for the proposed building and parking garage will be reviewed as part of the final site plan process. Conditions have been attached requiring these building to be generally similar to the glass and precast design used in the renovation of Building One and to have the same level of material quality and detailing.

Vehicular site access is currently limited to two existing curbcuts on the western and eastern ends of the site, both of which are proposed to remain. Two additional midblock curbcuts have been closed for years, and will be removed with this approval. The applicant is requesting two new curbcuts on the eastern side of the site to serve the parking structure and the retail. These curbuts would be approximately 240' and 500' east of the existing crosswalk, which is centered on the office building. Staff supports the easternmost of the two crosswalks, and does not support the other. This is discussed more fully under the staff analysis section.

The 70' parking structure will provide the majority of the office parking spaces. Per the Development Site Plan requirements, the site will be parked to code, which requires one space per 475 SF of office and 1.2 spaces per 220 SF of retail. Visitor parking, some retail parking and overflow parking will be provided within the existing parking lots, which will remain at either end of the site. These lots will be marketed as potential redevelopment sites, with the goal of future rezoning for additional building height and density, as anticipated in the Eisenhower West Small Area Plan.

Per TSA lease requirements, the annex building and the existing building will be within a secure perimeter, designated by an 8' high black wrought iron fence and automobile checkpoints. Any queuing required for security inspections will be done on-site, and located to prevent any backups on Eisenhower Avenue. At this time, the parking structure is anticipated to be outside of the secure area.

Loading spaces for the office uses will be in the rear of the buildings, and high quality landscaping will be used to screen these uses from Cameron Station, as well as manage potential intrusions into the RPA. This will also help to minimize light spillover from the garage and during construction. Additional items, including fencing and other security requirements may be adjusted, depending on the needs of the tenants, and in consultation with the City. All of the previously approved conditions regarding parking, environmental sensitivities and the Transportation Management Plan remain in place and have been updated to current standards, where applicable.

## IV. ZONING

**Table 1. Zoning Tabulations**

Property Address:	5001 Eisenhower Avenue	
Total Site Area:	16 acres or 696,960 sq. ft.	
Zone:	OCM (100)	
Current Use:	Office/Vacant	
Proposed Use:	Office	
	Permitted/Required	Proposed
FAR	1.5	1.5
Setbacks	Not applicable	
Open Space	Not applicable	
Building Height	100 feet or 150 feet with SUP	Existing Building 1: 122 ft.* Annex: Up to 100 ft. Garage: Up to 70 ft.
Parking**		
<i>Office</i>	1/475 SF	1/475 SF
<i>Retail</i>	1.2 spaces/220 SF	1.2 spaces/220 SF
<i>Carpool Spaces</i>	5%	5%
<i>Loading Spaces</i>	1 space/20,000 sf of retail	1 retail; 3 office
Total Spaces	TBD**	TBD**

*\* Height grandfathered under previous zone*

*\*\* Final number of required spaces will be dependent on the final size of the annex building and retail uses. Applicant will be required to meet the ZO parking requirement for office and retail parking in Parking District 4*

## **V. STAFF ANALYSIS**

### ***A. Consistency with the Eisenhower West Small Area Plan***

The most recent approval (DSP#2014-0030) went to hearing in November, 2014, with a finding calling for the applicant/property owner to participate in the upcoming Eisenhower West Small Area Plan, and for future phases of the project to comply with the Plan. The applicant did participate in the planning process, and in November, 2015, City Council unanimously approved and adopted the new Plan. In reviewing the Development Site Plan proposal, staff finds that the proposal maintains compliance with the Eisenhower West Small Area Plan to the extent possible, given the security requirements. While there are some elements, discussed below, that do not strictly meet the plan goals, they are mitigated by the overall benefits of a Federal tenant at this location, and the activity and investment that would be generated for the neighborhood.

Page 36 of the Plan discusses the Plan Area Street Hierarchy, with specific recommendations for future street improvements, and guidelines for how the buildings and streetscapes should interact with one another. The existing office building and the future annex building front the street, with primary entrances facing the street.

The existing and future buildings have and will utilize high quality façade treatments. As discussed more fully in the staff analysis section, the submitted plans show several height proposals for the annex building and limited architectural details for the annex building and the parking garage. Staff has added conditions to finalize these important elements during the final site plan process.

The Plan calls for active uses to be located on all street frontages, which is not feasible given the security requirements of the Federal tenants being sought. Previous approvals have always called for, and allowed, above ground parking structures at this site. DSP#2004-0037 allowed up to three parking structures; DSP#2010-0011 allowed two structures at 62' each. The current proposal has one structure, which will be limited to maximum height of 70'. Staff has also provided alternative building proposals, that would also help to minimize these effects, as shown in the graphics (Figures 3a and 3b) at the end of the report, and discussed in the staff analysis.

As an interim use, staff is recommending that short-term convenience parking be allowed in front of the retail, to encourage use of the retail by the residents and employees in the Eisenhower Valley. At such time that the parking lot at the eastern end of the site redevelops, the retail convenience parking spaces can be replaced in the new development. The convenience spaces would be redeveloped into an urban plaza, as

generally described in Condition 8, in order to provide a gathering space outside of the secure area, and to better activate the streetscape, as envisioned in the Plan.

Finally, the Plan anticipated the future widening of Eisenhower Avenue, as shown in Figure 4.6 on Page 37, and a potential street or bike path parallel to Eisenhower Avenue, on the north side of the site. The street widening was intended to provide generous sidewalks and landscape planting areas, lanes for peak transit and off-peak parking, a left turn/median lane, and a raised cycle track. The current setbacks of the existing and proposed structures, as well as the required security fencing, will generally allow for this widening. Staff has added a finding to ensure that the future widening along the entire site is included in the design of redevelopment on the western and eastern ends of the site. In anticipation of future uses at the northern edge of the site, previous approvals requested, and the applicant has provided, 20' public access easements on the western and eastern ends of the site. With this approval, staff has added Condition 18b, to require an easement to be provided for the length of the site on the northern edge, with future redevelopment on the site.

### ***B. Review of the Development Site Plan***

As discussed above, staff finds that this plan to be in keeping with the OCM (100) zoning requirements and with the goals and intents of the previously approved plans, and the Eisenhower West Small Area Plan goals.

#### ***Building and Site Design***

Staff is supportive of the design direction of the proposed site plan, and the requested flexibility for building height and footprints, and has worked closely with the applicant throughout the process to ensure that the ultimate layout will be beneficial to the City and to the potential tenant. While it is atypical to have a proposal where the final height and square footage are in flux, it is also a rare site in Alexandria where there is enough available parking and floor area to allow this type of flexibility. The graphics at the end of the report (Figures 3a and 3b) show possible refinements to the office building and garage, including layouts where the parking structure is incorporated between two buildings with active uses facing Eisenhower Avenue, or where the garage is screened with additional office or commercial space. The need for these additional graphics is outlined below.

The overall site is sixteen acres, and zoned OCM(100), which allows a FAR of 1.5 by-right office use, or over one million square feet of potential space on the site. The applicant initially provided two proposals, showing a two story and a four story annex building/conference center, and requested that both of the options be brought forward as part of the approval. TSA had previously accepted the two-story option, but expressed an interest in the possibility of a four-story structure, or higher, depending on staffing needs.

While both options are feasible in terms of overall FAR and site requirements, staff finds that the shorter option to be less compatible with the overall vision of the Eisenhower



West SAP, particularly given proximity to the Metro. In order to balance the applicant's need for a plan that meets the TSA requirements, and the TSA's evolving needs, staff recommends approval of both options, as well as flexibility for additional site plan options and height, as permitted by the zone, which would be reviewed as part of the final site plan.

The applicant is also proposing one above-grade parking structure, up to 70 feet tall. City policy generally recommends parking to be placed underground, or screened by other uses. At this site, however, above-ground parking structures have been part of the approvals since 2005. Staff finds that the single 70' garage requested with this approval is a distinct improvement over the two 62' garages that were approved in 2010, and the three garages that were part of the original approval. The overall height will be mitigated somewhat by the on-site grade, which slopes down from Eisenhower Avenue to Backlick Run, and the inclusion of retail lining the garage, and facing the street. Staff has added conditions to ensure that the applicant will continue to refine the garage design during the final site plan process.

All of the proposals must meet the overall FAR permitted on the site and the parking requirements. Staff acknowledges that this is not the typical DSP design process, but is recommending this flexibility given the City's economic development objectives for this site.

### ***Retail Uses***

One of the TSA requirements is for amenity retail to be located on-site. This request came before the Planning Commission in November 2014, for conversion of up to 10,000 square feet of office space into retail space (DSP#2014-0030), and was approved, but not sited on the plan.

With this request, the applicant is asking for an additional 4,000 square feet of retail, and for the 14,000 square feet to be located at the front of the parking garage, with a street-facing row of 19 convenience parking spaces. They are also requesting two new curbcuts to be located on the eastern side of the office building, in front of the parking structure to provide circular pick-up and drop-off access for the retail.

Staff supports the request for the additional retail square footage, recommends that the convenience parking be allowed as an interim use, and recommends denial for the one of the two proposed curbcuts.

The Eisenhower West Small Area Plan discusses at length the goals and vision for Eisenhower Avenue to become a Great Street, with active uses fronting the sidewalks. Staff's initial recommendation for the retail was to bring it to the back of sidewalk, which would activate the sidewalk and better screen the parking garage. The applicant noted that there were two issues with this request. The first was that, given the location of the EVE, and the need for direct access to the front of the existing building in the event of an emergency, the drive aisle needed to remain in its proposed location. Additionally, the

retail and its ability to be viable are important components of the TSA bid, and the applicant felt strongly that the convenience parking is necessary to encourage its use by non-TSA customers.

Given these requirements, and the current vehicular nature of Eisenhower Avenue, staff is willing to support the retail in its proposed location. The street-facing convenience parking is also acceptable, as an interim use. Condition #8 recommends that, at such time that the parking lot at the eastern end of the site redevelops, any necessary retail parking would be incorporated into that site. Alternatively, a request for a parking reduction for the retail could be brought forward. The parking spaces and the EVE/drive aisle could be incorporated into a pedestrian plaza, located outside of the secure area, which would provide an active use and gathering space on the Avenue. This would also better allow the future street widening anticipated for Eisenhower Avenue, and described above in the section about consistency with the Plan.

### ***Site Improvements and Access***

One of the strengths of this site is the accessibility to the Van Dorn Metro Station and the Capital Beltway. The applicant is proposing a direct sidewalk from the front door of the existing building to the metro station. During final site plan, they coordinate with the City to locate, and ultimately, install a new pedestrian crosswalk to improve the connection to the metro.

Additional site enhancements include improved pedestrian walkways with wider sidewalks and new street trees. In the first phase of this proposal, the sidewalk improvements will be constructed along two-thirds of the Eisenhower Avenue frontage, from the western corner of the property to generally midblock on the eastern side of the site. At such time that the eastern end of the site redevelops, the sidewalk and plantings will be completed to the eastern edge of the property.

As part of this enhanced walking environment, staff does not support the applicant's request for one of the two new curbcuts on the eastern side of the site, which would provide a total of three on that side. There are currently four curbcuts on Eisenhower Avenue, two of which functional and two that are closed. As originally designed, these four curbcuts provided two egress points for each side of the site, one at midblock and one at the end of the block. Staff supports maintaining this balance, as the Eisenhower West Plan specifically calls for curbcuts should be minimized.

The applicant is requesting two curbcuts to serve the proposed retail, to be located on either side of the row of convenience parking spaces. Staff supports the more eastern of these two curbcuts, as it is located generally midblock, and would serve the retail, the parking structure, and the parking lot. Given the small scale of the retail, and the limited number of parking spaces that are associated with it, staff does not feel that this second curbcut, leading to a total of three on the eastern side, is justified or necessary.

The applicant will also underground the existing overhead power lines, either with the first phase of construction, dependent on the site's power needs, or with redevelopment of the western or eastern end of the site. Conduit will be placed underground with this first construction phase to minimize future impacts to the new streetscape.

The applicant is improving the existing stormwater management capabilities at the site. Due to the age of the site, and the amount of impervious area, this has been a challenge, given the amount of impervious pavement and the close proximity to Backlick Run. The project will be designed to meet a LEED-Silver standard.

Finally, the project will provide contributions to affordable housing, and will either install public art in a publically accessible portion of the site, or provide a contribution towards art within the Eisenhower West Small Area Plan.

## **VI. COMMUNITY**

Staff and the applicant met with the Eisenhower Partnership on May 25th, and June 29<sup>th</sup>, 2016. The Partnership was in support of the project, and encouraged the applicant to move forward with the redevelopment and build out of the site. Staff and the applicant met with Cameron Station Homeowners Association on May 31<sup>st</sup>, 2016 and with the Cameron Station Civic Association Board on June 1<sup>st</sup>, 2016.

The Associations mentioned concerns about light spill-over during construction and in the final design of the parking structure, as well as potential traffic issues and questions about future retail options. The applicant has committed to mitigating any potential issues as part of the final site plan design and throughout the construction process.

The project will also be presented to the Federation of Civic Associations on Wednesday, June 29<sup>th</sup>. Further meetings will be held with all of the neighboring groups to keep them informed of tenant plans and construction schedules.

## **VII. CONCLUSION**

Staff recommends **approval** of an amendment to the previously approved development site plan (DSP#2014-0030) to construct one office building/conference center, one 70' feet above-ground parking structure, and up to 14,000 square feet of retail space, subject to compliance with all applicable codes and the following staff recommendations.

Staff: Robert Kerns, AICP, Division Chief, Development; and  
Maya Contreras, Principal Planner, Development

**VIII. GRAPHICS**

**1. Color Site Plan**



## 2. Elevations

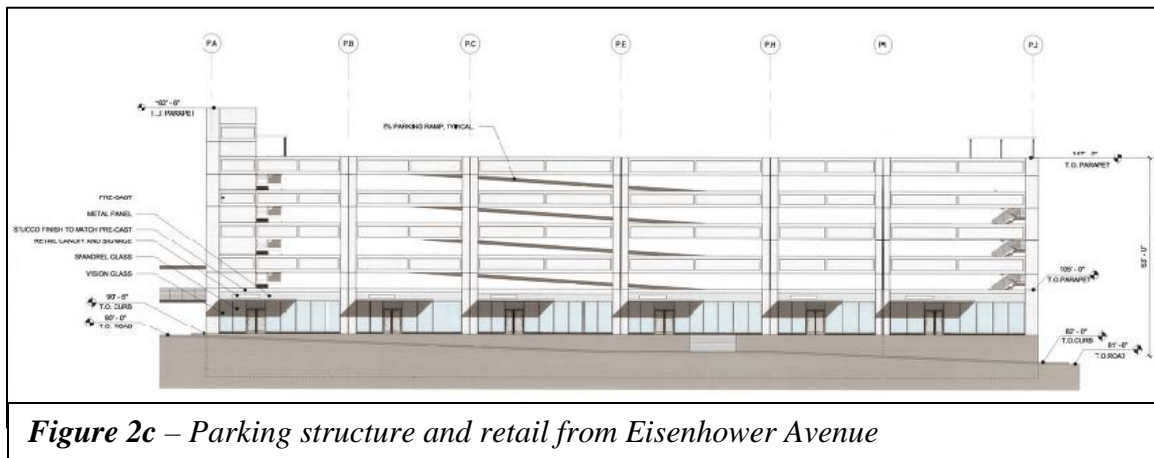
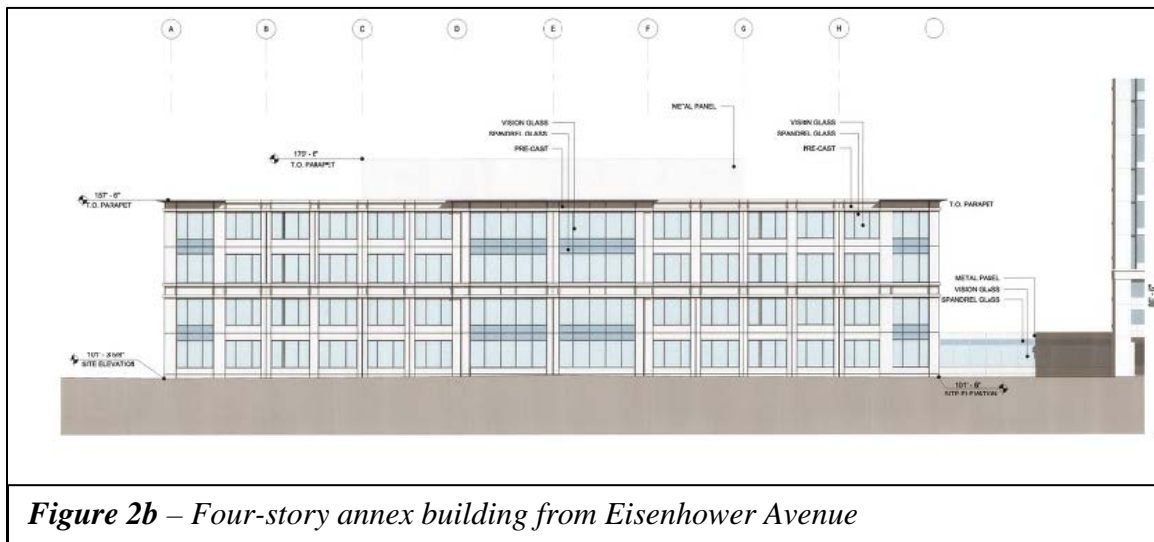
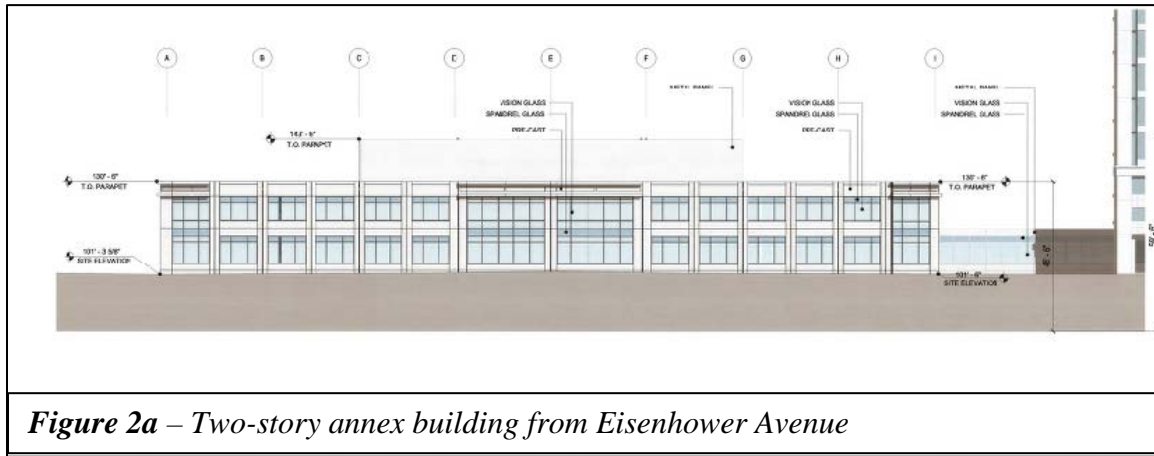
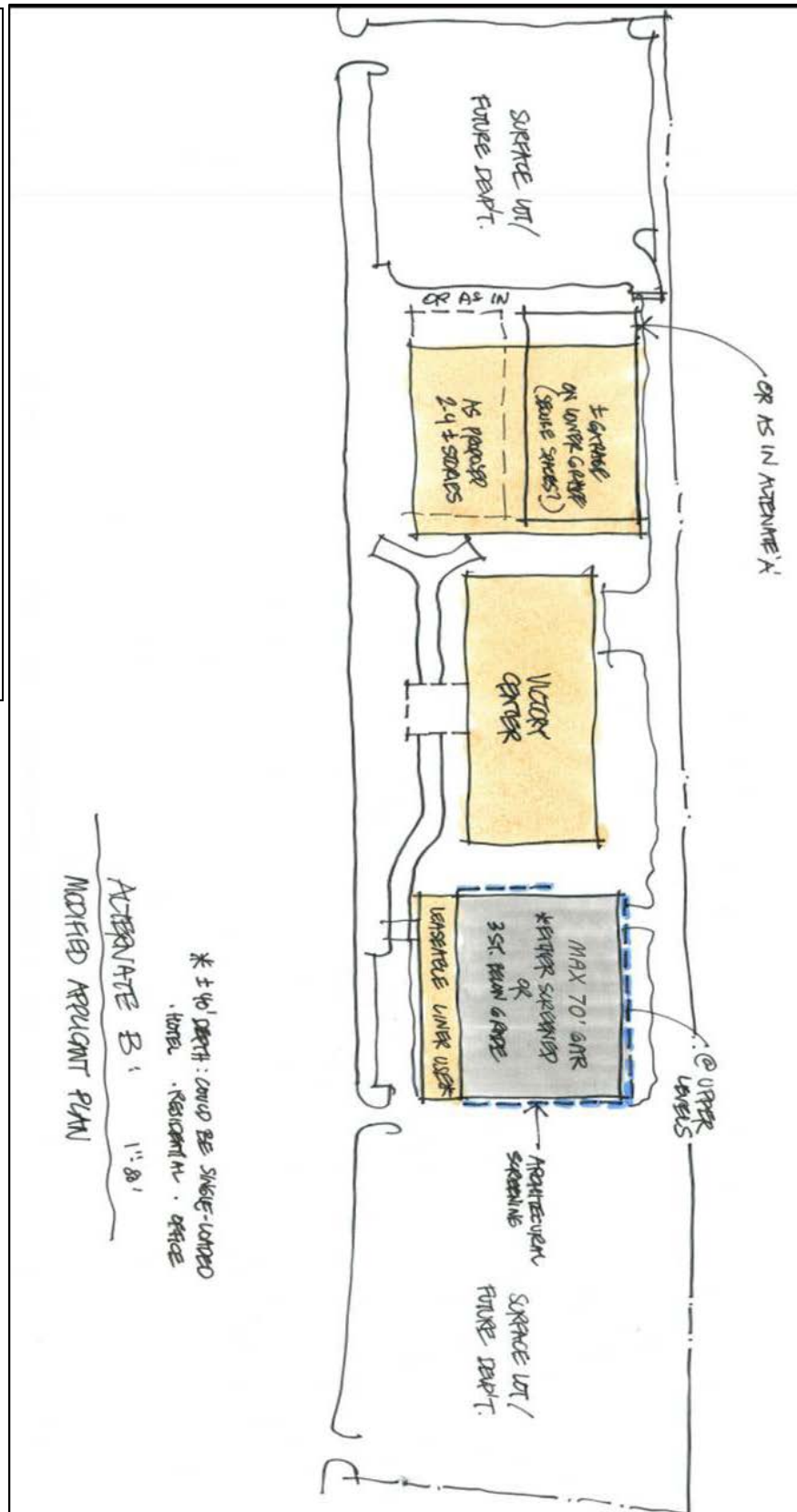






Figure 3b – Alternate B: Modified Applicant Plan



## IX. STAFF RECOMMENDATIONS

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

1. **CONDITION AMENDED BY STAFF:** The Final Site Plan shall be in substantial conformance with the preliminary plan dated June 10, 2016 ~~April 30, 2010~~, and comply with the following conditions of approval, and the following changes, to be provided at first final site plan submittal:
  - a. Staff supports the request for an office building/conference center, up to 100 feet tall, one above-grade parking structure up to 70 feet tall, and up to 14,000 sq. ft. of retail space; \*
  - b. If additional on-site parking is needed, it may be incorporated into the proposed office building or placed below grade; \*
  - c. Remove references to a parking structure greater than 70 feet tall. \*(PZ)(T&ES)
2. **CONDITION AMENDED BY STAFF:** Continue to work with staff to finalize design and engineering of the plans to the satisfaction of the Directors of P&Z, T&ES and Code Administration. Minor alternations to landscape, security fence location, and similar situations may be made to address federal security requirements, subject to the review and approval of the Directors. (PZ)(T&ES)(Code)
3. **CONDITION AMENDED BY STAFF:** The Transportation Management Plan has been updated and relocated to the end of the report, as Attachment 1.

### A. ***PARKING:***

4. **CONDITION AMENDED BY STAFF:** Include clothes storage lockers and shower facilities at a ratio as designated by LEED-Silver standards, based on the final square footage of Building 2 (Annex building), or an amount subject to the approval of the Director of Transportation and Environmental Services. Provide bicycle parking spaces, ~~clothes storage lockers, and shower facilities~~ per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: [www.alexandriava.gov/bicycleparking](http://www.alexandriava.gov/bicycleparking). \* (T&ES)

~~The table below reflects the minimum requirements based on the proposed square footage of each building:~~

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

<del>Building 3</del> <del>(385,746 sq. ft.)</del>	72	52	6 Total <del>(3 Female, 3 Male)</del>
---	----	----	--

5. **CONDITION AMENDED BY STAFF:** The applicant shall provide a parking management plan to the satisfaction of the Directors of P&Z and T&ES. At a minimum the plan shall include:
- Parking rates for the surface parking and the parking structure(s) when constructed shall be consistent with market rates of comparable buildings within the City of Alexandria, except that free parking may be provided for short-term office visitor parking. All office employees shall be required to pay market rates for parking; no parking may be provided free or at reduced rates or with costs reimbursed by the employer unless the employer provides an equivalent benefit to all employees who utilize transit options to commute; i.e., if an employer provides a \$100 parking space to an employee free of cost, that employer must also offer a pretax benefit for transit of \$100 to all transit users. (DSP#2004-0037)
  - A minimum of 5% of parking spaces for carpool and vanpool vehicles that shall be conveniently located adjacent to garage entrances and exits, and/or elevator locations. (DSP#2004-0037)
  - ~~“Short-term” parking for use by visitors shall be provided at a ratio of 0.16 sp/1,000 gross square feet. Parking spaces defined as “short-term” parking shall be solely utilized for use by visitors and shall include all appropriate signage. (DSP#2004-0037)~~
  - Subject to the approval of building tenants, ~~up to 500 public parking spaces shall~~ may be provided within the existing surface parking lots ~~and/or parking structure(s) when constructed, which shall be~~ for the use of the general public for recreational-special events in the evenings and weekends ~~if deemed necessary by the Directors of P&Z, RP&CA and T&ES subject to the reasonable review of the building tenant and with appropriate security measures taken. The applicant shall make best efforts to secure the tenant’s approval of the use of the parking for this purpose, to the satisfaction of the Directors of P&Z, RP&CA, and T&ES. The on-site public parking provided pursuant to this condition may be provided at a reasonable fee. (DSP#2004-0037)~~
  - The applicant shall provide controlled access into the parking structures. (DSP#2004-0037)
  - If short-term spaces are provided in the parking structures, the controlled access to the parking structures for short-term spaces shall be designed to allow convenient access for employees, visitors-short-term parking. (DSP#2004-0037)
  - ~~The headroom within the upper levels of the parking structure shall not exceed 7’6” in height. (DSP#2004-0037)~~
  - ~~The applicant agrees to provide off street parking for all construction workers without charge to the workers or shall provide subsidy for the construction workers in order that they may use Metro, DASH, provide a~~

~~van for vanpooling, or another method of providing for construction workers to arrive at the site. Compliance with this condition shall be based on a plan, which shall be submitted to the Department of P&Z and T&ES prior to the issuance of the Excavation/Sheeting, and Shoring or building permit. This plan shall set forth the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of Metro, carpooling, vanpooling, and other similar efforts. The plan shall also provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes, and carpooling and vanpooling information. If the plan is found to be violated during the course of construction, a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected.\* (P&Z)(T&ES)(PC) (DSP#2004-0037)~~

6. **CONDITION ADDED BY STAFF:** Loading spaces are required for retail uses pursuant to Section 8-200 of the Zoning Ordinance. Staff supports the proposed location for the retail. With the first final site plan submission, work with staff to determine where the loading space for retail uses will be provided, as well as where the proposed loading areas for the office will be located. Also depict (on site plan, interior floor plan, or both) the walkway/hallway or other connection between the loading space and the retail tenant spaces in the building. \* (P&Z)(T&ES)
7. **CONDITION ADDED BY STAFF:** Provide the minimum parking requirement for the final amount of office and retail floor area within the parking structure or surface lot. If any portion of the surface lot is used to comply with this parking requirement, future development shall accommodate those spaces with the new development or obtain approval of a parking reduction. \* (P&Z)(T&ES)
8. **CONDITION ADDED BY STAFF:** The retail parking spaces located directly south of the proposed retail space shall be phased for removal once development is approved on the portion of the lot east of the proposed parking garage. The retail parking and drive aisle shall be converted into a plaza area with an EVE, to better conform to the Eisenhower West Small Area Plan design guidelines. This development shall accommodate those spaces or obtain approval of a parking reduction. (P&Z)(T&ES)

## ***B. PEDESTRIAN – STREETSCAPE***

9. **CONDITION AMENDED BY STAFF:** The applicant shall provide pedestrian streetscape improvements that at a minimum ~~shall~~ provide the level

of improvements depicted on the preliminary site plan ~~and shall provide the following~~, to the satisfaction of the Directors of P&Z, and T&ES and RP&CA:

- a. A 10 ft. wide concrete sidewalk on Eisenhower Avenue with a 5 ft. wide continuous landscape strip between the curb and the sidewalk. If the sidewalk encroaches onto the applicant's property, an access easement shall be granted to the City. (DSP#2004-0037)
- b. The sidewalks on Eisenhower Avenue shall be flush ~~continue over the across all existing or proposed~~ curb cuts to provide an uninterrupted concrete sidewalk. ~~(DSP#2004-0037) Provide detectable warning strips prior to any break in the sidewalk to alert those with limited visibility of potential vehicle crossings.~~
- c. Furnish no more than 3 curb cuts into the site:
  - i. One 30' existing curb cut on the southwestern-most corner of the site, facilitating ingress/egress access to the western parking lot;
  - ii. One 28' proposed curb cut facilitating access to eastern side of the proposed retail center, proposed parking structure and eastern parking lot; and;
  - iii. One 33' existing curb cut on the southeastern-most corner of the site to facilitate emergency vehicle access to the site.
- d. Furnish and install two 4" conduits with pull wires, and junction boxes located at a maximum interval of 300' underneath the sidewalks along the Eisenhower Avenue frontage from the western property edge to the proposed midblock curbcut in the eastern side of the site, which is generally located 500' from the existing crosswalk. These conduits shall terminate in an underground junction box at each ~~of the four street~~ corners of the site. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES)-~~(DSP#2010-0011)~~
- e. Show all existing bus stop locations adjacent to and across from the site.
- f. ~~All bus stop locations along the Eisenhower Avenue frontage shall be made ADA compliant, include a 7' concrete pad, parallel to the roadway, which connects the back face of the curb with the sidewalk.~~
- g. Relocate the existing bus stop at 4926 (directly across Eisenhower Ave from the Victory center) 5 feet to the west. Make bus stops at 4926 Eisenhower Ave ADA compliant. ADA compliance includes:
  - i. Install an unobstructed eight (8) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, bus stop passenger loading pad. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The loading pads cross slope shall be less than 2%. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible.
- h. Install and maintain one City Standard bus shelter with transit passenger waiting amenities such as electric illumination and real time transit

information LED screens at the bus stop located across the roadway from 4926B Eisenhower Ave, east of the existing crosswalk. The bus shelter and all amenities shall be ADA compliant.

- i. Install and maintain a bus stop bench for the bus stop located across the roadway from 4840 Eisenhower Ave. The bus stop bench shall be installed on a concrete pad, located behind the sidewalk and an easement shall be provided for access to and from the bus stop bench.
- j. Street trees in close proximity to bus stop approaches or directly adjacent to travel lanes shall be:
  - i. Located to avoid conflict with vehicles, specifically:
  - ii. Trees shall be excluded from a 40 ft. zone which represents the length of the bus as it is serving the stop.
  - iii. Trees within both the 10 ft. departure zone and the 20 ft. approach zone (on either side of the 40 ft. zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses.
  - iv. Subject to the character of the adjacent area and relevant design guidelines for spacing, distance from the curb and species selection. In general, trees shall be of the same species along the entire block face.
  - v. Selected from upright branching species in areas where relevant design guidelines do not otherwise specify
  - vi. Installed with a minimum six feet of clear stem and gradually pruned to reduce conflict with vehicles, under consultation from a certified arborist. Pruning of street trees is part of the regular maintenance required of applicants under the City's bond for public improvements.
- k. Set back from the curb edge where the width of sidewalk and adjacent conditions allow.
- l. The applicant shall contribute ~~\$896~~ \$1,150/ea to the Director of T&ES for the purchase and installation of one two City standard solid waste cans and \$996/ea for the purchase of one City standard recycling can (Model SD-42, Bethesda series litter receptacle with domed lid) along the frontage of Eisenhower Avenue adjacent to the bus shelters. Payment is due prior to release of the site plan \* (DSP#2004-0037)
- m. Dominion Virginia-approved decorative pedestrian scale acorn lights shall be provided along Eisenhower Avenue frontage ~~on the northern portion of the sidewalk~~. Decorative pedestrian scale ~~black acorn~~ lights shall also be provided for the on-site walkways and drive aisles. ~~(DSP#2004-0037)~~
- n. ~~A pedestrian countdown signal shall be provided for the pedestrian crossing at the adjoining signalized intersections. (DSP#2004-0037)~~
- o. ~~The width of the north-south paths shall be 10 ft. wide and shall be concrete. The pathways shall also include pedestrian scale lighting. (DSP#2004-0037)~~
- p. ~~The sidewalk on the western portion of Building #3 shall be increased to a minimum of 6 ft. wide. (DSP#2004-0037)~~



- q. ~~A minimum 6 ft. wide sidewalk shall be provided for the parallel parking in front of the buildings. (DSP#2004-0037)~~
  - r. ~~Relocate the existing pedestrian traffic signal and associated pedestrian crosswalk on Eisenhower Avenue to terminate at an access point on the site. (DSP#2010-0011)~~
  - s. All pedestrian improvements shall be reflected on an overall pedestrian circulation plan.\* (T&ES)(P&Z) ~~(DSP#2004-0037)~~
10. **CONDITION ADDED BY STAFF:** On the western end of the site, coordinate with staff at final site plan to locate a reservation of space 54' long x 8' deep adjacent to the sidewalk. This reservation of space must be accessible to the general public to allow for the installation and access of a future bikeshare station. If no improvement has been made by the City prior to the redevelopment of either parking pad, the applicant shall provide a flush concrete pad 54' x 8' deep to accommodate the future bikeshare location. If desired, the applicant may choose to supply this space during this phase of development. \* (T&ES)
11. **CONDITION AMENDED BY STAFF:** When ~~If~~ Phase #2 (Annex Building) and Phase #3 are ~~is~~ implemented, the applicant shall contribute \$1.50 per gross square foot ~~(approximately \$793,000, based on the current proposed gross square footage of 528,376 for Buildings #2 and #3)~~ for the Eisenhower Improvement Fund prior to release of the final site plan for Phase #2 (Annex Building) and Phase #3 respectively; however, streetscape and landscape improvements (not including traffic signal funding or conduit) required per the conditions shall be credited towards the applicant's contribution to the Fund. The applicant shall illustrate these improvements on the final site plans and provide costs for these improvements prior to the release of the final site plans. If for any reason, these improvements are not completed during Phase #2 and #3 of the project, the applicant shall contribute to the Fund in full, \$1.50 per gross square foot, minus the cost of completed improvements. (T&ES) ~~(DSP#2004-0037)~~
12. **CONDITION AMENDED BY STAFF:** The applicant shall make a contribution in the amount of \$50,000 at the time of the issuance of the Certificate of Occupancy for Building #2 (Annex Building) and \$50,000 at the time of the issuance of the Certificate of Occupancy for Building #3 to the Eisenhower Improvement Fund for the purposes of off-site improvements.(T&ES)~~(DSP#2004-0037)~~
13. **CONDITION AMENDED BY STAFF:** Install a new pedestrian traffic signal and associated pedestrian crosswalk on Eisenhower Avenue to a point on the western parking pad to create accessibility between the north and south sides of Eisenhower Avenue). Prior to occupancy of Building #2 (Annex Building), the applicant will resubmit a warrant study evaluating the need for additional traffic signals or pedestrian HAWK signals at the site entrances. Based on the

results of the study, the Director of Transportation and Environmental Services will determine if any pedestrian or traffic signals are needed beyond currently existing and proposed at the site entrances prior to occupancy of Buildings #2 (Annex Building) ~~or #3~~. If additional pedestrian or traffic signals are needed, the applicant is responsible for the full cost of the installation to the satisfaction of the Director of T&ES. The revised warrant study shall also identify the security checkpoints and address how any queuing issues caused by the security checkpoints will be mitigated. The study shall include proposed traffic circulation patterns within the site to minimize potential spillover of queued vehicles onto Eisenhower Avenue. ~~(Transportation) (T&ES) (DSP#2004-0037)~~

14. **CONDITION AMENDED BY STAFF:** The courtyard-plaza adjacent to the primary entrance for all buildings shall be designed to provide the level of detail and amenities depicted on the preliminary plan and shall also provide amenities to encourage their use to the satisfaction of the Director of P&Z ~~and RP&CA~~ including the following:
- a. Special paving surfaces and landscaping. (DSP#2004-0037)
  - b. ~~Permanent public art elements, appropriately scaled for the spaces, shall be provided on site, generally around Buildings #2 and #3. On site artwork shall be incorporated on the final site plan prior to release, and the art shall be installed shall be provided, prior to the issuance of the first Certificate of Occupancy, to the satisfaction of the Directors of P&Z and/or RP&CA. City staff and the Public Art Committee are available as a resource throughout the process.~~
  - c. Provide decorative benches and trash receptacles. (DSP#2004-0037)
  - d. Additional trees, shrub plantings shall provide seasonal color and be arranged to provide visual interest and harmony within the public space as well as be complimentary to the design of the public space and its proposed use. ~~(DSP#2004-0037)~~
  - e. Low scale pathway or bollard lighting. ~~(DSP#2004-0037)~~
  - f. Where walls or planters are necessary they shall be precast, brick or stone.  
\* (P&Z)(T&ES) ~~(RP&CA) (DSP#2004-0037)~~
15. **CONDITION ADDED BY STAFF:** Per the City's Public Art Policy, adopted December 13, 2014, provide one of the following options:
- a. The first Final Site Plan submission shall identify the location, type and goals for public art. Prior to release of the final site plan, the applicant shall have selected the artist, have locations and medium finalized and provide a schedule for the art installation. The art shall be installed prior to the issuance of the first Certificate of Occupancy, to the satisfaction of the Directors of P&Z and/or RP&CA. (RP&CA)(P&Z) \*, \*\*\*  
OR,
  - b. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. The contribution shall be provided prior to the issuance of the first Certificate of Occupancy. (RP&CA)(P&Z) \*\*\*

16. **CONDITION DELETED BY STAFF:** ~~All pedestrian crossings (including curb ramps) shall be located closer to the intersection, as opposed to being set back. Additionally, all curb ramps must be shown on the plans and adhere the City's policy on ADA compliant curb ramps. All curb ramps shall be ADA compliant and adhere to the City Standards. (T&ES) (DSP#2004-0037)~~
17. **CONDITION AMENDED BY STAFF:** Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, ~~haul routes~~, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The Final Site Plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets.\* ~~(DSP#2010-00011)~~

**C. OPEN SPACE – LANDSCAPING**

18. **CONDITION PARTIALLY SATISFIED AND AMENDED BY STAFF:** The public access points on the western and west portion of the site shall be accessible to the public and ~~shall~~ provide amenities to encourage its use ~~of the future trail~~. In addition the connections shall provide the following, to the satisfaction of the Directors of P&Z, and T&ES ~~and RP&CA:~~
  - a. The applicant ~~shall~~ has recorded a reservation of the public access easement for the approximately 20 ft. x 360 ft. area on the western and eastern portion of the site in a form satisfactory to the City Attorney, and the Directors of P&Z, RP&CA, and T&ES prior to the release of the certificate of occupancy permit for Building #1. This recordation of the reservation of the public access easement shall run with the land and be binding on future owners, and the City shall have the right to call the easement into being. ~~The pathways and improvements shall be completed prior to the issuance of the certificate of occupancy permit for Building #3 or at a time when a public pedestrian sidewalk-trail connection is provided on the northern portion of the site, whichever is first. (DSP#2004-0037)~~
  - b. Future development on the western and/or eastern end(s) of the site shall include recordation of a reservation of a public access easement for the entire northern edge of the site for a future road or bicycle trail, in a form satisfactory to the City Attorney, and the Directors of P&Z, RP&CA, and T&ES. The proposed future easement shall not interfere with Federal security requirements for existing tenants. (P&Z)(T&ES)
  - b. ~~The pathways shall be 10 ft. wide concrete trails sidewalks and shall include the following:~~
    - i. ~~The landscaping adjacent to the path shall be provided as indicated on the landscape plan and shall also provide an additional 10-15 additional trees, which shall include a mix of evergreen and deciduous trees on each side of the path. The shade trees shall be space approximately 25 ft. on center while the~~

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

19. **CONDITION AMENDED BY STAFF:** A final landscape plan shall be ~~provided~~ finalized as part of the Final Site Plan, ~~which shall and include, at a minimum,~~ the level of landscaping depicted on the preliminary landscape plan and shall also ~~at a minimum~~ provide the following, to the satisfaction of the Director of P&Z:

- a. A continuous double row of street trees on-center on Eisenhower Avenue that shall consist of the following:
  - i. Ornamental trees between the sidewalk and the curb space 15-20 ft. on-center, ~~and. The trees shall be extended to the curb cuts on Eisenhower Avenue. (DSP#2004-0037)~~
  - ii. On the northern portion of the sidewalk, a continuous row of ornamental trees shall be provided 15-20 ft. on-center. (DSP#2004-0037)
  - iii. Tree size at installation and planting standards shall meet the guidelines of the City's Landscape Guidelines ~~The ornamental street trees shall be 8 to 10 feet in height at the time of planting. (DSP#2004-0037)~~
  - iv. ~~The street trees along Eisenhower shall be continuous except for the breaks in trees, which are intended to visually reinforce the north-south "streets." (DSP#2004-0037)~~
  - v. Parking lots, fencing and security walls will be screened by landscape ~~A combination of continual evergreen shrubs to provide a continual screening for the parking, fencing and security~~

~~wall, except where necessary to visually reinforce the north-south streets. (DSP#2004-0037)~~

- vi. All on-site landscaping and trees adjacent to Eisenhower shall be irrigated. ~~(DSP#2004-0037)~~ \* (P&Z)

20. **CONDITION AMENDED BY STAFF:** A ~~final~~ landscape plan shall be ~~provided~~ finalized as part of the Final Site Plan, ~~which shall and include, at a minimum,~~ the level of landscaping depicted on the preliminary landscape plan and shall also ~~at a minimum~~ provide the following, to the satisfaction of the Director of P&Z. The applicant shall:

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

- n. The location of all light poles shall be coordinated with the street trees.    \*  
(DSP#2004-0037)
- o. As trees mature they are to be limbed up as necessary to maintain traffic sign visibility. Trees are not to be planted under or near light poles.    \*  
(DSP#2004-0037)
- p. The maximum height for the shrubs is 36 inches.    \* (DSP#2004-0037)
- q. No shrubs higher than three feet shall be planted within six feet of walkways.    \* (DSP#2004-0037)
- r. Demonstrate that the proposed grading will not negatively impact the existing trees to be retained on the adjoining site on the northern portion of the site.    \* (DSP#2004-0037)
- s. All landscaping shall be maintained in good condition and replaced as needed.    \* ~~(P&Z) (RP&CA) (DSP#2004-0037)~~
- t. 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.    \*
- u. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.    \*
- v. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and any planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes.    \*  
~~(P&Z)(RP&CA)~~

#### ***D. PHASING – CONSTRUCTION***

21. **CONDITION PARTIALLY SATISFIED AND AMENDED BY STAFF:**

The applicant shall prepare and submit a phasing plan that delineates a detailed phasing plan and construction management plan for each portion of the project to which the final site plan relates for review by the Directors of P&Z, T&ES, Code Administration prior to the release of the final site plan. At a minimum the plan shall include the following:

- a. **Building # 1 (Existing Building):** ~~Prior to the issuance of a certificate of occupancy permit for Building #1, issuance of a certificate of occupancy permit for Building #2, the applicant shall complete the following improvements:~~
  - i. The pedestrian improvements including, sidewalks, one bus shelter, and streetscape improvements adjacent to Eisenhower for the ~~entire~~ frontage of the property as shown on the Preliminary Plan ~~The streetscape improvements as part of Phase I shall consist of a pedestrian area that shall consist of the following for the entire length of the Eisenhower frontage:~~



1. 5 ft. wide landscape strip adjacent to the curb. (~~DSP#2004-0037~~)
  2. 10 ft. wide concrete sidewalk. (~~DSP#2004-0037~~)
  3. ~~If the parking structure(s) are not substantially constructed within 48 months of the occupancy of the building, the applicant shall provide landscape islands. (DSP#2004-0037)~~
  4. ~~Recordation of reservation of the public access easement. (DSP#2004-0037)~~
- b. **Building # 2 (Annex Building):** No later than issuance of a certificate of occupancy permit for Building #2, or 48 months following the occupancy of Building #1, the applicant shall complete the following improvements:
- i. The remainder of the pedestrian improvements, landscaping, the second bus shelters, traffic signal conduits and streetscape improvements adjacent to Eisenhower Avenue as shown on the Preliminary Plan ~~for the entire frontage of the property~~. The streetscape improvements as part of Phase II shall complete a 31.5 ft. wide pedestrian area with the following ~~for the entire length of the Eisenhower frontage~~:
  - ii. ~~16.5 ft. wide grass area on the northern portion of the sidewalk. (DSP#2004-0037)~~
    1. Two continual rows of ornamental trees shall be planted, one row between the curb and the sidewalk and one row on the north side of the sidewalk. ~~The spacing for the trees shall be 15-20 ft. on center. Final spacing and location to be determined at final site plan. (DSP#2004-0037)~~
- c. **Building # 3:** ~~Prior to the issuance of a certificate of occupancy permit for Building # 3, the applicant shall complete the following site improvements.~~
- i. ~~Public access points on the western and eastern portions of the site. (DSP#2004-0037)~~
  - ii. ~~Remainder of improvements (DSP#2004-0037)~~
  - iii. ~~A Traffic Control Plan detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging. (DSP#2004-0037)~~
  - iv. ~~A plan for temporary pedestrian and vehicular circulation during construction and each phase. (DSP#2004-0037)~~
  - v. ~~Provisions in the event construction is suspended for 6 months or more for:~~
    - i. ~~temporary streetscape improvements~~
    - ii. ~~removal of debris~~
    - iii. ~~screening and barrier protection of construction areas and interim open space improvements. (DSP#2004-0037)~~
  - vi. ~~Notwithstanding the above, in the event that: 1) the construction of Building 2 begins prior to the issuance of a Certificate of Occupancy for Building 1, the improvement obligations for~~

~~Building 1 can be performed no later than the issuance of a Certificate of Occupancy permit for Building 2; or 2) if Building 2 and 3 are under construction at the same time, the improvement obligations for Building 1, 2 and 3 can be completed prior to the issuance of a Certificate of Occupancy permit for Building 3.~~

22. **CONDITION AMENDED BY STAFF:** Submit a construction phasing plan to implement a process that will allow for the review, approval and partial release of final site plans to the satisfaction of the Director of T&ES. All the requirements of Article XIII Environmental Management Ordinance for quality improvement, quantity control, and the development of Storm Water Pollution Prevention Plan (SWPPP) must be complied with prior to the partial release of the 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.\* (P&Z) (T&ES)(PC) ~~(DSP#2004-0037)~~
23. The sidewalks shall remain open during construction except when closures, including duration, are approved by T&ES. Pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
24. No major construction staging shall be allowed within the public right-of-way along Eisenhower Ave. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. \*\* (T&ES)
25. **CONDITION AMENDED BY STAFF:** Provide a traffic circulation plan for the proposed development.\*(T&ES) ~~(DSP#2004-0037)~~
26. Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process. (Code) (DSP#2004-0037)
27. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with all adjoining property owners, including Cameron Station, to review the hauling routes, location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. Copies of plans showing the hauling route, construction worker parking and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor before they commence work on the project. (P&Z) (DSP#2004-0037)

28. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site, and to the Directors of P&Z and T&ES. (P&Z)(T&ES) (DSP#2004-0037)
29. **CONDITION AMENDED BY STAFF:** Temporary construction trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed within 60 days of ~~prior to~~ the issuance of a final certificate of occupancy permit ~~for the building~~. (P&Z) (~~DSP#2004-0037~~)
30. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owner's other agent shall implement a waste and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES) (DSP#2004-0037)
31. A temporary informational sign shall be installed on the site prior to approval of the first final site plan for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information: the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z) (DSP#2004-0037)
32. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES) (DSP#2010-00011)
33. **CONDITION AMENDED BY STAFF:** Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
- Include a plan for temporary pedestrian ~~and vehicular~~ circulation;
  - Include analysis as to whether temporary street lighting is needed on the site and how it is to be installed.
  - Include the overall schedule for construction ~~and the hauling route~~;
  - Include a preliminary Maintenance of Traffic Plan (MOT) as part of the construction management plan for informational purposes only, to include proposed controls for traffic movement, lane closures, construction entrances and storage of materials.
  - 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)
34. **CONDITION AMENDED BY STAFF:** 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 off-street construction workers parking 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)

***E. SECURITY ELEMENTS***

35. **CONDITION AMENDED BY STAFF:** The security fencing shall be a maximum height of 8 ft., with additional height permitted as the fence transitions over retaining walls and slopes, subject to the approval of the Director of P&Z, and shall be decorative black metal open vertical pickets. The security fence and security bollards shall be placed in a location as generally shown on the Preliminary Plan ~~landscape plans~~ with allowance for relocation to comply with the 100 foot setback requirement for secure government buildings. There shall be variation in the fence, and the landscaping required by the landscape conditions shall be placed between the fence and the adjoining sidewalk. \* (P&Z)~~(DSP#2004-0037)~~
36. **CONDITION AMENDED BY STAFF:** The applicant shall provide more information with the first Final Site Plan submittal regarding the proposed security kiosk when a tenant is secured for the buildings for staff to evaluate the traffic operations near the garage and site access. \*~~(P&Z)(T&ES)~~  
~~(DSP#2004-0037)~~

37. The proposed materials for any retaining walls visible from public rights-of-ways adjacent to pedestrian areas or other public areas within the project development shall be brick, precast or stone and/or an alternative high-quality material satisfactory to the Director of P&Z. (P&Z) (DSP#2004-0037)
38. **CONDITION AMENDED BY STAFF:** All proposed security gates shall be equipped with an override system that opens the gates in the event of a power failure, activation of a yelp siren, or through the use of a Knox Box key. These features shall be designed and installed to the satisfaction of the Alexandria Fire Department Operations and Fire Prevention and Life Safety Sections ~~shall be designed to allow access by emergency vehicles, to the satisfaction of the Director of Code Administration. (Code) (DSP#2004-0037) \* (Fire)(Code)~~
39. **CONDITION AMENDED BY STAFF:** Staff and the applicant will ~~The developer shall~~ coordinate at final site plan to review ~~any~~ exterior building security measures ~~with City staff~~ in order to limit or mitigate any adverse impacts that these measures may have on the project's urban design and streetscape. All exterior building security and site plan measures shall be depicted and labeled as a separate sheet of the final site plan and depicted on the final building elevations. (P&Z) (DSP#2004-0037)

## ***F. BUILDING***

40. **CONDITION AMENDED BY STAFF:** The massing, articulation and general design of the office buildings (Buildings #1, existing office building, and #2, Annex Building and #3) shall be generally consistent ~~with the drawings and renderings submitted with this application. The final design of each building shall be in compliance~~ with the drawing and renderings shown in the Preliminary Plan, and shall incorporate the following to the satisfaction of the Director of P&Z and the City Architect:
- a. **General:**
- i. Buildings #2 ~~and #3~~ shall be generally consistent with Building #1 in color palette, level of detailing and quality of materials in order to create. These buildings will generally share the color and materials palette and detailing of the existing building, creating a unified composition. (DSP#2004-0037)
  - ii. ~~Glass spandrel panels shall complement the window patterns, and shall not be of contrasting colors. (DSP#2004-0037)~~
  - iii. ~~The proposed facade of the existing and proposed buildings shall have a traditional horizontal base, middle and top organization. (DSP#2004-0037)~~
  - iv. ~~The vertical center portion of each building shall be taller and shall have vertical windows multi-story in height, giving the entry a monumental presence. (DSP#2004-0037)~~

- v. ~~The top two stories of the center portion of each building shall be made of a contrasting material, and have a broad cornice to distinguish the center entry piece. (DSP#2004-0037)~~
- vi. Color architectural elevations (front, side and rear) shall be submitted with the final site plan. (DSP#2004-0037)
- vii. ~~The buildings shall be entirely masonry (brick, precast concrete, or stone) materials for the front, side and rear facades, exclusive of metal detailing, fenestration and screening of the mechanical equipment. (DSP#2004-0037)~~
- viii. ~~Consider refining the proportions of the cornice, including the possible introduction of horizontal banding. (DSP#2004-0037)~~
- ix. Building #2 and Building #3 shall have a comparable solid to void ratio to as proposed by Building #1. (DSP#2004-0037)
- x. ~~Continue to w~~ Work with staff to integrate the new penthouses into the building form in terms of mass, material, and detail. (DSP#2010-00011)
- xi. ~~Continue to w~~ Work with staff to improve the building design's overall and articulation. ~~(DSP#2010-00011)~~ \*(P&Z)

**b. Parking Structures:**

- i. ~~Continue to w~~ Work with staff during the final site plan process to refine the garage design's overall level of detailing and articulation, and to minimize visual impacts and light spillover; (DSP#2010-00011)
- ii. ~~Facades shall have be an upgraded precast mix to resemble cast stone. The precast will be similar to the office buildings in order to tie the project together as a unified whole. (DSP#2004-0037)~~
- iii. ~~The facades shall have detailing in the precast mix with horizontal and vertical reveals for visual relief. (DSP#2004-0037)~~
- iv. ~~The garages shall be designed as generally depicted in Attachment # 2, except that on Eisenhower Avenue the vertical precast or metal columns, subject to the approval of the Director of P&Z, shall be spaced at an approximately 20 ft. to 30 ft. between each column. (DSP#2004-0037)~~
- v. ~~The vertical columns shall project above the horizontal plane of the parking structures to reduce the perceived length of each façade. (DSP#2004-0037)~~
- vi. ~~The parking structures shall incorporate a rusticated base, which shall be a different color than the body of the parking structure. (DSP#2004-0037)~~
- vii. ~~The stair towers shall be designed as a combination of open and glass elements that are integrated as part of the each parking structure. (DSP#2004-0037)~~
- viii. ~~The use of freestanding light poles on the top level of the parking structure is strongly discouraged and will be subject to review of~~

~~City staff during Final Site Plan shall be minimized and the height shall be prohibited. The use of bollard lighting or similar light sources other than freestanding poles shall be encouraged. (DSP#2004-0037)~~

- ix. ~~The height of the parking structure shall not be increased above what is generally represented on the preliminary plans. (DSP#2004-0037)~~
- x. ~~The applicant shall meet with consult with the Director of P&Z and the community to discuss continues to refine the final design of the garages, prior to release of the Final Site Plan.~~
- xi. Work with staff to design the proposed retail component to be consistent and complementary with the buildings and parking garage. \* (P&Z)(PC) (DSP#2004-0037)

41. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver or equivalent, to the satisfaction of the Directors of P&Z, ~~RP&CA~~ and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first final site plan.\*
  - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. \*\*\*
  - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
  - d. Provide documentation of LEED Silver Certification from USGBC (or equivalent) within two years of obtaining a final certificate of occupancy.
  - e. Failure to achieve LEED Silver (or equivalent) for the commercial project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staff's determination will apply. (P&Z) ~~(RP&CA)~~-(T&ES)
42. **CONDITION AMENDED BY STAFF:** Buildings and parking structures ~~are~~ over 50 feet in height ~~and as such~~ are required to have ladder truck access to 48% of the perimeter of the buildings by public roads or recorded emergency vehicle easements (EVE). ~~the front and the rear of the buildings by public roads or recorded emergency vehicle easements (EVE), except as specifically approved by the Director of Code Administration on a case by case basis when building alternatives demonstrate a level of equivalency to this condition.~~ For a building face to be considered accessible by a ladder truck, the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. 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 designated as an EVE shall be designed to AASHTO HS-20 loadings. The face of the building may not articulate back into the mass of the building more than 7 feet horizontally in the first 75 feet of vertical dimension of the building. Prior to Final #1, a turning movement diagram utilizing the City of Alexandria Fire Apparatus Specifications for Truck 204 and Truck 208 shall be provided to demonstrate that both vehicles can maneuver around the fountain and achieve proper placement of the aerial ladder truck in compliance with this fire access requirement. \*(Fire)(Code) (DSP#2004-0037)~~

43. **CONDITION ADDED BY STAFF:** 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 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.

44. **CONDITION DELETED BY STAFF:** ~~The proposed buildings and structures are in excess of 10,000 square feet. Prior to the submission of a final site plan for each building or structure, contact the City of Alexandria Radio Communications Manager to review the buildings and structures for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager. Such buildings and structures shall meet the following conditions:~~
- ~~a. The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz. (DSP#2004-0037)~~
  - ~~b. The building or structure design shall support a minimal signal transmission strength of -95 dBm within 90 percent of each floor area. (DSP#2004-0037)~~
  - ~~c. e. The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area. (DSP#2004-0037)~~
  - ~~d. The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings. (DSP#2004-0037)~~
45. **CONDITION DELETED BY STAFF:** ~~If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design, which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager. (Code) (DSP#2004-0037)~~
46. **CONDITION ADDED BY STAFF:** ~~Every occupied level or story shall be provided with a code compliant means of egress system that meet the current regulations of the building code. To improve fire department operational capabilities, it is recommended that all stairways extend to the roof level for direct access to the roof. \* (Fire)(Code)~~
47. **CONDITION DELETED BY STAFF:** ~~Provide two stairs to each building roof unless the applicant can demonstrate to the satisfaction of the Director of Code Administration that there is not a significant amount of equipment located on the roof. (Code) (DSP#2004-0037)~~

**G. SITE PLAN**

48. The colors and materials of signs shall be designed to be integrated into the architecture of the building and relate in materials, color and scale to the building. Facilities for all recyclables shall be located within the building; the screening for the loading area shall be faced with materials to match the precast material for the building. (P&Z)
49. **CONDITION DELETED BY STAFF:** ~~Provide additional accessible parking spaces within the curbside parking near the main building entrances. (T&ES)~~
50. All signs must comply with the zoning ordinance requirements. (DSP#2004-0037)
51. **CONDITION DELETED BY STAFF:** ~~Sign messages shall be limited to logos, names and street address information. (DSP#2004-0037)~~
52. Walls signs and no freestanding signs other than traffic/directional signs shall be permitted. (P&Z) (DSP#2004-0037)
53. **CONDITION AMENDED BY STAFF:** Provide a lighting plan with the first final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and RP&CA in consultation with the Chief of Police and shall include the following:
  - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
  - b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
  - c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
  - d. 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.
  - e. 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.
  - f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
  - g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.

- h. 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.
  - i. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
  - j. The lighting for the parking garage shall meet Code requirements. ~~The fixtures should not be flush against the ceiling, unless there are no cross beams, but should hang down at least to the crossbeam to provide as much light spread as possible.~~
  - k. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties.
  - l. Any cobra head lights on Eisenhower Avenue that are impacted by removal of poles for undergrounding must be replaced.
  - m. Determine if existing lighting meets minimum standards within the City right-of-way for all street frontages adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES. \*  
(P&Z)(T&ES(Police))
54. Provide additional detail needs related to the various types of paving (i.e. – special paving) and the type of curb (e.g. - mountable?) throughout the site. (T&ES) (DSP#2004-0037)
55. Identify type and location of solid waste collection. All proposed dumpsters and recycling facilities shall be shown on the final site plan. Such facilities shall be located in locations not visible from public rights-of-ways to the extent possible, and shall be screened to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES) (DSP#2004-0037)
56. The site is located on marine clay areas as delineated on the City map of marine clay areas. Provide a geotechnical report including recommendations from a geotechnical professional for proposed cut slopes, embankments and any soil improvement required. (T&ES) (DSP#2004-0037)
57. Provide the location of the utilities that are existing and proposed. (T&ES) (DSP#2004-0037)
58. **CONDITION DELETED BY STAFF:** ~~The applicant shall submit a final as-built site plan (with landscape plan) and interior layout of the parking garage prior to issuance of a certificate of occupancy permit. (P&Z) (DSP#2004-0037)~~
59. 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)

60. **CONDITION DELETED BY STAFF:** ~~The applicant shall be allowed to make minor adjustments to the building location if the changes do not result in an increase in building height or increase in floor area. (P&Z) (DSP#2004-0037)~~
61. **CONDITION AMENDED BY STAFF:** Provide dimensions of parking spaces, aisle widths, etc. within the parking garages. Note that dimensions shall not include column widths. \*(T&ES) ~~(DSP#2004-0037)~~
62. **CONDITION DELETED BY STAFF:** ~~To ensure that significant information is not lost as a result of the current development project, the applicant must hire an archaeological consultant to complete a Documentary Study and an Archaeological Evaluation. Contact Alexandria Archaeology to obtain a scope of work for this investigation. If significant resources are discovered, the consultant must complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (DSP#2004-0037)~~
63. **CONDITION DELETED BY STAFF:** ~~The applicant shall not allow any other metal detection to be conducted on the property, unless authorized by Alexandria Archaeology. (Archaeology) (DSP#2004-0037)~~
64. 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)

#### ***H. STREETS / TRAFFIC:***

65. 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)

66. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction and Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
67. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
68. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of standard vehicles in the parking garage and also, of tractor with trailer for loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
69. In locations where parking is proposed on the garage ramp slope, the ramp slope shall not exceed 5 percent to the satisfaction of the Director of T&ES. Where parking is not proposed, the ramp slope shall not exceed 12%. For slopes between 10% and 12%, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)
70. All 90 degree vehicle parking spaces adjacent to a sidewalk less than seven feet wide shall have wheel stops. (T&ES)

***I. SECTION ADDED BY STAFF: UTILITIES***

71. **CONDITION ADDED BY STAFF:** Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. \* (T&ES)
72. **CONDITION ADDED BY STAFF:** The applicant shall install two 4" conduits along the property frontage generally from the easternmost proposed midblock curb cut to the western site boundary. Overhead utilities including power and communication lines fronting the proposed development shall be undergrounded if required by City Code. Future redevelopment on the western and/or eastern ends of the site will require undergrounding of any remaining overhead utilities, including power and communication lines. \* (T&ES)
73. **CONDITION ADDED BY STAFF:** No transformers and/or switch gears shall be installed in the public right of way. \* (T&ES)

***J. STORMWATER-ENVIRONMENT***

74. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of Article XIII of AZO shall be met. (T&ES) (DSP#2004-0037)

75. **CONDITION AMENDED BY STAFF:** Provide a narrative describing how the project will comply with the stormwater quantity and quality requirements as set forth in ~~Condition 77~~ of Article XIII of the Zoning Ordinance. \*(T&ES) (~~DSP#2004-0037~~)
76. Provide pre and post-development, two and ten-year storm water computations for the entire site. (T&ES) (DSP#2004-0037)
77. The storm water collection system is located within the Backlick Run watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES) (DSP#2004-0037)

**K. SANITARY SEWER**

78. If the City adopts a plan prior to the issuance of a Certificate of Occupancy for Building 2 (Annex Building) ~~or 3~~ requiring that all new developments in the Holmes Run sanitary sewer shed provide a monetary contribution to address the wet weather surcharging in the Holmes Run sanitary sewer shed, then the applicant shall make such contribution for Building 2 ~~and 3~~ prior to the issuance of the Certificate of Occupancy for that Building. (T&ES)
79. **CONDITION ADDED BY STAFF:** There are two sanitary sewer segments (002140SEWP and 002158SEWP) that are inadequate to serve the proposed development as determined by the applicant's sanitary sewer outfall analysis completed per the City's Memo to Industry 06-14 and presented in the Preliminary Site Plan. Pipe segment 002140SEWP will require lining and pipe segment 002158SEWP shall require replacement to support the proposed development. Therefore, the applicant must, as part of the first Final Site Plan, identify and propose design and construction of infrastructure improvements to accommodate the proposed development. All proposed infrastructure (except lining that is only required in order to accommodate the proposed development) must be designed and constructed to support the future growth/build-out conditions. Incremental costs towards additional upsizing required to accommodate build-out conditions shall be credited against the sanitary sewer connection fee. The total credit shall be determined by the Director of T&ES. \*(T&ES)

**L. WATER QUALITY**

80. **CONDITION ADDED BY STAFF:** If at any stage during the Final Site Plan development and/or construction, it is determined that the disturbed area is greater than 50% then a stop work order will be issued until the site plan demonstrates compliance with the enhanced requirements per Article XIII Environmental Management Ordinance. \* (T&ES)

81. **CONDITION AMENDED BY STAFF:** The development shall meet the ~~Virginia Storm Water Regulations for prior development land or the~~ Environmental Management Ordinance (~~Chesapeake Bay Preservation Act~~) in accordance with Article XIII of the City of Alexandria's zoning ordinance for stormwater quality and quantity, ~~whichever is more stringent on July 1, 2014.~~ (T&ES) (~~DSP#2004-0037~~)
82. The Applicant shall provide at Final Site Plan #1 documentation regarding the source of onsite wetland delineation and a description of any actions to be taken to minimize and/or mitigate the impact of the development on existing wetlands as required by Article XIII of the City of Alexandria Zoning Ordinance. (T&ES) (DSP#2004-0037)
83. The project location contains several areas that require a buffer to protect water quality. Several water features originate at culverts located along the northern edge of the parcel before flowing into a perennial tributary of Cameron Run. According to the 2004 Phase I Stream Assessment to determine stream classification, the western most water feature scored as perennial but the easternmost did not. All perennial streams require a 100 foot vegetated buffer to protect water quality. Staff from the Department of Transportation and Environmental Services (T&ES) met with the Williamsburg Environmental Group (WEG) to discuss the field delineation of these RPA features. According to WEG, the western water feature does not meet the perennial criteria. City staff acknowledges that this feature does not strongly meet the criteria for a perennial stream but that it more closely meets the criteria for an intermittent stream and shall be protected by a 50 foot buffer, or an alternative method pursuant to Section 13-109(E)(6)(c) of the Zoning Ordinance. City Staff has determined that the easternmost feature is an intermittent stream/wetland system and shall also be protected by in the manner required by Section 13-109(E)(6)(c). The applicant shall prepare a Water Quality Impact Assessment for all proposed disturbance in both the 100 foot and 50 foot buffer areas. (T&ES) (DSP#2004-0037)
84. **CONDITION AMENDED BY STAFF:** The Applicant is required to mitigate any impacts on water quality of the development by encroachment into and/or destruction of an existing resource protection area (RPA) and mapped wetland area. Should revisions to the previous approval be required the applicant shall provide an updated Water Quality Impact Assessment at Final Site Plan 1 outlining impacts and the combination of mitigation measures to the satisfaction of the Director of the Office of Environmental Quality and the Director of Transportation and Environmental Services. ~~These mitigations measures may include:~~
- A. ~~Contribution to the Water Quality Improvement Fund for stream restoration / water quality improvement projects, at a rate not to exceed \$5.00 per square foot of RPA which is not restored to its natural vegetative state or is not replaced on-site or off-site.~~

- B. ~~Resource Protection Area Encroachments shall be mitigated according to the guidelines suggested in the “Riparian Buffers Modification & Mitigation Guidance Manual” by the Chesapeake Bay Local Assistance Department.~~
  - C. ~~Notwithstanding paragraph 79d, if revisions to the previous approval are not required, then the RPA Encroachments shall be mitigated at a ratio of 2:1 onsite or 3:1 offsite.~~
  - D. ~~If the RPA encroachment is generally consistent with the encroachments shown on the DSP#2010-0011, sheet C4.A (revised as of 4/30/2010), then the Applicant shall upgrade the on site storm water BMPs for drainage areas 4 and 5 as shown on sheet C4.A to have a minimum phosphorus removal efficiency of 50%.~~
  - E. ~~The above mitigation measures shall be implemented in phases in accordance with Condition 16 which addresses the project phasing. \*~~  
(T&ES)
85. Water quality impacts may be mitigated by stream restoration / stabilization. If approved, the stream restoration / stabilization mitigation shall be equal to the linear distance to that of the linear encroachment into the RPAs on-site. (T&ES)
86. The City of Alexandria’s storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site’s proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES) (DSP#2004-0037)
87. **CONDITION AMENDED BY STAFF:** To limit encroachment into the RPA, the applicant shall limit the disturbance for the proposed security fence and ensure proper ESC measures that require minimal installation are in place during construction. ~~shift the grasserete drive that is intended for emergency vehicle access along the back of the western parking garage and the parking garage approximately three feet farther south on the site. The applicant shall depict this on the final site plan. \* (P&Z)(TES) (DSP#2004-0037)~~
88. **CONDITION AMENDED BY STAFF:** Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and ~~a completed Worksheet A or B and Worksheet C,~~ as calculations applicable. While the applicant is aware that the project is subject to the old technical criteria in place prior to July 1, 2104 and may be grandfathered, the applicant has chosen that the project demonstrate compliance with the new technical criteria as shown on



~~the plan set. The applicant states that they are sending all water quality volume generated by impervious surfaces on the site through aquaswirl BMPs. The reviewer cannot verify this information with the details provided. \*(T&ES) (DSP#2004-0037)~~

89. **CONDITION ADDED BY STAFF:** Show the location of the existing Aquaswirl BMPs installed to treat the existing building under the previous approved site plan. If the existing building is included in the limits of disturbance, include the demonstrated compliance under the previous plan that constructed the building and installed the Aquaswirls.\* (T&ES)
90. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
- a. Constructed and installed as designed and in accordance with the approved Final Site Plan. (DSP#2004-0037)
  - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES) (DSP#2004-0037)
91. **CONDITION AMENDED BY STAFF:** The Applicant shall submit a storm water quality BMP Maintenance Agreement to include the BMP schedule and guidelines addendum with the City to be reviewed as part of the Final #2 Plan. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. \*(T&ES) (DSP#2004-0037)
92. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the City on digital media. (T&ES) (DSP#2004-0037)
93. The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES) (DSP#2004-0037)
94. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by

construction operations and that they are functioning as designed and are unaffected by construction activities. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. (T&ES) (DSP#2004-0037)

95. **CONDITION ADDED BY STAFF:** Provide a Stormwater Pollution Prevention Plan (SWPPP) plan Book with the first Final Site Plan submission. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, an electronic copy of the approved SWPPP Book must be provided with the Mylar submission and the coverage letter must be copied onto the plan sheet containing the stormwater management calculations. An electronic copy and required hardcopies of the SWPPP Binder Book must be included with the released site plans, and the approved hardcopy SWPPP Binder must accompany the construction drawings onsite. Separate parcel owners will be required to seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project.\* (T&ES)

#### ***M. ENVIRONMENTAL***

96. **CONDITION DELETED BY STAFF:** ~~Plan does not indicate whether or not there is any known groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality. (T&ES) (DSP#2004-0037)~~
97. **CONDITION ADDED BY STAFF:** Indicate whether or not there is any known soil and groundwater contamination present on the plan. The applicant must submit supporting reports for associated environmental investigations or assessments performed to substantiate this determination.\* (T&ES)
98. **CONDITION ADDED BY STAFF:** If environmental site assessments or investigations discover the presence of contamination on site, the final site plan shall not be released, and no construction activity shall take place until the 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. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
  - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
  - e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
  - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. \* (T&ES)
99. **CONDITION ADDED BY STAFF:** Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. Should unanticipated conditions warrant, construction within the impacted area shall be stopped until the appropriate environmental reports identified in a. through f. above are submitted and approved at the discretion of the Director of Transportation and Environmental Services. This shall be included as a note on the final site plan.\* (T&ES)
100. **CONDITION ADDED BY STAFF:** If warranted by a Site Characterization report, 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)(Code)
101. All exterior building mounted loudspeakers are prohibited. (T&ES) (DSP#2004-0037)
102. The Applicant shall control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES) (DSP#2004-0037)

103. **CONDITION AMENDED BY STAFF:** A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of Infrastructure and Right of Way 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)

***N. LEGAL/PROCEDURAL***

104. **CONDITION AMENDED BY STAFF:** Plats of consolidation, resubdivision and/or dedication shall be submitted for final review and approval by P&Z, T&ES and the City Attorney prior to release of any final site plans for the project. (P&Z)(T&ES) (City Attorney)(~~DSP#2004-0037~~)
105. **CONDITION AMENDED BY STAFF:** Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z)(~~T&ES~~)(~~DSP#2004-0037~~)
106. Temporary structures for construction shall be permitted and the period such structures are to remain on the site, size and site design for such structures shall be subject to the approval of the Director of P&Z. (P&Z) (DSP#2004-0037)
107. Final location surveys for each building and parking garage shall be submitted by the applicant to the Department of P&Z for each building prior to issuance of a certificate of occupancy permit. (P&Z) (DSP#2004-0037)
108. **CONDITION DELETED BY STAFF:** ~~Modifications to building footprints, locations and/or other design features shall be permitted so long as the changes are generally consistent with this development plan approval, does not significantly impact designated tree planting areas, as determined by the Directors of P&Z, T&ES and RP&CA. (P&Z) (~~T&ES~~)(~~RP&CA~~) (~~DSP#2004-0037~~)~~
109. The applicant is advised to provide all site applicable details with the final plans. (T&ES) (DSP#2004-0037)
110. The alignment of curbs, orientation of intersections, and physical obstructions within the network shall be redesigned to resolve concerns related to sight distance, conflict points, pedestrian access, and the maneuverability of heavy vehicles to the satisfaction of the Director of T&ES. The proposed curb alignment at all proposed entrances shall not encroach into the existing travel lanes and curb line (i.e. maintain existing travel lanes and curb line). (T&ES) (DSP#2004-0037)

111. In accordance with *City of Alexandria Landscape Guidelines*, identity the location of existing vegetation to be removed or retained/preserved. (RP&CA) (DSP#2004-0037)
112. All proposed improvements, including limits of site disturbance adjacent to the north property line shall be approved by the City Arborist prior to final site plan approval. (RP&CA) (DSP#2004-0037)
113. Provide paved landings (unobstructed by trees) directly adjacent to building exits. (T&ES) (DSP#2004-0037)

**O. HOUSING**

114. **CONDITION AMENDED BY STAFF:** The applicant agrees to make a voluntary offer of \$1.50/ gross sq. ft. ~~on the gross square footage of any the new office or commercial square footage buildings (Buildings #2 & #3, (528,857 sq.ft.), for a total voluntary contribution of \$793,286.~~ Payments of the voluntary contribution shall be made in ~~phases~~, prior to the issuance of each certificate of occupancy. \*\*\* (Housing) (DSP#2004-0037)

**P. ARCHAEOLOGY**

115. **CONDITION ADDED BY STAFF:** Hire an archaeological consultant to conduct the archaeological investigations. Complete an Archaeological Evaluation and 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, shall be implemented. The Archaeological Evaluation and implementation of the Resource Management Plan shall be completed prior to submission of the Final Site Plan unless archaeological work is required in concert with demolition and construction activities, which must be demonstrated to the satisfaction of the City Archaeologist. \* (Archaeology)
116. **CONDITION ADDED BY STAFF:** 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)
117. 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)

118. 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)
119. **CONDITION ADDED BY STAFF:** The final certificate of occupancy shall not be issued for this property until interpretive elements have been constructed, interpretive markers have been erected, and the final archaeological report has been received and approved by the City Archaeologist.\*\*\* (Archaeology)

### CITY DEPARTMENT COMMENTS

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

#### *Planning and Zoning (P&Z)*

- F-1 The final site plan shall comply with all applicable zoning ordinance requirements including, but not limited to, building height, penthouse height, floor area ratio, and parking.
- F-2 **FINDING DELETED BY STAFF:** ~~Applicant shall participate in the Eisenhower West Small Area planning process. If Buildings 2 and 3, and associated parking structures, have not been constructed by the time the Small Area Plan is complete, the site plan and associated infrastructure will be coordinated with the Small Area Plan.~~
- F-3 **FINDING ADDED BY STAFF:** Per the Eisenhower West Small Area Plan, Eisenhower Avenue will be widened at a future time, as shown in the streetscape cross-section described in Figure 4.6 on page 37 of the Plan. The proposed widening will not impact the required security perimeter shown with this approval. Future development phases at this site shall be designed to incorporate this streetscape widening. (P&Z)
- R-1 For all first floor bays with a street-facing door providing their primary access, coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- C-1 **CODE REQUIREMENT ADDED BY STAFF:** 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 **CODE REQUIREMENT ADDED BY STAFF:** 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 (3) years after completion. \*\*\*\* (P&Z)(T&ES)



***Transportation and Environmental Services (T&ES)***

- R-1 **RECOMMENDATION ADDED BY STAFF** It is strongly recommended that the design team include a civil engineer to prepare the civil/site drawings. The hydraulic analysis must be completed, sealed, and signed by a registered engineer licensed in the Commonwealth of Virginia in compliance with the requirements of Article 13-114(F). (T&ES)
- F-1 The final site plan shall be prepared per the requirements of the Memorandum to Industry 02-09, December 3, 2009. A copy of this Memorandum is available at the following address of the City of Alexandria website:  
  
<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%202002-09%20December%203,%202009.pdf>
- F-2 The plan may be subject to review by Alexandria Renew Enterprises (AlexRenew) since the sanitary flows are discharged into Holmes Run Trunk Sewer, which is surcharged during wet weather.
- F-3 **FINDING AMENDED BY STAFF:** ~~The City is currently in the process of redesigning the City standard bus shelter and will have a new designed bus shelter by August 2013.~~ This location shall include the new selected City design bus shelter. (T&ES)
- F-4 **FINDING DELETED BY STAFF:** ~~Accessible parking needs to be provided closer to the building entrances, not just within the parking garages. (T&ES)~~
- F-5 If applicant pursues connection to or relocation of the nearby sanitary sewer owned by Fairfax County, written proof that approval has been obtained from Fairfax County for the sewer connection and/or relocation must be provided. (T&ES) (DSP#2004-0037)
- F-6 The staff of T&ES will coordinate to seek authorization from Fairfax County for discharge of additional wastewater flow into County's system subsequent to the submission of the Final 1 and prior to release of the Final Site Plan. (T&ES)
- F-7 **FINDING DELETED BY STAFF:** ~~After receiving many complaints from passengers, the City has moved forward in installing ADA passenger loading pads for the two bus stop locations adjacent to the Victory Center. (T&ES)~~
- F-8 All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl

- Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F-9 All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)
- F-10 Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)
- F-11 Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C- 151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)

- F-12 No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F-13 Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12” of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F-14 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F-15 All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F-16 The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)
- C-1 A Performance Bond to guarantee installation of the required public improvements must be updated and any additional bonding required shall be posted prior to release of a development plan. (DSP#2004-0037)
- C-2 **CODE REQUIREMENT AMENDED BY STAFF** 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 website. 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 Environmental Management Ordinance. All downspouts must be connected to a storm sewer by continuous underground pipe. ~~(DSP#2004-0037)~~ (T&ES)
- C-3 The sanitary sewer tap fee must be paid prior to release of the plan. (DSP#2004-0037)

- C-4 All easements and/or dedications must be recorded prior to release of the plan. (DSP#2004-0037)
- C-5 Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan. (DSP#2004-0037)
- C-6 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval. (DSP#2004-0037)
- C-7 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. Transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C-8 Provide a phased erosion and sediment control plan consistent with grading and construction per City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (DSP#2004-0037)
- C-9 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (DSP#2004-0037)
- C-10 The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management. (DSP#2004-0037)
- C-11 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (DSP#2004-0037)
- C-12 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. (DSP#2004-0037)
- C-13 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 predevelopment 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-14 **CODE REQUIREMENT AMENDED BY STAFF** Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the water quality and quantity peak flow requirements and provide channel protection in accordance with these requirements ~~prepare a Stormwater Management Plan so that from the site, the post development peak runoff rate form a two year storm and a ten year storm, considered individually, shall not exceed their respective predevelopment rates. The pre and post development runoff from the site shall be generated using the rainfall depths for the City of Alexandria as: 1 Yr 24 hour = 2.70; 2 Yr 24 hour = 3.20; 10 Yr 24 hour = 5.20; and 100 Yr 24 hour = 8.2 inches per NRCS (formerly SCS) TR-55 method. 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 predevelopment flows in this watershed to meet detention requirements All the three outfalls shall separately comply with the requirements of Article XIII for channel and flood protection.~~ (T&ES)
- C-15 **CODE REQUIREMENT AMENDED BY STAFF** 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 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis, effective July 1, 2014 ~~dated June 1, 2007. 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)  
[https://www.alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20\(02-07\).pdf](https://www.alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20(02-07).pdf)
- C-16 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-17 Americans with Disability Act (ADA) ramps shall comply with current VDOT standards. (T&ES)
- C-18 The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: [www.alexandriava.gov/solidwaste](http://www.alexandriava.gov/solidwaste) or contact the City's Solid Waste Division

at 703-746-4410 or via email at [Commercialrecycling@alexandriava.gov](mailto:Commercialrecycling@alexandriava.gov), for more information about completing this form. (T&ES)

- C-19 The applicant shall be responsible to deliver the all solid waste, as defined and required by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the 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-20 The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at [www.alexandriava.gov/solidwaste](http://www.alexandriava.gov/solidwaste) or by calling the Solid Waste Division at 703-746-4410 or via email at [Commercialrecycling@alexandriava.gov](mailto:Commercialrecycling@alexandriava.gov). (T&ES)
- C-21 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary.
- C-22 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-23 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-24 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code.

- C-25 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C-26 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C-27 **CODE REQUIREMENT AMENDED BY STAFF** Per the requirements of Article 13-~~114(F)~~ ~~443(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-28 (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-29 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C-30 All easements and/or dedications must be recorded prior to release of the site plan.\* (T&ES)



- C-31 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.\* (T&ES)

**VAWC**

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

**AlexRenew**

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

**Fire Department**

Section added by staff:

- F-1 The following comments are for completeness 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.
- F-2 Site access is a major concern and will require extensive coordination between applicant, fire, and police. Suggest interested and invested parties meet to discuss.
- R-1 **RECOMMENDATION ADDED BY STAFF** To improve fire department operational capabilities, it is recommended that all stairways in **any new structures** extend to the roof level for direct access to the roof.
- C-1 **CODE REQUIREMENT ADDED BY STAFF** 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) FDC's located within one hundred (100) feet of any existing or new fire hydrants d) new fire hydrants installed not less than forty (40) feet from building e) 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; f) emergency vehicle easements (EVE) around the building with a minimum width of twenty-two (22) feet; g) the location and size of the separate fire line(s) for the building fire service connection and fire hydrants.
- a) Proposed ingress/egress routes have been provided.**
- b) No fire department connections shown. Two per building required.**
- c) Unable to determine compliance; no fire department connections shown on plans.**
- d) Unable to determine compliance; hydrants shown on plans but no FDC's.**

**e) Unable to determine compliance; hydrants shown on plans but no FDC's.**

**f) Proposed EVE shown but some are less than 22 feet minimum requirement.**

**Additional study necessary for location and distance from building.**

**g) Fire lines shown but not sized. Size will be determined by fire sprinkler system water demand.**

- C-2 **CODE REQUIREMENT ADDED BY STAFF** 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 6 requirements apply.

**Provided by applicant.**

- C-3 **CODE REQUIREMENT ADDED BY STAFF** 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 designated as an EVE shall be designed to AASHTO HS-20 loadings.

**All buildings appear to have the minimum perimeter access. However, EVE's shall be 22 feet minimum and between 15 and 30 feet from the building face.**

- C-4 **CODE REQUIREMENT ADDED BY STAFF** 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 structures being considered (Parking garage and low rise office). The two copies shall be submitted to Alexandria Fire Department, Fire Prevention, C/O A. Maurice Jones, Jr. 5255 Eisenhower Avenue Alexandria, Va. 22304.

- C-5 **CODE REQUIREMENT ADDED BY STAFF** 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.

- C-6 **CODE REQUIREMENT ADDED BY STAFF** 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 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.

C-7 **CODE REQUIREMENT ADDED BY STAFF** The fire service plan shall show placement of emergency vehicle easement signs. See sign detail and placement requirements are as follows:

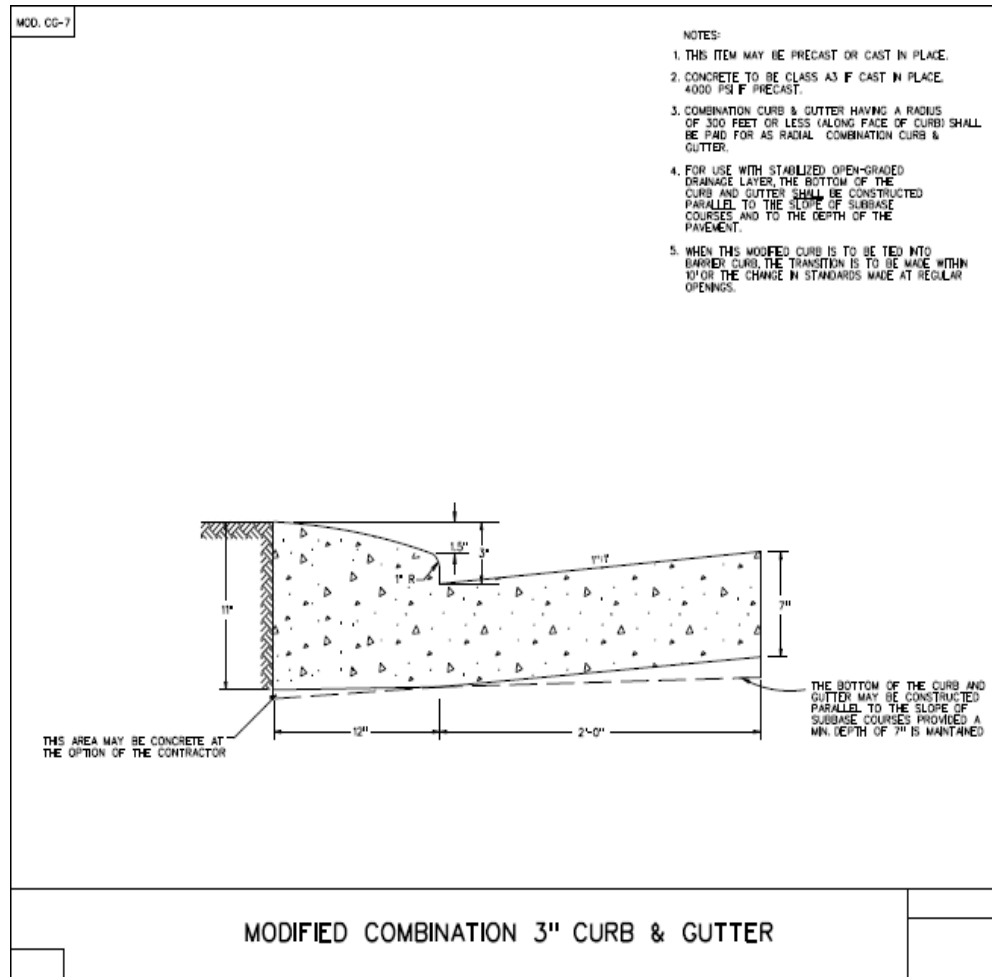
Emergency vehicle easements shall be a minimum of 22 feet across the travel lane. The emergency vehicle easement shall provide access to strategic areas of the building and fire protection systems. Curbing and street components shall

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. With the exception of flush curbs, any fire department access points that require fire apparatus to mount a curb shall conform to the modified 3 inch curb design standard MOD CG-3 or MOD CG-7 design as shown.





**Applicant has shown EVE's but some do not meet the minimum 22 foot standard. Additional study necessary for location and distance from building.**

C-8 **CODE REQUIREMENT ADDED BY STAFF** Show fire apparatus vehicle turning radius for all roadways based on the following specifications:

Tower 203 Turning Specifications

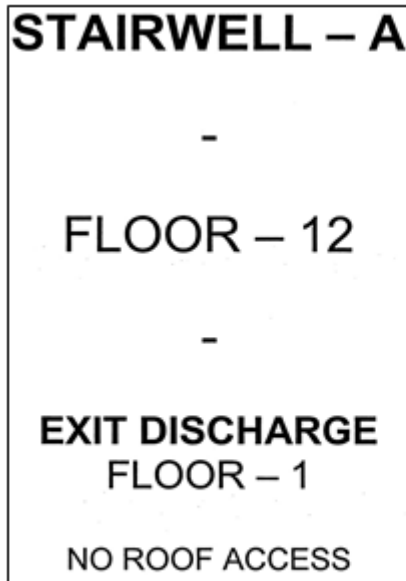
- Turning Radius – Wall to Wall = 54.98 feet + / - 2 feet
- Curb to Curb = 51.33 feet + / - 2 feet
- Inside turning radius = 37.73 feet + / - 2 feet
- Overall Length – 47' – 4 ½"
- Overall Width – 98"
- Wheel Bases from front axle to both rear axles – 240"
- Tandem axle spacing – 56" CL of axle to CL of axle
- Gross Weight – As built with no equipment or water gross weight = 66,000 lbs
- Angle of Approach – 13 Degrees
- Angle of Departure – 11 degrees
- Ramp Break Over – Break over angle is 9°

C-9 **CODE REQUIREMENT ADDED BY STAFF** 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.

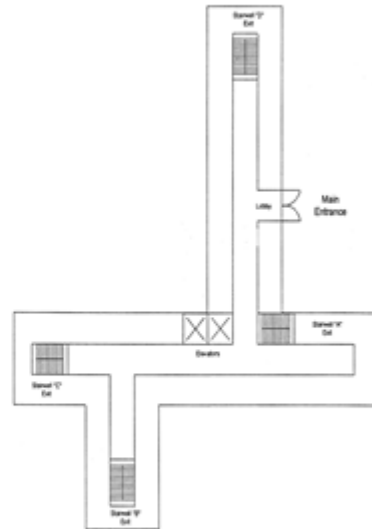
Stairway signs shall designate the stairway letter, state the floor level, the level of exit discharge, and if there is access or no access to the roof regardless if the access door or roof hatch locks. The bottom of the sign shall be located five (5) feet above the floor landing in a position that is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

- C-10 **CODE REQUIREMENT ADDED BY STAFF** Existing fire hydrants shall remain in-service and unobstructed during construction.
- C-11 **CODE REQUIREMENT ADDED BY STAFF** The proposed security gates shall be equipped with an override system that opens the gates in the event of a power failure, activation of a yelp siren, or through the use of a Knox Box key. These features shall be designed and installed to the satisfaction of the Alexandria Fire Department Operations and Fire Prevention and Life Safety Sections.

### *Code Administration*

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

- F-1 **FINDING ADDED BY STAFF:** Every occupied level or story shall be provided with a code compliant means of egress system that meet the current regulations of the building code. (Code)
- F-2 **FINDING DELETED BY STAFF:** ~~Building Code Analysis is incomplete. Average grade and building height above average grade plane are not provided for Garages A and B on Sheet A0.00. Condition met. Information provided. (DSP#2004-0037)~~



- F-3 **FINDING DELETED BY STAFF:** ~~Emergency vehicle easements are not shown on site plan. They are provided on fire lane marking exhibit but need to be shown on site plan sheets. Condition not met. (DSP#2004-0037)~~
- F-4 **FINDING DELETED BY STAFF:** ~~Locations of all building entrances and exits are not shown on all structures (existing and proposed. Condition met. (DSP#2004-0037)~~
- F-5 **FINDING DELETED BY STAFF:** ~~Size of existing water lines used to tie into proposed water lines are not provided. Condition met. (DSP#2004-0037)~~
- F-6 **FINDING DELETED BY STAFF:** ~~Fire Department Connections and Fire Hydrants are not shown for Garage A (East and West) Condition met, FDCs and hydrants provided. (DSP#2004-0037)~~
- F-7 **FINDING DELETED BY STAFF:** ~~Turning radii is not provided for hard scape and grasscrete roadways. Condition met, radii provided. (DSP#2004-0037)~~
- F-8 **FINDING DELETED BY STAFF:** ~~Ladder truck access is required for all structures at this site. There is insufficient access as proposed. Ladder truck access shall be provided to all structures over 50 feet in height. The revised design complies with agreed upon conditions by Code Administration except for the area in front of the fountain. The submitted diagrams show the ladder truck deployed partially in the fountain to access buildings 2 and 3 on the South side of the structures. This issue shall be resolved prior to Final #1. Provide a turning movement diagram utilizing Alexandria Ladder Truck Specifications for Truck 204 and Truck 208 to demonstrate that both vehicles can maneuver around the fountain and achieve placement of the aerial ladder in compliance with this finding. (DSP#2004-0037)~~
- F-9 **FINDING DELETED BY STAFF:** ~~The applicant shall resolve fire access versus security access. The current proposed security plan does not fully detail fire access. In the event of a power failure how will the knox box and key pad receive power? Will there be a manual method for lowering the barricades and if so, how many people are required to perform such an action? (DSP#2004-0037)~~
- F-10 **FINDING DELETED BY STAFF:** ~~Fireflow calculations provided on cover sheet are insufficient. Provide fire flow calculations as provided in C 9 below. Condition met, resubmitted fire flow approved on 8/12/05. (DSP#2004-0037)~~
- F-11 **FINDING DELETED BY STAFF:** ~~General notes are not provided with this submission. Condition met, notes provided. (DSP#2004-0037)~~
- F-12 **FINDING DELETED BY STAFF:** ~~Handicap parking spaces listed on Sheet A0.00 fall below requirements of the 2000 USBC. Add 1 additional handicap~~

~~parking space in Garage A for a total of 33 handicap spaces. Add 1 additional handicap parking space in Garage B for a total of 15 handicap parking spaces. Condition not met. Handicap spaces not shown on Sheets A1.01-A1.03. (DSP#2004-0037)~~

- F-13 **FINDING DELETED BY STAFF:** ~~Fire Department Connection for Garage B on Sheet C3.A exceeds 100 feet from the nearest hydrant as measured along the travel way. Hydrant provided. Fire line not shown for underground portion of garage requiring a sprinkler system. (DSP#2004-0037)~~
- F-14 **FINDING DELETED BY STAFF:** ~~There is insufficient ladder truck access to East and South sides of Garage B. Condition met. On next submission, provide details and locations of markers that will denote limits of grass pave from ordinary sod. (DSP#2004-0037)~~
- F-15 **FINDING DELETED BY STAFF:** ~~All Entrances and Exits are not shown for Garage B on Sheet C3.A Entrances shown, handicap curb cuts and accessibility not provided. (DSP#2004-0037)~~
- F-16 **FINDING DELETED BY STAFF:** ~~Garage B requires a second Fire Department Connection located on an opposite side of the structure. FDC provided but location exceeds 100 feet from nearest hydrant as measured along the travelway. (DSP#2004-0037)~~
- F-17 **FINDING DELETED BY STAFF:** ~~All Entrances and Exits are not shown for Building 3 on Sheet C3.A. Entrances shown however, stairwell location is not compliant per the USBC. At least one stairwell shall discharge directly to the exterior of the building. Handicap curb cuts and accessibility not provided. (DSP#2004-0037)~~
- F-18 **FINDING DELETED BY STAFF:** ~~There is insufficient ladder truck access to West, East and South sides of Building 3. Ladder truck access has been achieved except for area around fountain. See F-7. (DSP#2004-0037)~~
- F-19 **FINDING DELETED BY STAFF:** ~~All Entrances and Exits are not shown for Building 2 on Sheet C3.B. Entrances shown however, stairwell location is not compliant per the USBC. At least one stairwell shall discharge directly to the exterior of the building. Handicap curb cuts and accessibility not provided. (DSP#2004-0037)~~
- F-20 **FINDING DELETED BY STAFF:** ~~There is insufficient ladder truck access to West, East and South sides of Building 2. Ladder truck access has been achieved except for area around fountain. See F-7. (DSP#2004-0037)~~
- F-21 **FINDING DELETED BY STAFF:** ~~Show size of existing water line running between Buildings 1 & 2 on Sheet C3.B. Condition met. (DSP#2004-0037)~~

- F-22 **FINDING DELETED BY STAFF:** ~~All Entrances and Exits are not shown for Building 1 on Sheet C3.C. Entrances shown, handicap curb cuts and accessibility not provided. (DSP#2004-0037)~~
- F-23 **FINDING DELETED BY STAFF:** ~~There is insufficient ladder truck access to all sides of Building 1. Condition met. (DSP#2004-0037)~~
- F-24 **FINDING DELETED BY STAFF:** ~~There is no fire hydrant located within 100 feet of the rear Fire Department Connection as measured from the travel way. (Sheet C3.C). Condition met. (DSP#2004-0037)~~
- F-25 **FINDING DELETED BY STAFF:** ~~Provide size of existing waterline that ties in to the proposed water line on the North side of Building 1 on Sheet C3.C. Condition met. (DSP#2004-0037)~~
- F-26 **FINDING DELETED BY STAFF:** ~~Show clearance height of pedestrian bridge on sheet C3.C. Condition met. (DSP#2004-0037)~~
- F-27 **FINDING DELETED BY STAFF:** ~~Two Fire Department Connections are required for Garage A (West). FDCs shall be located on opposite sides of the structure. (Sheet C3.D) Condition met. (DSP#2004-0037)~~
- F-28 **FINDING DELETED BY STAFF:** ~~Fire hydrants are required for FDCs mentioned in F26 above. Hydrants shall be located no more than 100 feet from FDCs as measured in the vehicle travelway. (Sheet C3.D). Condition met. (DSP#2004-0037)~~
- F-29 **FINDING DELETED BY STAFF:** ~~Two Fire Department Connections are required for Garage A (East). FDCs shall be located on opposite sides of the structure. (Sheet C3.E) Condition met (DSP#2004-0037)~~
- F-30 **FINDING DELETED BY STAFF:** ~~Fire hydrants are required for FDCs mentioned in F28 above. Hydrants shall be located no more than 100 feet from FDCs as measured in the vehicle travelway. (Sheet C3.E). Condition met. (DSP#2004-0037)~~
- F-31 **FINDING DELETED BY STAFF:** ~~All Entrances and Exits are not shown for Garage A (East and West) (Sheets C3.D and C3.E). Entrances shown, handicap curb cuts and accessibility not provided. (DSP#2004-0037)~~
- F-32 **FINDING DELETED BY STAFF:** ~~There is insufficient ladder truck access to East and South sides of Garage A. Sheet C3.D shows bollards and security fencing in roadway of EVE at Southwest corner of Garage A. This is an obstruction to fire access. (DSP#2004-0037)~~

- F-33 **FINDING DELETED BY STAFF:** ~~Architectural drawings (A1.01) are misleading concerning handicap parking. Detail 2 indicates 3 handicap parking spaces provided on each level for P1, P2, P4, P5, P6, P7, and P8 indicating a combined total of 26 handicap parking spaces for Garage B. Sheet A0.00 lists 14 handicap spaces for Garage B, of which 15 spaces are required per the 2000 USBC. Condition not met, handicap parking not shown. (DSP#2004-0037)~~
- F-34 **DUPLICATE FINDING DELETED BY STAFF:** ~~Architectural drawings (A1.02 and A1.03) are misleading concerning handicap parking. Detail 2 indicates 5 handicap parking spaces provided on each level for P2, P3, P4, and P5 indicating a combined total of 42 handicap parking spaces for Garage B. Sheet A0.00 lists 32 handicap spaces for Garage A, of which 33 spaces are required per the 2000 USBC. Condition not met, handicap parking not shown. (DSP#2004-0037)~~
- F-35 **FINDING DELETED BY STAFF** ~~Vehicle clearance under Pedestrian bridge on Sheet A3.03, Detail 3 does not line up with shown clearance and indicates actual clearance is less than 14 feet. Condition met. (DSP#2004-0037)~~
- C-1 **CODE REQUIREMENT DELETED BY STAFF:** ~~The developer shall provide a separate Fire Service Plan which illustrates:~~
  - ~~a) emergency ingress/egress routes to the site;~~
  - ~~b) two fire department connections (FDC) to the building, one on each side/end of the building;~~
  - ~~c) fire hydrants located within one hundred (100) feet of each FDC;~~
  - ~~d) on-site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site;~~
  - ~~e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width;~~
  - ~~f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. (DSP#2004-0037)~~
- C-2 **CODE REQUIREMENT DELETED BY STAFF:** ~~Provide two Siamese connections located to the satisfaction of the Director of Code Administration for each structure. Condition met. (DSP#2004-0037)~~
- C-3 **CODE REQUIREMENT DELETED BY STAFF:** ~~Provide a minimum clearance of 14 feet below the proposed pedestrian bridge. Condition met. (DSP#2004-0037)~~
- C-4 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). **Add to General Notes.** (DSP#2004-0037)
- C-5 Alterations to the existing structure must comply with the current edition of the Uniform Statewide Building Code (USBC). **Add to General Notes.** (DSP#2004-0037)

- C-6 **CODE REQUIREMENT DELETED BY STAFF:** ~~A separate tap is required for the building fire service connection. Tap, fire line and size of fire line not provided for Garage B.~~ (DSP#2004-0037)
- C-7 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan. **Condition met.** (DSP#2004-0037)
- C-8 The final site plans shall show placement of fire easement signs. **Acknowledged, not shown.** (DSP#2004-0037)
- C-9 **CODE REQUIREMENT DELETED BY STAFF:** ~~Prior to submission of the Final Site Plan #1, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. Fire Flow shall be submitted on 8 ½ x 11 sheets of paper and not as part of a plan sheet. Condition met, approved on 8/12/05.~~ (DSP#2004-0037)
- C-10 A soils report must be submitted with the building permit application. **Acknowledged by applicant.** (DSP#2004-0037)
- C-11 Certification is required from the owners or owner's agent that the existing building has been inspected by a licensed asbestos inspector for the presence of asbestos (USBC 112.1.4). **Acknowledged by applicant.** (DSP#2004-0037)
- C-12 The applicant must obtain a Certificate of Occupancy prior to occupancy (use) of each structure (USBC 119.1). **Acknowledged by applicant.** (DSP#2004-0037)
- C-13 These structures contain mixed use groups [A, Assembly; B, Business], and are subject to the mixed use and occupancy requirements of USBC 302.3. **Acknowledged by applicant.** (DSP#2004-0037)
- C-14 Required exits, parking, and facilities shall be accessible for persons with disabilities. **Condition not met, curb cuts, parking and access not shown.** (DSP#2004-0037)
- C-15 The public parking garage floor must comply with USBC 406.2.6 and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code (USBC 2901). This parking garage is classified as an S-2, Group 2, public garage. **Acknowledged by applicant.** (DSP#2004-0037)
- C-16 The proposed buildings must comply with the requirements of HIGH-RISE building (USBC 403). **Acknowledged by applicant.** (DSP#2004-0037)
- C-17 **CODE REQUIREMENT DELETED BY STAFF:** ~~Fire suppression systems shall be installed in building and structures of Use Group B, when > 50' in height.~~

~~Building height shall be measured from the point of the lowest grade level elevation accessible by fire department vehicles at the building or structure to the floor of the highest occupiable story of the building or structure (USBC 905.2.12.3). Acknowledged by applicant. (DSP#2004-0037)~~

- C-18 **CODE REQUIREMENT DELETED BY STAFF:** ~~A fire protective signaling system is required in the B, Business use group area (offices) which are located two or more stories above the lowest level of exit discharge (USBC 907.2.2). Acknowledged by applicant. (DSP#2004-0037)~~
- C-19 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Administration that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers. **Add note to General Notes.** (DSP#2004-0037)
- C-20 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. **Acknowledged by applicant.** (DSP#2004-0037)

#### *Archaeology*

- C-1 **REDUNDANT CONDITION DELETED BY STAFF (see Archaeology #106):** ~~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-2 **REDUNDANT CONDITION DELETED BY STAFF (see Archaeology #107):** ~~The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)~~
- F-1 This property may have been part of an 18th-century plantation, Bush Hill, owned first by Josiah Watson and sold to Richard Marshall Scott in 1797. The main house of Bush Hill, constructed in 1763, was situated on the south side of Eisenhower Avenue, just southeast of this parcel. Foundations of outbuildings and other structural remains (such as wells, privies, or cisterns) as well as concentrations of artifacts associated with the 18th and early 19th-century occupation could be present on the property. In addition, the parcel was deemed to have the potential to yield significant information about the pre-Colonial period in Alexandria. Native American camp sites were often situated on the bluffs and

terraces of streams in settings similar to this overlooking the banks of Cameron Run. Testing completed on this lot indicated that there has been a great deal of surface disturbance on this lot and that deep features (such as wells or privies, if they were present) are the only remnants of past uses that are likely to remain intact. No additional field work was recommended. (DSP#2010-00011)

Asterisks denote the following:

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

**X. TRANSPORTATION MANAGEMENT PLAN SUP2016-0039:**

1. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. The applicant falls under the tier 3 TMP threshold. The applicant will be required to create their own District TMP. The details of the Plan are included in the TMP Attachment 1 to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)
2. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)
3. All TMP holders in the established district will be part of this District TMP. Future applicants and permit holders shall integrate into the District, should it be organized. The objective of this District is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES)
4. An annual TMP fund shall be created and managed by the TMP Coordinator, and the funds shall be used exclusively for the approved transportation activities detailed in Attachment 1. The annual base assessment rate for this development shall be \$0.26 per square foot of commercial space. The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins.
5. An on-site TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.
6. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator or Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be



either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site. (T&ES)

7. The TMP Coordinator or Association will submit annual reports, fund reports and modes of transportation surveys to the Transit Services Division as detailed in Attachment 1. (T&ES)
8. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the use may be required to participate in the Citywide TMP Program, may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the city council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance.

## **ATTACHMENT #1 — TRANSPORTATION MANAGEMENT PLAN**

### **Victory Center TMP SUP#2016-0039 ~~2013-00058~~**

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

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

- a. The Victory Center Project site is located approximately one-half mile from the Van Dorn Metro Station. Several DASH and Metro bus lines run near the site at the station and along Eisenhower Avenue adjacent to the site. The Victory Center development has a goal of 35% non-SOV trips during peak hour.
- b. The achievement of this goal will be demonstrated by the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are being conducted to persuade employees and residents to switch to transit or carpool as opposed to driving alone. The survey should progressively show that the strategies financed through the TMP fund are decreasing the number of peak hour single occupant vehicles to the site to achieve or exceed the goal. The annual report, fund report and survey are covered under Section 2.

#### **2. TMP Organization, Funding and Reporting**

- a. The developer shall designate a Transportation Management Plan Coordinator (the TMP Coordinator) to manage and implement the TMP on behalf of the owners of the project. The Transit Services may assist the TMP Coordinator.
- b. An Annual Report shall be submitted by the TMP Coordinator and approved by the Transit Services Division. This report will be due on July 15 of every year. The Annual Report shall include an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, and a work program for the following year. The initial

report shall be submitted one year from the issuance of the Certificate of Occupancy.

- c. The TMP Coordinator shall provide Semi-annual TMP Fund Reports to the Transit Services Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. The first report will be due six months following the issuance of the first certificate of occupancy, with the following due on January 15 and July 15 of every year.
- d. The TMP Coordinator shall distribute an annual survey to all employees and residents. The survey will be supplied by the Transit Services Division. Survey results will be due on July 15 of every year. A 35% response rate is required as approved by the Transit Services Division.

### **3. Transportation Management Plan Directives**

- a. The Special Use Permit application has been made for the following uses:  
Land Use\* Commercial SF Victory Center  
*\*As of June 22, 2016. Subject to change.*
- b. According to the guidelines of Zoning Ordinance Chapter 11-700, the above level of development requires a Transportation Management Program (TMP). Such plan shall include the following elements:
  - i. A TMP Coordinator shall be designated for the project upon application for the initial building permit. The name, address, email and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.
  - ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements shall be promoted to employees and residents.
  - iii. Information about transit, ridesharing, and other TMP elements shall be distributed and displayed— including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a website with this information and appropriate links to transit providers will be provided and maintained.

- iv. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site specific matching efforts.
  - v. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.
  - vi. Discounted bus and rail fare media or electronic media shall be sold and distributed on-site to employees and residents of the project. The fare media to be sold and distributed will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees, residents, and/or the Transportation Planning Division. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
- c. TMP Fund — The applicant shall create a TMP fund to achieve the reduction goal of 35% of single occupant vehicles for employees , based on the project's size and the benefits to be offered to employees and tenants. The annual contribution rate for this fund shall be \$.260 per occupied square foot of commercial space. This reduction goal may be revised in the future based on City-wide TMP policies or legislation. The annual TMP rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The increase shall begin one year after the initial CO is issued. Payments shall be the responsibility of the developer until this responsibility is transferred by lease or other legal arrangement. The TMP fund shall be used exclusively for these approved activities:
- i. Discounting the cost of bus and transit fare media for on-site employees and tenants.
  - ii. Ridesharing and carsharing incentive programs which may include activities to encourage and assist the formation of car, van and bus pools, such as subsidies or preferential parking charges and parking space location, and other analogous incentive programs.
  - iii. Marketing activities, including advertising, promotional events, etc.
  - iv. Bicycle and pedestrian incentive measures which may include the provision of bicycle parking, bike sharing station and/or storage facilities, the construction and extension of bicycle paths and pedestrian walkways, the provision of shower and locker facilities and similar incentive features.

- v. Operating costs for adjacent bikeshare station.
- vi. Membership and application fees for carshare vehicles.
- vii. Providing shuttle services or partnering with neighboring organizations for shuttle services.
- viii. Any other TMP activities as may be proposed by the TMP Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.

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

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

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

#### **5. District Transportation Management Program**

With respect to integrating the District Transportation Management Program (DTMP), Victory Center should have the following options:

- a. Can develop a stand-alone district for the Victory Center

- b. Participate with future smaller developments in the District TMP.

All projects with required TMPs in the immediate area will be part of this District. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale.

#### **6. Permanence of the TMP Ordinance**

- a. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assigns with whom sale or lease agreements are executed subsequent to the date of this approval.
- b. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office.
- c. The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.
- d. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the use may be required to participate in the Citywide TMP Program, may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the city council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance.



## APPLICATION

### DEVELOPMENT SITE PLAN

DSP # 2016-0018

Project Name: Victory Center

PROPERTY LOCATION: 5001 Eisenhower Avenue

TAX MAP REFERENCE: 068.04-01-05

ZONE: OCM (100)

#### APPLICANT

Name: Eisenhower Real Estate Holdings LLC

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

#### PROPERTY OWNER

Name: Eisenhower Real Estate Holdings LLC

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

PROPOSED USE: Request for an amendment to the site plan to construct up to a 4 story office building and up to a 7 story parking garage and 4,000 square feet of additional retail space.

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

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

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

Kenneth W. Wire, Esq.

Print Name of Applicant or Agent

McGuireWoods LLP, 1750 Tysons Blvd., Suite 1800

Mailing/Street Address

Tysons Corner, VA 22102

City and State

Zip Code



(703) 712-5362

(703) 712-5222

Telephone #

Fax #

kwire@mcguirewoods.com

Email address

Date

6/4/16

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

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

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

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

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

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

**ALL APPLICANTS MUST COMPLETE THIS FORM.**

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

☒ the Owner    ☐ Contract Purchaser    ☐ Lessee or    ☐ Other: \_\_\_\_\_ of  
the subject property.                      Prudential Insurance Company of America (approximately)

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.

Prudential Insurance Company of America, solely on behalf of and for the benefit of, and with  
its liability limited to the assets of, its insurance separate account, PRISA II, its sole member  
c/o Prudential Real Estate Investors, 7 Giralda Farms, Madison, NJ 07940

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.





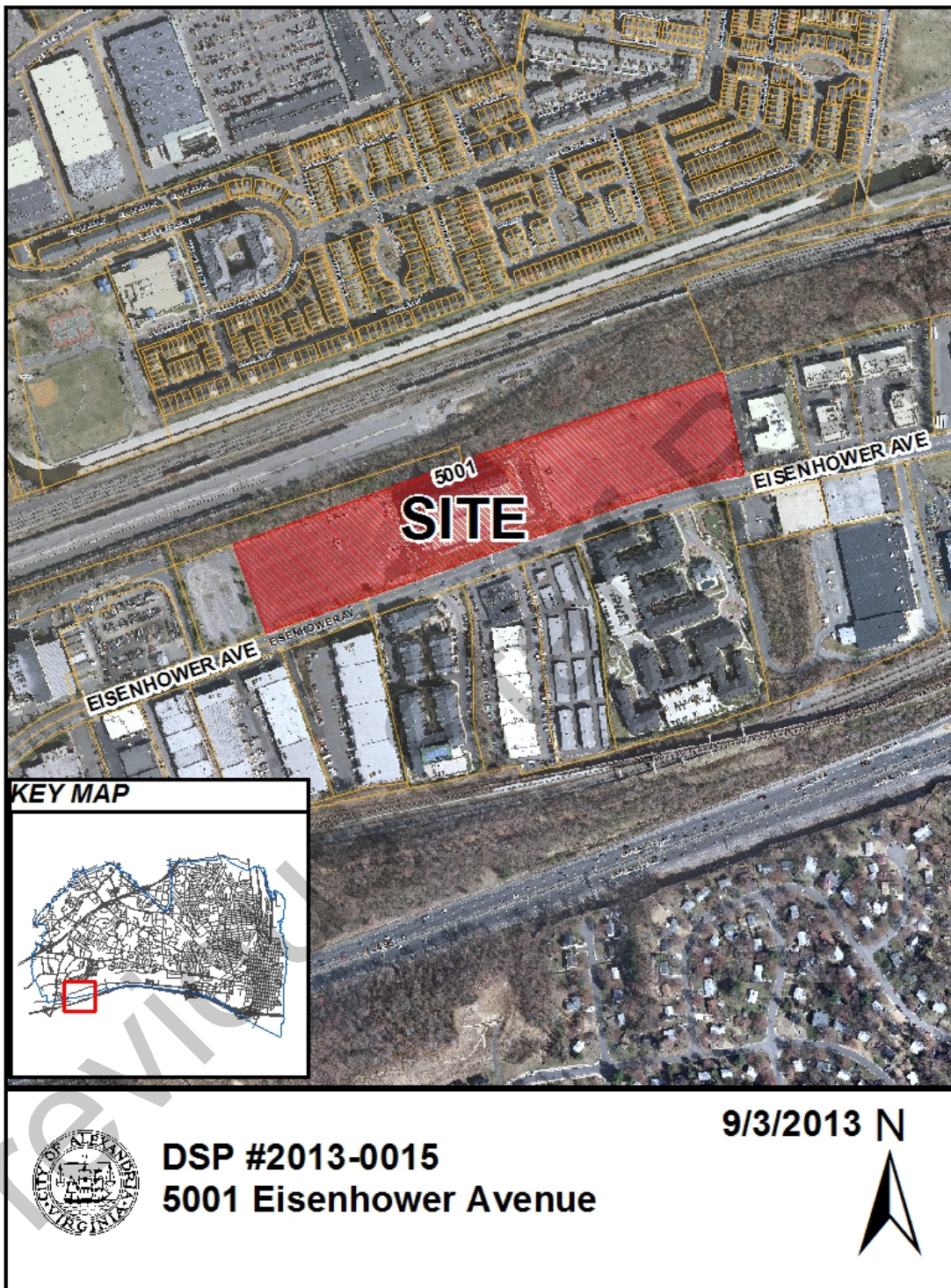
**DOCKET ITEM #5**  
**Development Site Plan #2014-0030**  
**5001 Eisenhower Avenue – Victory Center Development**  
**Site Plan Amendment**

**CONSENT AGENDA ITEM**

If no one asks to speak about this case prior to the hearing, it will be approved without discussion as part of the Consent Agenda.

Application	General Data	
<b><u>Project Name:</u></b> Victory Center	PC Hearing:	November 6, 2014
	If approved, DSP Expiration:	November 15, 2017
	Plan Acreage:	16 acres or 696,960 sq. ft.
<b><u>Location:</u></b> 5001 Eisenhower Avenue	Zone:	Office Commercial Medium (100) /OCM (100)
	Proposed Use:	Office
	Dwelling Units:	N/A
	Floor Area Ratio:	1.5
<b><u>Applicant:</u></b> Arthur C. Frye, Eisenhower Real Estate Holdings, LLC, represented by Mr. Kenneth Wire, McGuire Woods	Small Area Plan:	Landmark/Van Dorn Plan
	Historic District:	NA
	Green Building:	LEED Silver Certification, or equivalent

<b><u>Purpose of Application</u></b>
The applicant is requesting to convert 10,000 square feet of office space into retail space.
<b><u>Special Use Permits and Modifications Requested:</u></b>
• NA
<b><u>Staff Recommendation:</u></b> APPROVAL WITH CONDITIONS
<b><u>Staff Reviewer(s):</u></b> Patricia Escher, patricia.escher@alexandriava.gov





## **I. DISCUSSION**

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

Staff is recommending approval of DSP #2014-0030 to allow a neighborhood serving retail use at the Victory Center site.

### ***B. Current Request***

The applicant, Eisenhower Real Estate Holdings, LLC, is requesting that approximately 10,000 square feet of office use be converted to retail use. The applicant has demonstrated in the recent years that they are actively pursuing Federal tenant(s) to occupy their site. This request to the convert the office space into retail space is in an effort to comply with current Federal standards requiring on-site retail and keeping the property competitive in their on-going pursuit of a Federal tenant. The proposed retail use is permitted within the Office Commercial Medium (100) Zone District, but was not listed as a land use within the previous Development Site Plan approvals.



### ***C. Site Context***

The project is located within the Eisenhower Valley at 5001 Eisenhower Avenue, on a 16-acre rectangular site with one 121 foot tall building consisting of approximately 533,000 sq. ft. of floor area within the Office Commercial Medium (100) /OCM (100). To the south are residential, industrial and office uses, including the Eisenhower Industrial Center, the Reserve at Eisenhower and the Exchange at Van Dorn apartment and condominium complexes, and Atlantic Self-Storage. The Florida Institute of Technology is located to the east; the new Eisenhower Fire Station #210 and reconfigured impound lot, as well as the Covanta Plant, are to the west. The long northern edge of the site is bordered by WMATA and CSX tracks, which are parallel to Backlick Run. The Cameron Station neighborhood is located on the opposite side of the Run. The existing building entrance is within approximately ½ mile of the Van Dorn Metro and the site is located on both DASH and Metro bus lines.

### ***D. Background and Development Approval Process***

When the Victory Center building was originally constructed in 1973 as the Army Material Command Center, it was designed as a single building on a sixteen-acre parking lot, with the 495-Beltway serving as the primary transportation access.

The site has been vacant since 2005 building redesign, which brought the existing building into compliance with Federal security standards at that time. Over the last nine years the applicant has tried to secure a Federal tenant(s) and the Victory Center site has gone through several reiterations of site design and development review. (DSP#2004-0037, DSP#2009-0018, DSP#2010-0011)

In 2005, the proposal re-envisioned the single-building office site as a multi-phase development that would renovate the existing building and add an additional office building with three above-grade parking structures. The goal of the proposal was to create a “campus” with the necessary design and security elements, making it attractive for a potential Federal employer.

The majority of the renovation of the existing building, approved as Phase 1, was completed in 2008 and the site was in contention for the new location of the Washington Headquarters Service. After the Mark Center location was chosen for that Federal tenant, the applicant has continued to market the Victory Center site to the Federal Government.

Because of its close proximity to Van Dorn Metro, an amendment to clarify the minimum parking requirement for the entire campus was approved in December 2009 (DSP#2009-0018). The amendment established a ratio of one parking space per 600 square feet of above-grade Floor Area (plus basements) of office space. The purpose of this amendment was to permit a smaller number of on-site parking spaces, given the site’s proximity to Metro, the City’s Eco-City Alexandria Environmental Action Plan and the ongoing goal of encouraging the use of mass transit, ride share, and alternative transportation modes. However, during this review process, the applicant wanted flexibility and requested the ability to retain the previously approved maximum allowable parking spaces of 3,056 parking spaces or one space per 340 sq. ft.

In 2010, the site layout was reconfigured in anticipation of securing two potential Federal tenants (DSP#2010-0011). The plan divided the previously approved density of 512,500 sq. ft. of office space between two separate buildings, instead of maintaining the floor area in just one building, and eliminated one of the three previously approved parking garages. This proposal was approved in June 2010; however, the Federal tenants opted to go to alternate locations. To date, no additional construction has occurred at the site.

In September, 2013 the Planning Commission approved an extension of their DSUP to allow the approval to remain in effect until September 2017.

## II. ZONING

**Table 1. Zoning Tabulations**

Property Address:	5001 Eisenhower Avenue	
Total Site Area:	16 acres or 696,960 sq. ft.	
Zone:	OCM (100)	
Current Use:	Office/Vacant	
Proposed Use:	Office/Retail	
	Minimum Permitted/Required	Previously Approved
FAR	1.5	1.5
Setbacks	Not applicable	
Open Space	Not applicable	
Building Height	100 feet or 150 feet with SUP	Existing Building 1: 121 ft.* Building 2: 66 ft. Building 3: 100 ft. Parking Garage 1: 62 ft. Parking Garage 2: 62 ft.
Parking:		
<i>Standard</i>	TBD**	749
<i>Compact</i>	TBD**	2,246
<i>Accessible (including van accessible)</i>	TBD**	61
<i>Loading Spaces</i>	TBD**	7
Total Spaces	1,757 (1,633 existing spaces)	3,056

\* Height was in compliance with the zone district at the time of construction, therefore is a legal non-complying structure.

\*\* The final building configurations will determine the actual parking requirements with the later phases and will have to comply with the above referenced minimum and maximum ranges.

## III. STAFF ANALYSIS

### ***A. Zoning***

The proposed request for the inclusion of a retail use is in alignment with the City's goals to create more pedestrian friendly development and help activate the street environment. This part of the City lacks on-street neighborhood serving retail that would not only benefit the future office occupants, but the existing residents across Eisenhower Avenue. Retail use is a permitted use within the OCM (100) Zone District, however in all the previous City approvals, only office use was listed as part of the development approval. Since this proposal changes the singular office use to a mixture of uses, the potential effects of this change needed to be reviewed by staff and presented to the Planning Commission. The inclusion of a retail component is an import aspect for the current competitive Federal bid for securing the Transportation Security Administration as a tenant. (TSA)

### ***B. Small Area Plan***

The site is located within the Landmark Van Dorn Area Plan originally adopted by the City in 1992 as part of the City's overall Master Plan. A portion of the Landmark Van Dorn Area Plan was revised in 2009 with the City's adoption of the Landmark Van Dorn Corridor Plan. The City is currently involved in another long range planning study for a different portion within the Landmark Van Dorn Area Plan with the Eisenhower West Small Area Plan. The Victory Center site is located within the new study area and the applicant is participating in the ongoing Small Area Plan process. As the Small Area Plan process continues, the actual goals for the Victory Center site will become established and thereby determine the actual final site design. The plan is anticipated to be discussed with the Planning Commission sometime this spring with the ultimate adoption of the Plan by the City in the fall of 2015.

### ***C. Parking***

This site went through an extensive parking analysis during its initial development site plan in 2005 and then again in 2009. The applicant wanted the flexibility to retain the original 2005 approval of 3,056 parking spaces, while potentially being able to park the campus at a lower ratio of one parking space per 600 square feet of floor area. The lower ratio was predicated on the site's proximity to the Van Dorn Metro Station as the western portion of the site is within 2,000 feet of the Metro and the entire campus was classified within the Parking District #6. Based on a 1.5 FAR the minimum parking spaces required would be 1,743 parking spaces. This parking assumption does not include any basement areas, which are excluded from floor area calculations, but are considered when determining the number of required parking spaces.

Pursuant to the current request and based on the Parking District #6 requirements, the retail use will require 1 space per 330 square feet, which would equate to 31 parking spaces or 14 more parking spaces than the office use or 1,757 and is well within the site's maximum of 3,056 parking spaces. This proposal is only considering the inclusion of 10,000 sq. ft of retail into the first phase of development. The actual number of parking spaces will be determined with the later phases when actual building square footages are finalized and reviewed by staff.

## **IV. COMMUNITY**

The applicant has met with the Cameron Station community and attends the Eisenhower West meetings, so other community members are being kept up to date with proposed changes as part of the small area plan process.

## **V. STAFF RECOMMENDATIONS**

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

1. The Final Site shall be in substantial conformance with the preliminary plan dated April 30, 2010, and comply with the following conditions of approval.

2. Continue to work with staff to finalize design and engineering of the plans to the satisfaction of the Directors of P&Z, T&ES and Code.

### ***TRANSPORTATION MANAGEMENT PLAN***

3. Provide a TMP according to the following:
  - a. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in the TMP Attachment [#] to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)
  - b. Any special use permit granted by City Council under this section 11-700, unless revoked or expired, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all of their heirs, successors and assigns. Any use authorized by a special use permit granted under this section 11-700 shall be operated in conformity with such permit, and failure to so operate shall be deemed grounds for revocation of such permit, after notice and hearing, by the City Council. (T&ES)
  - c. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)
  - d. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revised TMP program will go before the City Council for approval. The revision to the program includes a periodic review of the TMP to determine if goals are being met. Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language. (T&ES)
  - e. An annual TMP fund shall be created based on the TMP reduction goal of 30% of employees not using single occupant vehicles during the peak hour, based on the projects' size and the benefits to be offered to participating residents and employees. The annual fund rate for this development shall be \$0.254 per square foot of commercial space. Annually, on July 1, the rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The TMP fund shall be used exclusively for the approved transportation activities detailed in the attachment.
  - f. The applicant shall integrate into a District Transportation Management Program when it is organized. All TMP holders in the established district will be part of this District TMP.

The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES)

- g. The TMP Coordinator or Association will submit annual reports, fund reports and modes of transportation surveys to the Transportation Planning Division as detailed in the Attachment. (T&ES)
- h. An on-site TMP Coordinator shall be designated for the entire project upon application for the initial building permit. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. \*\* (T&ES)
- i. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator or Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site. (T&ES)
- j. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 35%, and submission of raw data). The fee shall be in the amount of five hundred seven (\$507.00) for the first 30 (thirty) days late and two hundred and fifty three dollars (\$253.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward. (T&ES)

#### **PARKING**

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

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

Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: [www.alexandriava.gov/bicycleparking](http://www.alexandriava.gov/bicycleparking). (T&ES)

- 5. The applicant shall provide a parking management plan to the satisfaction of the Directors of P&Z and T&ES. At a minimum the plan shall include:



- a. Parking rates for the surface parking and the parking structure(s) when constructed shall be consistent with market rates of comparable buildings within the City of Alexandria, except that free parking may be provided for short-term office visitor parking. All office employees shall be required to pay market rates for parking; no parking may be provided free or at reduced rates or with costs reimbursed by the employer unless the employer provides an equivalent benefit to all employees who utilize transit options to commute; i.e., if an employer provides a \$100 parking space to an employee free of cost, that employer must also offer a pretax benefit for transit of \$100 to all transit users. (DSP#2004-0037)
- b. A minimum of 5% of parking spaces for carpool and vanpool vehicles that shall be conveniently located adjacent to garage entrances and exits, and/or elevator locations. (DSP#2004-0037)
- c. "Short-term" parking for use by visitors shall be provided at a ratio of 0.16 sp/1,000 gross square feet. Parking spaces defined as "short-term" parking shall be solely utilized for use by visitors and shall include all appropriate signage. (DSP#2004-0037)
- d. Subject to the approval of building tenants, up to 500 parking spaces shall be provided within the surface parking lots and/or parking structure(s) when constructed, which shall be for the use of the general public for recreational-special events in the evening and weekends if deemed necessary by the Directors of P&Z, RP&CA and T&ES subject to the reasonable review of the building tenant and with appropriate security measures taken. The applicant shall make best efforts to secure the tenant's approval of the use of the parking for this purpose, to the satisfaction of the Directors of P&Z, RP&CA, and T&ES. The on-site public parking provided pursuant to this condition may be provided at a reasonable fee. (DSP#2004-0037)
- e. The applicant shall provide controlled access into the parking structures. (DSP#2004-0037)
- f. The controlled access to the parking structures for short-term spaces shall be designed to allow convenient access for employees, visitors-short-term parking. (DSP#2004-0037)
- g. The headroom within the parking structure shall not exceed 7' 6" in height. (DSP#2004-0037)
- h. The applicant agrees to provide off-street parking for all construction workers without charge to the workers or shall provide subsidy for the construction workers in order that they may use Metro, DASH, provide a van for vanpooling, or another method of providing for construction workers to arrive at the site. Compliance with this condition shall be based on a plan, which shall be submitted to the Department of P& Z and T&ES prior to the issuance of the Excavation/Sheeting, and Shoring or building permit. This plan shall set forth the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of Metro, carpooling, vanpooling, and other similar efforts.

The plan shall also provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes, and carpooling and vanpooling information. If the plan is found to be violated during the course of construction, a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z)(PC) (DSP#2004-0037)

### ***PEDESTRIAN – STREETSCAPE***

6. The applicant shall provide pedestrian streetscape improvements that at a minimum shall provide the level of improvements depicted on the preliminary site plan and shall provide the following, to the satisfaction of the Directors of P&Z, T&ES and RP&CA:
  - a. A 10 ft. wide concrete sidewalk on Eisenhower Avenue with a 5 ft. wide continuous landscape strip between the curb and the sidewalk. If the sidewalk encroaches onto the applicant's property, an access easement shall be granted to the City. (DSP#2004-0037)
  - b. The sidewalks on Eisenhower Avenue shall continue over the proposed curb cuts to provide an uninterrupted concrete sidewalk. (DSP#2004-0037)
  - c. Furnish and install two 4" conduits with pull wires, and junction boxes located at a maximum interval of 300' underneath the sidewalks along the Eisenhower Avenue frontage. These conduits shall terminate in an underground junction box at each of the four street corners of the site. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES) (DSP#2010-0011)
  - d. Show all existing bus stop locations adjacent to and across from the site.
  - e. All bus stop locations along the Eisenhower Avenue frontage shall be made ADA compliant, include a 7' concrete pad, parallel to the roadway, which connects the back-face of the curb with the sidewalk.
  - f. Relocate the existing bus stop at 4926 (directly across Eisenhower Ave from the Victory center) 5 feet to the west. Make bus stops at 4926 Eisenhower Ave ADA compliant. ADA compliance includes:
    - i. Install an unobstructed eight (8) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, bus stop passenger loading pad. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The loading pad's cross slope shall be less than 2%. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible.
  - g. Install and maintain one City Standard bus shelter with transit passenger waiting amenities such as electric illumination and real time transit information LED screens at the bus stop located across the roadway from 4926B Eisenhower Ave, east of the existing crosswalk. The bus shelter and all amenities shall be ADA compliant.

- h. Install and maintain a bus stop bench for the bus stop located across the roadway from 4840 Eisenhower Ave. The bus stop bench shall be installed on a concrete pad, located behind the sidewalk and an easement shall be provided for access to and from the bus stop bench.
- i. Street trees in close proximity to bus stop approaches or directly adjacent to travel lanes shall be:
  - i. Located to avoid conflict with vehicles, specifically:
  - ii. Trees shall be excluded from a 40 ft. zone which represents the length of the bus as it is serving the stop.
  - iii. Trees within both the 10 ft. departure zone and the 20 ft. approach zone (on either side of the 40 ft. zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses.
  - iv. Subject to the character of the adjacent area and relevant design guidelines for spacing, distance from the curb and species selection. In general, trees shall be of the same species along the entire block face.
  - v. Selected from upright branching species in areas where relevant design guidelines do not otherwise specify
  - vi. Installed with a minimum six feet of clear stem and gradually pruned to reduce conflict with vehicles, under consultation from a certified arborist. Pruning of street trees is part of the regular maintenance required of applicants under the City's bond for public improvements.
- j. Set back from the curb edge where the width of sidewalk and adjacent conditions allow.
- k. The applicant shall contribute \$1,150/ea to the Director of T&ES for the purchase and installation of two City standard street cans (Model SD-42, Bethesda series litter receptacle) along the frontage of Eisenhower Avenue adjacent to the bus shelters. (DSP#2004-0037)
- l. Decorative pedestrian scale acorn lights shall be provided along Eisenhower Avenue frontage on the northern portion of the sidewalk. Decorative pedestrian scale black acorn lights shall also be provided for the on-site walkways and drive aisles. (DSP#2004-0037)
- m. A pedestrian countdown signal shall be provided for the pedestrian crossing at the adjoining signalized intersections. (DSP#2004-0037)
- n. The width of the north-south paths shall be 10 ft. wide and shall be concrete. The pathways shall also include pedestrian scale lighting. (DSP#2004-0037)
- o. The sidewalk on the western portion of Building #3 shall be increased to a minimum of 6 ft. wide. (DSP#2004-0037)
- p. A minimum 6 ft. wide sidewalk shall be provided for the parallel parking in front of the buildings. (DSP#2004-0037)
- q. Relocate the existing pedestrian traffic signal and associated pedestrian crosswalk on Eisenhower Avenue to terminate at an access point on the site. (DSP#2010-0011)
- r. All pedestrian improvements shall be reflected on an overall pedestrian circulation plan. (P&Z) (DSP#2004-0037)

7. If Phase #2 and Phase #3 are implemented, the applicant shall contribute \$1.50 per gross square foot (approximately \$793,000, based on the current proposed gross square footage of 528,376 for Buildings #2 and #3) for the Eisenhower Improvement Fund prior to release of the final site plan for Phase #2 and Phase #3 respectively; however, streetscape and landscape improvements (not including traffic signal funding or conduit) required per the conditions shall be credited towards the applicant's contribution to the Fund. The applicant shall illustrate these improvements on the final site plans and provide costs for these improvements prior to the release of the final site plans. If for any reason, these improvements are not completed during Phase #2 and #3 of the project, the applicant shall contribute to the Fund in full, \$1.50 per gross square foot, minus the cost of completed improvements. (T&ES) (DSP#2004-0037)
8. The applicant shall make a contribution in the amount of \$50,000 at the time of the issuance of the Certificate of Occupancy for Building #2 and \$50,000 at the time of the issuance of the Certificate of Occupancy for Building #3 to the Eisenhower Improvement Fund for the purposes of off-site improvements.(T&ES) (DSP#2004-0037)
9. Prior to occupancy of Building #2, the applicant will resubmit a warrant study evaluating the need for a traffic signal at the eastern and westernmost site entrances. Based on the results of the study, the Director of Transportation and Environmental Services will determine if signals are needed at the site entrances prior to occupancy of Buildings #2 or #3. If signals are needed, the applicant is responsible for the cost of the installation to the satisfaction of the Director of T&ES. The revised warrant study shall also identify the security checkpoints and address how any queuing issues caused by the security checkpoints will be mitigated. Include proposed traffic circulation patterns within the site to minimize potential spillover of queued vehicles onto Eisenhower Avenue. (Transportation) (T&ES) (DSP#2004-0037)
10. The courtyard-plaza adjacent to the primary entrance for all buildings shall be designed to provide the level of detail and amenities depicted on the preliminary plan and shall also provide amenities to encourage their use to the satisfaction of the Director of P&Z and RP&CA including the following:
  - a. Special paving surfaces and landscaping. (DSP#2004-0037)
  - b. Permanent public art elements, appropriately scaled for the spaces, shall be provided on-site, generally around Buildings #2 and #3. On-site artwork shall be incorporated on the final site plan prior to release, and the art shall be installed shall be provided, prior to the issuance of the first Certificate of Occupancy, to the satisfaction of the Directors of P&Z and/or RP&CA. City staff and the Public Art Committee are available as a resource throughout the process.
  - c. Provide decorative benches and trash receptacles. (DSP#2004-0037)
  - d. Additional trees, shrub plantings shall provide seasonal color and be arranged to provide visual interest and harmony within the public space as well as be complimentary to the design of the public space and its proposed use. (DSP#2004-0037)
  - e. Low scale pathway or bollard lighting. (DSP#2004-0037)

- f. Where walls or planters are necessary they shall be precast, brick or stone. (P&Z) (RP&CA) (DSP#2004-0037)
- 11. All pedestrian crossings (including curb ramps) shall be located closer to the intersection, as opposed to being set back. Additionally, all curb ramps must be shown on the plans and adhere the City's policy on ADA compliant curb ramps. All curb ramps shall be ADA compliant and adhere to the City Standards. (T&ES) (DSP#2004-0037)
- 12. Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The Final Site Plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets. (DSP#2010-00011)

#### ***OPEN SPACE – LANDSCAPING***

- 13. The public access points on the western and eastern portion of the site shall be accessible to the public and shall provide amenities to encourage its use. In addition the connections shall provide the following to the satisfaction of the Director of P&Z and RP&CA:
  - a. The applicant shall record a reservation of the public access easement for the approximately 20 ft. x 360 ft. area on the western and eastern portion of the site in a form satisfactory to the City Attorney, and the Directors of P&Z, RP&CA, and T&ES prior to the release of the certificate of occupancy permit for Building #1. This recordation of the reservation of the public access easement shall run with the land and be binding on future owners, and the City shall have the right to call the easement into being. The pathways and improvements shall be completed prior to the issuance of the certificate of occupancy permit for Building #3 or at a time when a public pedestrian-sidewalk-trail connection is provided on the northern portion of the site, whichever is first. (DSP#2004-0037)
  - b. The pathways shall be 10 ft. wide concrete trails-sidewalks and shall include the following:
    - i. The landscaping adjacent to the path shall be provided as indicated on the landscape plan and shall also provide an additional 10-15 additional trees, which shall include a mix of evergreen and deciduous trees on each side of the path. The shade trees shall be space approximately 25 ft. on-center while the evergreen trees shall be spaced approximately 15 ft. on-center. (DSP#2004-0037)
    - ii. Decorative black pedestrian scale lighting for each pathway. (DSP#2004-0037)
    - iii. One bench for each pathway. (DSP#2004-0037)
    - iv. A 15 ft x 15 ft concrete terminus shall be provided at the northern portion of each pathway where the pathway until a future connection is provided.

- v. The grass pavers-EVE on the northern portion of the site shall include sod. (DSP#2004-0037)
  - vi. A decorative pedestrian scale sign shall be added to identify each pedestrian connection as a public open space area / path. (DSP#2004-0037)
  - vii. The paths, landscaping and amenities within the public access easement shall be privately maintained. (DSP#2004-0037)
  - viii. The path connections shall be fully open to the public following the hours and guidelines established by the Department of Parks, Recreation and Cultural Activities during hours normally associated with residential uses. (P&Z) (DSP#2004-0037)
14. A final landscape plan shall be provided, which shall include the level of landscaping depicted on the preliminary landscape plan and shall also at a minimum provide the following to the satisfaction of the Directors of P&Z.
- a. A continuous double row of street trees on-center on Eisenhower Avenue that shall consist of the following:
    - i. Ornamental trees between the sidewalk and the curb space 15-20 ft. on-center. The trees shall be extended to the curb cuts on Eisenhower Avenue. (DSP#2004-0037)
    - ii. On the northern portion of the sidewalk, a continuous row of ornamental trees shall be provided 15-20 ft. on-center. (DSP#2004-0037)
    - iii. The ornamental street trees shall be 8 to 10 feet in height at the time of planting. (DSP#2004-0037)
    - iv. The street trees along Eisenhower shall be continuous except for the breaks in trees, which are intended to visually reinforce the north south "streets." (DSP#2004-0037)
    - v. A combination of continual evergreen shrubs to provide a continual screening for the parking, fencing and security wall, except where necessary to visually reinforce the north south streets. (DSP#2004-0037)
    - vi. All landscaping and trees adjacent to Eisenhower shall be irrigated. (DSP#2004-0037)
15. The applicant shall:
- a. provide a continual row of shade trees and evergreen trees on the northern portion of buildings #2 and #3. (DSP#2004-0037)
  - b. Evergreen screen plantings shall be provided on the northern portion of all buildings. (DSP#2004-0037)
  - c. Evergreen and deciduous trees shall be provided on the southern and eastern portion of the eastern parking structure. (DSP#2004-0037)
  - d. A continual row of trees on the western portion of the western parking garage spaced 10-15 ft. on-center. The type of evergreen trees shall be varied to provide a more natural appearance of plantings-screening. (DSP#2004-0037)
  - e. A variety of evergreen and deciduous trees on the western portion of the site adjacent to the proposed trail connection. (DSP#2004-0037)

- f. Ornamental trees or shade trees for the entry plaza-courtyard areas for the buildings.
- g. Groundcover for the perimeter of the buildings. (DSP#2004-0037)
- h. Turf shall be provided for all grass ring - grass paver areas. (DSP#2004-0037)
- i. All utility structures (except fire hydrants) shall be clustered where possible and located so as not to be visible from a public right-of-way or property. When such a location is not feasible, such structures shall be located behind the front building line and screened subject to the approval of the applicable utility company. (DSP#2004-0037)
- j. Crown coverage which denotes street trees under a separate tabulation. (DSP#2004-0037)
- k. All plant specifications shall be in accordance with the current and most up to date edition of the *American Standard For Nursery Stock* (ANSI Z60.1) as produced by the American Association for Nurserymen; Washington, D.C. (DSP#2004-0037)
- l. All work shall be performed in accordance with *Landscape Specifications Guidelines* current and up-to-date edition as produced by the Landscape Contractors Association (LCA) of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland. (DSP#2004-0037)
- m. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space. (DSP#2004-0037)
- n. The location of all light poles shall be coordinated with the street trees. (DSP#2004-0037)
- o. As trees mature they are to be limbed up as necessary to maintain traffic sign visibility. Trees are not to be planted under or near light poles. (DSP#2004-0037)
- p. The maximum height for the shrubs is 36 inches. (DSP#2004-0037)
- q. No shrubs higher than three feet shall be planted within six feet of walkways. (DSP#2004-0037)
- r. Demonstrate that the proposed grading will not negatively impact the existing trees to be retained on the adjoining site on the northern portion of the site. (DSP#2004-0037)
- s. All landscaping shall be maintained in good condition and replaced as needed. (P&Z) (RP&CA) (DSP#2004-0037)
- t. 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.
- u. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
- v. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and any planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. (P&Z)(RP&CA)

## ***PHASING – CONSTRUCTION***

16. The applicant shall prepare and submit a phasing plan that delineates a detailed phasing plan and construction management plan for each portion of the project to which the final site plan relates for review by the Directors of P&Z, T&ES, Code Administration prior to the release of the final site plan. At a minimum the plan shall include the following:

### **Building # I**

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

### **Building # 2**

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

### **Building # 3**

- a. Prior to the issuance of a certificate of occupancy permit for Building # 3, the applicant shall complete the following site improvements. h. Public access points on the western and eastern portions of the site. (DSP#2004-0037)
- b. Remainder of improvements (DSP#2004-0037)



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

- Copies of plans showing the hauling route, construction worker parking and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor before they commence work on the project. (P&Z) (DSP#2004-0037)
23. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site, and to the Directors of P&Z and T&ES. (P&Z)(T&ES) (DSP#2004-0037)
24. Temporary construction trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a certificate of occupancy permit for the building. (P&Z) (DSP#2004-0037)
25. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owner's other agent shall implement a waste and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES) (DSP#2004-0037)
26. A temporary informational sign shall be installed on the site prior to approval of the first final site plan for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information: the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z) (DSP#2004-0037)
27. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES) (DSP#2010-00011)
28. 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:
- Include a plan for temporary pedestrian and vehicular circulation;
  - Include analysis as to whether temporary street lighting is needed on the site and how it is to be installed.
  - Include the overall schedule for construction and the hauling route;
  - Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
  - 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)

29. Provide off-street parking for all construction workers without charge to the construction workers. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
- 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.
  - Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes. If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. \* (P&Z)(T&ES)

### ***SECURITY ELEMENTS***

30. The security fencing shall be a maximum height of 8 ft. and shall be decorative black metal open vertical pickets. The security fence and security bollards shall be placed in a location as generally shown on the landscape plans with allowance for relocation to comply with the 100 foot setback requirement for secure government buildings. There shall be variation in the fence, and the landscaping required by the landscape conditions shall be placed between the fence and the adjoining sidewalk. (DSP#2004-0037)
31. The applicant shall provide more information regarding the proposed security kiosk when a tenant is secured for the buildings for staff to evaluate the traffic operations near the garage and site access. (T&ES) (DSP#2004-0037)
32. The proposed materials for any retaining walls visible from public rights-of-ways adjacent to pedestrian areas or other public areas within the project development shall be brick, precast or stone and/or an alternative high-quality material satisfactory to the Director of P&Z. (P&Z) (DSP#2004-0037)
33. All security gates shall be designed to allow access by emergency vehicles, to the satisfaction of the Director of Code Administration. (Code) (DSP#2004-0037)
34. The developer shall coordinate any exterior building security measures with City staff in order to limit or mitigate any adverse impacts that these measures may have on the project's urban design and streetscape.

All exterior building security and site plan measures shall be depicted and labeled as a separate sheet of the final site plan and depicted on the final building elevations. (P&Z) (DSP#2004-

## **BUILDING**

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

### **General:**

- a. Buildings #2 and #3 shall be generally consistent with Building #1. The buildings will generally share the material palette and detailing of the existing building, creating a unified composition. (DSP#2004-0037)
- b. Glass spandrel panels shall complement the window patterns, and shall not be of contrasting colors. (DSP#2004-0037)
- c. The proposed facade of the existing and proposed buildings shall have a traditional horizontal base, middle and top organization. (DSP#2004-0037)
- d. The vertical center portion of each building shall be taller and shall have vertical windows multi-story in height, giving the entry a monumental presence. (DSP#2004-0037)
- e. The top two-stories of the center portion of each building shall be made of a contrasting material, and have a broad cornice to distinguish the center entry piece. (DSP#2004-0037)
- f. Color architectural elevations (front, side and rear) shall be submitted with the final site plan. (DSP#2004-0037)
- g. The buildings shall be entirely masonry (brick, precast concrete, or stone) materials for the front, side and rear facades, exclusive of metal detailing, fenestration and screening of the mechanical equipment. (DSP#2004-0037)
- h. Condition deleted. (PC) (DSP#2004-0037)
- i. Consider refining the proportions of the cornice, including the possible introduction of horizontal banding. (DSP#2004-0037)
- j. Building #2 and Building #3 shall have a comparable solid to void ratio as proposed by Building #1. (DSP#2004-0037)
- k. Continue to work with staff to integrate the new penthouses into the building form in terms of mass, material, and detail. (DSP#2010-00011)
- l. Continue to work with staff to improve the building design's overall articulation. (DSP#2010-00011)

### **Parking Structures:**

- a. The facades shall have an upgraded precast mix to resemble cast stone. The precast will be similar to the office buildings in order to tie the project together as a unified whole. (DSP#2004-0037)

- b. The facades shall have detailing in the precast mix with horizontal and vertical reveals for visual relief. (DSP#2004-0037)
  - c. The garages shall be designed as generally depicted in Attachment # 2, except that on Eisenhower Avenue the vertical precast or metal columns, subject to the approval of the Director of P&Z, shall be spaced at an approximately 20 ft. to 30 ft. between each column. (DSP#2004-0037)
  - d. The vertical columns shall project above the horizontal plane of the parking structures to reduce the perceived length of each façade. (DSP#2004-0037)
  - e. The parking structures shall incorporate a rusticated base, which shall be a different color than the body of the parking structure. (DSP#2004-0037)
  - f. The stair towers shall be designed as a combination of open and glass elements that are integrated as part of each parking structure. (DSP#2004-0037)
  - g. The use of freestanding light poles on the top level shall be minimized and the height shall be prohibited. The use of bollard lighting or similar light sources other than freestanding poles shall be encouraged. (DSP#2004-0037)
  - h. The height of the parking structure shall not be increased above what is generally represented on the preliminary plans. (DSP#2004-0037)
  - i. The applicant shall consult with the Director of P&Z and the Cameron Station Civic Association to continue to refine the design of the garages. (P&Z)(PC) (DSP#2004-0037)
36. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver or equivalent to the satisfaction of the Directors of P&Z, RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first final site plan.\*
  - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. \*\*\*
  - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
  - d. Provide documentation of LEED Silver Certification from USGBC (or equivalent) within two years of obtaining a final certificate of occupancy.
  - e. Failure to achieve LEED Silver (or equivalent) for the commercial project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staff's determination will apply. (P&Z)(RP&CA)(T&ES)
37. Buildings and parking structures are over 50 feet in height and as such are required to have ladder truck access to the front and the rear of the buildings by public roads or recorded emergency vehicle easements (EVE), except as specifically approved by the Director of Code Administration on a case by case basis when building alternatives

- demonstrate a level of equivalency to this condition. For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. The face of the building may not articulate back into the mass of the building more than 7 feet horizontally in the first 75 feet of vertical dimension of the building. Prior to Final #1, a turning movement diagram utilizing the City of Alexandria Fire Apparatus Specifications for Truck 204 and Truck 208 shall be provided to demonstrate that both vehicles can maneuver around the fountain and achieve proper placement of the aerial ladder truck in compliance with this fire access requirement. (Code) (DSP#2004-0037)
38. The proposed buildings and structures are in excess of 10,000 square feet. Prior to the submission of a final site plan for each building or structure, contact the City of Alexandria Radio Communications Manager to review the buildings and structures for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager. Such buildings and structures shall meet the following conditions:
- a. The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz. (DSP#2004-0037)
  - b. The building or structure design shall support a minimal signal transmission strength of -95 dBm within 90 percent of each floor area. (DSP#2004-0037)
  - c. c. The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area. (DSP#2004-0037)
  - d. The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings. (DSP#2004-0037)
39. If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design, which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager. (Code) (DSP#2004-0037)
40. Provide two stairs to each building roof unless the applicant can demonstrate to the satisfaction of the Director of Code Administration that there is not a significant amount of equipment located on the roof. (Code) (DSP#2004-0037)

#### ***SITE PLAN***

41. The colors and materials of signs shall be designed to be integrated into the architecture of the building and relate in materials, color and scale to the building.

Facilities for all recyclables shall be located within the building; the screening for the loading area shall be faced with materials to match the precast material for the building. (P&Z)

42. Provide additional accessible parking spaces within the curbside parking near the main building entrances. (T&ES)
43. All signs must comply with the zoning ordinance requirements. (DSP#2004-0037)
44. Sign messages shall be limited to logos, names and street address information. (DSP#2004-0037)
45. Walls signs and no freestanding signs other than traffic/directional signs shall be permitted. (P&Z) (DSP#2004-0037)
46. Provide a lighting plan with the first final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and RP&CA in consultation with the Chief of Police and shall include the following:
  - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
  - b. c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
  - c. d. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
  - d. 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.
  - e. 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.
  - f. g. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
  - g. 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.
  - h. 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.
  - i. j. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.

- j. k. The lighting for the parking garage shall meet Code requirements. The fixtures should not be flush against the ceiling, unless there are no cross beams, but should hang down at least to the crossbeam to provide as much light spread as possible.
  - k. l. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES(Police))
47. Provide additional detail needs related to the various types of paving (i.e. – special paving) and the type of curb (e.g. - mountable?) throughout the site. (T&ES) (DSP#2004-0037)
48. Identify type and location of solid waste collection. All proposed dumpsters and recycling facilities shall be shown on the final site plan. Such facilities shall be located in locations not visible from public rights-of-ways to the extent possible, and shall be screened to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES) (DSP#2004-0037)
49. The site is located on marine clay areas as delineated on the City map of marine clay areas. Provide a geotechnical report including recommendations from a geotechnical professional for proposed cut slopes, embankments and any soil improvement required. (T&ES) (DSP#2004-0037)
50. Provide the location of the utilities that are existing and proposed. (T&ES) (DSP#2004-0037)
51. The applicant shall submit a final as built site plan (with landscape plan) and interior layout of the parking garage prior to issuance of a certificate of occupancy permit. (P&Z) (DSP#2004-0037)
52. 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)
53. The applicant shall be allowed to make minor adjustments to the building location if the changes do not result in an increase in building height or increase in floor area. (P&Z) (DSP#2004-0037)
54. Provide dimensions of parking spaces, aisle widths, etc. within the parking garages. Note that dimensions shall not include column widths. (T&ES) (DSP#2004-0037)
55. To insure that significant information is not lost as a result of the current development project, the applicant must hire an archaeological consultant to complete a Documentary



- Study and an Archaeological Evaluation. Contact Alexandria Archaeology to obtain a scope of work for this investigation. If significant resources are discovered, the consultant must complete a Resource Management Plan, as outlined in the *City of Alexandria Archaeological Standards*. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (DSP#2004-0037)
56. The applicant shall not allow any other metal detection to be conducted on the property, unless authorized by Alexandria Archaeology. (Archaeology) (DSP#2004-0037)
57. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)

***STREETS / TRAFFIC:***

58. 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)
59. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction and Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
60. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
61. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of standard vehicles in the parking garage and also, of tractor with trailer for loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
62. In locations where parking is proposed on the garage ramp slope, the ramp slope shall not exceed 5 percent to the satisfaction of the Director of T&ES. Where parking is not proposed, the ramp slope shall not exceed 12%. For slopes between 10% and 12%, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)

63. All 90 degree vehicle parking spaces adjacent to a sidewalk less than seven feet wide shall have wheel stops. (T&ES)

#### ***STORMWATER-ENVIRONMENT***

64. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of Article XIII of AZO shall be met. (T&ES) (DSP#2004-0037)
65. Provide a narrative describing how the project will comply with the stormwater quantity and quality requirements as set forth in Condition 77 of Article XIII of the Zoning Ordinance. (T&ES) (DSP#2004-0037)
66. Provide pre and post development, two and ten year storm water computations for the entire site. (T&ES) (DSP#2004-0037)
67. The storm water collection system is located within the Backlick Run watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES) (DSP#2004-0037)

#### ***SANITARY SEWER***

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

#### ***WATER QUALITY***

69. The development shall meet the Virginia Storm Water Regulations for prior development land or the Environmental Management Ordinance (Chesapeake Bay Preservation Act) in accordance with Article XIII of the City of Alexandria's zoning ordinance for storm water quality and quantity, whichever is more stringent on July 1, 2014. (T&ES) (DSP#2004-0037)
70. The Applicant shall provide at Final Site Plan #1 documentation regarding the source of onsite wetland delineation and a description of any actions to be taken to minimize and/or mitigate the impact of the development on existing wetlands as required by Article XIII of the City of Alexandria Zoning Ordinance. (T&ES) (DSP#2004-0037)
71. The project location contains several areas that require a buffer to protect water quality. Several water features originate at culverts located along the northern edge of the parcel before flowing into a perennial tributary of Cameron Run. According to the 2004 Phase I Stream Assessment to determine stream classification, the western most water feature

- scored as perennial but the easternmost did not. All perennial streams require a 100 foot vegetated buffer to protect water quality. Staff from the Department of Transportation and Environmental Services (T&ES) met with the Williamsburg Environmental Group (WEG) to discuss the field delineation of these RPA features. According to WEG, the western water feature does not meet the perennial criteria. City staff acknowledges that this feature does not strongly meet the criteria for a perennial stream but that it more closely meets the criteria for an intermittent stream and shall be protected by a 50 foot buffer, or an alternative method pursuant to Section 13-109(E)(6)(c) of the Zoning Ordinance. City Staff has determined that the eastern most feature is an intermittent stream/wetland system and shall also be protected by in the manner required by Section 13-109(E)(6)(c). The applicant shall prepare a Water Quality Impact Assessment for all proposed disturbance in both the 100 foot and 50 foot buffer areas. (T&ES) (DSP#2004-0037)
72. The Applicant is required to mitigate any impacts on water quality of the development by encroachment into and/or destruction of an existing resource protection area (RPA) and mapped wetland area. Should revisions to the previous approval be required the applicant shall provide an updated Water Quality Impact Assessment at Final Site Plan 1 outlining impacts and the combination of mitigation measures to the satisfaction of the Director of the Office of Environmental Quality and the Director of Transportation and Environmental Services. These mitigations measures may include:
- a. Contribution to the Water Quality Improvement Fund for stream restoration / water quality improvement projects, at a rate not to exceed \$5.00 per square foot of RPA which is not restored to its natural vegetative state or is not replaced on-site or off-site.
  - b. Resource Protection Area Encroachments shall be mitigated according to the guidelines suggested in the "Riparian Buffers Modification & Mitigation Guidance Manual" by the Chesapeake Bay Local Assistance Department.
  - c. Notwithstanding paragraph 79d, if revisions to the previous approval are not required, then the RPA Encroachments shall be mitigated at a ratio of 2:1 onsite or 3:1 offsite.
  - d. If the RPA encroachment is generally consistent with the encroachments shown on the DSP#2010-0011, sheet C4.A (revised as of 4/30/2010), then the Applicant shall upgrade the on-site storm water BMPs for drainage areas 4 and 5 as shown on sheet C4.A to have a minimum phosphorus removal efficiency of 50%.
  - e. The above mitigation measures shall be implemented in phases in accordance with Condition 16 which addresses the project phasing.(T&ES)
73. Water quality impacts may be mitigated by stream restoration / stabilization. If approved, the stream restoration / stabilization mitigation shall be equal to the linear distance to that of the linear encroachment into the RPAs on-site. (T&ES)
74. The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from

- the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES) (DSP#2004-0037)
75. To limit encroachment into the RPA, the applicant shall shift the grasscrete drive that is intended for emergency vehicle access along the back of the western parking garage and the parking garage approximately three feet farther south on the site. The applicant shall depict this on the final site plan. (P&Z) (DSP#2004-0037)
76. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, as applicable. The applicant states that they are sending all water quality volume generated by impervious surfaces on the site through aquaswirl BMPs. The reviewer can not verify this information with the details provided. (T&ES) (DSP#2004-0037)
77. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
- a. Constructed and installed as designed and in accordance with the approved Final Site Plan. (DSP#2004-0037)
  - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES) (DSP#2004-
78. The Applicant shall submit a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. (T&ES) (DSP#2004-0037)
79. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the City on digital media. (T&ES) (DSP#2004-0037)
80. The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES) (DSP#2004-0037)
81. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that

any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations and that they are functioning as designed and are unaffected by construction activities. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. (T&ES) (DSP#2004-0037)

### ***ENVIRONMENTAL***

82. Plan does not indicate whether or not there is any known groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality. (T&ES) (DSP#2004-0037)
83. All exterior building mounted loudspeakers are prohibited. (T&ES) (DSP#2004-0037)
84. The Applicant shall control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES) (DSP#2004-0037)
85. 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)

### ***LEGAL/PROCEDURAL***

86. Plats of consolidation, resubdivision and/or dedication shall be submitted for final review and approval by P&Z, T&ES and the City Attorney prior to release of any final site plans for the project. (P&Z) (DSP#2004-0037)
87. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z) (DSP#2004-0037)
88. Temporary structures for construction shall be permitted and the period such structures are to remain on the site, size and site design for such structures shall be subject to the approval of the Director of P&Z. (P&Z) (DSP#2004-0037)
89. Final location surveys for each building and parking garage shall be submitted by the applicant to the Department of P&Z for each building prior to issuance of a certificate of occupancy permit. (P&Z) (DSP#2004-0037)

90. Modifications to building footprints, locations and/or other design features shall be permitted so long as the changes are generally consistent with this development plan approval, does not significantly impact designated tree planting areas, as determined by the Directors of P&Z, T&ES and PR&CA. (P&Z) (DSP#2004-0037)
91. The applicant is advised to provide all site applicable details with the final plans. (T&ES) (DSP#2004-0037)
92. The alignment of curbs, orientation of intersections, and physical obstructions within the network shall be redesigned to resolve concerns related to sight distance, conflict points, pedestrian access, and the maneuverability of heavy vehicles to the satisfaction of the Director of T&ES. The proposed curb alignment at all proposed entrances shall not encroach into the existing travel lanes and curb line (i.e. maintain existing travel lanes and curb line). (T&ES) (DSP#2004-0037)
93. In accordance with *City of Alexandria Landscape Guidelines*, identity the location of existing vegetation to be removed or retained/preserved. (RP&CA) (DSP#2004-0037)
94. All proposed improvements, including limits of site disturbance adjacent to the north property line shall be approved by the City Arborist prior to final site plan approval. (RP&CA) (DSP#2004-0037)
95. Provide paved landings (unobstructed by trees) directly adjacent to building exits. (T&ES) (DSP#2004-0037)

## **HOUSING**

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

## **ARCHAEOLOGY**

97. Call Alexandria Archaeology immediately (703-746838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
98. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

## **CITY DEPARTMENT COMMENTS**

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

### ***Planning and Zoning (P&Z)***

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

### ***Transportation and Environmental Services (T&ES)***

- F-1 The final site plan shall be prepared per the requirements of the Memorandum to Industry 02-09, December 3, 2009. A copy of this Memorandum is available at the following address of the City of Alexandria website:  
<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F-2 The plan may be subject to review by Alexandria Renew Enterprises (AlexRenew) since the sanitary flows are discharged into Holmes Run Trunk Sewer, which is surcharged during wet weather.
- F-3 The City is currently in the process of redesigning the City standard bus shelter and will have a new designed bus shelter by August 2013. This location shall include the new selected City design bus shelter. (T&ES)
- F-4 Accessible parking needs to be provided closer to the building entrances, not just within the parking garages. (T&ES)
- F-5 If applicant pursues connection to or relocation of the nearby sanitary sewer owned by Fairfax County, written proof that approval has been obtained from Fairfax County for the sewer connection and/or relocation must be provided. (T&ES) (DSP#2004-0037)

- F-6 The staff of T&ES will coordinate to seek authorization from Fairfax County for discharge of additional wastewater flow into County's system subsequent to the submission of the Final 1 and prior to release of the Final Site Plan. (T&ES)
- F-7 After receiving many complaints from passengers, the City has moved forward in installing ADA passenger loading pads for the two bus stop locations adjacent to the Victory Center. (T&ES)
- F-8 All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F-9 All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)
- F-10 Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)
- F-11 Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the



- other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C- 151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)
- F-12 No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F-13 Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F-14 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F-15 All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F-16 The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)
- C-1 A performance Bond to guarantee installation of the required public improvements must be updated and any additional bonding required shall be posted prior to release of a development plan. (DSP#2004-0037)
- C-2 All downspouts must be connected to a storm sewer by continuous underground pipe. (DSP#2004-0037)
- C-3 The sanitary sewer tap fee must be paid prior to release of the plan. (DSP#2004-0037)

- C-4 All easements and/or dedications must be recorded prior to release of the plan. (DSP#2004-0037)
- C-5 Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan. (DSP#2004-0037)
- C-6 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval. (DSP#2004-0037)
- C-7 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. Transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C-12 Provide a phased erosion and sediment control plan consistent with grading and construction per City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (DSP#2004-0037)
- C-13 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (DSP#2004-0037)
- C-14 The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management. (DSP#2004-0037)
- C-15 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (DSP#2004-0037)
- C-16 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. (DSP#2004-0037)
- C-17 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the predevelopment flow.

The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)

- C-18 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate 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 predevelopment flows in this watershed to meet detention requirements. (T&ES)
- C-19 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. (T&ES)
- C-20 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C-21 Americans with Disability Act (ADA) ramps shall comply with current VDOT standards. (T&ES)
- C-22 The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: [www.alexandriava.gov/solidwaste](http://www.alexandriava.gov/solidwaste) or contact the City's Solid Waste Division at 703-746-4410 or via email at [Commercialrecycling@alexandriava.gov](mailto:Commercialrecycling@alexandriava.gov), for more information about completing this form. (T&ES)
- C-23 The applicant shall be responsible to deliver the all solid waste, as defined and required by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)

- C-24 The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at [www.alexandriava.gov/solidwaste](http://www.alexandriava.gov/solidwaste) or by calling the Solid Waste Division at 703-746-4410 or via email at [Commercialrecycling@alexandriava.gov](mailto:Commercialrecycling@alexandriava.gov). (T&ES)
- C-25 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary.
- C-26 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C-27 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C-28 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code.
- C-29 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C-30 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C-31 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia.

- The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C-32 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services.
- (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C-33 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C-34 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. The memorandum is available at the following web address of the City of Alexandria (T&ES)  
[http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connecti  
on%20and%20Adequate%20Outfall%20Analysis%20\(02-07\).pdf](http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20(02-07).pdf)
- C-35 All easements and/or dedications must be recorded prior to release of the site plan.\* (T&ES)
- C-36 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.\* (T&ES)

**VAWC**

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

**AlexRenew**

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

**Code Administration**

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

F - 1. Building Code Analysis is incomplete. Average grade and building height above average grade plane are not provided for Garages A and B on Sheet A0.00.

**Condition met. Information provided.** (DSP#2004-0037)

F - 2. Emergency vehicle easements are not shown on site plan. They are provided on fire lane marking exhibit but need to be shown on site plan sheets. **Condition not met.** (DSP#2004-0037)

F - 3. Locations of all building entrances and exits are not shown on all structures (existing and proposed). **Condition met.** (DSP#2004-0037)

F - 4. Size of existing water lines used to tie into proposed water lines are not provided. **Condition met.** (DSP#2004-0037)

F - 5. Fire Department Connections and Fire Hydrants are not shown for Garage A (East and West) **Condition met, FDCs and hydrants provided.** (DSP#2004-0037)

F - 6. Turning radii is not provided for hardscape and grasscrete roadways. **Condition met, radii provided.** (DSP#2004-0037)

F - 7. Ladder truck access is required for all structures at this site. There is insufficient access as proposed. Ladder truck access shall be provided to all structures over 50 feet in height. **The revised design complies with agreed upon conditions by Code Administration except for the area in front of the fountain. The submitted diagrams show the ladder truck deployed partially in the fountain to access buildings 2 and 3 on the South side of the structures. This issue shall be resolved prior to Final #1. Provide a turning movement diagram utilizing Alexandria Ladder Truck Specifications for Truck 204 and Truck 208 to demonstrate that both vehicles can maneuver around the fountain and achieve placement of the aerial ladder in compliance with this finding.** (DSP#2004-0037)

F - 8. **The applicant shall resolve fire access versus security access. The current proposed security plan does not fully detail fire access. In the event of a power failure how will the knox box and key pad receive power? Will there be a manual method for lowering the barricades and if so, how many people are required to perform such an action?** (DSP#2004-0037)

F - 9. Fireflow calculations provided on cover sheet are insufficient. Provide fire flow calculations as provided in C-9 below. **Condition met, resubmitted fire flow approved on 8/12/05.** (DSP#2004-0037)

F - 10. General notes are not provided with this submission. **Condition met, notes provided.** (DSP#2004-0037)

F - 11. Handicap parking spaces listed on Sheet A0.00 fall below requirements of the 2000 USBC. Add 1 additional handicap parking space in Garage A for a total of 33 handicap spaces. Add 1 additional handicap parking space in Garage B for a total of 15 handicap parking spaces. **Condition not met. Handicap spaces not shown on Sheets A1.01-A1.03.** (DSP#2004-0037)

F - 12. Fire Department Connection for Garage B on Sheet C3.A exceeds 100 feet from the nearest hydrant as measured along the travel way. **Hydrant provided. Fire line not shown for underground portion of garage requiring a sprinkler system.** (DSP#2004-0037)

F - 13. There is insufficient ladder truck access to East and South sides of Garage B. Condition met. On next submission, provide details and locations of markers that will denote limits of grass pave from ordinary sod. (DSP#2004-0037)

F - 14. All Entrances and Exits are not shown for Garage B on Sheet C3.A **Entrances shown, handicap curb cuts and accessibility not provided.** (DSP#2004-0037)

F - 15. Garage B requires a second Fire Department Connection located on an opposite side of the structure. **FDC provided but location exceeds 100 feet from nearest hydrant as measured along the travelway.** (DSP#2004-0037)

F - 16. All Entrances and Exits are not shown for Building 3 on Sheet C3.A. **Entrances shown however, stairwell location is not compliant per the USBC. At least one stairwell shall discharge directly to the exterior of the building. Handicap curb cuts and accessibility not provided.** (DSP#2004-0037)

F - 17. There is insufficient ladder truck access to West, East and South sides of Building 3. **Ladder truck access has been achieved except for area around fountain.** See F-7. (DSP#2004-0037)

F - 18. All Entrances and Exits are not shown for Building 2 on Sheet C3.B. **Entrances shown however, stairwell location is not compliant per the USBC. At least one stairwell shall discharge directly to the exterior of the building. Handicap curb cuts and accessibility not provided.** (DSP#2004-0037)

F - 19. There is insufficient ladder truck access to West, East and South sides of Building 2. **Ladder truck access has been achieved except for area around fountain.** See F-7. (DSP#2004-0037)

F - 20. Show size of existing water line running between Buildings 1 & 2 on Sheet C3.B. **Condition met.** (DSP#2004-0037)

- F - 21. All Entrances and Exits are not shown for Building 1 on Sheet C3.C. **Entrances shown, handicap curb cuts and accessibility not provided.** (DSP#2004-0037)
- F - 22. There is insufficient ladder truck access to all sides of Building 1. **Condition met.** (DSP#2004-0037)
- F - 23. There is no fire hydrant located within 100 feet of the rear Fire Department Connection as measured from the travel way. (Sheet C3.C). **Condition met.** (DSP#2004-0037)
- F - 24. Provide size of existing waterline that ties in to the proposed water line on the North side of Building 1 on Sheet C3.C. **Condition met.** (DSP#2004-0037)
- F - 25. Show clearance height of pedestrian bridge on sheet C3.C. **Condition met.** (DSP#2004-0037)
- F - 26. Two Fire Department Connections are required for Garage A (West). FDCs shall be located on opposite sides of the structure. (Sheet C3.D) **Condition met.** (DSP#2004-0037)
- F - 27. Fire hydrants are required for FDCs mentioned in F26 above. Hydrants shall be located no more than 100 feet from FDCs as measured in the vehicle travelway. (Sheet C3.D). **Condition met.** (DSP#2004-0037)
- F - 28. Two Fire Department Connections are required for Garage A (East). FDCs shall be located on opposite sides of the structure. (Sheet C3.E) **Condition met**(DSP#2004-0037)
- F - 29. Fire hydrants are required for FDCs mentioned in F28 above. Hydrants shall be located no more than 100 feet from FDCs as measured in the vehicle travelway. (Sheet C3.E). **Condition met.** (DSP#2004-0037)
- F - 30. All Entrances and Exist are not shown for Garage A (East and West) (Sheets C3.D and C3.E). **Entrances shown, handicap curb cuts and accessibility not provided.** (DSP#2004-0037)
- F - 31. There is insufficient ladder truck access to East and South sides of Garage A. **Sheet C3.D shows bollards and security fencing in roadway of EVE at Southwest corner of Garage A. This is an obstruction to fire access.** (DSP#2004-0037)
- F - 32. Architectural drawings (A1.01) are misleading concerning handicap parking. Detail 2 indicates 3 handicap parking spaces provided on each level for P1, P2, P4, P5, P6, P7, and P8 indicating a combined total of 26 handicap parking spaces for Garage B. Sheet A0.00 lists 14 handicap spaces for Garage B, of which 15 spaces are required per the 2000 USBC. **Condition not met, handicap parking not shown.** (DSP#2004-0037)



F - 33. Architectural drawings (A1.02 and A1.03) are misleading concerning handicap parking. Detail 2 indicates 5 handicap parking spaces provided on each level for P2, P3, P4, and P5 indicating a combined total of 42 handicap parking spaces for Garage B. Sheet A0.00 lists 32 handicap spaces for Garage A, of which 33 spaces are required per the 2000 USBC. **Condition not met, handicap parking not shown.** (DSP#2004-0037)

F - 34. Vehicle clearance under Pedestrian bridge on Sheet A3.03, Detail 3 does not line up with shown clearance and indicates actual clearance is less than 14 feet. **Condition met.** (DSP#2004-0037)

C-1. The developer shall provide a separate Fire Service Plan which illustrates:

- a) emergency ingress/egress routes to the site;
- b) two fire department connections (FDC) to the building, one on each side/end of the building;
- c) fire hydrants located within one hundred (100) feet of each FDC;
- d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site;
- e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width;
- f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. (DSP#2004-0037)

C-2. Provide two Siamese connections located to the satisfaction of the Director of Code Administration for each structure. **Condition met.** (DSP#2004-0037)

C-3. Provide a minimum clearance of 14 feet below the proposed pedestrian bridge. **Condition met.** (DSP#2004-0037)

C-4. New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). **Add to General Notes.** (DSP#2004-0037)

C-5. Alterations to the existing structure must comply with the current edition of the Uniform Statewide Building Code (USBC). **Add to General Notes.** (DSP#2004-0037)

C-6. A separate tap is required for the building fire service connection. **Tap, fire line and size of fire line not provided for Garage B.** (DSP#2004-0037)

C-7. The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor ; e) fire protection plan. **Condition met.** (DSP#2004-0037)

C-8. The final site plans shall show placement of fire easement signs. **Acknowledged, not shown.** (DSP#2004-0037)

C-9. Prior to submission of the Final Site Plan #1, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. Fire Flow shall be submitted on 8 ½ x 11 sheets of paper and not as part of a plan sheet. **Condition met, approved on 8/12/05.** (DSP#2004-0037)

C-10. A soils report must be submitted with the building permit application. **Acknowledged by applicant.** (DSP#2004-0037)

C-11. Certification is required from the owners or owner's agent that the existing building has been inspected by a licensed asbestos inspector for the presence of asbestos (USBC 112.1.4). **Acknowledged by applicant.** (DSP#2004-0037)

C-12. The applicant must obtain a Certificate of Occupancy prior to occupancy (use) of each structure (USBC 119.1). **Acknowledged by applicant.** (DSP#2004-0037)

C-13. These structures contain mixed use groups [A, Assembly; B, Business], and are subject to the mixed use and occupancy requirements of USBC 302.3. **Acknowledged by applicant.** (DSP#2004-0037)

C-14. Required exits, parking, and facilities shall be accessible for persons with disabilities. **Condition not met, curb cuts, parking and access not shown.** (DSP#2004-0037)

C-15. The public parking garage floor must comply with USBC 406.2.6 and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code (USBC 2901). This parking garage is classified as an S-2, Group 2, public garage. **Acknowledged by applicant.** (DSP#2004-0037)

C-16. The proposed buildings must comply with the requirements of HIGH-RISE building (USBC 403). **Acknowledged by applicant.** (DSP#2004-0037)

C-17. Fire suppression systems shall be installed in building and structures of Use Group B, when > 50' in height. Building height shall be measured from the point of the lowest grade level elevation accessible by fire department vehicles at the building or structure to the floor of the highest occupiable story of the building or structure (USBC 905.2.12.3). **Acknowledged by applicant.** (DSP#2004-0037)

C-18. A fire protective signaling system is required in the B, Business use group area (offices) which are located two or more stories above the lowest level of exit discharge (USBC 907.2.2). **Acknowledged by applicant.** (DSP#2004-0037)

C-19. Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Administration that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers. **Add note to General Notes.** (DSP#2004-0037)

C-20. Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. **Acknowledged by applicant.** (DSP#2004-0037)

### ***Archaeology***

#### **Archaeology Conditions**

99. 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)

100. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

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

Asterisks denote the following:

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

## **ATTACHMENT #1 — TRANSPORTATION MANAGEMENT PLAN**

### **Victory Center TMP SUP#2013-00058**

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

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

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

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

#### **2. TMP Organization, Funding and Reporting**

- a. The developer shall designate a Transportation Management Plan Coordinator (the TMP Coordinator) to manage and implement the TMP on behalf of the owners of the project. The Transportation Planning Division may assist the TMP Coordinator.
- b. An Annual Report shall be submitted by the TMP Coordinator and approved by the Transportation Planning Division. This report will be due on July 15 of every year. The Annual Report shall include an assessment of the effects of TMP

activities on carpooling, vanpooling, transit ridership and peak hour traffic, and a work program for the following year. The initial report shall be submitted one year from the issuance of the Certificate of Occupancy.

- c. The TMP Coordinator shall provide Semi-annual TMP Fund Reports to the Transportation Planning Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. The first report will be due six months following the issuance of the first certificate of occupancy, with the following due on January 15 and July 15 of every year.
- d. The TMP Coordinator shall distribute an annual survey to all employees and residents. The survey will be supplied by the Transportation Planning Division. Survey results will be due on July 15 of every year. A 35% response rate is required as approved by the Transportation Planning Division.

### **3. Transportation Management Plan Directives**

- a. The Special Use Permit application has been made for the following uses:  
Land Use\* Commercial Sf Victory Center 512,537  
*\*As of July 2, 2013. Subject to change.*
- b. According to the guidelines of Zoning Ordinance Chapter 11-700, the above level of development requires a Transportation Management Program (TMP). Such plan shall include the following elements:
  - i. A TMP Coordinator shall be designated for the project upon application for the initial building permit. The name, address, email and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.
  - ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements shall be promoted to employees and residents.
  - iii. Information about transit, ridesharing, and other TMP elements shall be distributed and displayed— including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a website with this information and appropriate links to transit providers will be provided and maintained.
  - iv. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site specific matching efforts.

- v. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.
  - vi. *A carshare program shall be established as part of the ridesharing and transit marketing efforts for the building.* At least two parking spaces should be reserved for the location of carshare vehicles. These spaces should be in a convenient location for residents, and the TMP Coordinator will arrange with any of the carshare companies for placement of vehicles in this project. For those individuals who do not lease a parking space, the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.
  - vii. Discounted bus and rail fare media or electronic media shall be sold and distributed on-site to employees and residents of the project. The fare media to be sold and distributed will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees, residents, and/or the Transportation Planning Division. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
- c. TMP Fund — The applicant shall create a TMP fund to achieve the reduction goal of 30% of single occupant vehicles for employees and residents, based on the project's size and the benefits to be offered to employees and tenants. The annual contribution rate for this fund shall be \$.254 per occupied square foot of commercial space. This reduction goal may be revised in the future based on City-wide TMP policies or legislation. The annual TMP rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The increase shall begin July 1, 2014. Payments shall be the responsibility of the developer until this responsibility is transferred by lease or other legal arrangement. The TMP fund shall be used exclusively for these approved activities:
- i. Discounting the cost of bus and transit fare media for on-site employees and tenants.
  - ii. Ridesharing and carsharing incentive programs which may include activities to encourage and assist the formation of car, van and bus pools, such as subsidies or preferential parking charges and parking space location, and other analogous incentive programs.
  - iii. Marketing activities, including advertising, promotional events, etc. Bicycle and pedestrian incentive measures which may include the provision of bicycle parking, bike sharing station and/or storage facilities, the construction and extension of bicycle paths and pedestrian walkways, the provision of shower and locker facilities and similar incentive features
  - iv. Operating costs for adjacent bikeshare station.
  - v. Membership and application fees for carshare vehicles.
  - vi. Providing shuttle services or partnering with neighboring organizations for shuttle services.

- vii. Any other TMP activities as may be proposed by the TMP Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures. Unencumbered Funds: As determined by the Director of T&ES, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in walk, bike, transit and/or ridesharing programs and activities.

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

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

#### **5. District Transit Management Program**

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

#### **6. Permanence of the TMP Ordinance**

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

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