



***Coordinated Development District Concept Plan #2017-0003***  
***Development Special Use Permit #2017-0005***  
***Transportation Management Plan SUP #2017-0103***  
***Encroachment #2017-0004***  
***Encroachment #2017-0005***  
***2200 & 2200A Mill Road – Eisenhower East Block 20***

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Application	General Data	
<b>Project Name:</b> Eisenhower East Block 20	PC Hearing:	December 5, 2017
	CC Hearing:	December 16, 2017
	If approved, DSUP Expiration:	December 16, 2020
	Plan Acreage:	2.95 acres (128,520 sf)
<b>Location:</b> 2200 & 2200 A Mill Road	Zone:	CDD #2/Coordinated Development District
	Proposed Use:	Residential/Hotel
	Dwelling Units:	420
	Gross Floor Area:	Residential: 468,040 sf Hotel (future): 98,954 sf
<b>Applicant:</b> Paradigm Development Company, represented by Mary Catherine Gibbs, Esq.	Small Area Plan:	Eisenhower East
	Historic District:	N/A
	Green Building:	Complying with Policy

Purpose of Application
Approval of a residential, high-rise building on Block 20 and associated site improvements. Hotel building will be processed with a separate DSUP.
Special Use Permits and Modifications Requested:
<ul style="list-style-type: none"> <li>• A Coordinated Development District (CDD) Concept Plan Amendment to CDD #2013-0001, to increase the building height and allow residential and hotel uses on Block 20 consistent with the Eisenhower East Small Area Plan Amendment (MPA #2017-0006).</li> <li>• Development Special Use Permit (DSUP) for a residential building and site plan, and the overall footprint, height, and massing of a hotel building.</li> <li>• Transportation Management Plan Special Use Permit (TMP SUP) Amendment to TMP SUP #2015-0045 to include all land uses and associated rates consistent with current City standards.</li> <li>• An Encroachment for residential balcony overhangs into the public right-of-way.</li> <li>• An Encroachment for below-grade transformer vaults within the public right-of-way on Mill Road and Port Street.</li> </ul>

**Staff Recommendation: APPROVAL WITH CONDITIONS**

**Staff Reviewers:**

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**PLANNING COMMISSION ACTION, DECEMBER 5, 2017:** On a motion by Commissioner Lyle, seconded by Vice Chair Macek, the Planning Commission voted to recommend approval of Coordinated Development District #2017-0003, Development Special Use Permit #2017-0005, Transportation Management Plan Special Use Permit #2017-0103, Encroachment #2017-0004, and Encroachment #2017-0005 with amendments to Conditions #3(e)(i) and Condition #71. The motion carried a vote of 7 to 0.

The Planning Commission recommended amendments to the following Conditions:

3(e)(i). **CONDITION AMENDED BY PLANNING COMMISSION:** Hybrid sidewalks on Port Street, unless the hybrid standard sidewalk is deemed unworkable for this block by the Director of Planning and Zoning, and then, brick sidewalks will be permitted.

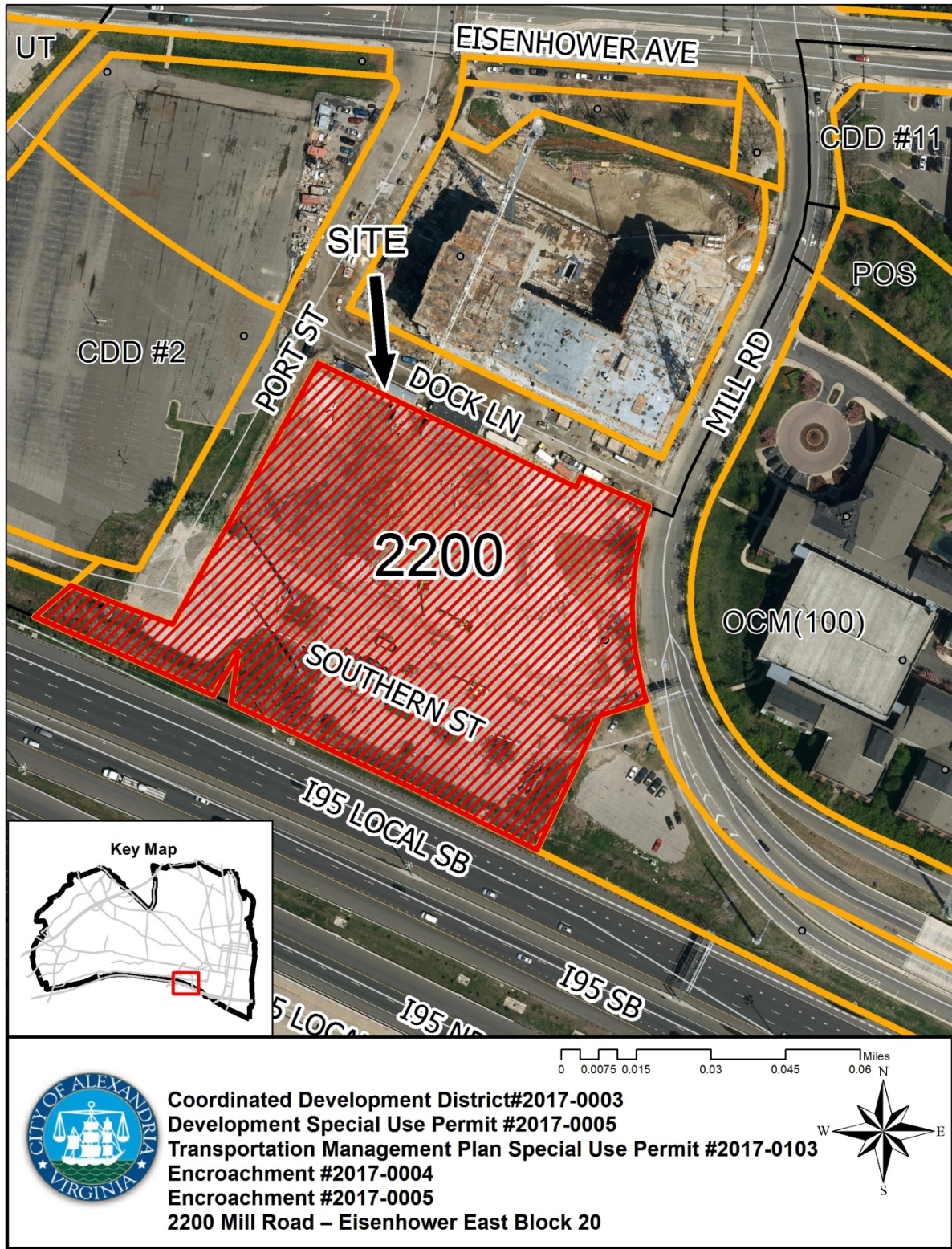
71. **CONDITION AMENDED BY PLANNING COMMISSION:** The underground encroachment shall be limited from 5 feet below grade to the depth needed for installation of transformers and switch gears except access hatches, which must be flush with the sidewalk, subject to the approval of Dominion Energy. The 5 feet below grade depth may be used by the City for landscape or other infrastructure improvements.

**Reason:** The Commission agreed with Staff's analysis and recommendations.

The Commission supported amendments to Conditions #3(e)(i) and #71 to allow flexibility in regard to the paving material used on the Port Street sidewalk in the event that the City's Standard hybrid detail is to become unworkable. The Commission also supported amendment to Condition #71 in the event that Dominion Energy does not support a 5-foot minimum encroachment depth below finished grade.

**Speakers:** Mary Catherine Gibbs, attorney representing the applicant, spoke in favor of the requested applications.





## **I. SUMMARY**

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

Staff recommends ***approval*** of Paradigm Development Company's request for a Development Special Use Permit and site plan for a residential building, and the overall footprint, height, and massing of a hotel building on Block 20 within the Eisenhower East planning area (see Graphics section for map of the Eisenhower East blocks). The development is consistent with the recently approved Eisenhower East Small Area Plan Amendment (MPA #2017-0006) and will be a high quality addition to the City and the neighborhood with a number of public benefits, including:

- Economic development of a currently vacant parcel in the Eisenhower East planning area. Development of this block into residential and future hotel uses will bring additional revenues to the City;
- Partial construction of Southern Street and completion of Port Street and Dock Lane. These streets will be dedicated to the City and include enhanced streetscapes with generous sidewalk widths and landscaping;
- Construction and perpetual maintenance by the applicant of a publicly accessible dog park that measures approximately one-half acre in size;
- A monetary contribution amount of \$350,000 to fund area parks;
- Infrastructure design and upgrades to regional traffic controls and sanitary system;
- Design and installation of public art features on the residential building and throughout the site; and
- Fifteen affordable set-aside rental units on-site for households with incomes at or below 60% of the Washington D.C. Metropolitan Area Median Family Income; or an in-lieu monetary contribution of \$3 million (the estimated value of the 15 units) to the Housing Trust Fund consistent with the approved Affordable Housing Plan.

### ***B. General Project Description & Summary of Issues***

The applicant proposes two buildings on Block 20 with a number of site improvements. The first building is a 26-story residential high-rise measuring 300 feet tall, with 420 apartment units. This building includes two levels of below-grade parking and three levels of above grade-parking. The second building is a future 9-story hotel measuring approximately 93 feet tall, with a projected 180 guest rooms and two levels of below-grade parking. The applicant intends to complete this project in two phases; therefore, the residential building and site improvements are the focus of this application. The hotel footprint and massing are shown for reference and the hotel building will be reviewed and approved as a separate DSUP at a later time.

The residential apartment building has primary frontage along Port Street, while the future hotel building has primary frontage on Mill Road. The buildings are separated by a hardscaped entrance plaza with limited surface parking and drop-off spaces. This plaza is accessed from Dock Lane and serves the main lobby entrances of both buildings. The southern portion of the site is located within an existing Dominion Energy (formerly "Dominion Virginia Power")



easement, in which the applicant proposes a surface parking lot with special paving that is accessed from Southern Street and shared between the hotel and residential users. A ground-level paseo between the above-grade residential parking garage and the hotel provides a pedestrian connection between this surface parking and the entrance plaza. A public dog park is also proposed within the Dominion Energy easement to the south of Southern Street.

The applicant is requesting the following approvals in support of this project:

- **A Coordinated Development Plan (CDD) Concept Plan Amendment to CDD2013-0001;** The CDD Concept Plan must be amended to reflect the change in land use from office to residential and hotel, and the increase in building height approved with the Eisenhower East Small Area Plan Amendment (MPA #2017-0006);
- **A Development Special Use Permit (DSUP);** The current DSUP application is for development of the residential building and site improvements. No modifications are requested with this proposal. The hotel will be submitted as a separate DSUP application at a later time;
- **A Transportation Management Plan Special use Permit (TMP SUP) Amendment to TMP SUP #2015-0045;** An amendment to include all land uses and associated rates consistent with current City standards;
- **An Encroachment (#1);** A request for residential balcony overhangs into the public right-of-way on Dock Lane, and
- **An Encroachment (#2);** A request for below-grade transformer vaults within the public right-of-way on Mill Road and Port Street.

Given the size and scale of this development, a number of issues were evaluated as part of the Staff Analysis and are addressed within this report, including but not limited to:

- Compliance with the Eisenhower East Small Area Plan and Design Guidelines;
- The architectural design of the residential building;
- The design of high quality open space;
- The design of Southern Street and its intersection with Mill Road;
- Traffic and parking impacts;
- Affordable housing; and
- Impacts to Alexandria City Public Schools.

## **II. BACKGROUND**

### ***A. Procedural Background***

City Council previously approved a DSUP for Block 20 in 2009. This previously approved DSUP was a combined office and residential development with residential on Block 19 to the north and office on Block 20. No development activity had occurred following the 2009 approval and the project received an extension of the site plan approval for an additional three years in 2012. This approval of the extension included separation of the original DSUP conditions into

two separate approvals, allowing Block 19 and Block 20 to proceed independently. Paradigm Development Company purchased the property on Block 19 following approval of the 2012 extension and proceeded to complete construction of the residential tower, known as Parc Meridian, on this block in 2016. Subsequently, a second extension was approved for Block 20 in 2015. An extension was necessary due to the lackluster economic climate for office development in the City at that time. No development activity occurred following the approval this extension, and Paradigm Development Company ultimately purchased the property. Recently, an amendment to the Eisenhower East Small Area Plan (MPA #2017-0006) was approved in September 2017, which revised the designated land use of Block 20 from office use to residential and nonresidential uses including office and hotel. Now, Paradigm Development Company proposes to develop a residential building and a hotel on Block 20.

As with other developments in Eisenhower East, this project was required to be reviewed by the Carlyle/Eisenhower East Design Review Board (DRB). In Eisenhower East, the DRB serves as an advisory board that makes recommendations to the Planning Commission and City Council on the design of developments. The Board met four times since the concept plan was submitted in spring of 2017, and after much discussion and feedback, they have recommended approval of the development. A letter of support for this project is included as *Attachment #1*.

### ***B. Site Context***

Block 20 is generally located south of Eisenhower Avenue, east of the Eisenhower Metro Station, and west of Mill Road. This block is immediately south of Block 19, which is the site of the recently completed Parc Meridian apartment building, west of the Carlyle Mill Apartments, and immediately east of the future development on Blocks 11 and 12. A Dominion Energy easement exists along the southern boundary of Block 20, adjacent to the Capital Beltway. Dock Lane separates Blocks 19 and 20 and its' proposed extension to the west will create a future connection between Blocks 11 and 12 to the Eisenhower Metro Station. With approval of this development, Port Street will also be completed along the western boundary of the site between Block 20 and Block 11, and Southern Street will be constructed between Mill Road and Port Street within the Dominion Energy easement.

The total site area is approximately 3 acres with just under 2 acres of buildable area. The non-buildable area consists of the acreage to be dedicated to the City, and the land within the Dominion Energy easement. The site's topography slopes gradually from north to south, with isolated areas of mounded soil as a result of demolition of the former ATA building. The 100-year floodplain runs along the southern boundary of the site and is not in conflict with the proposed improvements. The area within the floodplain averages 3 to 4 feet lower than the rest of the site, creating a physical separation between Block 20 and the Capital Beltway. Due to the limitations of the Dominion Energy easement and demolition of the former ATA building, there is minimal vegetation on the site with no significant trees for preservation.

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

Paradigm Development Company proposes to construct a high-rise residential apartment building on the western portion of Block 20, and the eastern portion of the site is reserved as a future hotel site. The overall floor area for the apartment building is 468,040 square feet (exclusive of parking), which includes 420 units and rooftop amenities on upper levels. Consistent with the EESAP, the floor area of the parking garage is excluded from the Allowable Gross Floor Area (AGFA) of the building since two levels of below-grade parking are provided. This building consists of two connected towers and a structured parking garage. The tallest tower is located adjacent to Port Street and has a rectangular form. This tower is oriented with the long facades facing east and west, spanning the majority of the block from Dock Lane to the Dominion Energy easement. This tower consists of 26 floors and measures approximately 300 feet to the highest point. The shorter tower is located to the east of the tallest tower. This tower is a squarer form and is roughly half the length of the adjacent tower. It consists of 23 floors with a rooftop terrace and measures approximately 232-feet high to the main roof.

A structured parking garage with 3 levels of above-grade parking and 2 level of below-grade parking is located south and east of the residential towers, parallel to Dock Lane. This parking garage has a total of 396 parking spaces. A 19-foot wide passage separates the above-grade portion of the parking garage from the western face of the future hotel. A rooftop amenity terrace with a swimming pool, seating areas, and plantings is proposed on the roof of the parking structure, and accessed from the 3<sup>rd</sup> floor of both residential towers. Vehicular access to this parking structure is provided on Port Street and serves the residents of the apartment building.

The primary entrance to the residential building faces the entrance plaza, which is accessed from Dock Lane. The entrance plaza has 11 parking spaces that will be shared by the hotel users and residential building visitors. The plaza is carefully designed with special paving materials and landscaping to create an inviting space. A secondary entrance to the residential lobby fronts Dock Lane which is anticipated for use by residents during busy leasing times such as weekends when potential residents will likely use the entrance on the plaza. A third, resident-only access point is provided on the west side of the building which provides a more direct path to the proposed dog park and the Eisenhower Avenue Metro station.

As previously mentioned, development of the hotel will be phased separately from the residential building; therefore, building articulation and façade treatments are not provided with this application. The Carlyle/Eisenhower East Design Review Board has reviewed the overall footprint, massing, and height of the future hotel and recommends approval at this stage. The final footprint, massing, height, and architecture of the hotel will be submitted as a separate DSUP application following the approval of the residential building. As outlined in Condition #6e of the Staff Recommendations, the applicant has agreed to stabilize the hotel site with a meadow mix and provide an attractive fence around the perimeter of the site until construction begins on the hotel. Condition language (Condition #21b) is also provided which necessitates a high-level of architectural design for the future hotel that compliments the residential building and meets the requirements of the Eisenhower East Design Guidelines. The final hotel building



design will also require recommendation from the DRB to the Planning Commission and City Council.

The future hotel is shown as a 9-story building measuring approximately 93-feet high to the main roof with an approximately 20-foot high mechanical penthouse. The overall floor area for this building is 98,954 square feet, which includes 180 guest rooms. This building has a trapezoidal form with facades that angle in response to the curvature of Southern Street and Mill Road. The building is oriented so that the long facades face east and west, spanning the majority of the block from Dock Lane to the Dominion Energy easement. The main entrance to the hotel lobby is accessed from the entrance plaza described above, which is shared with the residential building. Parking for the hotel is provided below-grade with 2 levels of structured parking accessed from Southern Street. The floor area of the hotel parking garage also excluded from the building's total AGFA since it is provided completely below-grade.

The southern portion of the site is located predominately within the Dominion Energy easement which limits the type of improvements that may occur on that portion of the property. Accordingly, both the residential and hotel building footprints are limited to the northern edge of this easement. Immediately south of the both buildings, within the easement, is a proposed surface parking lot with special paving and 18 parking spaces to be shared between the residential and hotel users. The applicant will construct the first phase of Southern Street, which is also located within the Dominion Energy easement. This street will provide access to the surface parking lot and the future hotel garage, and will function as an east-west connection between Mill Road and Port Street.

The applicant also proposes to utilize a portion of the site within the Dominion Energy easement for open space amenities. A pocket park with games or similar uses is proposed in the open space located to the west of the surface parking lot, at the corner of Port Street and Southern Street. Additionally, the applicant proposes to construct and perpetually maintain a half-acre, publicly accessible dog park in the open space located to the south of Southern Street. In addition to these open space improvements and the previously mentioned entrance plaza, the applicant will complete streetscape improvements associated with Block 20 on Port Street, Dock Lane, Southern Street, and Mill Road.

### **III. ZONING**

Table 1

Property Address: 2200 Mill Road
Total Site Area:
3.56 acres (155,047 sf) – Before Right-of-Way Dedication
2.95 acres (128,520 sf) – After Right-of-Way Dedication
Zone: CDD #2/Coordinated Development District
Current Use: Residential & Hotel
Proposed Use: Residential & Hotel

	Permitted/Required	Proposed
Allowable Gross Floor Area (AGFA)	585,000 sf	Residential: 486,040 sf Hotel (future): 98,954 sf Total: 584,994 sf
Parking (maximum)	Residential: 1.1 spaces per 1,000 sf of residential floor area= 535 spaces Hotel: .7 spaces per guest room, plus one space per every eight seats for restaurant and conference space	Residential: .85 spaces per 1,000 sf of residential floor area = 414 spaces Hotel: .49 spaces per guest room, restaurant and conference space is not currently proposed
Number of Units	N/A	420
Loading spaces:	0	2

#### **IV. STAFF ANALYSIS**

##### ***A. Consistency with the City's Approved Plans and Policies***

###### **Eisenhower East Small Area Plan**

Block 20 is located within the Eisenhower East Small Area Plan (EESAP). This plan was adopted by the City in 2003 and envisioned a mix of office, residential, and retail uses for this neighborhood. Given the proximity to the Eisenhower Avenue and King Street Metro stations, higher densities were approved for the area. The EESAP originally identified Block 20 as an office site with 585,000 Allowable Gross Square Feet (AGFA) of development. Recently, the City initiated Phase I of the Eisenhower East Small Area Plan Amendment as a result of the City's Fiscal Impact Analysis and Office Conversion and Competitiveness Study which supported an increased amount of residential development in Eisenhower East to promote new office and retail uses. Subsequently, City Council approved the Eisenhower East Small Area Plan Amendment (MPA #2017-0006) in September of 2017 which converted the land use of Block 20 to residential and non-residential uses, including hotel. The AGFA for this block remained the same; however, the amendment allowed for an increase in the maximum building height from 220 feet to 310 feet. Therefore, Paradigm Development Company's proposal is consistent with the envisioned land uses, floor area, and building height established by the EESAP for this block.

This proposal is also consistent with the goals and objectives of the EESAP, including:

- *Create an urban grid of interconnected streets:* Paradigm's development proposal includes completion of Port Street, Dock Lane, and construction of the first phase of Southern Street. These streets will be dedicated to the City and provide an important function in facilitation of traffic to the site and throughout the planning area.

- *Concentrate the greatest development at the Metro:* The applicant proposes 420 residential apartment units within approximately 500 feet of the Eisenhower Avenue Metro station. The increase in building height approved with the EESAP amendment (MPA #2017-0006) to 310 feet supports a higher density of units on Block 20 than would have been developed with the originally designated height of 220 feet. The residential building's proposed height of 300 feet will make this one of the tallest buildings with the EESAP.
- *Minimize the overall amount of parking/optimize short-term parking:* As outlined in Table 1, the applicant proposes 121 spaces fewer than the maximum number of spaces allowed per the EESAP. The proposed future hotel parking is also below the maximum allowed per the Plan, with a total of 89 spaces. This application proposes below-grade parking to the extent possible for both buildings. Additionally, short-term parking spaces are provided on Southern Street, Port Street, Dock Lane, and within the entrance plaza.

### **Eisenhower East Design Guidelines**

Staff and the Carlyle/Eisenhower East Design Review Board (DRB) reviewed this proposal for compliance with the Eisenhower East Design Guidelines. The development was found to be generally consistent with these guidelines (See *Attachment #2*). The residential building is broken into two distinct masses that step up in height towards the north and west. Building setbacks and a variety of high quality materials provide building articulation and draw attention to key building features, such as the ornamental penthouse. Although the building is set back from Dock Lane, Staff and the DRB believe the design of the entrance plaza and the relationship with the building entrance still provides the desired presence along this street.

The residential garage and loading dock entrances are provided on Port Street, which is identified in the Plan as a "C" street. Per the Design Guidelines, "C" streets are to provide a means of access to service entries and parking structures and are less restrictive in design. The proposed above-grade parking structure faces Southern Street and Dock Lane, which are also identified as "C" streets in the EESAP. However, Staff and the DRB find that the proposed parking structure facades exceed the minimum requirements outlined in the Design Guidelines for "C" street frontages. The Design Guidelines stipulate, "Structured parking facades shall be architecturally treated to be in harmony with the overall building design and to screen interior light fixtures, ceiling pipes, exposed raw concrete, etc." While the proposed façades provide these functions, they also include public art, a water feature, landscaping, and create a backdrop for adjacent seating areas. Further detail regarding the design of these facades is provided in the Building Design Section of this report.

### **City Council Strategic Plan**

The updated City Strategic Plan was adopted in 2017 and set forth ten thematic areas that the City is focused on achieving by 2022. The Block 20 proposal is consistent with the Plan, particularly within the following thematic areas:



- Distinctive and Vibrant Neighborhoods: *“Alexandria has complementary and varied architecture and a beautifully built environment, and the City ensures that new development and infill are compatible with the character of Alexandria’s neighborhoods, natural environment, and historic resources;”*
- Flourishing Arts, Culture and Recreation: *Alexandria’s parks will be a combination of active and passive open spaces and are intended to integrate historical interpretive elements and public art;” and*
- Multimodal Transportation: *“Alexandria is regionally linked and easy to navigate regardless of resources or ability. City government supports a wide variety of safe, connected transportation options that enable access to daily activities.”*

This proposal creates a high quality development along the very visible Eisenhower Avenue corridor as envisioned by the EESAP. As previously mentioned, Staff and the DRB have reviewed this proposal four times over the last year to ensure that it is compatible with the design guidelines established for Eisenhower East. Furthermore, the proposal includes installation of public art features integrated with the architecture and ground-level open space. The proposed half-acre dog park will be open to the public and contribute to the City’s open space network, while other on-site open spaces will offer residents a range of active and passive recreational options. Finally, the development is close to the Eisenhower Avenue Metro station and several local and regional bus lines, which provides a number of multimodal options for the residents in addition to the developing bike and sidewalk network in Eisenhower East. The development will also implement a transportation management plan to encourage the residents to take advantage of these alternate modes of transportation.

### **Affordable Housing**

Consistent with the Housing Master Plan recommendation that developer contributions take into account that affordable housing is one of the City’s highest priorities and that in the case of a CDD application, a significant contribution, in excess of what would normally be required, is appropriate, the applicant has offered to provide fifteen affordable rental units on-site. It is anticipated that the units will be affordable to households with incomes up to 60% of the area median income (AMI) (\$46,380-\$66,180 for a household of one and four, respectively, per 2017 tax credit income limits), as well as to eligible households with Housing Choice (Section 8) vouchers. The units will remain affordable for a 40-year period and will help further diversify the housing options in the Eisenhower East Area: only 5% of the housing currently approved and/or constructed within a half-mile of the Eisenhower East Metro Station is affordable to households earning up to 80% of AMI. The value of the contribution being offered by the developer is estimated to exceed \$3 million.

It is noted that the applicant has also expressed willingness to provide, in lieu of the on-site affordable units, a monetary contribution of \$3 million to the Housing Trust Fund to enable the City to help fund or secure a greater number of affordable rental units either through a potential joint venture with a non-profit housing and/or affordable housing developer or by leveraging the contribution with state and federal dollars, including tax credits, in another project. Should such

an affordable housing development opportunity arise by the late summer/early fall of 2018 (prior to the applicant finalizing its project financing) that necessitates a monetary contribution, the applicant has agreed to provide the full value of the contribution early, i.e., prior to the issuance of the first at-grade Building Permit. Typically, developer contributions are prorated by floor and are not paid until requests for Certificates of Occupancy. The timing of the full payment, as offered by the applicant, would make dollars available to the City's Housing Trust Fund up to 12 months sooner than is customary. In either of these scenarios where a monetary contribution would be substituted for onsite units, staff would solicit guidance from the Alexandria Housing Affordability Advisory Committee (AHAAC) on the related development proposals prior to seeking approval from the City Manager's Office.

Acting as a committee of the whole, on November 2, 2017, AHAAC approved the Affordable Housing Plan dated October 25, 2017 to provide 15 affordable rental units on-site with the option to accept a \$3 million monetary contribution to the Housing Trust Fund, in lieu of on-site units, to pursue opportunities to fund or secure a greater number of affordable rental units off site.

### **Public Art**

In October 2012, City Council adopted the Public Art Policy which requires an applicant to incorporate public art elements on-site, or provide an in-lieu monetary contribution for development projects. Paradigm Development Company has committed to work with Staff to provide public art on the site consistent with the City's policy. There are a number of opportunities for incorporating public art into the design of the building and within the ground-level open spaces. In particular, the north and south facades of the above-grade parking structure are highly-visible from Dock Lane and the Capital Beltway which make them great locations for public art pieces. Public art is also proposed within the ground-level open spaces. These publicly accessible spaces will provide maximum visibility by people who use the parks. The applicant has indicated that the public art pieces will closely relate to the public art installations on Parc Meridian, located to the north on Block 19. The specific details of the public art elements will be coordinated with Staff during the Final Site Plan and construction phases.

### **Pedestrian and Bicycle Master Plan**

The applicant will also provide a monetary contribution, consistent with the City's Pedestrian and Bicycle Master Plan, for implementation of a bike share station within the vicinity of the project. The contribution amount is consistent with contributions made by comparable sites (Refer to Condition #143).

### **Green Building Policy**

The City adopted a Green Building Policy in 2009 that established a desired level of green building certification for future development. Per the Policy, residential developments such as the high-rise building on Block 20 are expected to achieve a certification level of LEED Certified, or an equivalent certification from another third party rating system. The applicant has indicated that they will comply with the Policy and commit to achieving LEED Certification for the residential development.

## ***B. Building Design***

The applicant has worked closely with City Staff and the Carlyle/Eisenhower East Design Review Board (the DRB) from the inception of this project, and as their design evolved, has made a number of major urban design and architectural revisions to achieve goals set forth by staff and the Small Area Plan. First, they agreed to move the major building mass out to the northwest corner of the site, to create an urban edge visible from the intersection of Eisenhower Avenue and Port Street, to counterbalance the open hardscape area created for the arrival/drop-off area of Block 19 to the north. Second, the corresponding hardscape area for the current project was then moved inboard, fronting Dock Lane between the current proposed residential tower and the future hotel, and while sized to accommodate the heavy demands for pick-up, drop-off, small deliveries, car services, and leasing, has been carefully designed with high-quality landscape materials to also provide a welcoming space for visitors to both buildings and the public alike. In its final configuration, each building is moved to the extreme end of the block, and creates a strong, urban edge along Mill Road, Dock Lane, and Port Street. Finally, to allow immediate development of the first (residential) phase and flexibility in the future, the building, garage and site design includes a complete separation between the residential and hotel components.

As discussed in a previous section, the residential tower expression is divided into two masses. The architectural expression, materiality and color scheme for the taller tower portion is expressed in a predominantly red brick and glass palette, with a one-story crowning element of limestone-colored metal panel. This second color is carried subtly through the fabric of the taller tower as an underlying weave that appears only in key locations, but adds to the sense of an embedded form wrapped by the red brick, dark panels, and glass skin. The lower, east-facing tower creates a dramatic contrast to this form, as its face is executed in a white panel and glass vocabulary, which is carried up into the pergola-like roof forms that define the rooftop amenity terrace, architectural penthouse, and the recessed vertical elements which connect the two expressed towers.

The building skin expression and patterns are closely related to those used on the adjacent Block 19 residential tower, without overtly replicating any of them. The result is a satisfying effect of a closely related series of stepped towers, which can read as an ensemble yet still retain a distinct individuality. For example, where the most expressive top elements on Block 19 are dark metal, those on the current proposal are light gray or bright silver/white: the forms relate, but the colors contrast. However, the new tower will incorporate the same brick, mortar and glass types used in the previous Block 19. There is also a commonality of geometric expression and depth, in the sense that the building skin in both cases reads as a composition of layers. There is a single focal point gesture on the west-facing tower façade along Port Street, consisting of a wide recessed glass cutout, with two vertical glass bays suspended within. This creates a strong accent midway back along the west face, where the building is still visible behind the future Hoffman Block 11 east tower.

In bringing the tower to the ground, the designers have created a simple, strong glass “reveal” wrapping the building at the third and fourth floors, which accomplishes a number of scaling and



urban design goals simultaneously. First, it breaks the building base away from the tower, defining human-scaled forms that are only thirty-five feet in height, which are used to create entries and define an urban base that fits comfortably into the streetscape in scale and character. Second, this strong horizontal glass “seam” visually integrates the tower form and the parking structure, which appears to flow directly from the thirty-five-foot tower base described above (this is evident in the view from Beltway and Port St. image on A4.3).

The parking structure itself, far from creating a visual impediment to the site, creates amenity space and helps shape site use in positive ways. First, its north face, with a waterwall, planting, public art, and seating areas, creates a contemplative and social space for users of both buildings. The waterwall is seamlessly integrated with artist panels which are divided by vertical expressions in rhythm with the adjacent pavement banding of the entrance plaza. This feature is inset to the garage façade, reinforcing its integration with the building. Its rooftop is designed for intensive active and passive recreational use by residents, and its long south façade, facing the Capital Beltway, creates a nature sculpture, echoing the themes begun around the pond on Block 19. Lastly, in thinking about the totality of the site, the applicant has woven together the pond and gardens created when Block 19 was built with the new open spaces on Block 20, including additional open space on the south side of Southern Street for a large dog park, creating a cohesive walking/running loop of 4/10 mile (or 5 laps equals 2 miles).

Overall, both building and site design have been developed in close cooperation with the DRB and City Staff, to create a project that will bring lasting value, beauty, and activity to this site along Eisenhower Avenue and the Capital Beltway.

### *C. Open Space*

The Eisenhower East Small Area Plan (EESAP) anticipated that developers and landowners within Eisenhower East would dedicate land or provide a fair-share contribution for the implementation of acquisition, remediation and construction of parks and open space. The Eisenhower East Open Space Fund established formulas for each block in the planning area to contribute to this fund based on floor area. This approach was approved by the Planning Commission and City Council in June 2006 and a rate of \$2.13 per square foot of allowable gross floor area was established with the contribution to be made on a monetary or in-kind basis.

For Block 20, the Eisenhower East Open Space Fund requires that the applicant make a fair-share contribution to the implementation of the parks and open space within Eisenhower East. The share anticipated for Block 20 was 585,000 square feet (the allowable gross square floor area) multiplied by \$2.13 (the approved rate), which is equal to \$1,246,050.

Staff felt strongly that the applicant should fulfill the approximately \$1.2 million dollar contribution with the current proposal either as a monetary contribution or an in-kind basis. With much consideration and close coordination with the applicant and the City’s Department of Recreation, Parks, and Cultural Activities, Staff agreed to the applicant designing and constructing a high-quality, public dog park on-site with maintenance to be performed by the applicant in perpetuity, and a monetary contribution of \$350,000.

Staff is confident that these amenities will provide much needed open space in Eisenhower East for residents, visitors, and their pets. In conjunction with the other proposed on-site ground level open space improvements and the private rooftop amenities, a significant amount of open space will be provided with the development of Block 20 as described in Table 2.

Table 2

Adjusted Site Area: 128,520 sf			
Ground-Level (Public)	Open	Space	25,183 sf (19.59%)*
Ground-Level (Private)	Open	Space	23,272 sf (18.11%)*
Rooftop (Private)	Amenity	Space	18,760 sf (14.53%)*
<b>Total</b>			<b>67,125 sf (52.23% of the adjusted site area)</b>
*Includes 10% reduction of open space area for possible adjustments during final site plan, etc.			

### **Ground Level Open Space**

The applicant's proposal for the ground level open space is comprised of the pedestrian and streetscape improvements, the entrance plaza, and the dog and pocket parks located on the southern portion of the site. It should be noted that the site features located within the Dominion Energy easement will also require coordination with Dominion Energy. The concepts for the open spaces are visually tied to the recently constructed open space elements to the north at Parc Meridian (Block 19). These ground level open spaces are described in further detail within the following paragraphs.

#### *Pedestrian and Streetscape Improvements*

Dock Lane separates Block 19 and Block 20 and provides access to Block 20's entrance plaza. The northern half of this streetscape was completed with the construction of Parc Meridian on Block 19. The southern half of the Dock Lane streetscape will be completed with this proposal. The proposed streetscape elements include enhanced paving materials, and bioretention street tree wells. This streetscape will implement the City's standard brick for the majority of the sidewalk surface on Dock Lane, with other decorative pavers as a visual extension of the entrance plaza, and enhancement of the building lobbies. Overall, the applicant proposes a coordinated palette of paving materials which will complement the building materials.

The Mill Road streetscape improvements are located along the site's eastern boundary. Mill Road does not offer on-street parking; therefore a continuous planting strip is provided between the curb and the sidewalk at this location. This strip will consist of street trees under planted with groundcover vegetation. The sidewalk paving material will be the City's standard brick which is a continuation of the Mill Road streetscape materials to the north at Parc Meridian. The applicant proposes a visual node, with plantings and hardscape features, at the corner of Mill

Road and Southern Street which provides a focal point to drivers as they exit from the Capital Beltway. Further refinement of the design concept for this node will be provided with the hotel's separate development application.

The Southern Street streetscape improvements flank both sides of the street continuously from Mill Road to Port Street. The northern side of the street will consist of a planting strip which varies in width from 2 feet to 12 feet and a 6-foot wide brick sidewalk which continues for the length of the road and provides pedestrian access to the metered, on-street parallel parking spaces. The south side of Southern Street will receive Best Management Practice (BMP) wells designed per the City's Green Sidewalks Guidelines to treat stormwater runoff. These planted wells continue along the entire length of Southern Street, with a continuous paved "step-off" strip separating the BMP wells from the curb as not to preclude parallel parking. Paved 5-foot wide connections are provided between the BMP wells which offer access to the adjacent 6-foot wide concrete sidewalk from the parking spaces. Street trees are planted on the south side of this sidewalk, providing shade for parked cars and users of the dog park. The street trees on both sides of Southern Street will be limited to 20 feet in height at maturity due to their location within the Dominion Energy easement.

The Port Street streetscape is located along the western boundary of the site. A continuous BMP planting strip follows the back of the curb, separating the street from the sidewalk. The proposed sidewalk will be paved with the City's standard concrete and brick hybrid detail, which will mirror the proposed future streetscape improvements on the west side of Port Street when Block 11 is developed. Two curb-cuts are located on Port Street which serve the residential building parking garage and loading spaces.

#### Entrance Plaza

The entrance plaza is accessed from Dock Lane and provides 11 surface parking spaces that are shared between the hotel and residential buildings, and areas for drop-off at the main entrance to both buildings. It is bound by the residential building to the west, the hotel to the east and the above-grade residential parking garage to the south, with a 19-foot wide paseo which connects the plaza to the surface parking lot on the south side of the garage. A balance of hardscape and landscape areas is achieved through the proposal of a large, planted area located central to the plaza which connects to the Dock Lane streetscape and directs the one-way vehicular circulation through the plaza. A pedestrian area is proposed adjacent to the north face of the parking garage which is embellished with public art elements and includes planting areas, seating, and a basin for a water feature which is integrated with the garage facade.

The applicant proposes a rich color palette of materials, which will complement the building, and a sense of varying pavement patterns and sizes which will add visual interest and enhance the perception of this space as an urban plaza. Although the colors, patterns, and sizes of the materials vary, the concept is formalized by strong lines which form bands that define the parking spaces and, on a larger scale, align with the banded paving concept applied to the north, ground-level courtyard at Parc Meridian. Furthermore, this connection reinforces the relationship between the two sites.



### *Dog Park and Pocket Park*

As previously mentioned, the applicant has agreed to design, construct, and maintain a publicly-accessible dog park on the site. This park measures approximately one-half acre in size and is located within the open space on the south side of Southern Street within the Dominion Energy easement. The applicant will coordinate with Dominion Energy to allow for the provision of the dog park within the power easement.

The dog park includes separate large and small dog areas with surfacing that is designed to withstand heavy foot traffic, play equipment, benches, and pedestrian-scaled lighting. The applicant also proposes a number of berms within the dog park supported by boulders which will provide some visual and auditory screening of the adjacent Capital Beltway. The berms will be planted with large shrubs and small trees that will not exceed the height limitations imposed by the Dominion Energy easement for the above-ground transmission lines. While further refinement of the detailed design of the dog park will be completed with the final site plan, Staff feels that a dog park of this size with such amenities will be a significant benefit to the community within Eisenhower East and the surrounding developments, including Carlyle and Eisenhower West.

Additionally, the applicant proposes a pocket park at the corner of Southern Street and Port Street. This space is also located within the Dominion Energy easement and is adjacent to an existing power pole. The concept for this roughly 6,000 square foot space proposes a number of long, rectangular benches set amongst a heavily planted grove of trees. Although there are restrictions imposed by the minimum clearance required around the power pole and the power easement, Staff recommends that the applicant continues to further refine this concept during the Final Site Plan process to ensure a vibrant design and program. Condition language (Condition #6a) is provided in the Staff Recommendations which requires the applicant to further refine the design and program for this pocket park with interactive games or similar uses which promote social activity.

### **Rooftop Amenities**

The applicant also proposes two private rooftop amenity spaces on the residential building with this proposal. The larger of these two spaces measures approximately 15,300 square feet and is located on top of the structured parking garage with access from the third floor of the residential building. The concept for this terrace includes a series of outdoor rooms with differing program elements which will offer the residents a variety of experiences. The program within these individual rooms gradually becomes more active from west to east, with dining areas closest to the building, a bocce court, sunken artificial lawn, fire pit and enclosed café space central to the amenity terrace, and a swimming pool that anchors the east end. Over 4,000 square feet of planting area with 3 to 4 feet of soil depth is proposed throughout this terrace which offers opportunities to plant shrubs, perennials, groundcovers, and trees.

The second private rooftop amenity terrace measures approximately 3,000 square feet and is accessed from the building's 24<sup>th</sup> floor interior party room. Although the design of this terrace was not fully defined at the time of the Preliminary Plan submission, a more developed concept was well received by the DRB. The concept emphasizes views of the surrounding city to the

north, south, and east by strategically locating plantings and furniture while providing attractive spaces for residents to gather. Condition language (Condition #20) is provided within the Staff Recommendations which requires the concept for this terrace to remain substantially compliant with the design approved by the DRB.

#### ***D. Southern Street***

As envisioned by the Eisenhower East Small Area Plan (EESAP), Southern Street will ultimately provide a parallel, east-west connection from Mill Road to Block 1, and continue along the western boundary of Block 1 with a potential connection to Block 2. The first phase of Southern Street will be constructed with the approval of this proposal. This first phase will connect Mill Road and Port Street. Port Street is a north-south connection from Southern Street to Eisenhower Avenue that will also be completed with the approval of this proposal.

The Eisenhower East Design Guidelines suggests two 11-foot travel lanes with two 8-foot parallel parking lanes, 14-foot wide sidewalks, and a 66-foot public right-of-way for the design of typical roadways. However, the Guidelines also allow flexibility in the design of “C” streets during the development process provided that a minimum public right-of-way of 50 feet is maintained. The applicant worked closely with Staff on the design of Southern Street to provide adequate access to the site, while minimizing impacts to the traffic on Mill Road. As a result, the first phase of Southern Street is designed as a one-way street with short-term, metered parallel parking on both sides and a 50-foot public right-of-way.

The design of Southern Street as a one-way street came as a result of coordination with the Virginia Department of Transportation (VDOT). It was originally anticipated that a signal at the intersection of Southern Street and Mill Road would benefit drivers turning both left and right from Southern Street onto Mill Road. However, VDOT confirmed that a signal at this intersection would require extensive study at federal and state levels due to its proximity to the Capital Beltway, and would likely have an objectionable outcome due to impacts on traffic exiting from the Capital Beltway to Mill Road. An alternative option considered by Staff and the applicant was a right-in, right-out approach for Southern Street at Mill Road; however, VDOT cautioned that drivers would not be allowed to make a right-turn onto the Capital Beltway entrance ramp from Southern Street and that enforcing this regulation may be challenging. Additionally, VDOT owns a portion of the property located south of the proposed intersection, which currently limits the width of Southern Street to 20 feet at this location. To provide the City with flexibility in the future, the applicant will continue to coordinate with the City and VDOT on the design of the intersection of Southern Street and Mill Road, with the goal of providing a 30-foot wide section. After considering these potential impacts, Staff determined that one-way circulation in the west-bound direction on Southern Street will have the least impact on traffic and provide the safest solution for drivers with adequate access to the hotel, residential building, and park spaces.

The entirety of the Southern Street right-of-way associated with Block 20 is located within a Dominion Energy easement. This Dominion Energy easement has both an overhead and an underground easement which occupies the southern portion of Block 20, parallel to the Capital

Beltway. Although Southern Street is a City master-planned road, coordination is required between the applicant, the City, and Dominion Energy to build this street and other improvements within the easement prior to construction. Condition language (Condition #62) is provided in the Staff Recommendations section to ensure that coordination will be facilitated by the applicant.

### ***E. Traffic and Transportation Management Plan (TMP)***

At the time of its approval in 2003, the Eisenhower East Small Area Plan included a traffic study that accounted for future development in the planning area and determined that there is adequate capacity on the roadways. Subsequently, a Traffic Impact Study (TIS) was prepared to evaluate the impact of the proposed converted land uses on Blocks 4, 5, 6A, and 20 prior to the approval of the Eisenhower East Small Area Plan Amendment (MPA#2017-0006). In summary, the TIS determined that the converted uses will result in improved transportation operations within the Eisenhower East planning area when compared to the originally approved uses. The converted uses on all four blocks will generate 2,049 fewer trips than the originally approved land uses, which is a 19% reduction. The residential and hotel uses together on Block 20 are anticipated to generate 149 vehicle trips during the AM peak hour and 174 trips during the PM peak hour. This is substantially less than the number of vehicle trips generated by the originally approved office use on Block 20, which would have generated 472 trips during the AM peak hour and 440 trips during the PM peak hour. The study also compared intersection capacities and queuing for the existing conditions, 2020 future conditions, and 2026 future conditions with the Block 20 development traffic volumes, and found that this development will have a negligible impact on traffic conditions.

The first phase of Dock Lane, which connects Mill Road and Port Street, will be completed with this proposal. Ultimately, Dock Lane will continue west and terminate at Anchor Street, which is parallel to the Eisenhower Avenue Metro station when Blocks 11 and 12 develop. It is anticipated that completion of this street will generate an increased number of pedestrians utilizing Dock Lane as a primary route to the Eisenhower Avenue Metro station. These pedestrians will include residents and guests of the hotel on Block 20, as well as those who reside at Parc Meridian on Block 19, and residents of the Carlyle Mill Apartments and other future developments to the east of Mill Road. Therefore, Staff has conditioned (Condition #110) that the applicant complete a traffic study to determine if a traffic signal is warranted at the intersection of Dock Lane and Mill Road. This location is far enough from the Capital beltway that it will not trigger the same level of state and federal review required for a signal at Southern Street and Mill Road. Staff anticipates that a signal at Dock Lane will calm traffic on Mill Road, reduce cut-through traffic on Dock Lane, and allow for a safe pedestrian crossing at this intersection. If the study warrants a signal at this intersection, the applicant will also provide the necessary infrastructure and installation of the signal, or a monetary contribution to the City for its installation.

Further, a Transportation Management Plan Special Use Permit (TMP SUP) is required for development projects to offset traffic impacts and encourage users to utilize alternate forms of transportation. A TMP SUP was approved under TMP SUP#2012-0064 in 2012 for Block 20

when the approval for both Block 19 and Block 20 received an extension and the blocks were divided into separate approvals. This TMP SUP was later amended under TMP SUP#2015-0008 with approval of the project's second extension. Therefore, the current TMP SUP for Block 20 must be amended with this application to include all land uses and associated rates consistent with current City standards. With this amendment, the applicant will be required to provide the base assessment rate for residential and hotel uses that is in effect at the time that the project's certificate of occupancy is issued. Each year, the funds contributed to the TMP to go towards approved TMP activities. These activities could include discounting the cost of public transit for residents, implementing carshare or rideshare programs, supporting a bikeshare program or other incentives for bicycle use, a shuttle service, or marketing activities. The project will have a TMP coordinator that works with the City to implement the program and monitor its effectiveness. As anticipated by the small area plan, this development will be required to participate in the overall TMP for Eisenhower East once it is established.

### ***F. Parking and Loading***

The Eisenhower East Small Area Plan established maximum parking ratios in order to promote alternate modes of transportation and decrease the percentage of single occupant vehicles. Staff carefully reviews these proposed parking ratios with each development proposal to ensure the proposed parking is realistic to adequately serve the project. Per the plan, residential developments within 1,500 feet of a metro station may provide a maximum parking ratio of 1.1 spaces per 1,000 sf of residential floor area and a maximum ratio of .7 spaces per guest room, plus 1 space for every eight seats for restaurant and conference space. For Block 20, this equates to a maximum of 535 spaces for the residential building and 126 spaces for the hotel. The applicant's proposal includes a total of 414 residential parking spaces, with 396 garage spaces and 18 surface parking spaces. The proposed hotel will provide 77 garage spaces and 12 surface parking spaces for a total of 89 spaces.

Although City Council approved the new Parking Standards for Multi-Family Residential Development Projects in 2016, these standards are not applicable to developments within Eisenhower East because the parking ratio maximums were established with the approval of the EESAP. However, Staff felt it was important to compare the proposed number of residential parking spaces on Block 20 with the maximum ratio set by the EESAP and the City's new multi-family parking standards. As shown in Table 3, the proposed number of residential parking spaces is 121 spaces less than the maximum allowed per the EESAP, and 36 spaces less than the total required per the City's new standards.

Staff is supportive of this lower parking ratio for a number of reasons. First, the low parking ratio is consistent with the goals of the EESAP, which places an emphasis on reducing cars and increasing transit use by dictating a parking ratio maximum. Second, the site is approximately 500 feet from the Eisenhower Avenue Metro station, which also includes a number of bus routes. Third, this building will include 15 affordable units which have traditionally lower parking requirements than market rate units, thus increasing the parking ratio for the market rate portion of the development. Finally, Paradigm Development Company is an experienced multi-family residential building owner with a number of high-rise rental buildings located within a quarter

mile of a Metro station in Alexandria and Arlington. Each of their buildings lease parking spaces separately from the units which allows them to accurately gather information about actual parking usage within each building. The parking ratio proposed for the residential building at Block 20 is consistent with the actual parking usage by residents in Paradigm's other apartment buildings.

Staff has carefully analyzed the parking ratios proposed for both the residential building and the future hotel. The final number of parking spaces for the hotel will be approved under a separate DSUP when the hotel architecture is finalized. It is expected that the final number of parking spaces for the hotel will be generally consistent with the ratios provided with this application.

Table 3

Number of Units: 420			
Number of Bed Rooms: 562			
Adjusted Gross Floor Area: 486,040			
City Multi-family Parking Standards		Maximum Per EESAP	Proposed
Base Ratio	0.8 spaces per bedroom	1.1 spaces per 1,000 sf of residential floor area	.85 spaces per 1,000 sf of residential floor area
Credits			
Proximity to BRT	0%	N/A	N/A
Walkability Index	0%	N/A	N/A
4 or more bus routes	5%	N/A	N/A
20% or more studios	0%	N/A	N/A
Total Credits	5%	N/A	N/A
Resulting Ratio	0.76 spaces per bedroom	0.95 spaces per bedroom	0.73 spaces per bedroom
<b>Total # of Spaces</b>	<b>427</b>	<b>535</b>	<b>414</b>

Two off-street loading spaces are proposed for the residential building and accessed from a curb-cut on Port Street. Although there is no current minimum number of loading spaces required for residential uses, the applicant believes these loading spaces are an amenity to their residents and simplify the process of moving in and moving out. Staff supports the off-street residential loading spaces as they reduce conflicts with adjacent traffic, especially for high-rise residential buildings like the one proposed on Block 20 which tend to have high turnover of the units.

One off-street loading space with access from Southern Street is proposed to serve the future hotel. Staff has included Condition #21 in the Staff Recommendations which requires the future hotel massing and site design to remain generally consistent with the current application with no changes to the garage, loading, or building entrances.

### ***G. Encroachments***

As part of this proposal, the applicant has requested approval of 2 types of encroachments: 1) For residential balcony overhangs into the public right-of-way on Dock Lane, and 2) For below-grade transformer vaults within the public right-of-way on Mill Road and Port Street. The balconies proposed on the north side of the residential building extend 3 feet into the right-of-way with a total length of 35 feet along Dock Lane. The projection begins approximately 25 feet above the finished grade of the sidewalk and extends up to the 7<sup>th</sup> floor of the building. This projection is an integral part of the building's north façade and helps to create the vertical articulation and sense of depth when viewed from the ground level. The City's Department of Transportation and Environmental Services (T&ES) has reviewed this application and has no issues with supporting the request.

The applicant also requests approval of an encroachment on Mill Road and Port Street for below-grade transformer vaults within the public right-of-way. The total area of the encroachment within the sidewalk on Mill Road is 375.25 square feet beneath the finished surface. This vault had originally been proposed along the north side of the hotel on Dock Lane; however, Staff felt that the encroachment would be better suited for Mill Road rather than Dock Lane due to the high levels of pedestrian traffic anticipated on Dock Lane. The total area of the encroachment on Port Street equals 405.5 square feet beneath the finished surface. The majority of this vault is located within the two curb cuts that serve the residential garage and loading areas. In both cases, the vault lids will be designed to match the brick and/or concrete sidewalk materials for a seamless transition.

Staff does not object to the applicant's request to install electric transformer vaults in the public right-of-way. The applicant worked with Staff throughout the design on several alternatives, all of which were found to be infeasible or unacceptable either to the City or to the applicant. The current proposal emerged as a compromise solution in which the public right-of-way may be used for the transformer vaults and the applicant would, at its expense, install 5 BMP tree wells designed per the City's Green Sidewalks Guidelines or that meet the standards for urban bio-retention basins per DEQ's BMP Clearinghouse Guidelines on Dock Lane. If the BMP tree wells are determined to be technically infeasible, the applicant will provide an equivalent monetary contribution to the Water Quality Improvement Fund. The applicant bearing this expense provides a financial benefit to the City of approximately \$100,000.00 (\$20,000.00 per BMP tree well), and off-sets its use of the public right-of-way.

### ***H. School Impacts***

The applicant proposes to construct 420 high-rise apartments ranging in size from efficiencies/studios to two bedroom units. Fifteen of the total 420 units will be affordable set-aside units. The student generation rate for new high-rise apartments is 0.03 students per unit, or 11.49 for the 383 market-rate apartments (exclusive of the studio units). The student generation rate for affordable housing is 0.6; therefore 9 students will be generated by the 15 affordable set-aside units which totals 20.49 students generated by this development. Alternatively, if the applicant chooses to provide an in lieu contribution consistent with the project's Affordable

Housing Plan, then the number of students generated by the development with entirely market rate units, exclusive of the 22 studios, would be 11.94 students.

This project is located in the Jefferson-Houston elementary school attendance area, and the proposed development project will be accounted for in future school enrollment forecasts, based upon revised ACPS projection methods at that time.

## **V. COMMUNITY**

As previously mentioned, the proposal was reviewed by the Carlyle/Eisenhower East Design Review Board (DRB) at four meetings between March 2017 and September 2017. These meetings were open to the public, with an open public comment period prior to the conclusion of each meeting. At these meetings, the Board discussed the overall massing for the residential and hotel buildings, the architectural articulation of the residential building, the ground level site improvements and layout, the plan for the entrance plaza, and the design of the private open spaces. The feedback provided was incorporated into the final design that was recommended for approval by the Board in September. A letter of support from the DRB is included as *Attachment #1*.

Additionally, when City Council approved the process to update the Eisenhower East Small Area Plan as part of the Long-Range Planning Interdepartmental Work Program, a project web page was created to make materials and updates related to the effort accessible to the public. The summary and results of the land use analysis, fiscal impact analysis and the office competitiveness study for the blocks discussed were presented to Planning Commission and City Council in May and June 2017 for discussion and feedback. Materials for the work sessions were posted to the project website for public review. The conclusion and recommendation as a result of the work sessions supported the land use amendments for these blocks, including Block 20. The Planning Commission and City Council found that these conversions of land uses are consistent with the intent of the Eisenhower East Small Area Plan and approved the Eisenhower East Small Area Plan Amendment in September of 2017. This development proposal was also presented to the Federation of Civic Associations in November of this year.

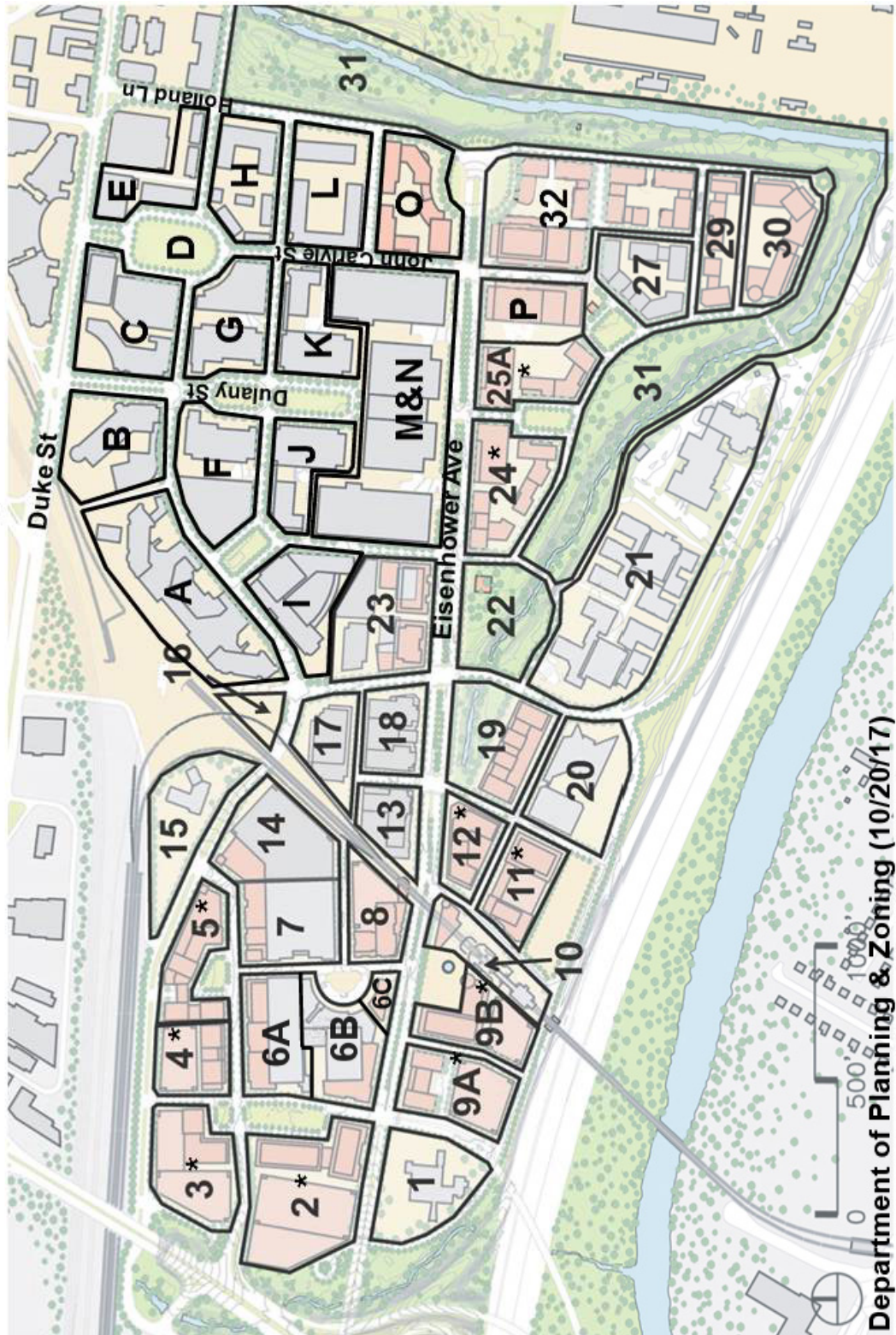
## **VI. CONCLUSION**

Staff recommends **approval** of the Development Special Use Permit with site plan and all other applications subject to compliance with all applicable codes and the following staff recommendations.

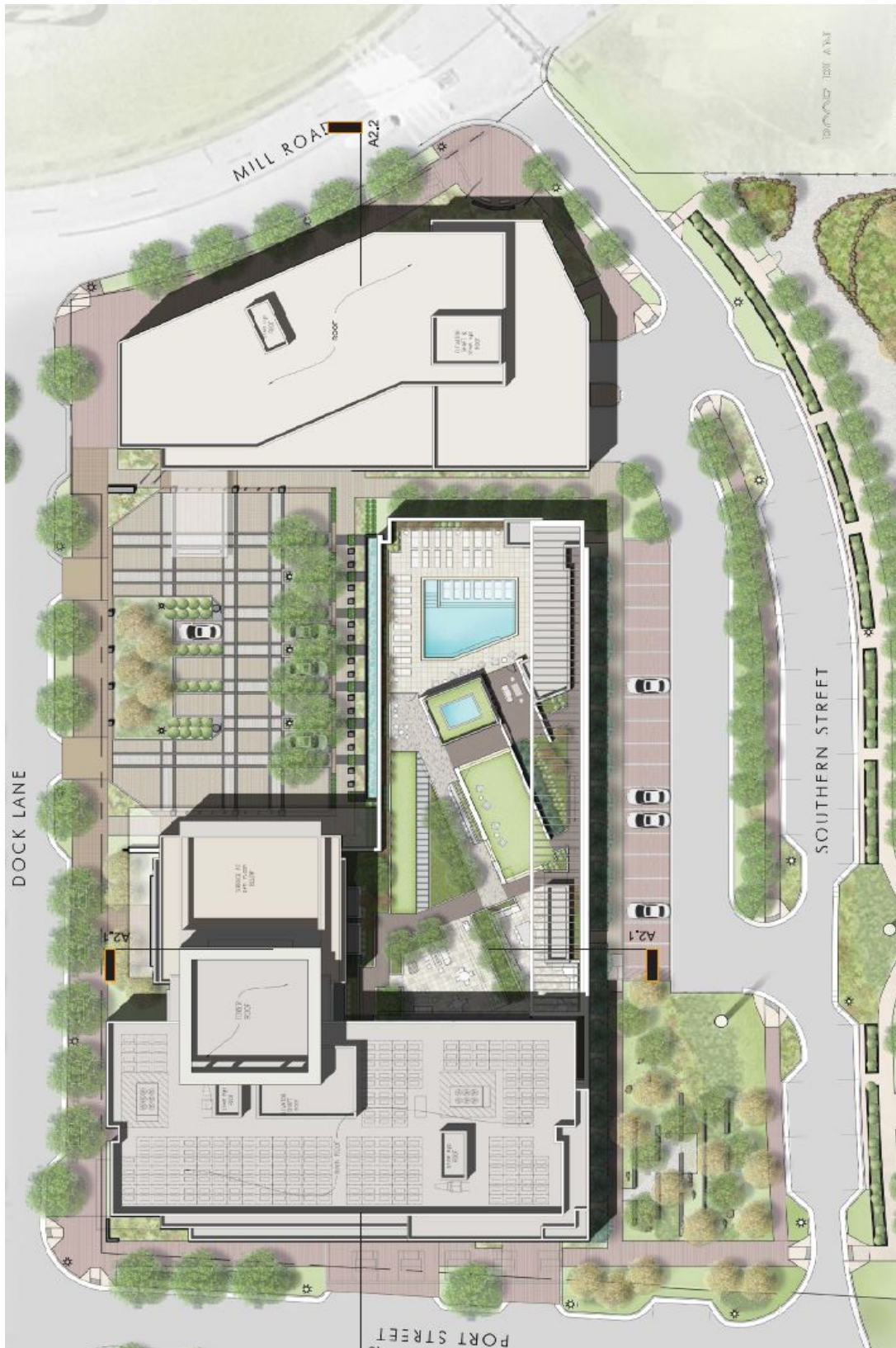


## VII. GRAPHICS

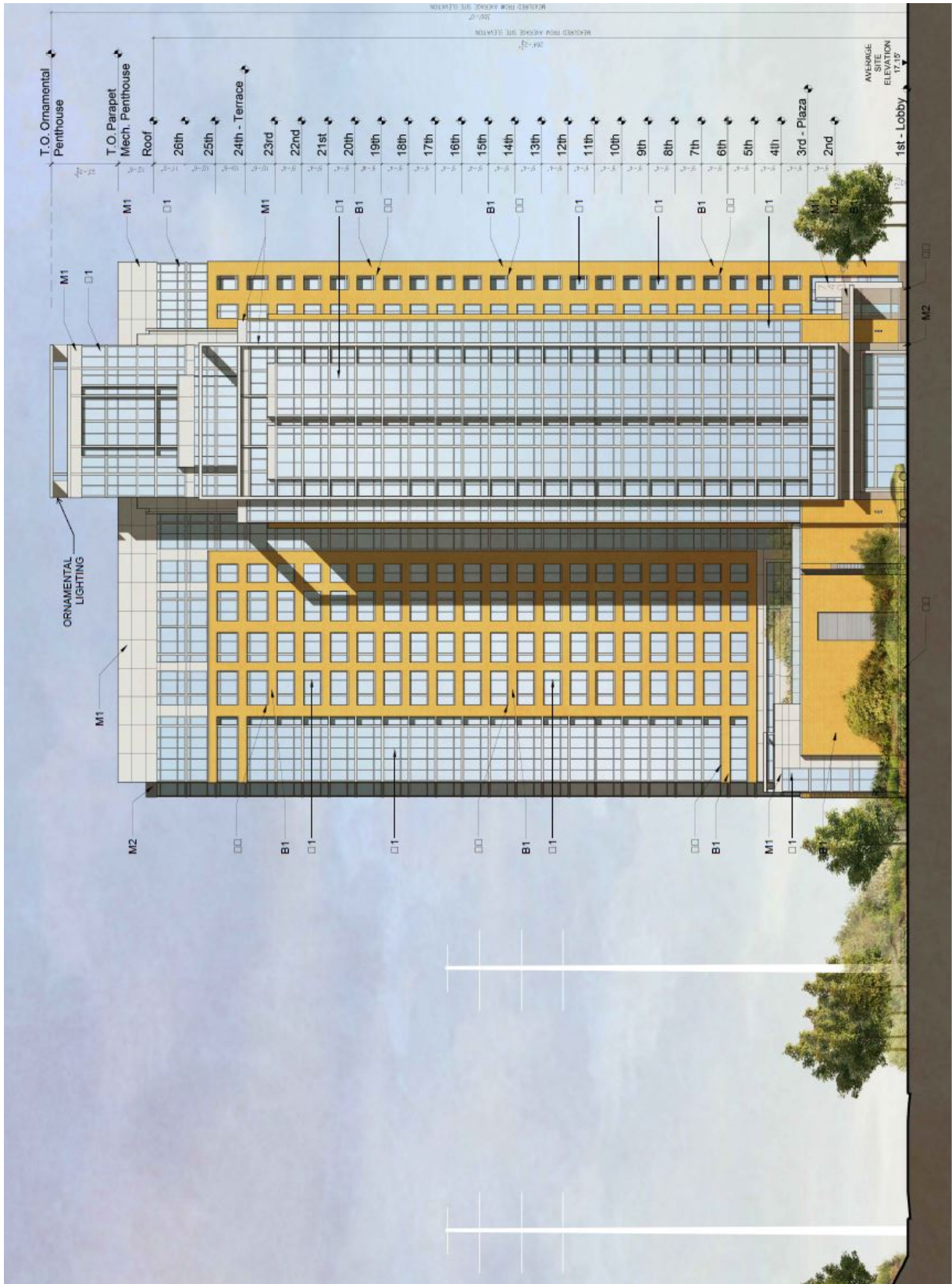
### Eisenhower East / Carlyle Blocks







**Block 20 Site Plan**

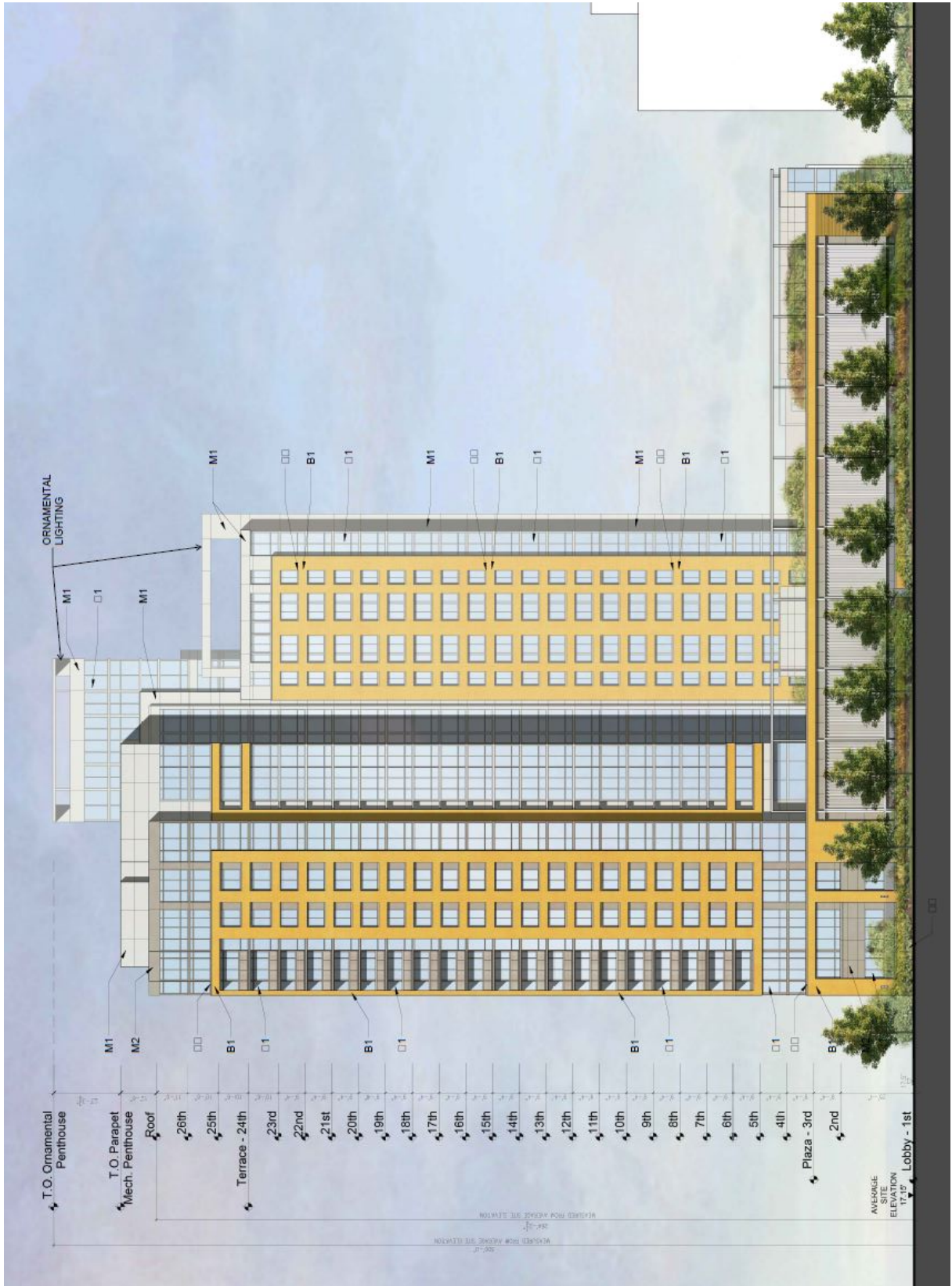


**Residential Building – East Elevation**





**Residential Building – North Elevation**



**Residential Building – South Elevation**





**Residential Building – West Elevation**





**Residential Building – North Garage Façade**



**Residential Building – South Garage Façade**





**3<sup>rd</sup> Floor Residential Rooftop Amenity**



**24<sup>th</sup> Floor Residential Rooftop Amenity**





**Perspective – View from Mill Road**



**Perspective – View from the Capital Beltway**

## **VIII. STAFF RECOMMENDATIONS**

1. The Final Site Plan shall be in substantial conformance with the preliminary plan dated September 27, 2017, and as amended on October 5, 2017 and November 9, 2017, and comply with the following conditions of approval.
2. Submit an updated Coordinated Development District Concept Plan with the first Final Site Plan submission reflecting the approved land uses, allowable gross floor area, and building heights.(P&Z)

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

3. **CONDITION AMENDED BY PLANNING COMMISSION:** Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z and T&ES:
  - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
  - b. Install ADA accessible pedestrian crossings serving the site at the following locations:
    - i. Proposed Port Street & Dock Lane – southeast leg and adjacent connections west and north
    - ii. Proposed Port Street & Southern Street – northeast leg and adjacent connections west and south
    - iii. Proposed Southern Street near Existing Mill Road
    - iv. Dock Lane & Mill Road – southwest leg and adjacent connection north
  - c. Construct all sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet.
  - d. All brick sidewalks shall comply with the City’s Memos to Industry 05-08 and 01-13.
  - e. Provide sidewalk materials as follows, to meet City Standards:
    - i. Hybrid sidewalks on Port Street, unless the hybrid standard sidewalk is deemed unworkable for this block by the Director of Planning and Zoning, and then, brick sidewalks will be permitted. (PC)
    - ii. Brick sidewalks on Dock Lane, Mill Road, and the north side of Southern Street
    - iii. Concrete sidewalk on the south side of Southern Street
  - f. Sidewalks shall be flush across all driveway crossings and garage entryway crossings. Flush crossings shall be provided at the following locations:
    - i. Both crossing over auto-court on Dock Lane.
    - ii. Sidewalks across both back parking lot entryways (adjacent to Southern)

- iii. Sidewalk across garage and loading entryway of proposed hotel building.
- iv. The garage and loading dock entryways on proposed Port Street.
- g. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
- h. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner) For locations noted in Condition 2b. Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
- i. Move the curb ramps provided on Dock Lane at Mill Road (southwest and northwest legs) further west to accommodate and not preclude future perpendicular ramps providing ADA accessible crossings across Mill Road.
- j. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
- k. All crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.
- l. Install pedestrian countdown signals and pedestrian activated push-buttons in accordance with City Standards. All pedestrian-activated push buttons shall be accessible per ADA Accessibility Guidelines (ADAAG).
- m. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials so as to minimize any potential visible impacts\*\*\* (P&Z)(T&ES)

**B. PUBLIC ART:**

- 4. Per the City's Public Art Policy, adopted December 13, 2014, work with City staff to determine ways to incorporate public art elements on-site, or provide an equivalent monetary contribution to be used toward public art within the Small Area Plan planning area, to the satisfaction of the Directors of RP&CA and P&Z. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. In the event public art is provided on-site, the public art shall be of an equivalent value. (RP&CA)(P&Z)
  - a. The next 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 applicant is strongly encouraged to concurrently provide information on construction materials and the recommended maintenance regimen. 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) \*, \*\*\*

**C. OPEN SPACE/LANDSCAPING:**

5. Develop, provide, install and maintain an integrated Landscape Plan with the Final Site Plan that is coordinated with other associated site conditions to the satisfaction of the Director of P&Z. Landscape plans shall be submitted in accordance with the City of Alexandria's Landscape Guidelines, and at a minimum shall:
  - a. Provide an enhanced level of detail for all proposed landscape installations including street, canopy, evergreen, and multi-trunk trees, shrubs, perennials, and groundcovers. If any landscape plantings are proposed, they shall be limited to plant material that is horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
  - b. Ensure positive drainage in all planted areas.
  - c. Provide detail, section, and plan drawings for plantings located above-structure and on-grade. Illustrate at-grade and sub-surface conditions, including irrigation, adjacent curb/pavement construction, edge restraint system, dimensions, drainage, and coordination with site utilities.
  - d. The location of all pole-mounted lights shall be coordinated with all trees. Light poles shall be located a minimum of ten (10) feet from the base of all trees, and the placement and height of light poles shall take into account the mature size and crown shape of all nearby trees.
  - e. 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.
  - f. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
  - g. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and all planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. (P&Z)
  - h. Provide percolation tests to ensure sufficient subgrade drainage related to proposed planting locations. Test pits shall be a minimum of 2 feet in diameter and 2 feet deep from the bottom of the planting hole. Percolation test locations and rates shall be to the satisfaction of the Director of RP&CA, but the minimum acceptable rate shall be 2 inches per hour using potable water. Percolation tests shall be certified by a soil scientist / registered geotechnical engineer. (P&Z)(RP&CA)

6. Provide the following modifications to the landscape plan and supporting drawings:
  - a. Provide park space with outdoor games or similar uses within the open space located at the corner of Port Street and Southern Street.
  - b. If determined to be feasible with the potential traffic signal at Dock Lane and Mill Road, provide 2 street trees on Dock Lane along the north frontage of the hotel streetscape.
  - c. Provide the mature height for all tree species selected to be planted within the Dominion Energy (formerly “Dominion Virginia Power”) easement.
  - d. Provide a total of 1 landscape parking island within the parking lot on the south side of the residential garage in accordance with the City’s Landscape Guidelines.
  - e. Prior to the release of the final certificate of occupancy for the residential building, if the hotel site plan has not been submitted, the applicant shall stabilize and maintain the hotel parcel with a meadow seed mix and provide an attractive fence around the perimeter of the property to the satisfaction of the Director of Planning and Zoning.\*\*\* (P&Z)
7. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA, P&Z and Code Administration.
  - a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
  - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one (1) accessible, external water hose bib on all building sides at a maximum spacing of 90 feet apart.
  - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
  - d. Install all lines beneath paved surfaces as sleeved connections.
  - e. Locate water sources and hose bibs in coordination with City Staff.
  - f. Any irrigation provided in the right of way will require a maintenance agreement be recorded prior to release of the site plan. (P&Z)
8. Develop a palette of site furnishings in consultation with staff.
  - a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of P&Z and T&ES.
  - b. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, drinking fountains and other associated features (P&Z)(RP&CA)(T&ES)
9. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails — if required by code, directional changes, above and below grade



conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z and T&ES.\* (P&Z)(T&ES)(CODE)

10. Hire a professional consultant to work with staff and the landscape architects to incorporate and interpret elements of the historical character and archaeological findings into the design of the open space and to prepare interpretive elements, which shall be erected as part of the development project. The site plan shall indicate themes and locations of interpretive elements. Prior to release of the Final Site Plan, the consultant shall provide text and graphics for the interpretive elements subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z.\* (Arch)(P&Z)
11. Provide a \$350,000 contribution to the Eisenhower East Open Space Implementation Fund in addition to the following to the satisfaction of the Directors of P&Z and RP&CA:
  - a. Provide a minimum half-acre dog park in the open space area on the south side of Southern Street. Elements of the dog park shall include, but are not limited to:
    - i. Separate large and small dog areas as generally depicted in the preliminary plan,
    - ii. Lights to enable the use of the dog park following the hours established for lit dog parks by the Department of Recreation, Parks, and Cultural Activities. The lights may include path lights (bollards) and pedestrian-scale pole mounted fixtures,
    - iii. Washed decomposed granite surfacing that is designed to endure heavy dog use with minimal dust,
    - iv. One water fountain with dog bowl and bowl filler in each of the dog areas,
    - v. One (1) hose bib for large dog area and one (1) hose bib for small dog area,
    - vi. Four (4) benches in the large dog area and two (2) benches in the small dog area,
    - vii. Trashcans in each of the dog areas for trash, recyclables, and dog waste,
    - viii. Dog play equipment in both dog areas,
    - ix. Double access gates for both small and large dog areas,
    - x. Buffer landscaping along sidewalk and fencing to include a mix of shrubs, perennials, ground covers, and small trees below 20 foot height at maturity. (P&Z)(RP&CA)\*
12. Perpetual maintenance for the both the large and small dog areas, including the daily maintenance and operations, routine repairs, capital maintenance, capital replacement, and all associated costs, shall be the sole responsibility of the applicant, their successors and assigns. Prior to the release of the Final Site Plan,

the applicant shall enter into a Memorandum of Understanding (MOU) with the City to establish a maintenance plan, operating and performance standards, and enforcement mechanisms for the entirety of lands and features. The MOU shall be to the satisfaction of the Directors of P&Z and RP&CA. (RP&CA)(P&Z)

13. Provide a perpetual public access easement over the following areas:
  - a. All on-site open space located to the south of Southern Street including the limits of the dog park.
    - i. The public access easement shall be granted, including determination of the rules and regulations, prior to issuance of final Certificate of Occupancy. A plat delineating the public access easement shall be prepared by the Applicant and approved by the Directors of P&Z and RP&CA and the City Attorney prior to release of the Final Site Plan. The final approved plat and restriction language shall be recorded among the land records.
    - ii. The easement language shall include the following additional language:
      - a. “for use by the public as a public park and recreation area following the hours and guidelines established by the Department of Recreation, Parks, and Cultural Activities.”
      - b. “Pursuant to Section 29.1-509 (E) of the Virginia Code, The City shall indemnify and hold the property owner harmless from all liability and be responsible for providing, or paying the cost of, all reasonable legal services required by any person entitled to the benefit of this section 29.1-509(E) as the result of a claim or suit attempting to impose liability. Nothing herein shall be construed as a waiver of the City's own sovereign immunity, statutory or otherwise, or the City's immunity under Sections 29.1-509 and 15.2-1809 of the Virginia Code or otherwise.”(RP&CA)(P&Z)\*\*\*
14. Provide a perpetual public conveyance easement over the streetscape on Mill Road, Dock Lane, and Port Street located between the public right-of-way and the face of the buildings, excluding the limits of the entrance plaza. (P&Z)
15. All proposed park elements located within the Dominion Energy easement shall comply with design standards permitted by Dominion Energy and, if applicable, the Virginia Department of Transportation (VDOT). (P&Z)(RP&CA)

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

16. Provide, implement and follow a tree conservation and protection program that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Directors of P&Z and RP&CA. A Tree Conservation and Protection Plan



shall be approved by the City Arborist prior to Final Site Plan release. (P&Z)(RP&CA)

17. A fine shall be paid by the applicant in an amount not to exceed \$10,000 for each destroyed tree with at least a 10-inch caliper that is not identified “to be removed” (TBR) on the Preliminary Plan, and/or the City may request that replacement trees of similar caliper and species be provided for damaged trees if the approved tree protection methods have not been followed. The replacement trees shall be installed and if applicable the fine shall be paid prior to the issuance of the last certificate of occupancy permit. \*\*\* (P&Z)(RP&CA)
18. The area of the limits of disturbance and clearing for the site shall be limited to the areas as generally depicted on the preliminary site plan dated September 27, 2017 and reduced if possible to retain existing trees and grades. (P&Z)(RP&CA)

***E. BUILDING:***

19. The residential building design, including the quality of materials, final detailing, and overall architectural articulation shall be consistent with the elevations dated September 27, 2017 and the following conditions. (P&Z)
20. The design of the 23<sup>rd</sup> floor rooftop amenity terrace shall be in substantial conformance with the concept approved by the Carlyle/Eisenhower East Design Review Board on September 28, 2017. (P&Z)
21. The final footprint, massing, height, and form and architectural design of the hotel building design shall be reviewed under a separate Development Special Use Permit application with review and recommendation by the Carlyle/Eisenhower East Design Review Board.
  - a. The future hotel building and site design shall be generally consistent with the Preliminary Plans dated September 27, 2017 with no changes to garage, loading, and building entrances.
  - b. The future hotel shall be designed to a high-level of architectural design that meets the requirements of the Eisenhower East Design Guidelines.
  - c. The future hotel building materials shall compliment the adjacent residential tower in terms of size, scale, color, and finish. (P&Z)
22. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to both placement and color. (P&Z)
23. Provide detailed drawings (enlarged and coordinated plan-section-elevation studies, typically at ¼”=1’-0” scale, in color, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections) in color to evaluate the building base, entrance canopy, stoops, window and material

details including the final detailing, finish and color of these elements during the Final Site Plan review. Separate design drawings shall be submitted for each building typology or different bay type. (P&Z)

24. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the Preliminary Plan and as set forth in the associated *Guidelines for Preparations of Mock-Up Panels* Memo to Industry, effective May 16, 2013. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
  - a. Provide a materials board that includes all proposed materials and finishes at first Final Site Plan. \*
  - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.\*\*\*
  - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. \*
  - d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. \*\*
  - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. \*\*\* (P&Z)(CODE)
25. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Certified / Equivalent for the residential building to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
  - a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first Final Site Plan and provide a draft checklist showing how the project plans to achieve the certification.\*
  - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. \*\*\*
  - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
  - d. Provide documentation of certification within two (2) years of obtaining a final certificate of occupancy.
  - e. Failure to achieve LEED Certification (or equivalent) for the residential project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these

certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z)(T&ES)

26. The applicant shall work with the City for recycling and/or reuse of leftover, unused, and/or discarded building materials. (T&ES)(P&Z)
27. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
28. At least 2% of all parking spaces must have a Level 2 charger or be EV-ready for Level 2 chargers. In addition, 5% of the parking space shall provide infrastructure for future EVSE installation. (T&ES)
29. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. A list of applicable mechanisms can be found at <http://www.epa.gov/WaterSense>. (T&ES)
30. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

***F. SIGNAGE:***

31. Design and develop plan, section and elevation drawings of all proposed signage, which includes a color palette, for the residential building. The drawings shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the Director of P&Z.\*
  - a. All signage proposed on the future hotel site must be coordinated with the residential signage to the satisfaction of the Director of P&Z.\* (P&Z)
32. Design and develop a sign plan for interpretive signage that highlights the history and archaeology of the site. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Director of Archaeology. \* (Arch)
33. Design and develop a sign plan for wayfinding and directional signage. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Director of T&ES. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances \* (T&ES)

34. The building signs shall be designed to relate in material, color and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Director of P&Z.
  - a. The building signs shall be designed of high quality materials.
  - b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)(CODE)
35. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
36. A freestanding monument sign must comply with Article IX of the Zoning Ordinance. Adjacent plantings should be coordinated with the proposed sign.
  - a. Provide no more than 1 freestanding monument sign per building. (P&Z)
37. Install a temporary informational sign as required by Section 11-303(D) of the Zoning Ordinance on the site prior to the approval of the Final Site Plan for the project. The sign shall be displayed until construction is complete or replaced with a temporary sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.\* (P&Z)(T&ES)

***G. HOUSING:***

38. Set Aside Units:
  - a. The applicant has agreed to provide 15 affordable set-aside rental units with the mix of units to be proportional to the overall mix of units in the building or to the satisfaction of the Director of Housing.
  - b. Rents payable for the set-aside units shall not exceed the maximum rents allowed under the Federal Low Income Housing Tax Credit program for households with incomes at or below 60 percent of the Washington D.C. Metropolitan Area Median Family Income (taking into account utility allowances) for a period of 40 years from the date of initial occupancy of each affordable unit. The applicant shall re-certify the incomes of resident households annually.
  - c. Once an income-eligible household moves into a unit, that unit will be considered an affordable unit until the household's income increases to more than 140 percent of the then-current income limit. The household will be given one additional one-year lease term at the affordable rent and will be notified that at the end of one year the household will not be eligible to continue at the affordable rent. At the applicant's option when the final lease term concludes, the over-income household may be offered a comparable market rate unit, or may be allowed to remain in the same unit, but the next available unit of comparable size (i.e., with the same number of bedrooms, den space, and/or approximate square footage) must

- be made available to a qualified household. Once the comparable unit is rented, the rent of the over-income unit may then be increased to market rate in accordance with any lease restrictions. If a comparable unit within the building does not exist (e.g. a three-bedroom unit), the over-income tenant must be given notice and required to vacate the unit and replaced with an income-eligible household.
- d. Households receiving Housing Choice Voucher assistance will not be denied admission on the basis of receiving such assistance. A household will be considered income qualified if the amount of rent it can pay based on income, together with the voucher payment, is sufficient to cover the applicable rent.
  - e. The applicant agrees that residents of set-aside units shall have access to all amenities offered within the entire Development.
  - f. The set-aside units shall be of comparable size and floor plan and with the same finishes as other similar units in the Development. Concentrations of set-aside units will be avoided.
  - g. For their first parking space, residents of the set-aside units shall be charged a parking fee equivalent to no more than the cost of the sticker and management fee. Any additional parking spaces will be subject to standard fees.
  - h. The applicant shall notify the Landlord-Tenant Relations Division Chief at the Office of Housing in writing 45 days prior to leasing and provide the City with marketing information, including the affordable rents, fees, and property amenities. The City will notify interested parties of the availability of set-aside units. The applicant shall not accept applications for affordable set-aside units until 45 days after written notification has been provided to the Office of Housing.
  - i. The applicant shall list all set-aside units in [www.VirginiaHousingSearch.com](http://www.VirginiaHousingSearch.com), an online housing search database sponsored by VHDA.
  - j. The applicant shall provide the City with access to the necessary records and information to enable annual monitoring for compliance with the above conditions for the 40-year affordability period.
  - k. The total of non-refundable fees, excluding application and pet fees, shall not exceed 15% of gross affordable rent.
39. Consistent with the Affordable Housing Plan dated October 25, 2017 and subject to the future mutual agreement of the Director of Housing and the applicant, the applicant may opt to provide one of the following contributions in lieu of on-site affordable rental set-aside units:
- a. contribute \$3,000,000 million to the Housing Trust Fund prior to the issuance of the first at-grade building permit;
  - b. some combination of units and dollars agreed to be equivalent in value to \$3,000,000; or

- c. directly or indirectly working with a non-profit housing developer, provide a greater number of affordable rental units of equivalent value off-site subject to all of the set-aside conditions listed in Condition 38b-38k.
40. Amendments to the approved Affordable Housing Plan must be submitted to the Alexandria Housing Affordability Advisory Committee for consideration, and require final approval from the City Manager.

#### ***H. PARKING:***

41. Provide 136 bicycle parking space(s) per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: [www.alexandriava.gov/bicycleparking](http://www.alexandriava.gov/bicycleparking). Details on location and type of bicycle parking shall be provided on the Final Site Plan. Bicycle parking must be installed and operational prior to first CO. \*\*\* (T&ES)
42. The design and allocation of parking shall be subject to the following to the satisfaction of the directors of P&Z, T&ES, and Code Administration:
- a. All parked vehicles shall be prohibited from encroaching on the proposed streets, drive aisles, pedestrian walkways, or emergency vehicle easements, and all renters shall be notified of this prohibition. (P&Z)(T&ES)(Code Administration)
43. Locate up to 396 parking spaces in the garage for residents. Residential parking spaces shall be separated from non-residential use spaces. All remaining unassigned spaces in the garage shall be made generally available to residents. (P&Z)(T&ES)
44. All residential parking shall be unbundled (i.e., the cost to purchase or lease a parking space is separate from the cost to purchase or lease the residential unit). (T&ES)
45. Provide a Parking Management Plan with the Final Site Plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the Final Site Plan and shall at a minimum include the following:
- a. General project information/summary and development point of contact.
  - b. Provide controlled access into the garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the parking for residents.
  - c. A plan of the garage facility – including the number of lanes of traffic for entering / exiting, indicating any reversible lanes.
  - d. Total capacity and a breakdown of parking types (standard, compact, tandem, accessible, etc.).

- e. Bicycle parking information (number of spaces, type of parking- racks, gated, location, etc.)
  - f. Information/circulation diagram noting how cyclists will reach the bicycle storage.
  - g. Information on location of spaces for carpool/vanpool, monthly account permits and transient day parkers.
  - h. Information on the location of any carshare vehicle or electric vehicle spaces.
  - i. A description of and plan showing access control equipment and locations.
  - j. An explanation of how the garage will be managed. Include information on access for residential and non-residential parkers, hours of operation, and accommodation for the various users of the garage (short and long term parking, car and vanpools, bicycles, etc.).
  - k. Information on proposed staffing needs for peak, non-peak and overnight hours.
  - l. Information about valet operations, including drop-off/pick-up location, management, hours, etc.
  - m. How rates will be determined and details of validation program if proposed.
  - n. Details of appropriate signage for the retail parking indicating hours which are reserved for retail patrons.\* (P&Z)(T&ES)
46. Parking spaces within the parking garage may be made available for market-rate parking (separate from daily residential visitor parking) through an administrative special use permit, provided excess parking can be demonstrated by a parking study. This request shall be to the satisfaction of the Directors of P&Z and T&ES, and subject to the following requirements:
- a. Provide a parking study to analyze on-site residential parking demand at the time of the request and determine an appropriate number of spaces that are available for market-rate parking.
  - b. Provide a parking management plan to include, at a minimum, the following:
    - i. An explanation of how garage access to the parking spaces leased to non-residents will be provided. Controlled access to the garage shall be maintained.
    - ii. Information on how the garage will be managed, including how spaces will be assigned to residents, visitors, and third party lease holders.
  - c. Provide a copy of the lease or other agreement to be used for market rate parkers.
  - d. Provide a parking study one (1) year from the date of approval of the administrative special use permit to evaluate the impacts of providing market-rate parking within the residential garage and determine whether any corrective action or adjustments need to occur. Additional studies may be required in subsequent years as determined by staff. (T&ES) (P&Z)

47. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the Final Site Plan. (P&Z)(T&ES)
48. Provide \$ 23,400 for purchase and installation of 3 parking meters prior to release of the final site plan. The City reserves the right to enforce parking meters on private streets containing public access easements.\* (P&Z)(T&ES)
49. Provide “Pay To Park” signage per City specifications on Southern Street, Dock Lane, and Proposed Port Street at locations to be determined and shown on the Final Site Plan. \*(T&ES)

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

50. **CONDITION AMENDED BY STAFF:** According to Article XI, Section 11-700 of the City’s Zoning Ordinance, a Transportation Management Plan is required to implement strategies to ~~persuade~~ 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 Attachment #2 to the general staff conditions.~~ Below are the basic conditions from which other details originate. (T&ES)
51. **CONDITION DELETED BY STAFF:** ~~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)~~
52. 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) (SUP2015-00045)
53. **CONDITION AMENDED BY STAFF:** ~~Eisenhower East Block 20~~ The applicant shall integrate into the District Transit Management Program when it is organized. All TMP holders in the established district ~~Eisenhower East~~ 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)



54. **CONDITION AMENDED BY STAFF:** ~~Designate a~~ An on-site TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy upon application for the initial building permit. The name, location, 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. \*(T&ES)
55. **CONDITION AMENDED BY STAFF:** ~~Create a~~ 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, based on the reduction goal of 45% of single occupant vehicles, established for Eisenhower East Block 20, the project's size and the benefits to be offered to participating residents. The annual base assessment contribution rate for this development fund in March 2013 dollars shall be \$81.12 per residential unit, \$0.203 per square foot of retail space, \$0.254 per square foot of commercial space, \$40.56 per hotel room and \$0.101 per square foot of industrial/warehouse ~~\$0.258 per square foot of office and \$0.206 per square foot of retail 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. The TMP shall operate on the City's fiscal year, July 1 to June 30. (T&ES)
56. 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) (SUP2012-00064)
57. **CONDITION AMENDED BY STAFF:** The TMP Coordinator or Association will submit to the Transit Services Division the following as detailed attachments; biannual fund reports due in July and January of each fiscal year, fund reports and modes of transportation surveys, and a TMP Coordinator survey both due in July of each fiscal year ~~to the Transportation Planning Division as detailed in Attachment #2.~~ (T&ES)
58. **CONDITION ADDED BY STAFF:** The TMP coordinator shall allow City transportation demand management staff or their assigns onto the premises to assist in transportation demand management activities. (T&ES)

59. **CONDITION ADDED BY STAFF:** Prior to accepting tenancy or ownership from any occupant other than residential, the owner or tenant shall contact the City's transportation demand management program to discuss an employee transportation strategy. The TMP coordinator shall have the correct contact information for the City's transportation demand management program at all times. (T&ES)
60. 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. (T&ES) (SUP2015-00045)

***J. SITE PLAN:***

61. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. (P&Z)
62. Coordinate with Dominion Energy (Transmission Section) during the final site plan review regarding the construction of Southern Street and other proposed improvements within the Dominion Energy easement. This may require shifting or adjustments to site features, which can be addressed during the final site plan (P&Z)(T&ES)
63. Submit the plat of subdivision and all applicable easements and/or dedications prior to the Final Site Plan submission. The plat(s) shall be approved prior to or concurrently with the release of the Final Site Plan.\* (P&Z)(T&ES)
64. The plat shall be recorded and a copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit.\*\* (P&Z)(T&ES)
65. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and T&ES. These items include:
- a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
  - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.

- c. Do not locate above grade utilities in dedicated open space areas and tree wells.
  - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)(BAR)
66. Provide a lighting plan with the Final Site Plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and/or P&Z 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. Determine if existing lighting meets minimum standards within the City right-of-way 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.
  - c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
  - d. All proposed cobra head light fixtures in the City right of way shall be approved Dominion LED light fixtures.
  - e. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
  - f. 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.
  - g. 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.
  - h. If site lights are included in the photometric plan to comply with City's lighting standards then these lights shall be put on photovoltaic switches.
  - i. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
  - j. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
  - k. The lighting for the areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
  - l. Lighting provided within the Dominion Energy easement shall comply with Dominion Energy lighting standards.
  - m. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.

- n. The walls and ceilings in the garage must be light-colored concrete (painted or dyed) to increase reflectivity and improve lighting levels at night.
  - o. The lighting for the parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
  - p. Light fixtures for the parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
  - q. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
  - r. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
  - s. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(Police)(BAR)(Code)
67. Provide a unit numbering plan for each floor of a multi-unit building with the first Final Site Plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)
68. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)
69. Provide a georeferenced CAD file in .dwg format of the dimension plan of this project. This information will be used to compile a master CAD reference to ensure all elements are correctly located and will connect.\* (P&Z)(DPI)

***K. ENCROACHMENT:***

70. The applicant shall not be permitted any above ground encroachment in the public right of way for the transformers, except access panels that must be flush with the sidewalk. The opening of the access panels shall be sized to maintain and replace the transformers and switch gears when needed. (T&ES)
71. **CONDITION AMENDED BY PLANNING COMMISSION:** The underground encroachment shall be limited from 5 feet below grade to the depth needed for installation of transformers and switch gears except access hatches, which must be flush with the sidewalk, subject to the approval of Dominion Energy. The 5 feet below grade depth may be used by the City for landscape or other infrastructure improvements. (T&ES)

72. The applicant shall provide five BMP tree wells designed per the City's Green Sidewalks Guidelines on Dock Lane in exchange for installation of transformers and switch gears in the public right of way. If the BMP tree wells on Dock Lane are determined to be technically infeasible, an equivalent contribution for the cost of the BMP tree wells in the amount of \$20,000 per tree well shall be made to the Water Quality Improvement Fund prior to release of the site plan. \*(T&ES)
73. The applicant (and his/her successors, if any) must obtain and maintain a policy of general liability insurance in the amount of \$1,000,000, which will indemnify the applicant (and his /her successors, if any) and the City of Alexandria, as an additional named insured, against all claims, demands, suits, etc., and all costs related thereto, including attorney fees, relating to any bodily injury or property damage which may occur as a result of the granting of this encroachment. (T&ES)
74. Neither the City nor any Private utility company will be held responsible for damage to the private improvements in the public right-of-way during repair, maintenance or replacement of any utilities that may be located within the area of the proposed encroachment. (T&ES)
75. In the event the City shall, in the future, have need for the area of the proposed ground level encroachment, the applicant shall remove any structure that encroached into the public right-of-way, within 60 days, upon notification by the City. (T&ES)
76. The encroachment ordinance shall be approved prior to the release of the Final Site Plan. \* (T&ES)(P&Z)

***L. CONSTRUCTION MANAGEMENT:***

77. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the Final Site Plan. All the requirements of 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.\* (T&ES)
78. Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to Final Site Plan release. The plan shall:
  - a. No street lights shall be removed without authorization from the City of Alexandria.
  - b. If street lights are to be removed from the public right of way then temporary lights shall be provided until the installation and commissioning of new lights.

- c. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed.
  - d. Provide a detailed sequence of demolition and construction of improvements in the public right of way along with an overall proposed schedule for demolition and construction;
  - e. Include a plan for temporary pedestrian circulation;
  - f. Include the location and size of proposed construction trailers, if any;
  - g. 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.
  - h. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z)(T&ES)
79. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street, and the applicant shall be responsible for ensuring that all contractors use the off-street parking provided. 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)
80. Any bicycle facilities adjacent to the site shall remain open during construction. If a bicycle facility cannot be maintained on the street adjacent to the site, a detour for bicyclists shall be established and maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
81. No major construction staging shall be allowed within the public right-of-way on Mill Road and Dock Lane. The applicant shall meet with T&ES to discuss

construction staging activities prior to release of any permits for ground disturbing activities. \*\* (T&ES)

82. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
83. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Infrastructure Right of Way 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)
84. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified a minimum of 14 calendar days prior to the meeting date, and the meeting must be held before any permits are issued. (P&Z)(T&ES)
85. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
86. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z)(T&ES)
87. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. Provide information on the program in construction management plan. If program is implemented in coordination with green building certification, include

documentation as appropriate per the City's Green Building Policy and conditions herein. (T&ES)

88. Temporary on site construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. \*\*\* (P&Z) (Code)
89. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the released Final Site Plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and submitted to Planning & Zoning. Approval of the wall check by Planning & Zoning is required prior to commencement of framing. (P&Z)
90. 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)
91. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
92. 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 and associated documents must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)

***M. FLOODPLAIN MANAGEMENT:***

93. Demonstrate compliance with flood plain ordinance Section 6-300 to Section 6-311 of Article VI Special and Overlay Zones. No final plan shall be released until full compliance with flood plain ordinance has been demonstrated. \* (T&ES)
94. Provide detailed computations of the impact of fill in the flood plain on the 100 year Water Surface Elevation (WSE) to the satisfaction of the Director of T&ES.



Computations are to include backwater calculations starting at a downstream cross section to an upstream cross section. Computations shall be made by modifying the existing HEC-RAS model, as prepared by the U.S. Army Corps of Engineers, Baltimore District. Proposed fill placement shall not raise the 100 year water surface level at any location along the channel reach more than a maximum of 6 inches as permitted under Floodplain Regulations. If the applicant keeps all improvements and grading out of the floodplain, no floodplain modeling is required. (T&ES)

**N. WASTEWATER / SANITARY SEWERS:**

95. The applicant shall submit a letter to the Director of Transportation & Environmental Services prior to release of the Final Site Plan acknowledging that this property will participate, if the City adopts a plan prior to release of the building permit, to require equal and proportionate participation in an improvements plan to mitigate wet weather surcharging in the Holmes Run Trunk Sewer sanitary sewer shed. (T&ES)
96. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)
97. On the basis of information submitted by the applicant, the Carlyle Mill Wastewater Service Chamber/Pump Station (DSUP99-0050), located at 2201 Mill Road (between Eisenhower Avenue and Mill Road) and between manholes 003266SSMH and 003267SSMH (per the City Sewer GIS) is inadequate to serve the proposed development. Therefore, the applicant must, as part of the first final site plan, identify and propose design of improvements of the wastewater pump station and all its appurtenances to accommodate the development, or the applicant may potentially connect to the future planned service chamber/pump station located near the intersection of Port Street and Eisenhower Avenue. With respect to the existing pump station, any upgrade shall also account for all existing sanitary flows that are conveyed to the pump station. With respect to connecting to the future planned pump station, the pump station must be designed to accommodate other planned sanitary flows that will be connected. The wastewater pump station improvement plan shall, as part of final site plan, be fully designed, along with the engineering specifications to the satisfaction of both Alexandria Renew Enterprises (AlexRenew) and the City prior to approval of the final site plan. In addition, the required wastewater upgrades and construction must be constructed, inspected and accepted by both AlexRenew and the City prior to the issue of the first certificate of occupancy of this development.  
\* (T&ES / AlexRenew)
98. The sewer connection fee must be paid prior to release of the site plan.\* (T&ES)

**O. SOLID WASTE:**

99. Provide \$896 per receptacle to the Director of T&ES for purchase and installation of three (3) Victor Stanley Ironsites Series model SD-42 receptacle with Dome Lid dedicated to trash collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.\* (T&ES)
100. Provide \$996 per receptacle to the Director of T&ES for the purchase and installation of three (3) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.\* (T&ES)

***P. STREETS / TRAFFIC:***

101. Maintain a separation of 150 feet between the beginning of street corner radius and any driveway apron radius on arterial and collector roadways, with a minimum of 100 feet permitted, subject to the approval of the Director of T&ES. (T&ES)
102. Construct and maintain a continuous 16-foot wide one-way travel lane over the entire length of Southern Street from Mill Road to Port Street pursuant to the following:
  - a. Provide an 18-foot curb-to-curb width, including the gutter pans, on the section with no on-street parking, as only 1' of the gutter pan can be included in the roadway width.
  - b. For the section of Southern Street with on-street parking, maintain an overall width of 30', consisting of two 7' parking lanes and a 16' one-way travel lane. (T&ES)
103. 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)
104. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)(CODE)

105. Traffic studies and multi-modal transportation studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
106. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
107. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10 percent and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)
108. All 90 degree vehicle parking spaces adjacent to a sidewalk less than seven feet shall have wheel stops. (T&ES)
109. Prior to the release of the final certificate of occupancy, furnish and install conduit and junction boxes in the sidewalk to allow for future fiber optic connection between a potential future traffic signal at Dock Lane and Mill Road and the existing traffic signal at Eisenhower Avenue and Mill Road, to the Satisfaction of the Director of T&ES:
  - a. Install a junction box in the sidewalk at the SW corner of the Dock Lane and Mill Road intersection, connected to the existing signal at Eisenhower Ave by 4" conduit with pull wires.
  - b. The connection to the Eisenhower Avenue signal can utilize existing conduit installed with the Block 19 improvements, if available.
  - c. Junction boxes should be appropriately located to provide connectivity to potential proposed future signal equipment. Junction box covers shall be engraved with the word "TRAFFIC". \*\*\* (T&ES)
110. Provide a traffic study with the first final site plan to determine if a traffic signal is warranted at the intersection of Dock Lane and Mill Road. \* (T&ES)
111. If a traffic signal at Dock Lane and Mill Road is warranted, the applicant shall provide the following, to the satisfaction of the Director of T&ES:
  - a. Provide a signal design plan with the first final site plan. No permanent objects should be installed that will be in conflict with the proposed potential future signal equipment. \*
  - b. Provide and install underground infrastructure, not to include pole or controller foundations, required for the signal prior to final certificate of occupancy. \*\*\*
  - c. Design and construct an ADA accessible pedestrian crossing on Mill Road to Dock Lane in accordance with Conditions 3g through 3l.
  - d. Install signal at such time that it would be operational prior to the date needed in the study. -OR-

- e. Provide a monetary contribution to the satisfaction of the Directors of T&ES for a portion of the cost of the traffic signal installation. The amount shall be commensurate with the percentage of the increase in peak hour volume on Dock Lane between the Existing Year Analysis and the Future with Development Analysis that is attributed to Block 20 Site Generated Trips. \*\*\*\* (T&ES)
- 112. Continue to coordinate with City Staff and VDOT on the design of the intersection of proposed Southern Street and Mill Road, with the goal of providing a 30 foot wide section curb to curb. Show design of alternate section on the final site plan. \*(T&ES)

***Q. UTILITIES:***

- 113. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
- 114. All overhead power and communication lines fronting the development all around shall be undergrounded excluding those in the Dominion Energy easement. (T&ES)
- 115. No transformer and switch gears shall be located in the public right of way, with the exception of the proposed transformer encroachments. (T&ES)

***R. SOILS:***

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

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

- 117. The project site lies within the Braddock Road West (Timber Branch) Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed 90 percent of the existing runoff quantities for both the 2-year and 10-year storm events. (T&ES)
- 118. The stormwater collection system is located within the Timber Branch watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
- 119. Provide Environmental Site Assessment Notes that clearly delineate the individual components of the RPA (where applicable) as well as the total geographic extent of the RPA, to include the appropriate buffer, in a method approved by the Director of Transportation and Environmental Services. The Environmental Site Assessment shall also clearly describe, map or explain

intermittent streams and associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15 percent in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)

***T. STORMWATER MANAGEMENT:***

120. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
121. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance. The project must use hydrologic soil group "D" in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES)
122. All stormwater Best Management Practices (BMPs) must be designed to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs. This includes site specific plan views, cross sections, planting plans, and complete calculations for each BMP. (T&ES)
123. Provide a BMP table with a separate listing for each individual BMP that includes the name of the practice, total area treated (acres), pervious area treated (acres), impervious area treated (acres), phosphorous removal efficiency (percentage), phosphorous removed by the practice (lbs), and geographic coordinates (T&ES)
124. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:

- a. Constructed and installed as designed and in accordance with the released Final Site Plan.
  - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. \*\*\*\* (T&ES)
125. Surface-installed stormwater Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
126. Submit two (2) originals of the stormwater quality BMP and Stormwater Detention Facilities Maintenance Agreement to include the BMP Schedule and Guidelines Addendum with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the Final Site Plan.\* (T&ES)
127. The Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years, and transfer the contract to the owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. \*\*\*\*(T&ES)
128. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division on digital media prior to release of the performance bond. \*\*\*\*(T&ES)
129. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. \*\*\*\*(T&ES)
130. Stormwater best management practices shall be installed to treat stormwater runoff from Port Street and Southern Street as depicted on the Preliminary Plan. (T&ES)

***U. CONTAMINATED LAND:***

131. 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)

132. 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. Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review.
  - e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
  - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. \* (T&ES)
133. 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)

134. 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. The installed vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (T&ES)

## **V. NOISE:**

135. For the residential building, prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). Identify options to minimize noise exposure to future residents at the site, particularly in those units closest to the interstate highway, railroad tracks and airport traffic, including triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)
136. The noise study and noise commitment letter for the residential building shall be submitted and approved prior to Final Site Plan release.\* (T&ES)
137. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
138. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

## **W. AIR POLLUTION:**

139. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
140. No material may be disposed of by venting into the atmosphere. (T&ES)



141. 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)

***X. CONTRIBUTIONS:***

142. Contribute \$350,000 towards the Eisenhower East Open Space Implementation fund prior to the first certificate of occupancy. All checks shall be made payable to the City of Alexandria and submitted to the Department of P&Z with a cover letter citing the project name, contribution amount, and the condition being fulfilled. (P&Z)
143. Provide \$50,000 to supply a bikeshare station within the vicinity of the project. \* (T&ES)

***Y. ARCHAEOLOGY:***

Open Space/Landscaping:

144. The applicant shall submit to/work with Alexandria Archaeology to complete the interpretive elements on the Dock Street panels and other interpretive signs. The applicant will continue to work with Alexandria Archaeology to use Heritage Trail markers for historical signage. The final sign will be created and approved prior to the Certificate of Occupancy for each building within the site.

Archaeology:

145. 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)
146. 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)
147. Certificates of Occupancy shall not be issued for this property until interpretive elements have been constructed and interpretive markers have been erected. (Archaeology)

***Z. DISCLOSURE REQUIREMENTS:***

148. If the rental building is converted to condominiums, the Condominium / Homeowners Association (HOA) documents shall incorporate language that requires the following elements and other restrictions deemed necessary by the City Attorney to ensure that the trees proposed to be saved are retained including:
- a. Require property owners to sign a disclosure statement acknowledging the presence and required protection of the trees.
  - b. The trees to be protected as depicted on the released site plan shall be required to be retained unless otherwise permitted to be removed by the City Arborist due to the health and safety of the tree.
  - c. Any proposal to remove a tree that is designated to be retained on the released site plan for reasons other than health or safety shall require unanimous approval by the Homeowners Association and a site plan amendment. (P&Z)
149. If the rental building is converted to condominiums, all condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.
- a. The principal use of the garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
  - b. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
  - c. No more than two parking spaces shall be assigned to a specific condominium unit until all settlement on the units are complete; all unassigned spaces in the garage shall be made generally available to residents and/or visitors.
  - d. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
  - e. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
  - f. Develop a noise control by-law aimed at controlling noise levels in the proposed development and resolving noise issues between neighboring occupants, and disclose this by-law to all involved at the time of sale or lease agreement.

- g. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit. \*\*\* (P&Z)
  - h. Stormwater facility BMPs must be inspected and adequately maintained as designed to ensure proper functioning.
  - i. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit. \*\*\* (P&Z) (T&ES)
150. If environmental site assessments or investigations discover the presence of onsite contamination, the applicant or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the site, including previous environmental conditions and on-going remediation measures. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)
151. Present a disclosure statement to potential tenants or buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:
- a. That heavy industrial uses, AlexRenew facilities, I-495, the Metrorail tracks and other railway operations are located within the immediate vicinity of the project, are permitted to continue indefinitely, and will generate traffic.
  - b. That overhead Dominion Energy transmission lines are located directly south of the proposed building;
  - c. That Eisenhower Avenue is a major four-lane arterial and that future traffic is expected to increase significantly as development along Eisenhower Avenue continues. (P&Z)(T&ES)

### **CITY DEPARTMENT CODE COMMENTS**

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

### **Planning and Zoning**

- R - 1. For all first floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) 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 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 Tree conservation and protection plans shall identify all trees to be removed, and all trees to be protected / preserved. Construction methods to reduce disturbance within driplines shall also be identified. An on-site inspection of existing conditions shall be held with the City Arborist and Natural Resources Division Staff prior to the preparation of the Tree Conservation and Protection Plan.
- C - 3 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**

- F - 1. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F - 2. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:  
  
<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 3. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F - 4. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 5. Include all symbols, abbreviations, and line types in the legend. (T&ES)

- F - 6. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration. (T&ES)

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 - 7. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4 inch sanitary lateral 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 inch 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 - 8. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (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 inches 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 - 9. 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 inches for sanitary sewer and 12 inches 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 inch clearance shall be encased in concrete. (T&ES)
- F - 10. 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 - 11. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches 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 - 12. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 13. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 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. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. These sheets are to be provided as "Information Only." (T&ES)
- F - 17. Acceptable guidance to maintain mobility and access for bicyclists and pedestrians may be found in VDOT's Transportation Work Zone Pedestrian and Bicycle Guidance," which is accessible here: [http://www.virginiadot.org/business/resources/wztc/2016\\_WZ\\_Ped\\_BikeGuide.pdf](http://www.virginiadot.org/business/resources/wztc/2016_WZ_Ped_BikeGuide.pdf)

- F - 18. The following notes shall be included on all Maintenance of Traffic Plan Sheets: (T&ES)
- a. The prepared drawings shall include a statement "FOR INFORMATION ONLY" on all MOT Sheets.
  - b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
  - c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. \*
- F - 19. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- C - 1 Parking ratio requirement adjustment. Any parking requirement may be adjusted within 5% of the requirement if the director of Planning and Zoning determines that physical requirements of the building prevent compliance with the specific number of parking spaces required. (Section 8-200(A)(2)(c)(i) of the Zoning Ordinance) (T&ES) (P&Z)
- C - 2 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 stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 3 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the stormwater quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. 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 or known flooding area, then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 4 Per the requirements of Article 13-114 (f) 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 stormwater 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 - 5 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)
- C - 6 If it is determined that the site is not in compliance with Section 13-1-3 of the City Code, then the applicant shall make additional improvements to adjust lighting levels to the satisfaction of the Director of T&ES to comply with the Code. (T&ES)
- 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. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 8 (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 - 9 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 10 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 - 11 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space



- Guidelines”, or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: [www.alexandriava.gov/solidwaste](http://www.alexandriava.gov/solidwaste) or by contacting the City's Solid Waste Division at 703-746-4410, or via email at [commercialrecycling@alexandriava.gov](mailto:commercialrecycling@alexandriava.gov). (T&ES)
- C - 12 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 13 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: [www.alexandriava.gov/solidwaste](http://www.alexandriava.gov/solidwaste) or by calling the Solid Waste Division at 703.746.4410 or by e-mailing [CommercialRecycling@alexandriava.gov](mailto:CommercialRecycling@alexandriava.gov). (T&ES)
- C - 14 Bond for the public improvements must be posted prior to release of the site plan.\* (T&ES)
- C - 15 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.\* (T&ES)
- C - 16 Provide a phased erosion and sediment control plan consistent with grading and construction plan. The erosion and sediment controls shall be confined to the owner's property. Extension of erosion and sediment controls in the public right of way, if required, must be approved as part of the Construction Management Plan. (T&ES)
- C - 17 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 18 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 - 19 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 - 20 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 21 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 22 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 23 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 24 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
- a. Monday Through Friday from 7 AM To 6 PM and
  - b. Saturdays from 9 AM to 6 PM.
  - c. No construction activities are permitted on Sundays and holidays.  
Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours :
  - d. Monday Through Friday from 9 AM To 6 PM and
  - e. Saturdays from 10 AM To 4 PM
  - f. No pile driving is permitted on Sundays and holidays.  
Section 11-5-109 restricts work in the right of way for excavation to the following:
  - g. Monday through Saturday 7 AM to 5 pm
  - h. No excavation in the right of way is permitted on Sundays. (T&ES)
- C - 25 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C - 26 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)

- C - 27 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the Final Site Plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)\_for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. \*(T&ES)
- C - 28 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final 1 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 a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the approved hardcopy SWPPP Binder Book 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-Storm)

**VAWC Comments:**

No comments received.

**AlexRenew Comments:**

Combined comment with T&ES.

**Fire Department:**

- F - 1. All new fire hydrants on private property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance and service.

**Code Administration (Building Code):**

- F - 1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- C - 1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).

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

## **Police**

### **Parking Garage Recommendations**

- F - 1 The stairwells within structured parking garages shall be visible, as permitted by the Building Code without solid walls. The balusters shall be open to allow for a clear line of vision. Provide guards that are 42 inches in height along open sides of the stairways and landings which are located 30 inches above the floor or grade below. The width between the balusters shall be no wider than 4 inches and the handrails are to be a minimum of 34 inches and a maximum of 38 inches.

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

#### Landscape Recommendations

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

#### Parks

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

#### Miscellaneous

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

#### **Archaeology**

- F - 1. Archaeological investigations conducted on the Hoffman properties to date have located the eighteenth-century West family cemetery, remnants of an eighteenth through

nineteenth-century mill race, and the foundations of Cameron Mills and of several historic residential structures, one of which may have served as an early tavern. Based on historic maps and aerial photographs, Block 20 was in the Cameron Run floodplain until the 1960s when in-filling occurred in conjunction with the construction of Interstate 495. By the 1990s an office complex had been built on the site, and was recently razed in preparation for the proposed project. There is low potential for the recovery of archaeological resources in Block 20. No archaeological work is needed prior to construction, but statements on the plans are required to insure that information is recovered in the event that unexpected finds are unearthed during construction.

C - 10 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

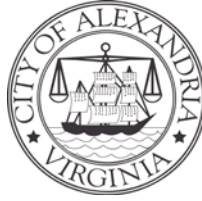
Asterisks denote the following:

- \* Condition must be fulfilled prior to release of the Final Site Plan
- \*\* Condition must be fulfilled prior to release of the building permit
- \*\*\* Condition must be fulfilled prior to release of the certificate of occupancy
- \*\*\*\* Condition must be fulfilled prior to release of the bond

## **IX. ATTACHMENTS**

- Attachment #1 – Letter of Recommendation from the Eisenhower East Design Review Board
- Attachment #2 – Compliance with the Eisenhower East Small Area Plan and Design Guidelines
- Attachment #3 – Revised Figure 4-9 of the Eisenhower East Small Area Plan
- Attachment #4 – Balcony Encroachment Exhibit
- Attachment #5 – Transformer Encroachment Exhibits

*Attachment #1*



## **CARLYLE/EISENHOWER EAST DESIGN REVIEW BOARD**

**DATE:** November 22, 2017

**TO:** Alexandria Planning Commission and Alexandria City Council

**FROM:** Carlyle/Eisenhower East Design Review Board (Alvin Boone, Tom Canfield, John Chapman, Roger Lewis, and Lee Quill)

**SUBJECT:** DSUP 2017-0005– Eisenhower East Block 20

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The Carlyle/Eisenhower East Design Review Board (DRB) serves in an advisory capacity to the City Council and Planning Commission on the design of projects within the Eisenhower East Small Area Plan boundaries. In that role, the Board reviewed a new design concept for the Block 20 development at four DRB meetings over the last eight months.

The Board members provided extensive input into the massing of the residential building, the design of the tower feature, the building skin and materials, the building base and relationships to the street and open space, the entrance plaza, and the design of the open spaces. The Board also provided direction on the overall massing and footprint of the hotel building, and anticipates review the hotel architecture as a separate application at a later time. As a direct result of the Board’s feedback, refinements were made to the plans that significantly improved the overall proposal. In addition, the Board has ensured this development complies with the intent of the Eisenhower East Small Area Plan and Design Guidelines.

The Board supports the increased building height given the proximity to the Eisenhower Avenue Metro station. The Board was also satisfied with the articulation of the residential building façades and the refinement of the concept for the vehicular entrance plaza and garage facades. Furthermore, they found the strong three-dimensionality of the building elevations, variety of massing in the building penthouse, and subtle layering of materials to be very successful.

The concept for the open space, including the vehicular entrance plaza and other open space areas, including a ½ acre dog park, was introduced by the applicant as an opportunity for this project to visually link with Paradigm’s Parc Meridian to the north on Block 19. The Board believes the design of these of these spaces as a “sister” to the former project with similar public art features, materials, and geometries is a strong concept that will support a sense of place for the users of both developments and Eisenhower East as a whole. It accomplishes the goals of the

Small Area Plan by creating usable open space with trails and actively programmed areas for use by the public as well as residents of the building.

The Block 20 residential building and surrounding landscape will be a prominent, attractive addition to Alexandria's skyline and city fabric, and a great opportunity for the City to extend the grid system as envisioned by the Eisenhower East Small Area Plan. For these reasons, the Board supports the new proposal for this block and voted to **recommend approval** of the Block 20 development at the DRB meeting on September 28, 2017.



***Attachment #2***

***Compliance with the Eisenhower East Small Area Plan and Design Guidelines***

The table below provides a summary of how this project complies with the intent of the Eisenhower East Small Area Plan and Design Guidelines.

<b>Guideline</b>	<b>Plan Requirement</b>	<b>Proposed Plan</b>	<b>Complies with intent?</b>
Land Use	Residential & Hotel or Office	Residential & Hotel	Yes
Retail Locations	No retail requirement for this block	Retail is not currently proposed	Yes
Allowable Gross Floor Area	585,000 sf	584,994 sf	Yes
Building Height	Maximum height of 310 feet	Residential: 300'-0" to the top of the ornamental penthouse.	Yes
		Hotel: 92'-4" to the top of main roof.	Yes
Architectural Articulation	- "B" Street Facades (Mill Road): The building façade shall articulate a clear base, middle and top to the building. Building façade must articulate a residential scale with varied surface articulation of color, scale and material.	Hotel architecture is not provided with this submission.	Not Yet
	- "C" Street Facades (Port Street, Dock Lane) - Facades shall be an integrated component of the overall building design.	Facades are conceptually integrated as a component of the overall building design.	Yes
Architectural Expression	HVAC and mechanical equipment shall be integrated in the overall building design.	Approved design of the residential building penthouse demonstrates integration with the overall architecture of the building.	Yes

<b>Guideline</b>	<b>Plan Requirement</b>	<b>Proposed Plan</b>	<b>Complies with intent?</b>
Street Frontage: B Street (Mill Road)	-Main pedestrian building entries must be at sidewalk elevation and shall be spaced no less than 25' apart.	The primary residential and hotel building entrances will be located at the drop-off plaza accessed from Dock Lane.	Yes
	-Only one curb cut per block face permitted.	There are no curb cuts on Mill Road.	Yes
Street Frontage: C Street (Dock Lane, Port Street, and Southern Street)	-Buildings shall generally be built to the Build to Line.	Buildings generally meet the Build to Line.	Yes
	-Parking and garage entries	The parking garage entrance and loading spaces are provided along Dock Lane and southern street.	Yes
	-Curb cuts	Curb cuts are provided on Dock Lane and Southern Street to provide access to the garage and loading entrances for both buildings.	Yes
Massing	Provide a clear base, middle, top with appropriate building setbacks and street walls.	A clear base, middle, and top are conceptually shown on the residential building though setbacks have not been provided.	Yes
		Hotel architecture is not provided with this submission.	Not Yet

<b>Guideline</b>	<b>Plan Requirement</b>	<b>Proposed Plan</b>	<b>Complies with intent?</b>
Street Sections	66 foot right of way, with two 11 foot travel lanes, on-street parking and 14 foot sidewalks.	Dock Lane and Port Street will be dedicated, which will include the required 66 foot right of way for the travel lanes, on street parking, and sidewalks.  Southern Street will be dedicated, which will include a 66-foot right of way, two 11 foot travel lanes, parking on the north and south sides, and sidewalks.	Yes <sup>2</sup>  Yes <sup>2</sup>
Public Realm – Parks and Squares	Parklands shall have active and passive uses with biking and hiking trails, set amongst a natural setting.	Public parks or squares are not required. Perpetual public access easements over all at-grade privately owned open space areas shall be provided.	N/A

<sup>1</sup>*Applies to the residential architecture only. Hotel architecture is not submitted with this application.*

<sup>2</sup>*The design of “C” Frontage streets may be modified during the development process with the approval of the Directors of Planning & Zoning and Transportation & Environmental Services, provided a minimum right of-way of 50 feet is maintained (The Eisenhower East Design Guidelines).*

**Attachment #3 Figure 4-9 Development Controls CDD2**

Note: Figure 4-9 was updated with approval of the Eisenhower East Small Area Plan Amendment (MPA#2017-0006). This figure is included for reference only. Condition language (Condition #2) is included in the Staff Recommendations that requires the applicant to provide an updated CDD Concept Plan which reflects the changes to this figure with the first Final Site Plan.

Block	Net Development Site Area <sup>8</sup>	Principal Use	Allowable Gross Floor Area	Building Heights (Stories)	Maximum Tower Height (in feet)	Ground Floor Retail <sup>9</sup>
1	179,119	Hotel	101,000	10-15	150	
2 <sup>4</sup>	168,400	Office	611,386 <sup>6</sup>	15-22 <sup>6</sup>	260 <sup>6</sup>	
	34,800	Open Space				
3 <sup>4</sup>	98,700	Office	187,873	10-15	210	
4	59,700	Office	459,508 <sup>6</sup>	10-15	220	36,950
5	56,400	Residential	329,841	10-15	220	24,050
5	10,900	Open Space				
6	<del>195,210</del>	Office	<del>1,036,000</del>	<del>10-15</del>	<del>150</del>	<del>33,500</del>
6		Retail	50,000	1-2	20-40	50,000
6A <sup>7, 10</sup>	<u>65,161</u>	Residential	665,552	<u>16</u>	<u>210</u>	<u>36,500</u>
6B	<u>92,898</u>	Office	<u>362,066</u>	<u>10-15</u>	<u>150</u>	<u>39,100</u>
6C	9,815	Office	7,900	10-15	150	7,900
7	105,800	Retail	25,000	1-2	20-40	25,000
7		Retail	136,000			136,000
8 <sup>4</sup>	59,200	Office	697,417	20-25	250	31,000
9A	82,500	Hotel	551,206	15-20	220	0
9B	74,100	Office	779,284 <sup>6</sup>	20-25	250	30,000
9B	21,200	Open Space				
10	9,700	Retail	8,000	1-2	20-40	8,000
11 <sup>3</sup>	66,600	Residential	626,456	20-35	370	50,000
12 <sup>3</sup>	48,300	Residential	545,762	20-30	339	15,000
13	59,260	Residential	490,000	15-25	250	12,000
14	109,400	Retail	18,000	1-2	20-40	18,000
14					100	
15	0	192380	0		100	150 w/ SUP
16 <sup>1</sup>	20,822	Hotel	127,000	10-15	150	
17 <sup>1</sup>	77,540	Office	406,000	15-25	200	4,000
18	76,700	Residential	525,000	15-25	220	14,000
19 <sup>5</sup>	57,800	Residential	432,000	15-25	284	
19	55,000	Open Space				
20	<del>77,100</del>	Office	<del>585,000</del>	<del>10-15</del>	<del>220<sup>2</sup></del>	
20 <sup>7, 11</sup>	<u>154,101</u>	Res/Hotel	<u>585,000</u>	<u>10-30</u>	<u>310</u>	
23	60,100	Office	98,000	10-15	200	
23	92,400	Office	304,000	10-15	200	

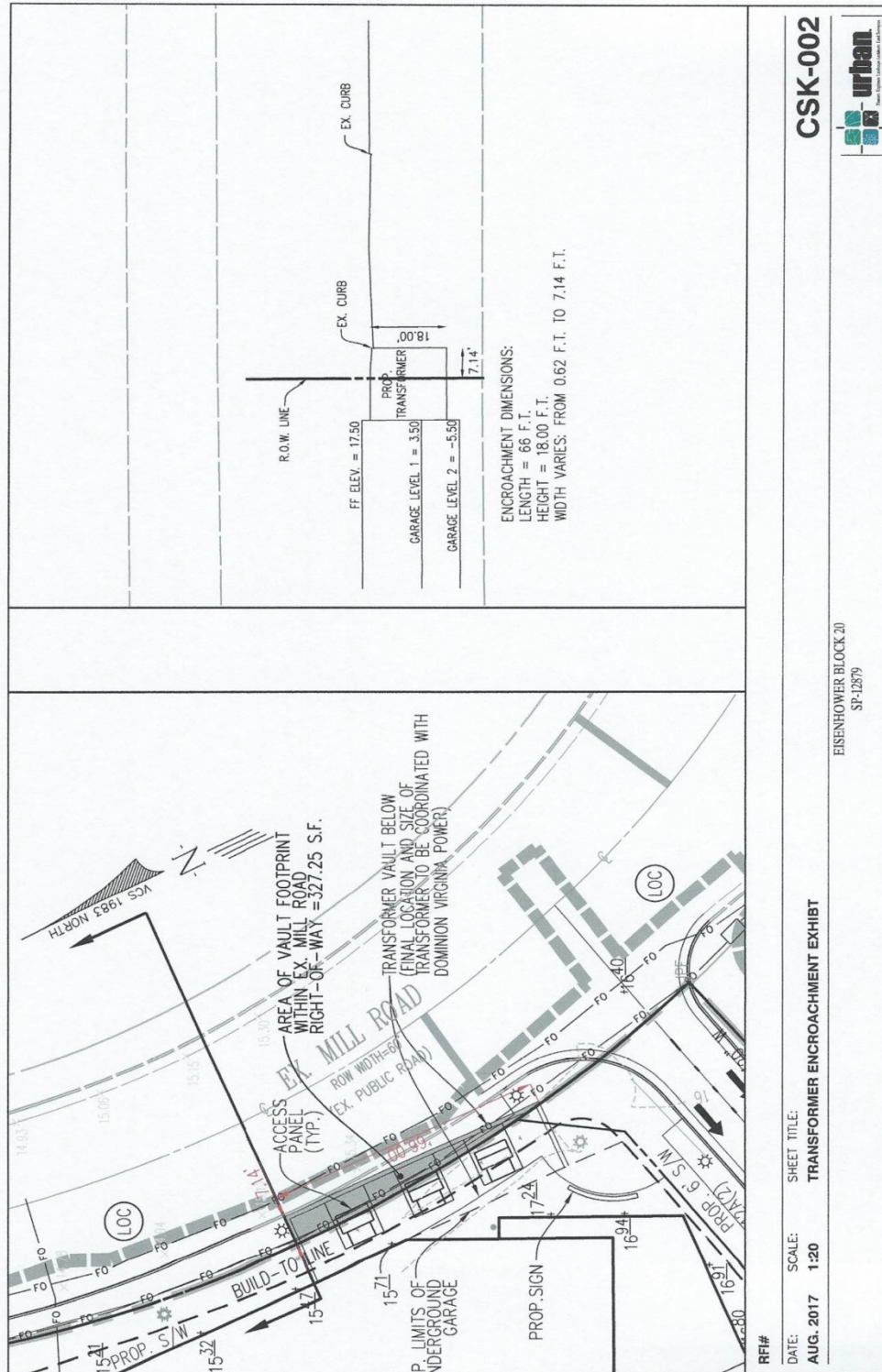
In addition, the proposed amendment adds the underlined notes below to Figure 4-9:

1. MPA2006-0002. Ord 4462 (See Also DSUP 2005-0011)
2. MPA#2008-0006. Ord No.4617. 9/12/2009
3. MPA#2009-0002. Ord No.4758. 4/14/2012
4. MPA#2011-0005. Ord No.4758. 4/14/2012
5. MPA#2013-0002. (Ord No. Unknown). 6/15/2013
6. MPA#2013-0009. Ord No.4917. 12/13/2014
7. MPA#2017-0006. Ord No.5089. 10/14/2017
8. The net development site area does not reflect surveyed information and is based on the best available information. This site area may be adjusted in the actual creation of the block areas.
9. Reflects desired location and amounts. Accessory retail may be provided on sites not noted for retail.
10. With adaptive reuse of the building on Block 6A, above grade parking will not count against AGFA, as long as the parking is screened and integrated into the design of the building.
11. Block 20 must provide 95,000 sq. ft. minimum hotel or office use.













## APPLICATION

### DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

**DSUP #** 2017-0005 **Project Name:** Eisenhower East - Block 20

**PROPERTY LOCATION:** 2200 and 2000A Mill Road

**TAX MAP REFERENCE:** 78.02-01-18

**ZONE:** CDD-2

#### APPLICANT:

**Name:** Paradigm Development Company

**Address:** 1415 N. Taft St., Suite 100, Arlington, VA 22201

#### PROPERTY OWNER:

**Name:** LSREF2 Clover Property 12 LLC

**Address:** Hudson Adv Asset Mgmt Clover ES 101, 2701 N. Haskill Ave., Suite 1800, Dallas TX 75204

**SUMMARY OF PROPOSAL** Request to approval for a 420 unit residential building and a 180 room hotel on Block 20 of the EESAP, including installation of a public street and a large publically accessible open space.

#### MODIFICATIONS REQUESTED

Modification to loading area per Section 8-200(B)(2)

#### SUP's REQUESTED

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

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

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

Mary Catherine Gibbs, Hart, Gibbs, Pierce & Karp

Print Name of Applicant or Agent

700 N. Fairfax St., Suite 600

Mailing/Street Address

Alexandria, VA

City and State

22314

Zip Code

Signature

703-836-5757

Telephone #

703-548-5443

Fax #

mcgibbs@hartlanduselaw.com

Email address

July 12, 2017/amended September 22, 2017

Date

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

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

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

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

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

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

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



**ALL APPLICANTS MUST COMPLETE THIS FORM.**

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

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

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

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

Stanley W. Slotter, 9112 Vendome Drive, Bethesda, MD 20817 - 80.5%

W. Clarke Ewart, 14417 Cantrell Road, Silver Spring, MD 20905 - 13%

Patricia B. Smith, 8607 Tebbs Lane, McLean, VA 22102, 6.5%

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

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

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



## OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

**1. Applicant.** State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Stanley W. Slotter, 9112 Vendome Drive, Bethesda, MD 20817		80.5%
2. W. Clarke Ewart, 14417 Cantrell Road, Silver Spring, MD 20905		13%
3. Patricia B. Smith, 8607 Tebbs Lane, McLean, VA 22102		6.5%

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at 2200 Mill Road (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. LSREF2 Clover Property 12 LLC, 2701 Haskill Ave., Suite 1800 Dallas, TX 75204		100% of property
2. LSREF2 Clover Sub Property 12 LLC Same as above		100% of entity
3.		

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

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Paradigm Development Cos. Stanley Slotter	None None	PC & CC
2. W. Clarke Ewart Patricia B. Smith	None None	
3. LSREF 2 Clover Property 12 LLC LSREF 2 Clover Sub Property 12 LLC	None None	

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

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

9/22/17  
July 12, 2017

Date

Mary Catherine Gibbs

Printed Name

Mary Catherine Gibbs  
Signature



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

The Applicant, Paradigm Development Company is seeking to add another signature multi-family building to the Eisenhower East Small Area Plan neighborhood on Block 20. Paradigm has had a long presence in Alexandria, and most recently completed the Parc Meridian on the adjacent Block 19. Paradigm owns and operates 5 other multi-family buildings in the City, including two across the street from Block 19 at Mill Race.

The proposal includes a 420 unit multi-family building with two levels of underground parking and three levels of above grade parking, accessed off of the extension of Port Street, with the main entrance to the building located on a piazza accessed off the newly created Dock Lane. The 26 story building includes significant architectural features that enhance the urban landscape and justify the height proposed. See the DSUP plan set submitted herewith that provides the details regarding the proposal and demonstrates the significance of the architectural features described above. The project also includes a 180 key hotel building on the Mill Road side of the block.

This project satisfies the City's goals in the Strategic Plan to increase development near Metro stations, to enhance the open space provided in Eisenhower East, to further create a new street-grid, among many others. It also provides what we think is the continuation of what Block 19 began, and that it is another opportunity to create an interesting top to a building in Eisenhower East in particular, but the City in general. Finally, it continues the significant open space feature created at Block 19 by providing an additional ground level, publicly available open space on the south side of the property, that enhances the overall open space in Eisenhower East.



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

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

24/7 as this is a multi-family residential building.

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

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

The management office will be open daily, M-F 10 a.m. to 6 p.m., Saturday 10 a.m. to 5 p.m. and Sunday, 12 p.m. to 5 p.m. There will likely be 20-25 employees total for the building.

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

Day	Hours	Day	Hours
Office hours:			
M-F	10 a.m. to 6 p.m.		
Saturday	10 a.m. to 5 p.m.		
Sunday	12 p.m. to 5 p.m.		

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

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

Typical type from a residential building of this size.

B. How will the noise from patrons be controlled?

The amenity feature of the building is proposed on the top of the third story of the above ground parking structure, adjacent to 1495.

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

None.



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

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

Typical type for a residential/hotel use.

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

Similar to Block 19, enough to warrant trash pick up every other day.

C. How often will trash be collected?

Likely every other day.

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

The managment staff will ensure the property is kept clean.

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

☐ Yes. ☒ No.

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

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

☐ Yes. ☒ No.

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



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

The buildings will be security controlled.

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

☒ **Yes.**      ☐ **No.**

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

The hotel will likely include a bar for its patrons/guests. The hotel operator will have to obtain the appropriate ABC license for any such bar.

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

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

503 for both residential and hotel.

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

<u>204</u>	Standard spaces
<u>280</u>	Compact spaces
<u>19</u>	Handicapped accessible spaces
<u>          </u>	Other



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

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

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

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 5
- B. How many loading spaces are available for the use? 3
- C. Where are off-street loading facilities located?  
On site, off of Port Street for the residential building and off of the parking area off of Southern Street for the hotel.
- D. During what hours of the day do you expect loading/unloading operations to occur?  
Typical hours for residential move ins, with accessory deliveries during normal delivery hours.
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?  
Likely daily, depending on the turnover of units.

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

Street access is being determined in discussions with City and VDOT staff.



## APPLICATION

### CDD DEVELOPMENT CONCEPT PLAN

CDD # \_\_\_\_\_

[must use black ink or type]

**PROPERTY LOCATION:** 2200 Mill Road  
**TAX MAP REFERENCE:** 78.02-01-05 **ZONE:** CDD-2  
**APPLICANT'S NAME:** Paradigm Development Company  
**ADDRESS:** 1415 N. Taft St., Suite 100, Arlington, VA 22201  
**PROPERTY OWNER NAME:** LSREF2 Clover Property 12 LLC  
**ADDRESS:** Hudson Adv Asset Mgmt Clover ES 2701 N. Haskill Ave., Suite 1800 Dallas, TX 75204  
**REQUEST:** Amendment to the CDD Concept Plan to correct previous CDD Concept Plan to change use from "Office" to "Residential/Hotel" and increase height limit.

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

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

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

Mary Catherine Gibbs, Hart, Gibbs, Pierce & Karp P.C.

Print Name of Applicant or Agent

700 N. Fairfax Street, Suite 600

Alexandria, Virginia

22314

Mailing/Street Address

  
Signature

(703) 836-5757

(703) 584-5443

Telephone #

Fax #

mcgibbs@hartlanduselaw.com

Email address

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

Application Received: \_\_\_\_\_ Date and Fee Paid: \_\_\_\_\_ \$ \_\_\_\_\_  
ACTION - PLANNING COMMISSION: \_\_\_\_\_ ACTION - CITY COUNCIL: \_\_\_\_\_

## OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

**1. Applicant.** State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Stanley W. Slotter	9112 Vendome Dr. Bethesda, MD 20817	80.5%
2. W. Clarke Ewart	14417 Cantrell Road Silver Spring, MD 20905	13%
3. Patricia B. Smith	8607 Tebbs Lane McLean, VA 22102	6.5%

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at 2200 Mill Road (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. LSREF2 CLOver Property 12 LLC	2701 Haskill Ave, Suite 1800 Dallas, TX 75204	100% of property
2. LSREF2 Clover Sub Property 12 LLC	Same as above	100% of entity
3.		

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

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Paradigm Development Cos Stanley Slotter	None None	PC and CC
2. W. Clarke Ewart Patricia B. Smith	None None	
3. LSREF 2 Clover Property 12 LLC LSREF 2 Clover Sub Property 12 LLC	None None	

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

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

9/6/17  
Date

Mary Catherine Gibbs  
Printed Name

Mary Catherine Gibbs  
Signature



## APPLICATION

### ENCROACHMENT

ENC# \_\_\_\_\_

**PROPERTY LOCATION:** 2200 Mill Road  
**TAX MAP REFERENCE:** 78.02-01-05 **ZONE:** CDD-2

#### APPLICANT

**Name:** Paradigm Development Company  
**Address:** 1415 N. Taft St., Suite 100, Arlington, VA 22201

#### PROPERTY OWNER

**Name:** LSREF2 Clover Property 12 LLC  
**Address:** Hudson Adv Asset Mgmt Clover ES 101 2701 N. Haskill Ave., Suite 1800, Dallas, TX 75204

**PROPOSED USE:** Approval of an encroachment of balcony overhang on Dock Lane (see attached exhibit).

**INSURANCE CARRIER** (copy attached) \_\_\_\_\_ **POLICY #** \_\_\_\_\_

A certificate of general liability insurance in the amount of \$1,000,000 which will indemnify the owner and names the city as an additional insured must be attached to this application.

☒ **THE UNDERSIGNED** hereby applies for an Encroachment Ordinance in accordance with the provisions of Section 8-1-16 and Sections 3-2-82 and 85 of the Code of the City of Alexandria, Virginia.

☐ **THE UNDERSIGNED** hereby applies for an Administrative Use Permit in accordance with the provisions of Article VI, Section 6-600 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

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

Mary Catherine Gibbs  
Print Name of Applicant or Agent  
700 N. Fairfax St., Suite 600  
Mailing/Street Address  
Alexandria, VA 22314  
City and State Zip Code

Mary Catherine Gibbs  
Signature  
(703) 836-5757 (703) 548-5443  
Telephone # Fax #  
mcgibbs@hartlanduselaw.com  
Email address  
9/6/17  
Date

Application Received: \_\_\_\_\_ Date and Fee Paid: \$ \_\_\_\_\_  
ACTION - PLANNING COMMISSION: \_\_\_\_\_ ACTION - CITY COUNCIL: \_\_\_\_\_



## OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

**1. Applicant.** State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Stanley W. Slotter	9112 Vendome Dr, Bethesda, MD 20817	80.5%
2. W. Clarke Ewart	14417 Cantrell Road Silver Spring, MD 20905	13%
3. Patricia B. Smith	8607 Tebbs Lane McLean, VA 22102	6.5%

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at 2200 Mill Road (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. LSREF2 CLOver Property 12 LLC	2701 Haskill Ave, Suite 1800 Dallas, TX 75204	100% of property
2. LSREF2 Clover Sub Property 12 LLC	Same as above	100% of entity
3.		

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

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Paradigm Development Cos Stanley Slotter	None None	PC and CC
2. W. Clarke Ewart Patricia B. Smith	None None	
3. LSREF 2 Clover Property 12 LLC LSREF 2 Clover Sub Property 12 LLC	None None	

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

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

9/6/17  
Date

Mary Catherine Gibbs  
Printed Name

Mary Catherine Gibbs  
Signature



## APPLICATION

### ENCROACHMENT

ENC# \_\_\_\_\_

**PROPERTY LOCATION:** 2200 and 2000A Mill Road

**TAX MAP REFERENCE:** 78.02-01-18 **ZONE:** CDD-2

#### APPLICANT

Name: Paradigm Development Company

Address: 1415 N. Taft St., Suite 100, Arlington, VA 22201

#### PROPERTY OWNER

Name: LSREF2 Clover Property 12 LLC

Address: HUDSON ADVRS ASSET MGMT CLOVER ES101 2711 N HASKELL AVE STE 1800, DALLAS TX 75204

**PROPOSED USE:** Request for Approval of an encroachment in the sidewalk of Port St. and Mill Road for transformers (See Attached Exhibits).

**INSURANCE CARRIER** (copy attached) \_\_\_\_\_ **POLICY #** \_\_\_\_\_

A certificate of general liability insurance in the amount of \$1,000,000 which will indemnify the owner and names the city as an additional insured must be attached to this application.

☐ **THE UNDERSIGNED** hereby applies for an Encroachment Ordinance in accordance with the provisions of Section 8-1-16 and Sections 3-2-82 and 85 of the Code of the City of Alexandria, Virginia.

☐ **THE UNDERSIGNED** hereby applies for an Administrative Use Permit in accordance with the provisions of Article VI, Section 6-600 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

☐ **THE UNDERSIGNED** I so attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of their knowledge and belief.

Mary Catherine Gibbs, Hart, Gibbs, Pierce & Karp, PC

Print Name of Applicant or Agent

700 N. Fairfax St., Suite 600

Mailing/Street Address

Alexandria, VA 22314

City and State Zip Code

Signature Mary Catherine Gibbs

703-836-5757

Telephone #

mcgibbs@hartlanduslaw.com

Email address

September 22, 2017

Date

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

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

ACTION - PLANNING COMMISSION: \_\_\_\_\_ ACTION - CITY COUNCIL: \_\_\_\_\_



## OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

**1. Applicant.** State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Stanley W. Slotter, 9112 Vendome Drive, Bethesda, MD 20817		80.5%
2. W. Clarke Ewart, 14417 Cantrell Road, Silver Spring, MD 20905		13%
3. Patricia B. Smith, 8607 Tebbs Lane, McLean, VA 22102		6.5%

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at 2200 Mill Road (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. LSREF2 Clover Property 12 LLC, 2701 Haskill Ave., Suite 1800 Dallas, TX 75204		100% of property
2. LSREF2 Clover Sub Property 12 LLC Same as above		100% of entity
3.		

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

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Paradigm Development Cos. Stanley Slotter	None None	PC & CC
2. W. Clarke Ewart Patricia B. Smith	None None	
3. LSREF 2 Clover Property 12 LLC LSREF 2 Clover Sub Property 12 LLC	None None	

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

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

9/22/17  
July 12, 2017

Date

Mary Catherine Gibbs

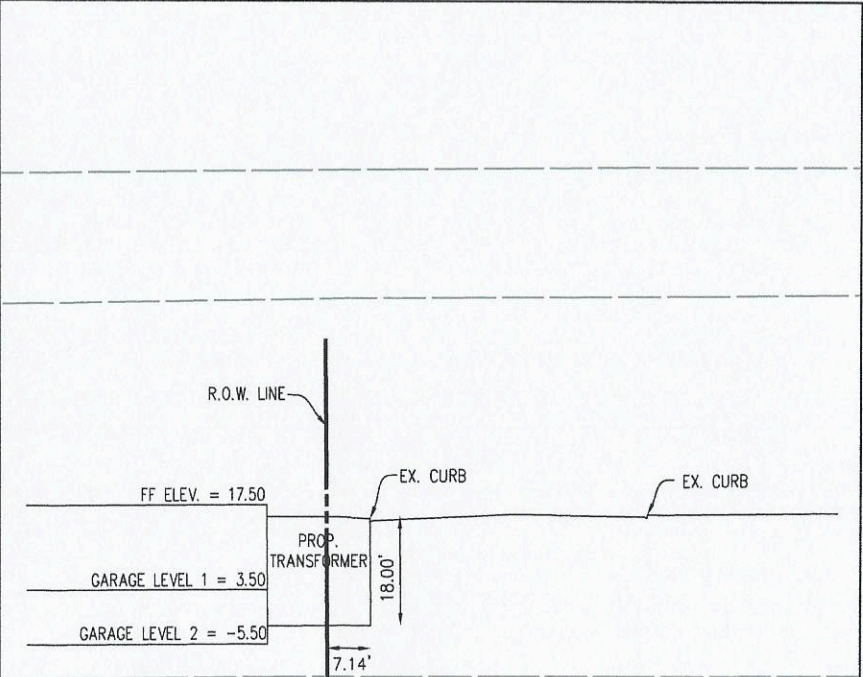
Printed Name

Mary Catherine Gibbs  
Signature









RFI#		
DATE:	SCALE:	SHEET TITLE:
AUG. 2017	1:20	TRANSFORMER ENCROACHMENT EXHIBIT

CSK-002





## APPLICATION

# SPECIAL USE PERMIT

**SPECIAL USE PERMIT #** \_\_\_\_\_

**PROPERTY LOCATION:** 2200 Mill Road, Alexandria, VA

**TAX MAP REFERENCE:** 78.02-01-05 **ZONE:** CDD-2

**APPLICANT:**

Name: Paradigm Development Company

Address: 1415 N. Taft St., Suite 100, Arlington, VA 22201

**PROPOSED USE:** Request for amendment to the approved TMP SUP to reflect the change in uses.

☒ **THE UNDERSIGNED**, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

☒ **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.

☒ **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

Mary Catherine Gibbs

Print Name of Applicant or Agent

700 N. Fairfax St., Suite 600

Mailing/Street Address

Alexandria, VA

City and State

22314

Zip Code

Mary Catherine Gibbs

Signature

9/6/17

Date

(703) 836-5757

Telephone #

(703) 548-5443

Fax #

mcgibbs@hartlanduselaw.com

Email address

**ACTION-PLANNING COMMISSION:** \_\_\_\_\_ **DATE:** \_\_\_\_\_

**ACTION-CITY COUNCIL:** \_\_\_\_\_ **DATE:** \_\_\_\_\_

SUP # \_\_\_\_\_

**PROPERTY OWNER'S AUTHORIZATION**

As the property owner of 2200 Mill Road, Alexandria, VA, I hereby  
(Property Address)  
grant the applicant authorization to apply for the TMP SUP use as  
(use)  
described in this application.

Name: LSREF2 Property Clover Property 12 LLC

Phone: \_\_\_\_\_

Please Print

Address: 2701 N. Haskill Ave, Suite 1800, Dallas, TX 75204

Email: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

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

☐ Required floor plan and plot/site plan attached.

☐ Requesting a waiver. See attached written request.

2. The applicant is the (check one):

☐ Owner

☒ Contract Purchaser

☐ Lessee or

☐ Other: \_\_\_\_\_ of the subject property.

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

Stanley W. Slotter, 9112 Vendome Drive, Bethesda, MD 20854 - 24.5%

W. Clarke Eward, 14417 Cantrell Road, Silver Spring, MD 20905 - 13%

Patricia B. Smith, 8607 Tebbs Lane, McLean, VA 22102 - 6.5%

## OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

**1. Applicant.** State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

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1. Paradigm Development Cos Stanley Slotter	None None	PC and CC
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NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

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

9/6/17  
Date

Mary Catherine Gibbs  
Printed Name

Mary Catherine Gibbs  
Signature

SUP # \_\_\_\_\_

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.

### NARRATIVE DESCRIPTION

**3. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City Council can understand the nature of the operation and the use. The description should fully discuss the nature of the activity. (Attach additional sheets if necessary.)**

Request for amendment to the approved TMP SUP to reflect the change in uses.

[illegible]



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

- ☐ a new use requiring a special use permit,  
☒ an expansion or change to an existing use without a special use permit,  
☐ an expansion or change to an existing use with a special use permit,  
☒ other. Please describe: Change to an existing TMP SUP to reflect changes in use

**5.** Please describe the capacity of the proposed use:**A.** How many patrons, clients, pupils and other such users do you expect?

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

N/A**B.** How many employees, staff and other personnel do you expect?

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

N/A**6.** Please describe the proposed hours and days of operation of the proposed use:

Day:

Office Hours:

Hours:

Monday - Friday10am to 6pmSaturday10am to 5pmSunday12pm to 5pm**7.** Please describe any potential noise emanating from the proposed use.**A.** Describe the noise levels anticipated from all mechanical equipment and patrons.Typical type from a residential building of this size.**B.** How will the noise be controlled?

The amenity feature of the building is proposed on the top of the third  
story of the above ground parking structure, adjacent to I-495



SUP # \_\_\_\_\_

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

None

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

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

- B. How much trash and garbage will be generated by the use? (i.e. # of bags or pounds per day or per week)  
Similar to Block 19, enough to warrant trash pick up every day

- C. How often will trash be collected?

Likely, every day.

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

Management staff will ensure the property is kept clean.

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

[ ] Yes. [✓] No.

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

SUP # \_\_\_\_\_

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

☐ Yes. ☒ No.

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

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

The building will be security controlled.

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## ALCOHOL SALES

13.

- A. Will the proposed use include the sale of beer, wine, or mixed drinks?

☒ Yes ☐ No

If yes, describe existing (if applicable) and proposed alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales.

The hotel will likely include a bar for its patrons/guests. The hotel operator will have to obtain the appropriate ABC license for any such bar.

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**PARKING AND ACCESS REQUIREMENTS**

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

154	Standard spaces
246	Compact spaces
14	Handicapped accessible spaces.
_____	Other.

**Planning and Zoning Staff Only**

Required number of spaces for use per Zoning Ordinance Section 8-200A \_\_\_\_\_

Does the application meet the requirement?

☐ Yes   ☐ No

- B. Where is required parking located? *(check one)*

☒ on-site

☐ off-site

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

\_\_\_\_\_

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

- C. If a reduction in the required parking is requested, pursuant to Section 8-100 (A) (4) or (5) of the Zoning Ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

☐ **Parking reduction requested; see attached supplemental form**

15. Please provide information regarding loading and unloading facilities for the use:

- A. How many loading spaces are available for the use? 5

**Planning and Zoning Staff Only**

Required number of loading spaces for use per Zoning Ordinance Section 8-200 \_\_\_\_\_

Does the application meet the requirement?

☐ Yes   ☐ No

SUP # \_\_\_\_\_

- B. Where are off-street loading facilities located? On-site, off of Port Street for the residential building; and off of the parking area off of Southern Street for the hotel.
- C. During what hours of the day do you expect loading/unloading operations to occur? Typical hours for residential move-ins, with accessory deliveries during normal delivery hours.
- D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate? Likely daily, depending on the turnover of units
16. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?  
Street access is being determined in discussions with City and VDOT Staff.

## SITE CHARACTERISTICS

17. Will the proposed uses be located in an existing building? ☐ Yes ☒ No  
Do you propose to construct an addition to the building? ☐ Yes ☐ No  
How large will the addition be? \_\_\_\_\_ square feet.
18. What will the total area occupied by the proposed use be?  
\_\_\_\_\_ sq. ft. (existing) + \_\_\_\_\_ sq. ft. (addition if any) = 585,000 sq. ft. (total)
19. The proposed use is located in: (check one)  
☐ a stand alone building  
☐ a house located in a residential zone  
☐ a warehouse  
☐ a shopping center. Please provide name of the center: \_\_\_\_\_  
☐ an office building. Please provide name of the building: \_\_\_\_\_  
☐ other. Please describe: \_\_\_\_\_

End of Application

## HART, GIBBS, PIERCE & KARP, P.C.

ATTORNEYS AND COUNSELLORS AT LAW

700 NORTH FAIRFAX STREET, SUITE 600  
ALEXANDRIA, VIRGINIA 22314

TELEPHONE (703) 836-5757  
FAX (703) 548-5443  
WWW.HARTLANDUSELAW.COM

HARRY P. HART  
MARY CATHERINE H. GIBBS  
CONSTANCE H. PIERCE

HERBERT L. KARP

LURAY OFFICE:  
170 KIBLER DRIVE  
LURAY, VA 22835

RETIRED:  
CYRIL D. CALLEY, 2005

TELEPHONE: (540)-743-2922  
FAX: (540)-743-2422

November 27, 2017

The Honorable Mary Lyman, Chair  
and Members of Alexandria City Planning Commission  
c/o Mr. Karl Moritz, Director  
Department of Planning & Zoning  
301 King St., Room 2100  
Alexandria, VA 22314

Re: Docket Item No. 2, Eisenhower East Block 20  
Coordinated Development District#2017-0003 Development Special Use Permit  
#2017-0005 Transportation Management Plan Special Use Permit #2017-0103  
Encroachment #2017-0004 Encroachment #2017-0005 2200 Mill Road -

Dear Madam Chair and Members of the Planning Commission:

We're writing on behalf of our client, Paradigm Development Company, to request two changes to the proposed conditions for the above referenced docket item for Eisenhower East, Block 20. We have worked long and hard with the Staff to reach this pinnacle in the process for the continued vitalization of the Eisenhower East corridor. Paradigm continues to invest in this area of Alexandria and is excited to be working on the development of Block 20 after the successful completion of the Parc Meridian on Block 19, including its investments in the open space and storm water management needs of this area.

Staff should be commended for their hard work on this project and we have a disagreement on only two conditions, one that we think is relatively minor, but important nonetheless, and one that is critical. Paradigm requests the following changes be made to the conditions as presented in your Staff Report for the December 5<sup>th</sup> Planning Commission Meeting:

Cond. 3(e)(1): "Hybrid Sidewalks on Port Street, unless the hybrid standard sidewalk is deemed unworkable for this block by the Director of Planning and Zoning, and then, brick sidewalks will be permitted."



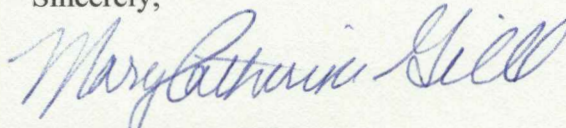
We are asking for this change because Paradigm's landscape architect is concerned with the hybrid standard currently being used in this area. Staff no longer support the pavers Paradigm used in the Block 19 motor court ROW, and our landscape architect is concerned with the updated hybrid standard as there is an issue with the scoring pattern and they believe it will crack over time. We are simply asking to be able to continue to work with Staff on this issue during the final site plan because we believe brick is likely going to be the better option for Port Street.

Condition 71: The underground encroachment shall be limited from 5 4 feet below grade to the depth needed for installation of transformers and switch gears except access hatches, which must be flush with the sidewalk. The 5 4 feet below grade depth may be used by the City for landscape or other infrastructure improvements. (T&ES)

This is critical for Paradigm. A similar circumstance exists on Block 19. The transformer vault for all of the electricity for Block 19 was permitted to be located under the sidewalk on Dock Lane. That vault on Block 19 was required to begin at 4 feet below grade, as has been proposed for Block 20's two transformers vaults, one for the residential portion and one for the hotel portion. The change to Condition 71 is critical because the transformer specifications are dictated by Dominion and if Dominion needs it to start at 4 feet, Paradigm is subject to their requirements. Paradigm does not have final approval yet from Dominion for these specifications, but Paradigm needs this condition to at least permit the same depth for this vault as was approved by Dominion for Block 19.

We look forward to continuing to work with the Staff on this transit oriented development that enhances the Eisenhower East neighborhood, including significant public benefits for affordable housing and a new dog park. Paradigm has a significant investment in this area of the City and seeks to expand that investment with the development of Block 20 and all its improvements to the neighborhood. With the changes requested, we ask for your consideration for approval next Tuesday.

Sincerely,



Mary Catherine Gibbs

cc: W. Clarke Ewart and Micheline Castan-Smith, Paradigm Development Co.

# City of Alexandria, Virginia

## MEMORANDUM

DATE: NOVEMBER 30, 2017

TO: CHAIRWOMAN LYMAN AND MEMBERS OF PLANNING COMMISSION

FROM: KARL MORITZ, DIRECTOR OF PLANNING AND ZONING

SUBJECT: DECEMBER 5, 2017 PLANNING COMMISSION HEARING, DOCKET ITEM #2:  
DEVELOPMENT SPECIAL USE PERMIT #2017-0005

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This memorandum is provided in response to the letter sent by the applicant of Development Special Use Permit (DSUP) #2017-0005 to the Planning Commission dated November 27th. As stated in the applicant's letter, Paradigm Development Company objects to Condition #3(e)(1) and requests to amend this condition as underlined below:

**Condition 3(e)(1):** "Hybrid sidewalks on Port Street, unless the hybrid standard sidewalk is deemed unworkable for this block by the Director of Planning and Zoning, and then, brick sidewalks will be permitted."

Staff appreciates the positive comments from the applicant and their responsiveness to staff's input throughout the review process. Staff has been able to support the applicant's request for flexibility from the City's standard brick and concrete hybrid detail on Dock Lane, Mill Road, and Southern Street; however, Staff feels that it is important to implement the City's standard hybrid sidewalk on Port Street for the following reasons:

- On Block 19, Staff supported the use of special paving materials on the public sidewalks on Port Street to complement the adjacent motor court, which is a unique feature and amenity. The same rationale does not apply to Block 20, as Block 20's motor court is on Dock Lane and not Port Street. Additionally, parking and loading entrances are proposed on the balance of Port Street and do not warrant the need for special paving materials.
- The balance of Port Street on Blocks 11 and 12, directly across from Block 20, will have the City's standard brick and concrete hybrid sidewalk, as this is a requirement for that approved development. Staff believes that it is important for Port Street's sidewalks to have a consistent paving material for the balance of the undeveloped blocks. Consistent paving materials are an important means of visually connecting the urban fabric and distinguishing the public and private realms.
- Staff does not believe there is a potential for the hybrid standard sidewalk to be unworkable. The brick and concrete hybrid sidewalk detail was developed by City engineers to common industry standards. Control and expansion joints are included in the detail to allow for natural expansion and contraction of the pavement, and control the location of any cracking which may occur.

City Staff looks forward to discussing this item with the Planning Commission at the December 5th hearing.



## City of Alexandria, Virginia

### MEMORANDUM

**DATE:** DECEMBER 5, 2017

**TO:** THE HONORABLE MARY LYMAN, CHAIR AND MEMBERS OF PLANNING COMMISSION

**FROM:** YON LAMBERT, DIRECTOR OF TRANSPORTATION & ENVIRONMENTAL SERVICES

**SUBJECT:** COORDINATED DEVELOPMENT DISTRICT#2017-0003  
DEVELOPMENT SPECIAL USE PERMIT #2017-0005  
TRANSPORTATION MANAGEMENT PLAN SPECIAL USE PERMIT #2017-0103  
ENCROACHMENT #2017-0004  
ENCROACHMENT #2017-0005  
2200 MILL ROAD - EISENHOWER EAST BLOCK 20 SUP #2017-00079

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This memorandum contains information in response to the applicant's request to amend Condition #71 that limits the underground encroachment from 5' below ground surface for installation of the transformers and switch gears.

The objective for not permitting the applicant to encroach in the first 5' from ground surface is for the City to maintain the ability to install public infrastructure in the future and for landscaping of small plants and shrubs, the roots of which would not penetrate more than 5' in the ground. Regarding the installation of infrastructure, it is the standard practice of the City of Alexandria (which aligns with the national standard engineering practice) to install sanitary sewer, and preferably water mains also, at a minimum depth of 3.5' from ground surface up to the top of the pipe. The minimum size of the pipe for a sanitary sewer to be installed in the public right of way is 10" diameter per the standard practice of the City of Alexandria. With the addition of the thickness of the pipe and the bedding depth for installation of the pipe, the minimum depth required for installation of sanitary sewer and water main is 5' from the ground surface (Refer to the Standard Street Section CSSU-1). Therefore, the staff recommends that Condition #71 not be amended.

It has been City's standard condition not to permit encroachment in the first 5' underground for other similar projects that have been recently approved by the Planning Commission and City Council (i.e., ABC Giant/Edens, DSUP2015-00019). In these cases, the City permitted encroachment in the Public Right of Way for installation of transformers and switch gears under this same condition of approval. The applicant's adjacent development on Block 19 (DSUP2012-00028) was permitted with an encroachment depth of 4'. However, the City's standard practice has been updated since that original approval, as noted above.

On the basis of staff's discussion with Dominion Energy, we understand that Dominion shall comply with the City of Alexandria standards and specifications for installation of the transformers in the public right of way.