



***Coordinated Development District Concept Plan #2017-0004  
Stage 1 Development Special Use Permit #2016-0043  
Transportation Management Plan SUP #2017-0115  
Vacation #2017-0008  
2410 & 2460 Mill Road – Hoffman Blocks 4 & 5***

<b>Application</b>	<b>General Data</b>	
<b>Project Name:</b> Hoffman Blocks 4 & 5	PC Hearing:	January 4, 2018
	CC Hearing:	January 20, 2018
	If approved, DSUP Expiration:	December 31, 2020*
	Plan Acreage:	5.07 acres (220,940 sf)
<b>Location:</b> 2410 & 2460 Mill Road	Zone:	CDD #2/Coordinated Development District
	Proposed Use:	Residential/Retail
	Dwelling Units:	800
	Gross Floor Area:	Residential: 844,554 sf Retail: 255,421 sf
<b>Applicant:</b> S/C Eisenhower, LLC	Small Area Plan:	Eisenhower East
	Historic District:	N/A
	Green Building:	Residential: LEED- Certified Retail: LEED- Silver

<b>Purpose of Application</b>
Approval of uses, density, and massing for a major retail center and residential project on Hoffman Blocks 4 & 5 and associated site improvements.
<b>Special Use Permits and Modifications Requested:</b>
<ol style="list-style-type: none"> <li>1. A Coordinated Development District (CDD) Concept Plan Amendment to CDD #2017-0002 to allow residential and retail uses on Blocks 4 &amp; 5 consistent with proposed Eisenhower East Small Area Plan Amendment (MPA #2017-0009).</li> <li>2. A Stage 1 Development Special Use Permit (DSUP) amendment to Stage 1 DSUP #2005-0032 to permit a mixed-use retail and residential complex and site plan, and the overall footprint, height, and massing of structures.</li> <li>3. Transportation Management Plan Special Use Permit (TMP SUP) Amendment to TMP SUP #2015-0115 to include all land uses and associated rates consistent with current City standards.</li> <li>4. Vacation of public right-of-way VAC #2017-0008.</li> </ol>

\*Expiration date per Condition 5 of CDD.

**Staff Recommendation: APPROVAL WITH CONDITIONS**

**Staff Reviewers:**

Rob Kerns, AICP, Development Division Chief [rob.kerns@alexandriava.gov](mailto:rob.kerns@alexandriava.gov)

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Bill Cook, AICP, Urban Planner [william.cook@alexandriava.gov](mailto:william.cook@alexandriava.gov)

**PLANNING COMMISSION ACTION, JANUARY 4, 2018:** On a motion by Vice Chairman Macek, seconded by Commissioner Wasowski, the Planning commission voted to approve DSUP2016-0043, CDD 2017-0043, Transportation Management Plan Special Use Permit 2017-0115, and Vacation 2017-0008, with amendments to CDD Conditions #15 and 45A, and DSUP Conditions #2, 3.1.iii, 18 and 30.

The Planning Commission recommended amendment of the following CDD Conditions as noted below:

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

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

The Planning Commission recommended amendment of the following DSUP Conditions as noted below:

2. **CONDITION AMENDED BY PLANNING COMMISSION:** The Stage 1 DSUP #2016-0043 is only applicable to Blocks 4 and 5. In the event of inconsistencies between Stage 1 DSUP #2016-0043 and Stage 1 DSUP #2005-0035 (as amended), the conditions of Stage 1 DSUP #2016-0043 shall supersede. **(PC)**

3.1.iii **CONDITION AMENDED BY PLANNING COMMISSION:** Install the new curb and gutter on the south curb of Mandeville Lane east of the intersection of Mandeville Lane and Swamp Fox Road (subsequent to the recordation of the right-of-way to the city, making these public streets). The curblin shall be coordinated to align with the curb adjacent to block 6, to create a continuous curb face to curb face width exclusive of bump-outs. All work is to be done within the public right-of way. **(PC)**

18. **CONDITION AMENDED BY PLANNING COMMISSION:** Second floor uses designated as “commercial” shall be limited to retail, personal services, day care, private schools, restaurants, and business and professional offices; and such other uses

as the Director of Planning & Zoning shall determine are consistent with the mixed-use character of the project, except that the large 40,000-sf retail space (currently shown as a fitness center) shall be limited to a major destination retail anchor. The second floor shall provide an additional destination retail component of at least 20,000 square feet, which may be composed of a single tenant or group of tenants. (PC)

30. **CONDITION AMENDED BY PLANNING COMMISSION:** The garage shall have a maximum of 1,546~~90~~ spaces for use by residents and retail tenants. These spaces may be allocated to residents of the building up to the maximum amount allowed in the EESAP. The applicant may exceed the retail maximum in the EESAP by no more than 220 spaces. This approval may be revoked should the grocery space become occupied by a retail establishment other than a regional destination grocer as specified in the EESAP, in which case the excess spaces may be required to be converted to another use. (T&ES) (PC)

Reason: The Applicant provided a letter to Staff on January 2, 2018 with a list of requests to amend the Coordinated Development District Concept Plan, Master Plan Amendment, and Stage 1 Development Special Use Permit conditions of approval. Staff provided a Memorandum in response to the applicant's letter to the Planning Commission with justifications for amendments to CDD Conditions 15 and 45A, and DSUP Conditions 2, 3.1.iii, 18 and 30.

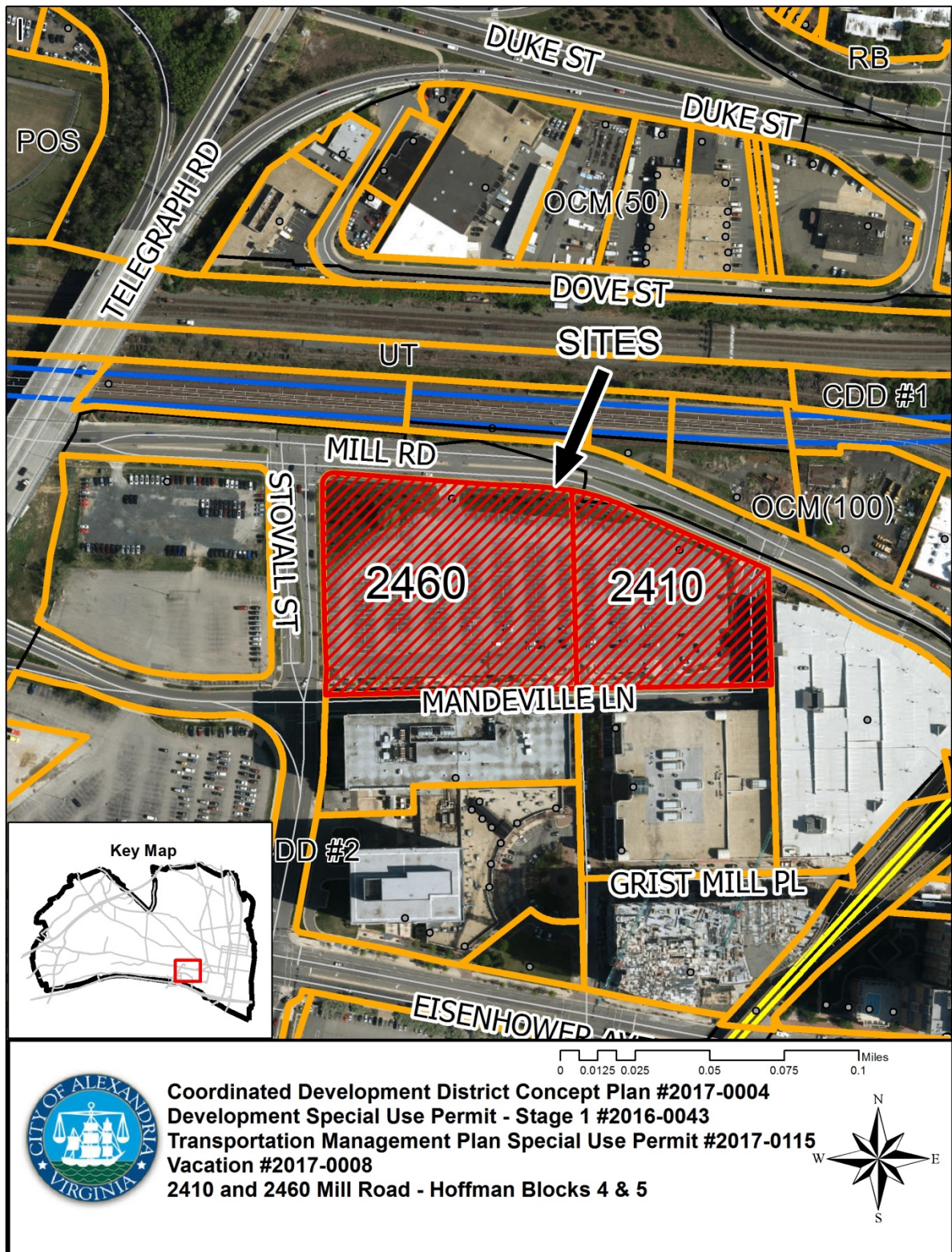
The Planning Commission and Staff agreed to the modifications to the tables in CDD Conditions 15 and 45A in response to the applicant's request for additional flexibility in the Gross Floor Area (GFA) of the CDD Amendment. This would allow flexibility in the development of the buildings, as the size of scale of the buildings may amplify small changes through the production of final design drawings.

The Planning Commission and Staff also agreed to the applicant's request for additional flexibility in the number of allowed residential units and parking spaces to accommodate potential changes in real estate market preferences. Staff amended tables in CDD Conditions 15 and 45A, and DSUP Condition 30 to reflect the change in the maximum number of parking spaces, and updated the Staff report to reflect the maximum number of residential units.

The Planning Commission and Staff also agreed to an amendment to DSUP Condition 2 which provided additional clarity that the DSUP2016-0043 applies only to Blocks 4 and 5, and an amendment to DSUP Condition 3.1.iii pertaining to street improvements.

The Planning Commission and Staff also agreed to an amendment to DSUP Condition 18 allowing greater flexibility of uses in the second floor (non-grocery) retail space, while addressing Staff concerns that the space retain contiguous retail space to draw activity.







## **I. SUMMARY**

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

Staff recommends ***approval*** of StonebridgeCarras request for a Stage 1 Development Special Use Permit and site plan for three residential buildings and podium building with parking and retail uses, and the overall footprint, height, and massing of buildings on Hoffman Blocks 4&5 within the Eisenhower East planning area. Approval of these applications is contingent upon approval of the Eisenhower East Small Area Plan Amendment (MPA #2017-0009) for the addition of residential uses, adjustments to allowable gross floor area (AGFA), and adjustments to other criteria in order to create a consolidated development option in addition to existing options for developing the blocks separately.

Refer to the graphics at the end of this report for a map of the Eisenhower East blocks. The project 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 large parcel in the Eisenhower East planning area. Development of this block into retail and residential uses will bring vitality to the area and additional revenues to the City.
- An additional grocery option in a part of the city with an increasing residential population, and excellent regional transportation connectivity.
- Street improvements including sidewalk width modifications that encourage pedestrian activity and create an active retail landscape, and roadway modifications including turn lanes and on-street parking. Construction and perpetual maintenance of a plaza with a minimum 10,900 square feet of publicly accessible space;
- Design and installation of public art features with the plaza;
- Provision of an affordable housing contribution valued at \$3.4 million.
- Bike share facilities and a separated multi-use trail on Mill Road.
- Additional public benefits to be finalized and presented with DSUP Stage 2.

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

The project consists of several residential buildings atop a podium building with retail and parking encompassing the project footprint. The five-level podium contains retail uses including the approximate 80,000 square foot anchor grocery tenant, 129,000 square feet of other retail uses and 1,590 parking spaces. The applicant has publically announced that Wegman's will be the grocery tenant.

The residential buildings are proposed as three separate types of residential uses. A 10-story, 134- unit condominium building is located on the west side of the project. In the center of the project is a U-shaped apartment complex with 430 apartment units proposed. The eastern side of the project proposes a senior living building with 139 units. An affordable housing building is

under consideration, which may include an additional building and approximately 75 units. If such a building is not feasible, on-site units or a housing contribution will be provided.

A plaza located on Mandeville Lane is a central feature of the project. Proposed site amenities include seating, landscaping, shade structures, special paving, other site furnishings, and public art. Open spaces on the podium roof are provided as amenities for the residential uses. The entire street frontage around the project will be improved. Road width and sidewalk reconfigurations on adjacent streets will create a more active and safer pedestrian realm.

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

- A Coordinated Development District (CDD) Concept Plan Amendment to CDD #2017-0002 to allow residential and retail uses on Blocks 4 & 5 consistent with proposed Eisenhower East Small Area Plan Amendment (MPA #2017-0009).
- A Stage 1 Development Special Use Permit (DSUP) amendment to Stage 1 DSUP #2005-0032 to permit a mixed-use retail and residential complex and site plan, and the overall footprint, height, and massing of structures.
- Transportation Management Plan Special Use Permit (TMP SUP) Amendment to TMP SUP #2015-0115 to include all land uses and associated rates consistent with current City standards.
- Vacation of public right-of-way VAC #2017-0008 for a portion of Mill Road.

## **II. BACKGROUND**

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

The Hoffman blocks including Blocks 4&5 have an approval process that was created out of a settlement agreement between The Hoffman Company and the City of Alexandria in 2006. As a result, a Stage I & II DSUP process was established. Stage I DSUPs were approved by the City Council for all the Hoffman blocks at that time, which established certain site design parameters such as access, parking and loading, open space, sidewalk widths and building footprints, along with the allowable floor area, building heights and parking for each block in conformance with the Eisenhower East Small Area Plan (EESAP) and CDD #2.

In this case, the Stage I DSUP (DSUP #2005-0032) is being amended, along with EESAP and CDD amendments to modify the land uses to permit residential uses in addition to retail and office uses, increase the densities for the proposed uses, and to adjust the parking space maximum and garage configuration requirements. The proposed changes would apply to a consolidated Block 4 and Block 5 parcel, while leaving the original development intensities and design requirements in the small area plan for the individual blocks intact should a future alternative development plan elect to develop the blocks separately.

After the Stage 1 DSUP, CDD, and EESAP amendments are enacted, the applicant will apply for a Stage II DSUP for final site and building design at a later date. As with other developments in

Eisenhower East, this project is 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 has met five times since the concept plan was submitted in late 2016, and future additional meetings are expected to finalize design details. The general massing and building placement was approved by the DRB at its July 2016 meeting.

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

Hoffman Blocks 4&5 are bounded by Mill Road to the north, Stovall Street to the west, and Mandeville Lane to the south and east. WMATA railroad tracks abut Mill Road north of the project site, while Telegraph Road and associated ramps are located one block west of the site.

The blocks are north of the existing adjacent development known as Hoffman Town Center, which consists of Blocks 6a, 6b, 6c, 7, 8, & 14. The conversion of the office building on Block 6a at 200 Stovall Street from office to residential and retail was recently approved by City Council. Block 6b has an office building and restaurants. The AMC Hoffman Center 22 movie theatre is located southeast of the subject properties on Block 14 across Mandeville Lane and Swamp Fox Road. The National Science Foundation office building is farther south on Block 8.

The Eisenhower Avenue Metro station is located approximately 900 feet to the south on Swamp Fox Road and south of Eisenhower Avenue. Vehicular access from within the Carlyle/Eisenhower East area is via Mill Road and Eisenhower Avenue. Ramps from nearby Telegraph Road (northbound) and the Capital Beltway (I-495) lead directly to the southwest corner of this project at Stovall Street and Mandeville Lane.

Hoffman Blocks 4&5 are proposed to encompass a total 5.07 acres (220,940 square feet), following parcel consolidations, dedications and vacations. The site's topography slopes downward from north to south, and there is some existing grass, shrubs and small trees, particularly along the Mill Road frontage. The blocks have to date been undeveloped and used as surface parking lots for adjacent uses.

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

The project consists of several residential buildings atop a retail podium encompassing the project footprint. The podium rises to 64 feet above street level and features five total levels. Parking is distributed on four levels, include one level partially below grade at the Mill Road frontage.

An approximate 14,000 square foot plaza, with a minimum of 10,900 square feet of public access is a central feature of the project. Proposed site amenities include seating, landscaping, shade structures, special paving, other site furnishings, and public art. The plaza is planned as central hub of activity, with retail, outdoor dining, and residential access functions. Open spaces on the podium roof are provided as amenities for the residential uses.



Retail uses are found at ground level along Mandeville Lane and lining the interior of the plaza. The Wegman's grocery store is located above-grade in the southwest corner of the site. Entry to the grocery store is via a glass lobby at the corner of the Mandeville Lane and Stovall Street, or from within the garage. Additional retail uses are located above grade, east of the plaza, and are accessed by an elevator and stair lobby located on the plaza. Commercial space, possibly to be used as a daycare facility, faces Mill Road and is accessed via elevators and stairs from Mill Road.

The residential buildings are proposed as three types of residential uses. A condominium building oriented north-south along the Stovall Street frontage is located on the west side of the project, rises 10-stories above the podium (176 feet above grade), and provides a total of 134 units. The entry lobby fronts on Mandeville Lane, and the building can also be accessed from within the garage.

In the center of the project is a U-shaped apartment complex that is six stories above the podium along Mandeville Lane, increasing to twelve stories in the center of the site and along the Mill Road frontage. There are 430 apartment units proposed, with the structures totaling 122 feet and 191 feet above grade respectively. The

The eastern side of the project proposes a senior living building with 139 units in ten stories above the podium rising to a total height of 139 feet above grade. The entry to the senior building is from Mill Road.

The affordable housing building under consideration could be located in the southeast corner of the site. If structurally and economically feasible, such a building would be approximately six (6) stories and built atop the podium at the corner of Mandeville Lane and its extension to Mill Road.

### **III. ZONING**

#### ***A. CDD Amendment***

In order to allow additional land uses for the combined block development option consistent with the Eisenhower East Small Area Plan Amendment (MPA #2017-0009), Condition #15 of CDD #2017-0002 must be amended.

For Block 4, the existing CDD currently permits a total of 36,950 square feet of gross floor area for retail use, and 436,000 square feet of gross floor area for office use, yielding a total of 459,508 square feet of Allowable Gross Floor Area (AGFA) for all uses. AGFA is defined in the EESAP as the sum of all gross horizontal areas under a roof or roofs for all structures, including above-grade parking structures, which shall be measured from the exterior faces of walls or from the center-line of party walls, less permitted deductions.

On Block 5, 24,050 square feet of gross floor area is permitted for retail use, 260,000 of gross floor area for residential use, and 55,073 of gross floor area for parking, yielding a total of 329,841 square feet of AGFA. Both blocks permit a 220-foot maximum building height.

With the approval of this application, Condition #15 will be amended to:

- Allow a combined development option for Blocks 4&5, consistent with MPA #2017-0009.
- Permit 844,554 gross square feet of residential floor area.
- Permit 255,421 gross square feet of retail floor area.
- Permit 622,006 gross square feet of parking floor area.
- Permit a maximum of 1,704,360 AGFA for the combined blocks.
- Adjust the maximum number of parking spaces to 1,590 for the combined blocks.

### ***B. Zoning Tabulations***

The following table summarizes the permitted zoning requirements and the proposed zoning associated with this project.

<b>Property Address:</b>	2410, 2460 Mill Road	
<b>Total Site Area:</b>	6.03 acres (262,607 sf) Before Right-of-Way Dedication, Vacation 5.07 acres (220,940 sf) After Right-of-Way Dedication, Vacation	
<b>Zone:</b>	CDD #2/Coordinated Development District	
<b>Permitted Use:</b>	Office & Residential	
<b>Proposed Use:</b>	Residential & Retail	
	<b>Existing CDD</b>	<b>Proposed CDD Amendment</b>
<b>Allowable Gross Floor Area (AGFA):</b>	<u>Block 4</u> Retail: 36,950 sf Office: 436,000 sf Total*: 459,508 sf	<u>Consolidated Blocks 4&amp;5</u>  Residential: 844,554 sf Retail: 253,421 sf Parking & Loading: 653,512 sf Total*: 1,704,360 sf
	<u>Block 5</u> Retail: 24,050 sf Residential: 260,000 sf Parking: 55,073 sf Total*: 329,841 sf	
	<u>Both Blocks</u> Total*: 789,349 sf	
<b>Height:</b>	220 feet	220 feet
<b>Open Space:</b>	10,900 sf	10,900 sf
<b>Parking:</b>	Total Spaces: 2,201 total for both blocks.	Total Spaces: 1,590 total

	<u>Maximums Per EESAP</u>	<u>Provided</u>
	Retail Ratio: 3.0/1,000 sf	Grocery Retail Ratio: 5.92/1,000 sf (500 sp.)
	Residential Ratio: 1.1/1,000 sf	Non-Grocery Retail Ratio: 2.79 /1,000 sf (352 sp.)
		(Retail Sub-Total) 4.05/1,000 sf (852 sp.)
		Residential Ratio: 0.88/1,000 sf (694 sp.)
<b>Dwelling Units:</b>	N/A	800
<b>Loading spaces:</b>	5	10
* after permitted GFA exclusions		

## IV. STAFF ANALYSIS

### *A. Master Plan*

An amendment to the Eisenhower East Small Area Plan (MPA #2017-0009) is required for the project as proposed.

The proposed amendment adds an additional development option that combines Blocks 4 and 5. While the maximum height of buildings in the combined blocks remains unchanged at 220 feet, the number of stories has been increased from 10-15 to 15-20. The combined block development option would also add the option of residential use, increase the permitted AGFA for retail use, and apply an overall AGFA increase for both blocks. The combined block option would eliminate the extension of Swamp Fox Road and the “North Square” urban square shown in the plan. However the proposed plaza in DSUP #2016-0043 would satisfy the (unchanged) requirement for a minimum of 10,900 square feet of open space.

Above-grade parking is permitted under this new development option. The amendment permits parking for the 80,000 square feet grocery anchor in excess of the plan standards, but may not exceed 5.95 parking spaces per 1,000 square feet of floor area for the grocery use. This option is contingent upon the provision of an 80,000 square foot regional destination grocery store as proposed by the applicant. Overall, the total number of parking spaces provided for combined Blocks 4&5 (1,590) is less than the EESAP maximum for the blocks if developed separately (2,201).

Staff is supportive of the CDD and Stage 1 DSUP amendments to bring the project into compliance with the amended Eisenhower East Small Area Plan. The proposed project would bring additional residents to the neighborhood, creating a higher ratio of residents to employees. Additionally, the new retail options would serve residents of the new development as well as



existing and forthcoming residents of nearby blocks, creating a more active environment throughout the day as envisioned by the plan. The planned retail and attractive public realm is envisioned as a destination that draws customers from outside the City, and furthers goals of establishing an attractive “place” that supports the City’s ability to attract office tenants within Eisenhower East.

## ***B. Consistency with the City’s Approved Plans and Policies***

### **Eisenhower East Design Guidelines**

This project has been reviewed by staff and the Carlyle/Eisenhower East Design Review Board (DRB) for compliance with the Eisenhower East Design Guidelines. The Board has met five times since the concept plan was submitted in late 2016, and future additional meetings are expected. The general massing and building placement was approved by the DRB at the July 2016 meeting.

The principles of the Eisenhower East Design Guidelines serve to promote an active public realm with mixed uses, high-quality urban spaces, walkability, and transit access. The following:

- High quality building materials and architectural design.
- Required ground floor retail on Mandeville Lane, with minimum 15 foot interior heights and minimum retail depth of 50 feet.
- Guidelines for retail storefronts including glazing, materials, lighting and signage.
- Designated areas for signature architectural sites, facades, or required architectural features.
- No visible curb cuts or alleys from prominent “A” streets such as Mandeville Lane and portions of Stovall Street.
- Standards for garage screening, varied building heights, massing, and architectural treatments.

Additional detail and a full analysis of compliance with the Eisenhower East Design Guidelines will be provided with a Stage II DSUP application.

### **Affordable Housing Policy**

The applicant’s voluntary contribution to affordable housing supports several Housing Master Plan principles: Principle #1- Housing for all income levels, Principle #2- Partnerships, and Principle #4- Location-efficient affordable housing. It will contribute to the City’s efforts to preserve and increase affordability within Alexandria through direct support to the Housing Trust Fund (HTF) or through the provision of on-site affordable rental units incorporated into the market-rate apartment building or constructed as part of a separate affordable housing project within the larger development. The second and third options would directly help expand housing diversity in Eisenhower East, an amenity-, service- and transit-rich area in which only 3% of the housing currently approved and/or constructed within a half-mile of the Metro station is affordable to households earning up to 60% of AMI.

The applicant has agreed to provide an affordable housing contribution in the form of the following options:

- a \$3.4 million contribution to the HTF, or;
- on-site rental units, equivalent in value to the HTF contribution and affordable at 60 percent of the area median income (ranging from \$46,380 to \$66,180 for a household of one and four, respectively, in 2017) as well as to eligible households with Housing Choice (Section 8) vouchers, for a period of 25 years and subject to all City standard conditions for affordable rental units, including provision of parking; or
- air rights within its development for the construction of a condominium unit containing approximately 75 units of affordable rental housing to be provided to AHDC, or to another affordable housing provider designated by the City.

Staff's analysis indicates that of the three options, providing air rights would result in the greatest number of net new committed affordable rental units in the City. It is anticipated that a \$3.4 million contribution to the HTF could leverage the construction of approximately 45 net new units or create approximately 18-27 on-site affordable set-aside units, depending on the unit mix, for a period of 25 years. It is noted that the 25-year term mirrors the agreement for the Oakville Triangle CDD and that it is the framework to which the applicant has agreed.

Should the construction of an affordable housing project be determined to be feasible by the City and the applicant, it is anticipated that it would be generally located at the eastern portion of the larger project along Mandeville Lane and/or Mill Road and/or co-located within another building proposed by applicant. The affordable housing building would be located above a ground floor podium developed by the applicant, would not exceed six stories, and would be designed to be compatible with the overall quality and function of the larger development. Residents of the constructed affordable units would have access to all amenities offered on the entire site. Up to 50 parking spaces, if deemed available based on the retail parking utilization study, would be leased to residents of the affordable housing building, on a priority basis, but on the same terms as it is being made available to residents of onsite market rate rental units. AHDC or the designated affordable housing provider would make interim arrangements, as necessary, for the lease of offsite parking for residents of the affordable building pending spaces becoming available within the development.

In the event the applicant provides set-aside units or provides air rights for the development of an affordable housing building, the applicant will present a summary of the proposed Affordable Housing Plan to the Alexandria Housing Affordability Advisory Committee (AHAAC).

### **Public Art**

Per the City's Public Art Policy, adopted December, 2014, the applicant is required to incorporate public art elements on-site or provide a monetary contribution. StonebridgeCarras has committed to work with Staff to provide public art on the site consistent with the City's policy. The policy states a maximum contribution of \$75,000 per building, or public art of equivalent value if it is provided on-site.. Staff has determined that the current plans consist of four (4) buildings: podium, condominium, rental apartments, and senior building.

Throughout the DRB review process, the applicant has envisioned a metal sculptural element to be placed on the wall elevation above the northern terminus of the plaza as a focal point. A placeholder image for the wall sculpture is shown in elevations, and space for a ground-level sculptural element is shown. Other opportunities exist for incorporating public art into the design of the building and within the ground-level open spaces. The specific details of the public art elements will be coordinated with Staff during the Stage 2 DSUP application and subsequent Final Site Plan phases.

### **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 buildings proposed on Block 4 & 5 are expected to achieve a certification level of LEED Certified. The retail component of the project is required to achieve LEED Silver. Equivalent certifications from other third party rating systems are acceptable. The applicant has indicated that they will comply with the policy and commit to achieving LEED Certification for the residential development and LEED Silver for the retail.

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

The applicant will provide a monetary contribution, consistent with the City's Pedestrian and Bicycle Master Plan, for implementation of a bike share station on the property along Mandeville Lane adjacent to the plaza. The contribution in the amount of \$120,000 is consistent with contributions made by comparable sites (Refer to Condition #87).

## ***C. Building Design***

### ***Design Review Board***

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 has made a number of major urban design and architectural revisions to achieve goals set forth by staff, the small area plan, and the Eisenhower East Design Guidelines. The Board has met five times since the concept plan was submitted in late 2016, and future additional meetings are expected to finalize design details. The general massing and building placement was approved by the DRB at its July 2016 meeting.

The primary challenges identified by Staff and DRB have been integrating the tower architecture with the podium structure in ways that visually anchor the vertical building masses to grade and reduce the horizontal expression of the podium, developing a variety of appropriate façade languages according to use and location within the site, and reducing the visual impact of above-grade structured parking.

Some architectural details remain in development, and final approval of the architecture by the DRB is expected prior to the Stage 2 DSUP public hearing. For purposes of the Stage 1 DSUP application as it relates to the buildings, the general concept including massing, building placement, heights, and site layout are subject to review. Architectural treatments, cladding, color, materials, etc. will be described in greater detail when the project is reviewed at DSUP Stage 2.



### *Building Design Description*

The structural composition of the project consists of a five-level podium incorporating street-facing retail, upper level retail, and multiple levels of parking, and three residential towers integrated with and rising above the podium. Site features include an open plaza as a community focal point and gathering place, sidewalks that encourage an active retail streetscape, and a landscaped roof on the podium incorporating open space and residential amenities.

The major building elements of the project are summarized as follows:

#### Podium

A 5-level podium extends throughout the entire site rising to 64 feet above average finished grade. Uses contained within this element include retail at and above ground level, and five levels for parking, of which one level is partially below grade along the northern portion of the site. A large loading area on level P3 encloses all loading functions such as retail deliveries and residential tenant move-ins.

Mandeville Lane is intended as an active retail street. Double-height retail spaces at ground level within the podium front upon 18-foot-wide tree-lined sidewalks. The anchor tenant grocery store, located on the upper retail level, is accessed from within the garage, and also from a glass entry lobby at the corner of Mandeville Lane and Stovall Street. An indentation in the podium occurs north of the intersection with Swamp Fox Road, creating an active plaza lined with retail uses and ample space for outdoor dining and as well as spaces for events and gatherings.

Additional retail uses are found to the east of the plaza. The upper level space fronting Mandeville Lane is planned as a fitness center and is accessed from a lobby fronting on the plaza, as well as from within the garage levels. The podium façade along Mill Road features areas of open and screened parking, garage and loading entrances, an entrance for the Senior Building, and an entrance lobby for additional leased spaces on the second retail level, currently planned for a day care center.

Throughout the architectural review process with the DRB, an important design issue has been integrating the podium with the towers that rise above. Efforts have been made to reduce the horizontally oriented visual presence of the podium, and finding solutions to allow the towers to be expressed as vertical elements extending through the podium and meeting the ground. Architectural solutions for screening the upper parking levels have also been devised, with priority given the Mandeville Lane façade. In the most visually prominent locations, this involves screening the parking with fully glazed wall sections. Along less prominent facades, increasing degrees of openness are being studied to allow for natural ventilation of the upper garage levels.

#### Condominium Building

The 10-floor condominium building integrates into the podium and serves to anchor the corner at Mandeville Lane and Stovall Street in the southwest portion of the site. The tower rises to a total of 176 feet above grade with 134 residential units planned. The tower features balconies, rooftop amenities, and a glass entry lobby functions as the pedestrian entrance for the anchor grocery

tenant located on the third level. The residential entry lobby to the condominiums is located east of the grocery entrance lobby and fronts on Mandeville Lane.

Vertical elements in a dark contrasting color penetrate the podium, come completely to ground, and identify points of entry for the condominium entrance on Mandeville Lane and the garage entrance to the designated grocery parking on Stovall Street. Color and materials will be presented with the Stage 2 DSUP application.

#### Apartment Building

In the center of the project is a U-shaped apartment building that is six stories above the podium along Mandeville Lane, increasing to 12-stories in the center of the site and along the Mill Road frontage to the north. There are 430 apartment units proposed, with the structures totaling 122 feet and 191 feet above grade respectively.

The rental apartment building consists of several forms and facades. The façade on Mandeville Lane is composed of a mid-rise (6-story) tower that fully meets the street, has residential balconies facing onto Mandeville Lane, and incorporates a series of columns that define six tall retail bays at the base of the podium. The bays divide the double-height ground level retail spaces, and the upper level grocery space. Two levels of parking above the grocery level are screened behind the glass window pattern extending from the residential units above.

A taller high-rise (12-story) tower on the north side of the site is set back from the Mill Road frontage and has a different material color and pattern than the mid-rise tower it connects to. When viewed from the south (Mandeville Lane), the high-rise tower serves as a backdrop to the active retail frontage and plaza, and will be clad to contrast against the mid-rise building in the foreground. The east side of the high-rise tower comes to ground and a vertical trellis element identifies the building entry at the northwest corner of the plaza.

#### Senior Building

The eastern side of the project proposes a senior living building primarily fronting on Mill Road, with 139 units in ten stories above the podium rising to a total height of 163 feet above grade. The design remains the least developed but has seen recent progress in terms of a final massing proposal. The architectural treatment has also moved forward as of the most recent renderings shown at the November DRB meeting.

The primary entrance will be from Mill Road and is identified by a plane change in the center of the façade running from top to ground. Staff believes the entrance and lobby presence in this location contributes to making the pedestrian experience along this street safer, more active and appealing. A signature architectural element at the corner of Mandeville Lane and Mill Road is a requirement of the EESAP and staff and the DRB look forward to future plans.

#### Possible Affordable Housing Building (Not Shown)

Discussions are ongoing with the Office of Housing and other city departments regarding affordable housing contributions associated with this project. Of the affordable housing options being considered, the city-preferred approach is the provision of a pad site on the podium to

accommodate a six-story building with approximately 75 units, to be constructed and financed by a nonprofit affordable housing provider. The subject area is in the southeast corner of the property, fronting on Mandeville Lane to the south and the Hoffman Town Center collector garage to the east. A new structure would be a change to the project massing described above. Therefore, any additional structure will require DRB review.

### ***D. Open Space and Landscape***

A requirement for Stage 1 DSUP submission is a conceptual open space plan. The features of the open space plan include a ground-level plaza, green roof and landscaped amenities located on the podium roof, additional amenities on other building roofs, and adjacent streetscape and pedestrian improvements. The open space plan, part of the overall landscaping plan, continues to be developed and will also undergo additional review by the DRB before final plans are presented in the DSUP Stage 2 application. Materials, plantings and final design are additionally required to be included in the DSUP Stage 2 application.

#### ***Plaza***

A significant component for this project includes a ground-level 14,000 sf Plaza, of which 10,900 sf will have a public access easement for public use per the requirements of the EESAP. The plaza is located north of where Swamp Fox Road terminates at Mandeville Lane. Retail uses are proposed to front onto the plaza. Site amenities include seating, landscaping, shade structures, special paving, other site furnishings, and a place holder for public art or some type of focal point. The plaza will be an active area, lined with retail facades and store entrances, an entrance to the apartment building, and an elevator lobby to upper-level retail. The space is also envisioned as a configurable space that can accommodate numerous public functions and events such as performances, farmers markets, etc., as well as provide private areas for retail tenants such as outdoor restaurant seating.

The paving treatment for the plaza is planned to extend into the Mandeville Lane right of way. Planning and Zoning, Transportation and Environmental Services, and the applicant have examined products for a materials palette and pattern to use for the plaza extension since maintenance of that portion of paving will be a city responsibility.

#### ***Podium Roof***

Open spaces on the podium roof are provided as amenities for the residential uses. Access will be via podium-level lobbies from the three residential buildings. The design shows a network of curvilinear paths and landscaped berms that define active and passive spaces and serve as screening buffers.

Amenities include dog parks, seating areas and lawn areas. Some residential units will have direct access to private patios. A playground is provided for a proposed daycare tenant to occupy upper-level retail space accessed from Mill Road. A significant portion of the sites stormwater is expected to be treated by green roof areas on the podium roof level.



Staff has expressed some concern about access across the podium for residents of all buildings, and whether all podium rooftop amenities would be accessible to all. Final design will be included in the DSUP Stage 2 application.

#### *Pedestrian and Streetscape Improvements*

The pedestrian realm will be improved following road and sidewalk width modifications known as a “road diet.” The applicant will narrow the street and reconstruct the curb on the north side of Mandeville Lane, and the south side of Mandeville Lane east of Swamp Fox Road. This yields a minimum width of 17 feet 6 inches from curb to building face, affording space for an 8-foot continuous sidewalk, city standard size tree pits every 30 feet on-center, and 8-foot deep dining zones between trees. Two vehicle lanes and two lanes of parallel parking will be provided. Perseus Realty, LLC will provide a “road diet” treatment on the south side of Mandeville Lane adjacent to Block 6A.

A more extensive “road diet” is implemented on Mill Road, where the existing four-lane street is reduced to two lanes with turning lanes at various segments. On-street parking and layby areas are provided on the eastern portion of Mill Road on the south side adjacent to the proposed senior building entrance. The sidewalk is between seven to eight feet on the south side of the right-of-way, with tree lawn and tree pit areas and planting strips providing a total sidewalk and landscaped area between the building and the curb that varies from 12.5 feet to 18.5 feet in width. On the north side of Mill Road, a 12-foot paved multiuse path will be constructed between the roadway and the WMATA property to the north, with a six foot planting bed on each side of the path.

Marked street crosswalks are provided at all intersections. Enlarged tree wells engineered for stormwater management are located on the east side of Stovall Street, north of the dedicated grocery parking entrance.

#### *Tower Roofs*

The rooftops of the buildings are expected to locate additional residential amenities such as pools, patios, seating, and other common areas for building residents. Additional details will be presented in the DSUP Stage 2 application.

### ***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 generally result in improved transportation operations within the Eisenhower East planning area when compared to the originally approved uses.

The proposed residential and retail uses on Blocks 4&5 specifically are anticipated to generate more overall trips than if the property was built out under the currently approved land uses and

densities. However, the traffic flows are more balanced throughout the day with less pronounced peak AM and PM hours.

The study also compared intersection capacities and queuing for the existing conditions, and compared various scenarios incorporating 2020 and 2026 future conditions assuming the “approved” development versus the “proposed” development levels. Overall the study found that movements at the study intersections using the future “proposed” development levels would operate at levels of service consistent with or in most cases better than if developed at the future “approved” development levels.

Additionally, following the proposed “road diet” street modifications on Mill Road and Mandeville Lane, the intersections were still anticipated to perform at levels of service consistent with or better than if developed at the future “approved” development level. One exception was a northbound left turn movement in the PM peak hour when exiting the parking garage onto Mill Road. The study found that vehicles may experience delays waiting for an adequate gap to make a left turn, but that the queue lengths in this location would be reasonable and not cause internal impact to the parking garage. Vehicles had other options for rerouting, thus no mitigation measures were proposed.

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

Parking and loading for the development will be provided via five (5) driveway entrances. All enter at approximately the P2 level and are described as follows going west to east:

- An entrance from Stovall Street serves levels P1 and P2 and is a dedicated entrance for the designated grocery tenant parking
- An entrance from Mill Road serves level P4 and P5 residential and retail parking.
- A service entrance from Mill Road serves the enclosed service and loading areas on level P3.
- An additional entrance from Mill Road east of the service entrance provides an additional dedicated entrance and exit for dedicated grocery tenant parking.
- An entrance from Mandeville Lane near Mill Road services the non-grocery retail uses.

#### ***Parking***

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, 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 retail developments may provide a maximum parking ratio of 2.0 spaces per 1,000 sf of retail floor area. The plan includes an allowance that increases the maximum retail parking ratio to 3.0 spaces per 1,000 sf until such time that 2,000,000 gross square feet of office space (and attendant parking) exists within 750 feet of the intersection of

Swamp Fox Road and Eisenhower Avenue to ensure that adequate joint-use parking is in place to serve the retail.

The applicant's proposal includes a total of 694 residential parking spaces, which equates to a ratio of 0.88 spaces per 1,000 sf of floor area. A total of 852 retail spaces are provided, 500 for the grocery anchor tenant, and 352 for other non-grocery retail. This equates to a ratio of 5.92 spaces per 1,000 sf of grocery floor area, and 2.79 spaces per 1,000 sf of non-grocery retail floor area, for a net ratio of 4.05 spaces per 1,000 sf of floor area for all retail uses. The original CDD plan approval set the maximum number of parking spaces at 2,201 total spaces for both Block 4 and Block 5. The maximum number of parking spaces proposed, 1,590 is 611 spaces fewer than the maximum number of parking spaces permitted per the existing CDD. As part of the CDD amendment, the CDD plan will be updated to reflect the revised number of spaces for the combined Blocks 4&5.

Staff had concerns regarding the amount of parking specifically allocated for the retail component since it exceeded the maximums in the plan and is more than other grocery stores in the City have required. The site is two blocks from the Eisenhower Avenue metro station, and a large parking garage is already located adjacent to the site. Concerns involved increased congestion since parking supply correlates with trip generation. However, staff recognizes the regional draw of this grocery store may require more parking than other grocery stores and that the provision of 500 spaces is a requirement of the lease. Staff added a condition that requires a parking utilization study after a period of occupancy. This would give the applicant flexibility to designate any underutilized retail parking to other uses. Conditions also allow for parking spaces to be made available for market rate parking through an administrative special use permit.

The driveways serving the grocery tenant are initially not planned to be access controlled, but staff has conditioned that the infrastructure for access control will be required to be installed prior to opening to accommodate a change in the future. Other retail spaces will be revenue-controlled and likely to either be pay-by-space/parking meters or gate-controlled by a push button ticket dispenser for entry and payment by credit card for exit. Residential uses will be access-controlled via a transponder.

On-street parking is provided along Mandeville Lane and portions of Mill Road and will be metered, used for short-term parking, and loading.

#### *Loading*

A large loading area on level P3 is internally contained and encloses all loading functions such as retail deliveries and residential tenant move-ins. Delivery vehicles enter the loading area via a designated service entrance from Mill Road at the approximate mid-point of the block. A ramp leads directly to the loading area, which is on the same level as the Wegman's grocery store. Service corridors serve the other upper-level retail spaces, and service elevators connect to service corridors that serve the ground level retail spaces. The loading area contains all trash areas for the complex. Residential move-ins are accommodated by designated loading docks. Elevators from the loading area service the apartment building and senior building directly. Loading for the condominium building is accomplished via an elevator between the loading area

level and level P5, then via a service corridor to an elevator in the core of the condominium building.

### ***G. Vacation & Dedication***

This project includes a vacation of a portion of the Mill Road right-of-way along the northern property boundary of Blocks 4&5. The total land area is 2,729 square feet and varies from six feet to six inches in depth along the length of the right-of-way. Concurrently, a total of 2,502 square feet of land area is being dedicated along the southern Block 4&5 property boundary, yielding 3.5 feet of right-of-way to Mandeville Lane. Through a separate process, Mandeville Lane, previously a private street, is in the process of being dedicated to the City.

The vacation of the Mill Road right-of-way allows for the building to be shifted north to provide a widened sidewalk and right-of-way along Mandeville Lane which is desirable for an active retail street with sidewalk dining and ample trees.

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

The applicant proposes to construct 430 high-rise apartments and 134 condominium units. The student generation rate for new high-rise apartments is 0.03 students per unit, for a total of 12.9 students. The student generation rate for high-rise condominiums is 0.02; therefore 2.68 students will be generated by the condominiums which totals 15.58 students generated by this development. Staff considers this generation estimate preliminary since the affordable housing component is not yet finalized.

This project is located in the Lyles Crouch 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 discussed, the proposal was reviewed by the Carlyle/Eisenhower East Design Review Board (DRB) at five meetings in 2017 (January, March, May, July, November). These meetings were open to the public, with an open public comment period prior to the conclusion of each meeting. Architectural concept submissions and staff reports with subsequent actions are posted to the City website. At these meetings, the Board discussed the overall massing and architectural articulation for the residential buildings and associated podium, the ground level site improvements and layout, plan for the public plaza, and the design of the podium roof landscaping and amenity spaces. The feedback provided has been incorporated into design to date. Additional feedback from the DRB will continue until a final recommendation is made prior to the Stage II DSUP application.

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

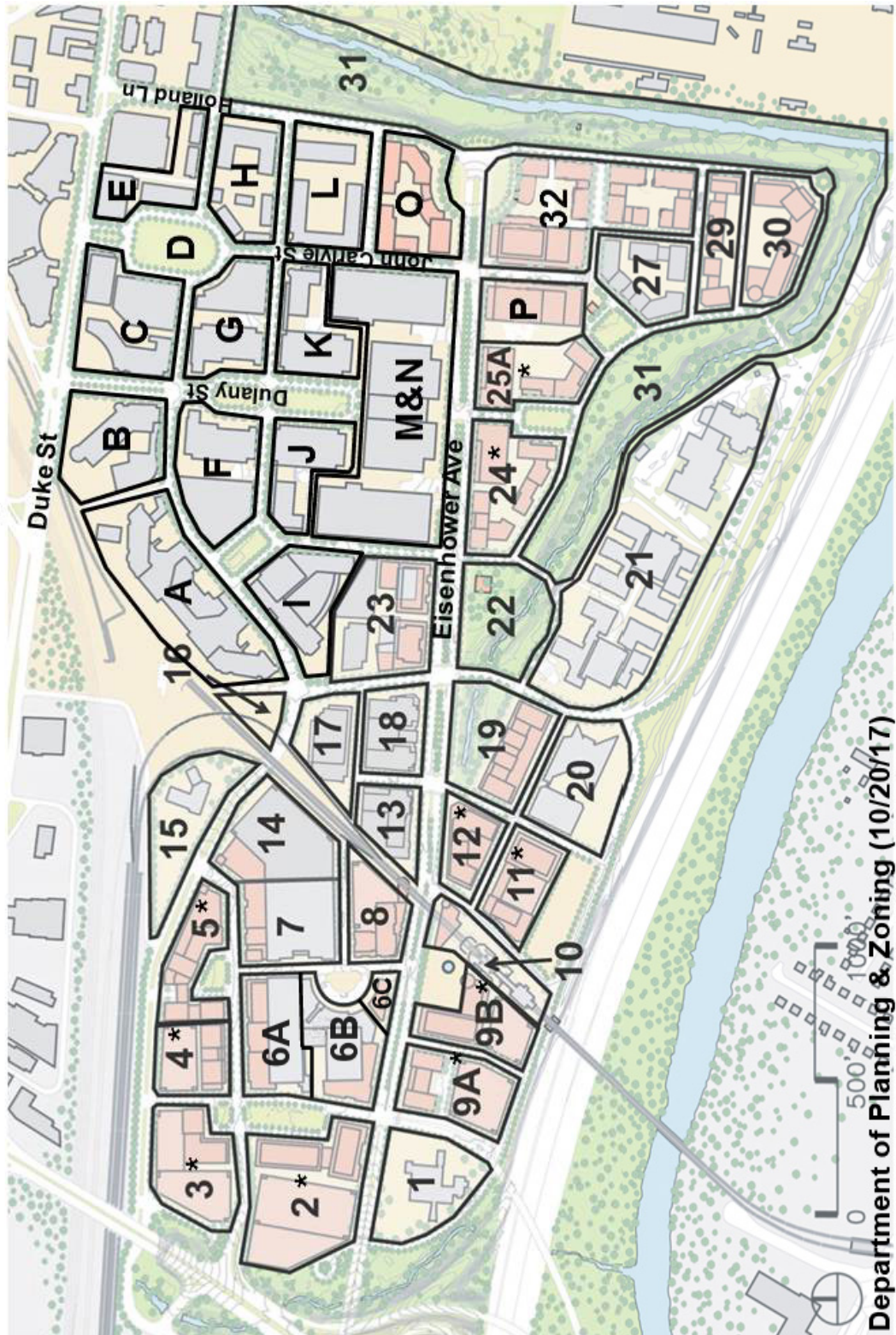
was created to make materials and updates related to the effort accessible to the public. The summary and results of the land use analysis, fiscal impact analysis and the office competitiveness study for the blocks discussed were presented to Planning Commission and City Council in May and June 2017 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 several blocks, including Hoffman Blocks 4 & 5. 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 Phase 1 of the Eisenhower East Small Area Plan Amendment in September of 2017. The plan amendment scheduled for public hearings and review by the Planning Commission and City Council in January, 2018 is a continuation of the September plan amendment.

## **VI. CONCLUSION**

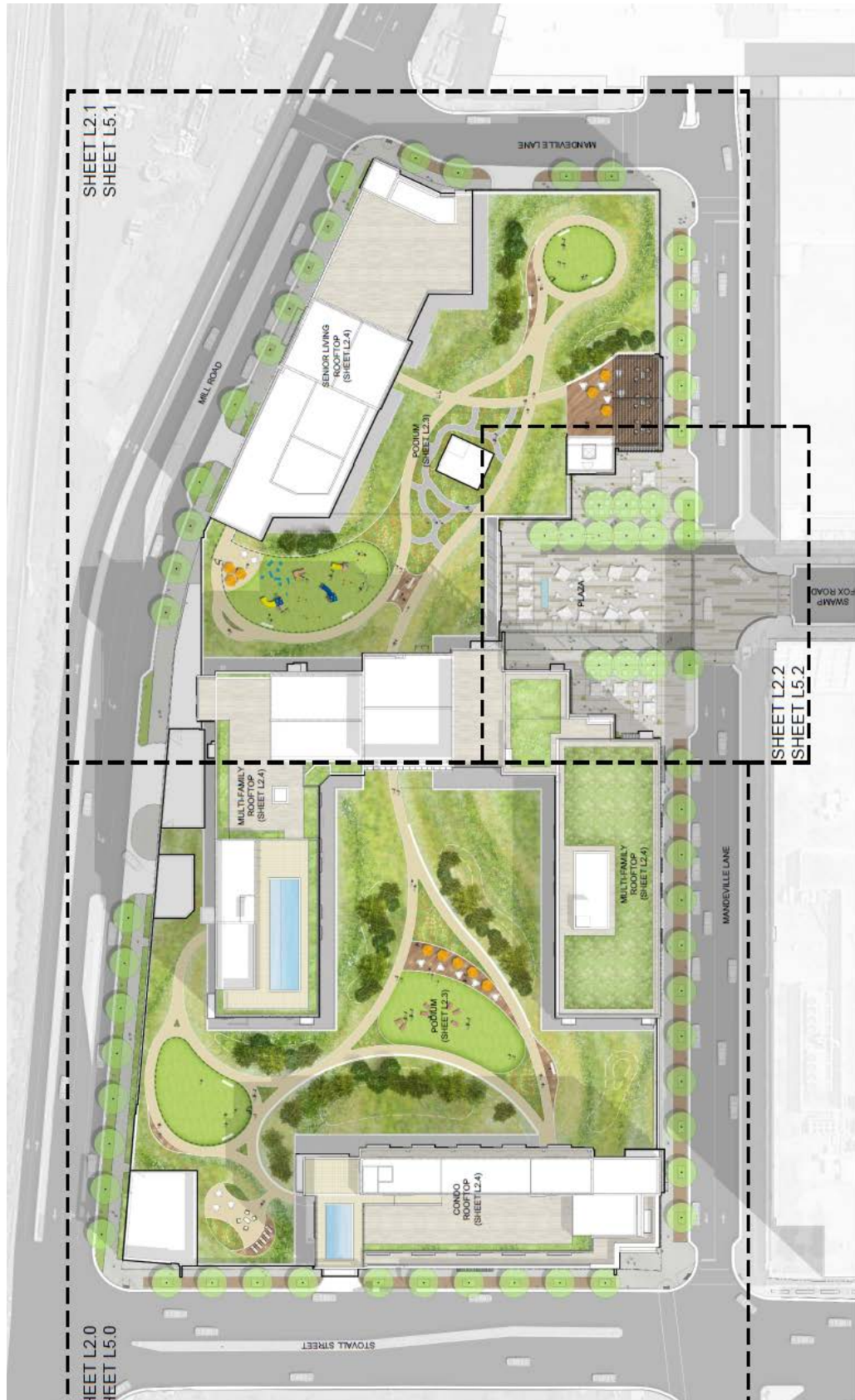
Staff recommends **approval** of the Development Special Use Permit with site plan and all other applications subject to compliance with all applicable codes and the following staff recommendations.

## VII. GRAPHICS

### Eisenhower East / Carlyle Blocks





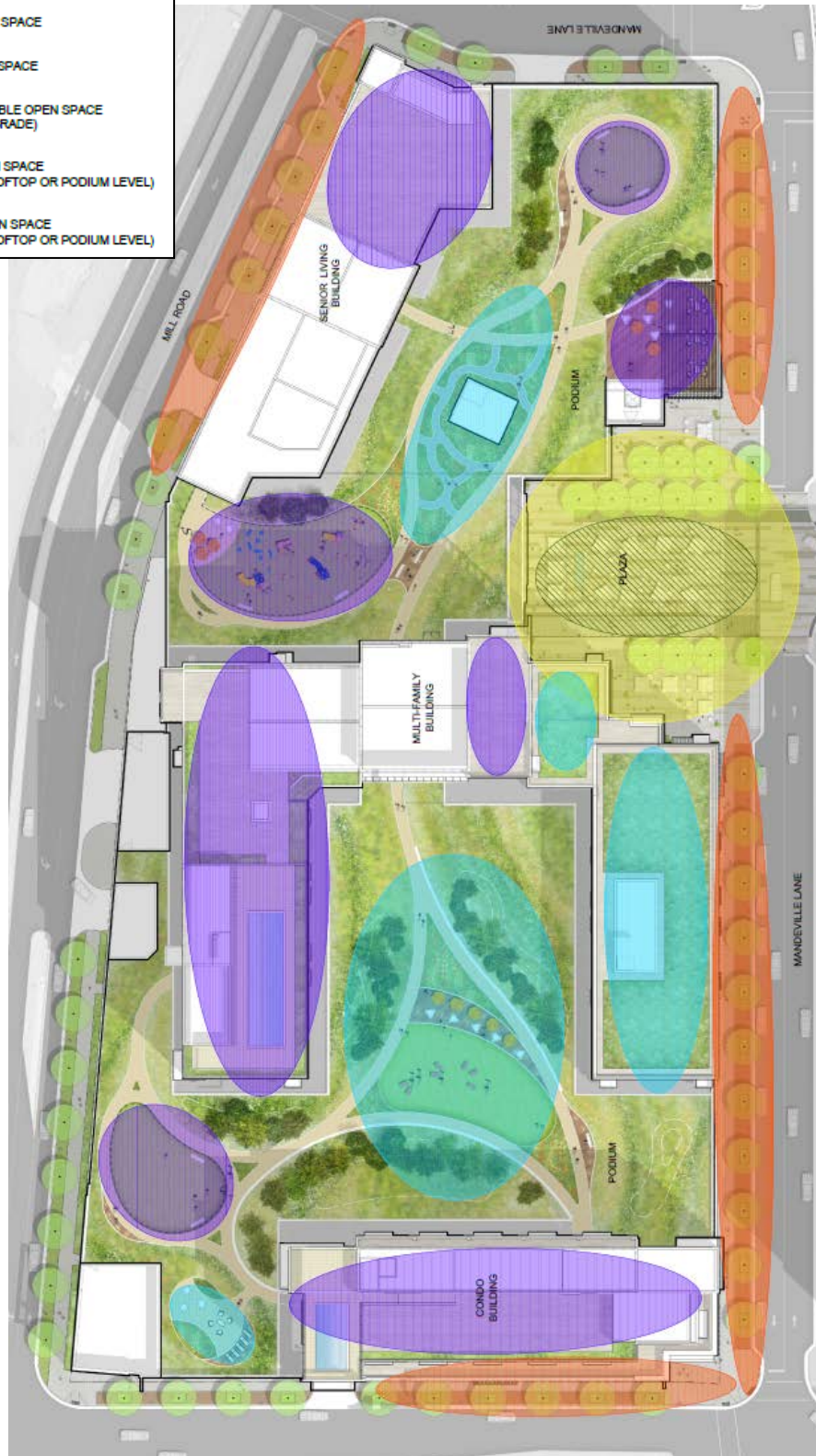
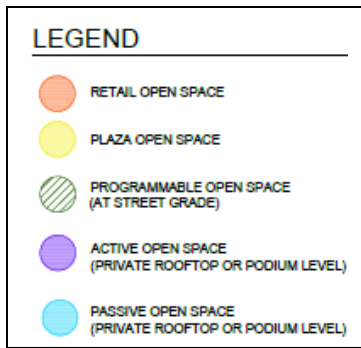


Block 4&5 Site Plan

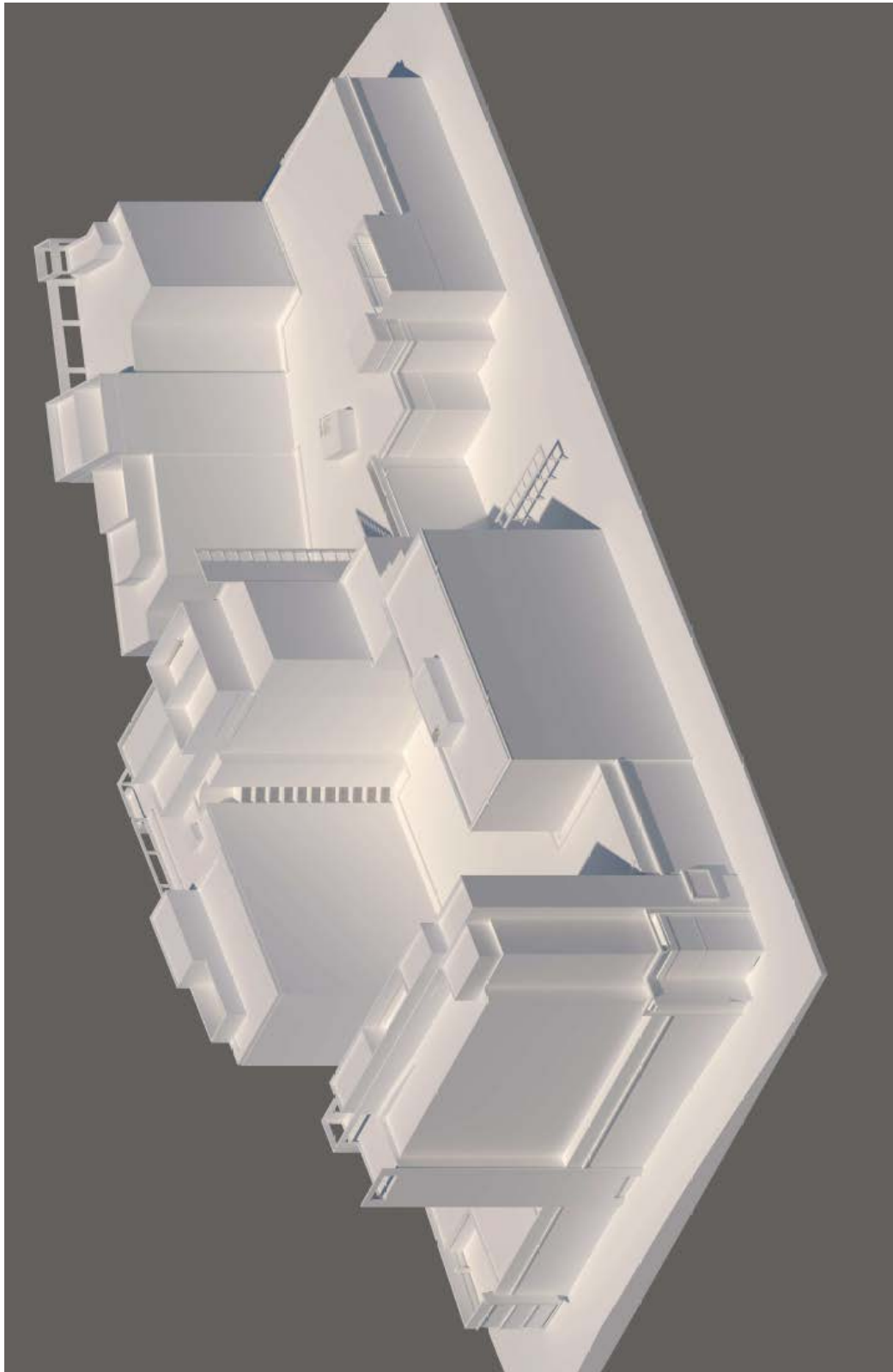




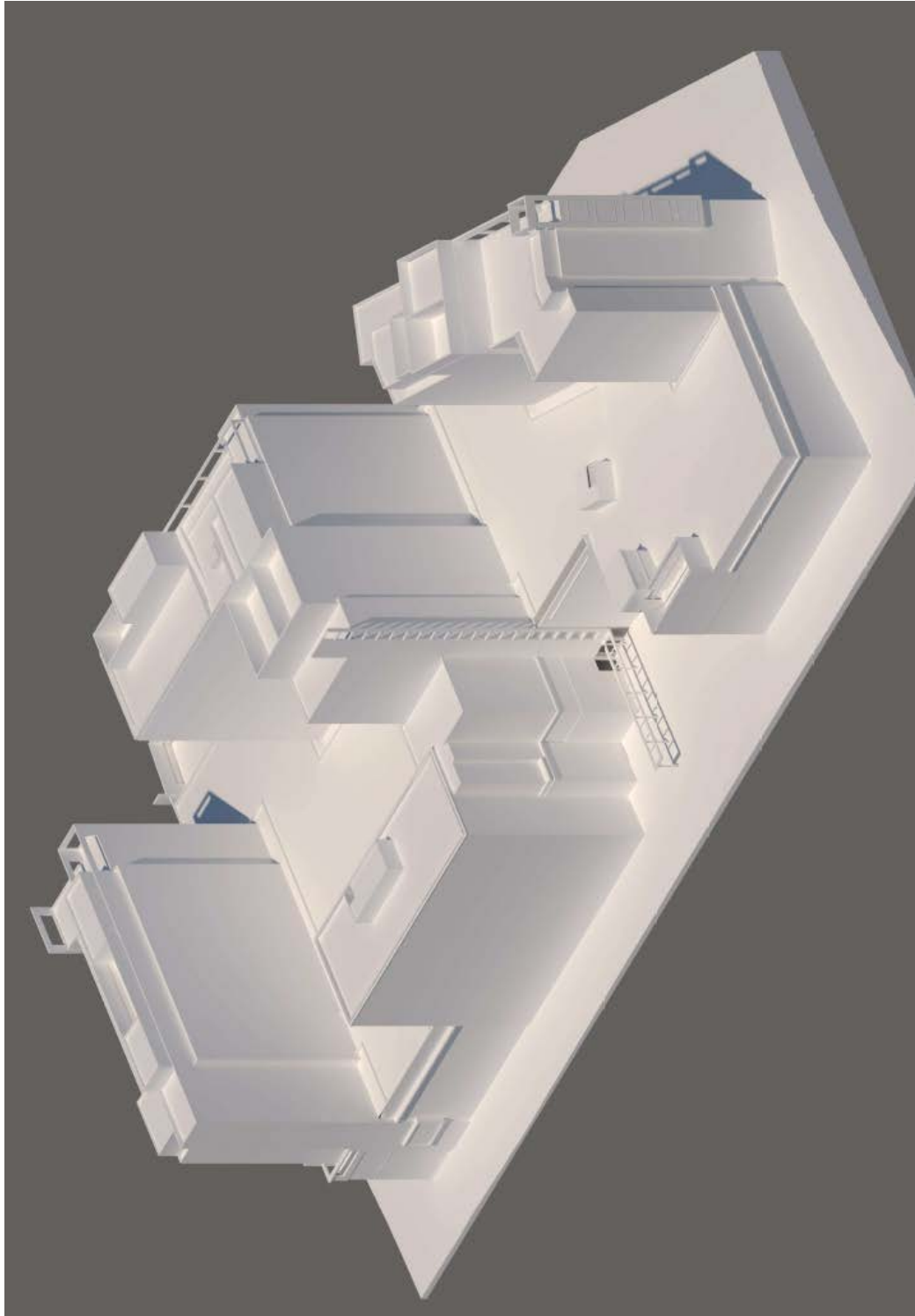
Block 4&5 Use Diagram with affordable housing concept shown



**Block 4&5 Conceptual Open Space Diagram**

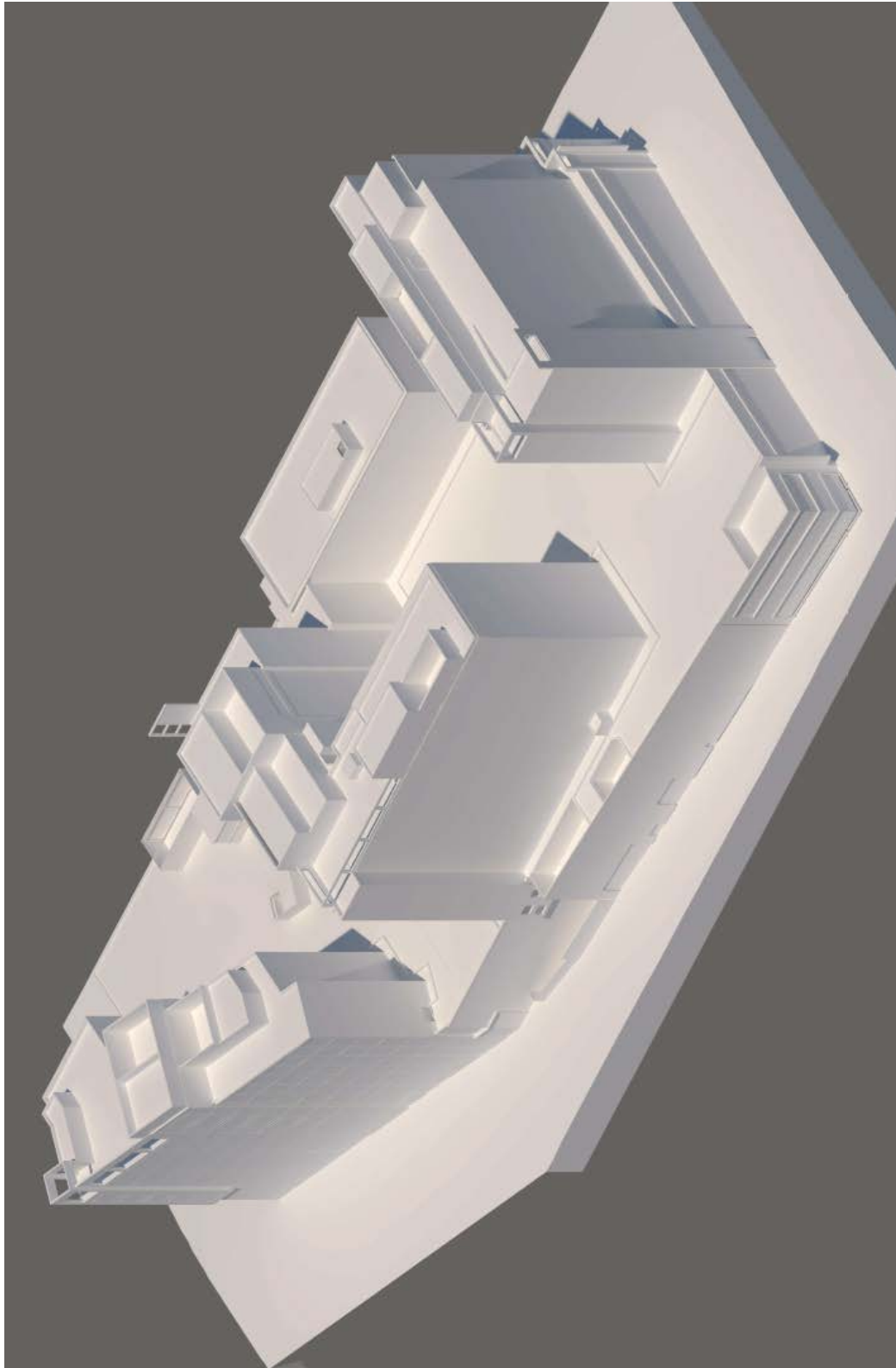


**Block Massing – Southwest View  
Mandeville Lane @ Stovall Street**

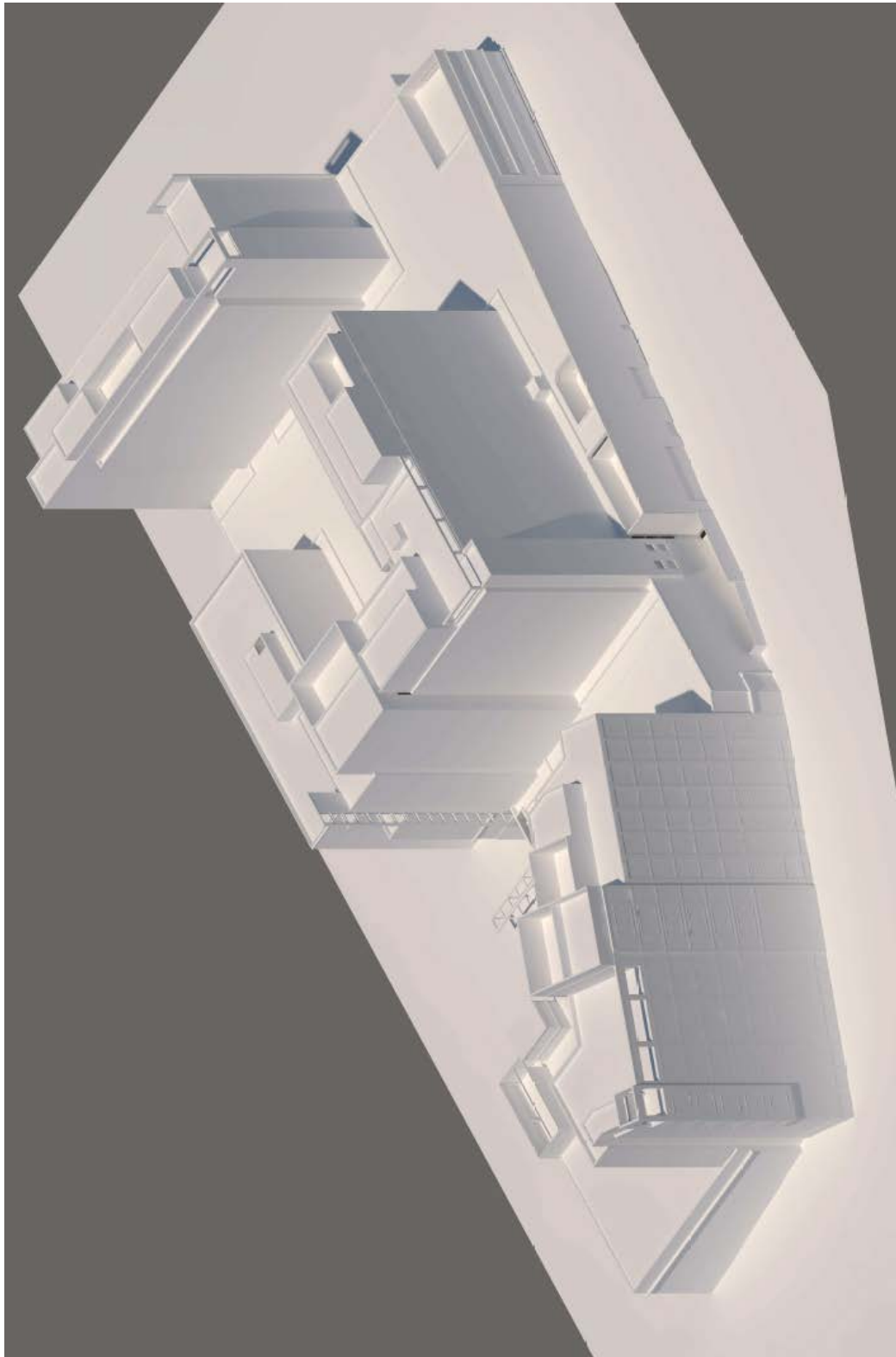


**Block Massing – Southeast View**  
**Mandeville Lane**





**Block Massing – Northwest View  
Mill Road @ Stovall Street**



**Block Massing – Northeast View**  
**Mill Road @ Mandeville Lane**

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- **Amended CDD 2016-0002 Conditions** **Page 64**
- **Amended Stage 1 DSUP 2005-0035 Conditions (Amended by DSUP 2016-0043)** **Page 89**

## **VIII. STAFF RECOMMENDATIONS**

1. The Stage 2 DSUP shall be in substantial conformance with the Stage 1 DSUP Preliminary Plan dated October 19, 2017 and comply with the following conditions of approval.
2. **CONDITION AMENDED BY PLANNING COMMISSION:** The Stage 1 DSUP #2016-0043 is only applicable to Blocks 4 and 5. In the event of inconsistencies between Stage 1 DSUP #2016-0043 and Stage 1 DSUP #2005-0035 (as amended), the conditions of Stage 1 DSUP #2016-0043 shall supersede. (PC)

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

3. 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.
  - c. Construct all public sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet in commercial, mixed-use or other high-density areas and 5 feet in single-family or other lower density areas.
  - d. All brick sidewalks shall comply with the City's Memos to Industry 05-08 and 01-13.
  - e. Sidewalks shall be flush across all garage entry crossings.
  - f. All newly constructed curb ramps shall be concrete with detectable warning and shall conform to current VDOT standards.
  - g. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES. Curb ramps shall be provided in the following locations:
    - i. Intersection of Mill & Stovall:
      - a. all legs of intersection, two (2) ramps per leg
    - ii. Intersection of Stovall and Mandeville/Pershing:
      - a. Northwest leg of intersection – two (2) perpendicular ramps
      - b. Northeast leg of intersection – one (1) ramp facilitating east-west travel
    - iii. Mandeville & Garage entrance
      - a. Northwest leg – two (2) ramps facilitating north-south and east-west travel.



- iv. Mandeville & Mill Road
  - a. Southwest leg of intersection – two (2) ramps facilitating east-west and north south travel
  - b. Southeast leg of intersection – two (2) ramps facilitating north-south and east-west travel
  - c. Northeast leg of intersection – one (1) ramp facilitating north/south travel
  - d. Northwest leg of intersection – one (1) ramp facilitating north-south travel
- h. Extend the conditions of the median on Mill (adjacent to the northeast side of site) with a cut-out (at the road grade) to function as a pedestrian refuge. Provide a median nose and add detectable warning strips on either side of the cut-out.
- i. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
- j. All crosswalks shall high-visibility crosswalks (white, thermoplastic continental crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD). Alternative crosswalk treatments must be approved by the Director of T&ES.
- k. 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).
- l. **CONDITION AMENDED BY PLANNING COMMISSION:**  
Install the extent of the Mill Road and Mandeville Lane realignment and reconfiguration improvements to the satisfaction of the Director of Transportation and Environmental Services or his designee.
  - i. The width of the sidepath shall be 12' and shall include centerline striping (type B, Class I, single broken white)
  - ii. The road diet shall provide 2 travel lanes (11') and a center turn lane (11') with medians and striping, as shown on the preliminary plan dated October 19, 2017.
  - iii. Install the new curb and gutter on the south curb of Mandeville Lane east of the intersection of Mandeville Lane and Swamp Fox Road (subsequent to the recordation of the right-of-way to the city, making these public streets). The curbline shall be coordinated to align with the curb adjacent to block 6, to create a continuous curb face to curb face width exclusive of bump-outs. All work is to be done within the public right-of way. (PC)
- m. No above grade utilities shall be allowed within 12' exclusive width of the sidepath.

- n. No above grade utilities shall be positioned in such a manner that obstructs a 6' clear pedestrian zone on City sidewalks.
- o. Install a raised table at the intersection of Swamp Fox and Mandeville to the satisfaction of the Director of Transportation and Environmental Services or his designee. If non-standard paver or other material is utilized a maintenance agreement may be required.
- p. 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. \*\*\*
- q. Maintain a reservation of space adjacent to the curb west of the plaza for the implementation a bikeshare station. \*\*\* (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. Current plans show four (4) buildings. In the event public art is provided on-site, the public art shall be of an equivalent value. (RP&CA)(P&Z)
  - a. 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. Applicant shall provide required 10,900 SF open space in the Plaza, and associated public access easement, per the requirements of the EESAP.
- 6. Provide the following modifications to the landscape plan and supporting drawings for the Stage 2 DSUP:

- a. Trees must be provided along the Mill Road street frontage adjacent to the proposed fenced transformer yard at 30' O.C. spacing typical. (P&Z)
  - b. Provide a majority native plant palette.
7. Hire a professional consultant to work with staff and the landscape designers 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)

***D. BUILDING:***

8. The building design, including building placement, massing and general site plan shall be consistent with the elevations dated June 28, 2017 approved by the Eisenhower East Design Review Board (DRB) on July 20, 2017. (P&Z)
9. Should the applicant agree to provide a podium and development rights for approximately 75 affordable housing units as described in Condition #24, the following shall be provided:
- a. Any additional structure proposed as affordable housing is subject to separate future DRB review and approval.
  - b. Any additional structure proposed as affordable housing is subject to separate future DSUP review and approval.
10. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver for the retail components and LEED Certified for the residential components 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 and /or LEED Silver (or equivalent) for the commercial project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply.
  - f. Provide documentation to future retail tenants encouraging them to operate their business consistently with the goals of LEED, as well as to pursue LEED for Retail or LEED for Commercial Interiors certification. (P&Z)(T&ES)
11. The applicant shall work with the City for recycling and/or reuse of leftover, unused, and/or discarded building materials. (T&ES)(P&Z)
12. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
13. Provide level 2 electric vehicle charger installation for a minimum of 2 percent of the required parking spaces. An additional 3 percent of the required parking spaces shall have necessary infrastructure installed for future level 2 electric vehicle chargers. (T&ES)
14. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at <http://www.epa.gov/WaterSense>. (T&ES)
15. 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. (Police)

16. 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)

***E. RETAIL USES:***

17. Ground floor uses of areas designated on the plan as “commercial” shall be limited to retail, personal service uses and restaurants, as defined in the Zoning Ordinance, with the exceptions identified below:
  - a. One leasing office for each building is allowed;
  - b. Retail shopping establishments shall not include, auto parts stores and lawn and garden supply stores;
  - c. Personal service uses shall not include appliance repair and rental, contractors’ offices, laundromats, and pawnshops;
  - d. Restaurants are subject to the applicable conditions below; and
  - e. Other similar pedestrian-oriented uses as approved by the Director of P&Z to meet the intent of providing active pedestrian-oriented neighborhood-serving uses are allowed.
  - f. The term “commercial” within this DSUP shall include all of the uses listed herein, even if those uses are referred to as “restaurant” or “personal service” in the Zoning Ordinance. (P&Z)
18. **CONDITION AMENDED BY PLANNING COMMISSION:** Second floor uses designated as “commercial” shall be limited to retail, personal services, day care, private schools, restaurants, ~~and~~ business and professional offices, and such other uses as the Director of Planning & Zoning shall determine are consistent with the mixed-use character of the project. except that the large 40,000 sf retail space (currently shown as a fitness center) shall be limited to a major destination retail anchor. The second floor shall provide an additional destination retail component of at least 20,000 square feet, which may be composed of a single tenant or group of tenants. (PC)
19. Day care centers shall be permitted with an administrative special use permit provided they comply with the criteria listed below. Day care centers that do not meet these criteria may apply for a separate special use permit.
  - a. A plan that shows drop off and pick up areas must be provided and must be reviewed to ensure that the drop off and pick up areas will create minimal impact on pedestrian and vehicular traffic and will be safe for the day care users. The plan must be approved by the Directors of P&Z and T&ES.
  - b. Day care uses must be located facing Mill Road and must not occupy more than 14,000 gross square feet. (P&Z) (T&ES)

20. Restaurants shall be permitted with an administrative special use permit provided they comply with Section 11-513(C), (L), and (M) of the Zoning Ordinance, with the following exceptions. Restaurants that do not meet these conditions may apply for a separate special use permit.
  - a. The maximum number of indoor and outdoor seats allowed shall be determined by the Building Code.
  - b. The hours of operation for the restaurant shall be limited to between 7:00 am and 11:00 pm Sunday through Thursday, and between 7:00 am and midnight Friday and Saturday.
  - c. If entertainment is proposed consistent with the Zoning Ordinance, then it must be demonstrated by a qualified professional that sufficient sound-proofing materials are provided so as to prevent the entertainment from disturbing building residents. (Code)(P&Z)(T&ES)
21. Ensure the following for the retail areas along Mandeville Lane and the plaza within the development, to the satisfaction of the Director of P&Z:
  - a. Provide a minimum 15 feet floor to floor height.
  - b. The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the lease for each tenant. (P&Z)

***F. SIGNAGE:***

22. The applicant shall submit a coordinated sign plan SUP at a future date. The plan shall include a color palette and shall coordinate the location, scale, number, massing, character and encroachment considerations of all proposed signage to the satisfaction of the Director of P&Z and shall be approved by City Council prior to the release of the Final Site Plan.\*
  - a. 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)
  - b. 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)
  - c. 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.
  - d. The building signs shall be designed of high quality materials.
  - e. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
  - f. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
23. Provide signage at the entrances to the parking garage with retail parking that is consistent with the City's Wayfinding standards for identifying parking garages. \*(T&ES)

***G. HOUSING:***

24. The applicant has agreed to make an affordable housing contribution of \$3.4 million to the Housing Trust Fund (HTF) (the "HTF Contribution"). Further, the applicant has agreed to consider in lieu of the HTF Contribution:
- a. to provide onsite rental units, equivalent in value to the HTF contribution to be mutually agreed upon by applicant and the City based on the formula used for the Oakville Triangle CDD, affordable at or below 60 percent of the Washington D.C. Metropolitan Area Median Family Income (taking into account utility allowances) for a period of 25 years from the date of initial occupancy of each affordable unit and subject to all City standard conditions for affordable rental units, including provision of parking which shall be offered to onsite units on the same basis as the market rate units; or
  - b. pursuant to a mutually agreed upon determination of feasibility between the applicant and the City (including a mutually agreed Valuation, if any, in section vi below), the applicant agrees to provide air rights within its development for construction of a condominium unit containing approximately 75 units of affordable rental housing (affordable housing condominium unit) to AHDC, or to another affordable housing provider designated by the City. The affordable housing building will be located above a ground floor podium and parking being developed by the applicant and shall not exceed six stories. The site of the affordable housing condominium unit will be generally located at the eastern portion of the larger project along Mandeville Lane and/or Mill Road

and/or may be co-located within the footprint of another building proposed by applicant or a separate pad site on the podium. This option is subject to the following:

- i. The affordable building condominium unit will have a design, architecture and function that is compatible with the overall design, function and quality of the applicant's development. All design and development costs necessary to get the affordable building condominium unit approved, subsequent to the determination of feasibility between the applicant and City, shall be borne by AHDC or the designated affordable housing provider;
- ii. The applicant agrees to provide project-related information, including its schedule of development and construction costs, to the extent needed to facilitate AHDC or the designated affordable housing provider securing a full funding package, including Low Income Housing Tax Credits (LIHTC) and City and third-party financing on a schedule that aligns with the anticipated delivery of the podium;
- iii. The applicant agrees to work cooperatively with AHDC or the designated affordable housing provider in its application(s) for LIHTC;
- iv. The applicant agrees that residents of the constructed affordable units shall have access to amenities offered to residents of the adjacent multi-family rental apartment building, with the exception of parking. In the case of parking, if it is determined at any time by the applicant that there is excess parking, up to 50 spaces shall be offered first to residents of the affordable housing building, and leased on a first come first served basis on the same terms as it is being made available to residents of onsite market rate rental units. As there will be no designated parking at the project for the additional residential units, AHDC or the designated affordable housing provider shall make interim arrangements, as necessary, for the lease of offsite parking for residents of the affordable building pending spaces becoming available within the development;
- v. The applicant shall cooperate with AHDC or the designated affordable housing provider to provide necessary easements
- vi. development as needed; and
- vii. The applicant may present an accounting detailing the design and construction costs it incurs in excess of the value of the \$3.4 million housing contribution for the podium and/or related to the affordable housing building, including the value of foregone retail (the "Valuation").



- The Valuation will be reviewed by the City, and if agreeable to the City, will be paid by AHDC or the designated affordable housing provider to the applicant at completion of the affordable housing project.
- viii. The City shall provide assurances to the applicant's satisfaction by the commencement of full design for the project that there is a plan to secure financial resources to complete the affordable housing building. If the affordable building cannot be financed or is determined not to be feasible following commencement of full design, applicant shall be given credit toward its voluntary monetary contribution for expenses incurred related to the podium and affordable building up to \$3.4 million based on applicant's detailed accounting of actual expenditures.
  - ix. Floor area for an affordable housing building or units shall be provided through the affordable housing bonus density provision (Section 7-700) which may only be utilized for the purpose of providing affordable dwelling units.
25. In the event the applicant provides set-aside units or provides air rights for the development of an affordable housing building, the applicant shall provide a summary of the proposed Affordable Housing Plan to the Alexandria Housing Affordability Advisory Committee (AHAAC).
26. Amendments to the approved Affordable Housing Plan must be submitted to AHAAC for consideration and require final approval from the City Manager

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

27. Provide 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)
28. 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 purchasers and tenants shall be notified of this prohibition. (P&Z)(T&ES)(Code Administration)

29. 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). All remaining unassigned residential spaces in the garage shall be made generally available (T&ES)
30. **CONDITION AMENDED BY PLANNING COMMISSION:** The garage shall have a maximum of 1,546~~90~~ spaces for use by residents and retail tenants. These spaces may be allocated to residents of the building up to the maximum amount allowed in the EESAP. The applicant may exceed the retail maximum in the EESAP by no more than 220 spaces. This approval may be revoked should the grocery space become occupied by a retail establishment other than a regional destination grocer as specified in the EESAP, in which case the excess spaces may be required to be converted to another use. (T&ES) (PC)
31. Within 2-3 years of occupancy of the grocery and the majority of the retail space, the applicant shall provide a parking utilization study documenting the usage of the retail parking. The applicant shall meet with staff prior to conducting the study to determine the scope. If parking is found to be underutilized, the applicant may reduce the retail parking without an amendment to this DSUP. (T&ES)
32. Prior to the first Certificate of Occupancy the applicant shall install access control equipment for each garage entrance to allow for future parking management. \*\*\* (T&ES)
33. Provide a Parking Management Plan with the Final Site Plan submission consistent with the CDD conditions. \* (P&Z)(T&ES)
34. Parking spaces within the parking garage may be made available for market-rate parking through an administrative special use permit. (T&ES)
35. All on-street parking controls and restrictions, including loading zones and other non-standard 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)
36. Provide \$39,000 for purchase and installation of 5 multispace meters prior to release of the final site plan. \* (P&Z)(T&ES)
37. Provide the entry/exit improvements, to include raised concrete directional median and striping, at the Hoffman Garage, as shown on the preliminary plan dated 5/2/2017. (T&ES)

38. Applicant must apply for an application to the Traffic and Parking board for the provision of a loading space and appropriate time of use signage on Mandeville Lane. (P&Z)

***I. SITE PLAN:***

39. 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)
40. Submit the plat of consolidation and all applicable easements, dedications and vacations prior to or concurrent with 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)
41. 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)
42. 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)(DRB)

***J. WASTEWATER / SANITARY SEWERS:***

43. 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)

44. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)
45. The sewer connection fee must be paid prior to release of the site plan.\* (T&ES)
46. If a commercial kitchen is constructed then the kitchen facility shall be provided with an oil & grease separator and the discharge from the separator shall be connected to a sanitary sewer.\* (T&ES)
47. Submit two originals of the Oil and Grease separator Maintenance Agreement with the City prior to the release of the final site plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to site plan release.\* (T&ES)

***K. STREETS / TRAFFIC:***

48. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
49. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
50. Traffic studies and multi-modal transportation studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
51. 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)
52. 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)

53. Furnish and install two 4 inch conduits with pull wires, and junction boxes located at a maximum interval of 300 feet underneath the sidewalks along the project frontage on Stovall St and Mill Rd. These conduits shall terminate in an underground junction box at each of the four street corners of the site. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES)
54. 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)

***L. UTILITIES:***

55. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
56. All overhead power and communication lines fronting the development all around shall be undergrounded. (T&ES)
57. No transformer and switch gears shall be located in the public right of way. (T&ES)

***M. SOILS:***

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

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

59. 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)
60. 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)
61. 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)

***O. STORMWATER MANAGEMENT:***

62. In order to abandon the sandfilter in place, comply with the following. Abandonment shall be completed prior to issuance of the first certificate of occupancy:
  - a. Bulkhead the inflow and outflow pipes of the sandfilter.
  - b. Remove the pump in the sandfilter.
  - c. Fill the sandfilter with sand, 21A or a similar material. The fill material must be approved by the T&ES Development Inspections Manager.
  - d. Remove the sandfilter's manhole frames and covers and restore the pavement to the satisfaction of the Director of T&ES. \*\*\*(T&ES)
63. 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)
64. 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)
65. All stormwater Best Management Practices (BMPs) must be designed to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs. This includes site specific plan views, cross sections, planting plans, and complete design calculations for each BMP. \*(T&ES)

66. Provide a BMP table as part of the final site plan 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)
67. The applicant shall install four BMP tree wells on the northeast side of Stovall Street designed per the City's Green Sidewalks Guidelines or Virginia Stormwater BMP Clearinghouse unless found to be technically infeasible. \*(SWM)
68. 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)
69. Submit two (2) originals of the stormwater quality BMP Maintenance Agreement, to include the BMP Schedule and Guidelines Addendum with the City to be reviewed as part of the Final #2 Plan. 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)
70. The Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner's association (HOA) and/or master association for the mix of uses and owners for the development, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA and/or master association, 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 HOA and/or master association. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. \*\*\*\*\*(T&ES)
71. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
  - a. The Applicant shall furnish the Homeowner's Association/Master Association with an Owner's Operation and Maintenance Manual

for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.

- b. The Developer shall furnish each home purchaser with a brochure describing the stormwater BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowners Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners. (T&ES)

- 72. 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)
- 73. 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)

***P. CONTAMINATED LAND:***

- 74. 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)
- 75. 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)
76. 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)
77. 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)]

***Q. NOISE:***

78. Prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). In addition, include analysis of the levels of noise residents of the project will be exposed to due to loading and unloading activities, idling and traffic. Identify options to minimize noise and vibration exposure to future residents at the site, particularly in those units closest to the loading areas, garage entrances, interstate highway, railroad tracks and airport traffic, including triple-glazing for windows, additional wall / roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)
79. The noise study and noise commitment letter shall be submitted and approved prior to Final Site Plan release.\* (T&ES)
80. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
81. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. (T&ES)
82. Supply deliveries, loading, and unloading activities shall not occur outside the enclosed Level P3 loading area between the hours of 11:00pm and 7:00am. (T&ES)
83. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post of minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)

***R. AIR POLLUTION:***

- 84. 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)
- 85. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
- 86. No material may be disposed of by venting into the atmosphere. (T&ES)
- 87. 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)

***S. CONTRIBUTIONS:***

- 88. Provide a contribution in the amount of \$120,000 for the implementation of bikeshare programs within the vicinity of the project. Payment is due prior to release of the site plan.\* (T&ES)

***T. ARCHAEOLOGY:***

- 89. Hire an archaeological consultant to conduct the archaeological investigations. Complete an Archaeological Evaluation and Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, shall be implemented. The Archaeological Evaluation and implementation of the Resource Management Plan shall be completed prior to submission of the Final Site Plan unless archaeological work is required in concert with demolition and construction activities, which must be demonstrated to the satisfaction of the City Archaeologist. (Archaeology)
- 90. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Archaeological Evaluation plan and any required Resource Management Plans will be implemented to recover significant resources before or in concert with construction activities.\*(Archaeology)
- 91. Call Alexandria Archaeology (703/746-4399) two (2) weeks before the starting date of any ground disturbance so that an inspection or monitoring

schedule for City archaeologists can be arranged. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)

92. 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)
93. 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)
94. The final certificate of occupancy shall not be issued for this property until interpretive elements have been constructed, interpretive markers have been erected, and the final archaeological report has been received and approved by the City Archaeologist.\*\*\* (Archaeology)

#### ***U. DISCLOSURES:***

95. Present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z, Director of T&ES, and the City Attorney:
  - a. That the planned Plaza central to the development is intended as an active public space. Noise may result from events and programs such as public performance, farmers markets, or other public assemblies, subject to City permitting for Special Events.
96. Additional disclosure requirements will be conditions of the Stage 2 DSUP.

#### **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. 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. 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 - 18. 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 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 - 6 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 - 7 (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 - 8 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 - 9 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 10 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: [www.alexandriava.gov/solidwaste](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 - 11 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 12 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: [www.alexandriava.gov/solidwaste](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 - 13 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)

- C - 14 Bond for the public improvements must be posted prior to release of the site plan.\* (T&ES)
- C - 15 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:**

1. VAWC has no conditions.

**AlexRenew Comments:**

2. Ensure all discharges are in accordance with City of Alexandria Code Title 5, Chapter 6, Article B.
3. The applicant shall coordinate with the City of Alexandria T&ES to ensure that planned flow capacity does not exceed City of Alexandria allotted AlexRenew plant capacity, nor exceed capacity in AlexRenew Holmes Run Trunk Sewer during wet and average flow conditions.
4. Dewatering and other construction related discharge limits could be regulated by AlexRenew Pretreatment. Engineer/Owner is required to contact Alexandria Renew Enterprises (AlexRenew) Pre-Treatment Coordinator at 703-549-3382.

**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 - 2. 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**

- R - 1. It is recommended that the section of the underground 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 underground 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 - 3. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.
- 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



**CDD CONDITIONS (CDD 2017-0004)**

*Note: The following CDD conditions have been carried forward from the most recent CDD approval, CDD 2017-0002, with amendments to Conditions 15, 23, 33, 45, 53, and 54.*

**A. GENERAL:**

1. **(DEFINITION)** The term “Settlement Agreement” means the “Hoffman Town Center Land Use and Parking Compromise” under original date of December 14, 2004, as amended under date of August 24, 2005. (P&Z)
2. **(DEFINITION)** The term “Hoffman Process Agreement” means that portion of the Settlement Agreement so denominated and setting forth the sequence of submissions/approvals governing the process for approval of the development permits for the Hoffman Property development blocks within the Eisenhower East area. A copy of the Hoffman Process Agreement is attached hereto as Addendum 1. (P&Z)
3. **(DEFINITION)** As used in this document, the phrase “Stage 1 preliminary development special use permit” means that preliminary development special use permit submitted pursuant to the Hoffman Process Agreement as “Preliminary Development Special Use Permit #1”. (P&Z)
4. **(DEFINITION)** As used in this document, the phrase “Stage 2 preliminary development special use permit” means that preliminary development special use permit submitted pursuant to the Hoffman Process Agreement as “Preliminary Development Special Use Permit #2”. (P&Z)
5. Notwithstanding any contrary provisions in the Zoning Ordinance, the amended CDD Concept Plan (CDD# 2011-0004- hereby referred to as the Concept Plan), the amended Transportation Management Plan Special Use Permit (TMP-SUP # 2005- 0115), the Stage 1 Development Special Use Permits, (DSUP#2005-0031, DSUP#2005-0032, DSUP#2005-0033, DSUP#2005-0034 and DSUP#2005-0035) shall remain valid until December 31, 2020. (CDD#98-05; Cond. #12)
6. The review and approval of the Stage 1 and Stage 2 Development Special Use Permits shall be as follows:
  - a. The use, “Allowable Gross Floor Area” (AGFA), number of parking spaces, levels of underground parking, preliminary mass, and height shall be reviewed and approved as part of the Stage 1 development special use permit for each development block.
  - b. As part of its Stage 2 development special use permit application, the

- applicant shall submit the final massing, design, scale, articulation, and footprint of the building(s) and other related factors including the checklist items not previously provided as part of the Stage 1 development special use permit, and in accordance with the Eisenhower East Design Guidelines applicable to the site.
- c. During the review of the Stage 2 development special use permit application, the scale, articulation, footprint, massing, and other architectural and/or design components will be reviewed for compliance with the Eisenhower East Design Guidelines and approved in accordance with the Eisenhower East Design Guidelines, subject to the Paragraph d below.
  - d. In the event that the application of the scale, articulation, footprint, massing, and other architectural and/or design components of Eisenhower East Design Guidelines as part of the review of a Stage 2 development special use permit results in the loss of AGFA on the block(s) under review, the applicant shall be permitted to consider an administrative transfer of an equivalent amount of AGFA to such other block(s) within the approved Concept Plan as the applicant proposes. If there is not agreement regarding the administrative transfer of the AGFA as requested, or the applicant chooses not to so request, the AGFA approved pursuant to the Concept Plan and Stage 1 development special use permit shall be permitted for that block and the City and applicant shall work together on the scale, articulation, footprint, massing, and other architectural and/or design components of Eisenhower East Design Guidelines to configure the final massing.
  - e. Any other requirement for conformance to the Eisenhower East Small Area Plan and/or the Eisenhower East Design Guidelines hereafter referred to in the conditions for this revised concept plan or any DSUP or TMP SUP approved therewith that affects the development rights approved with the Stage 1 Development Special Use Permit shall mean conformance to the extent not inconsistent with the Concept Plan, TMP SUP #2005-0115; DSUP# 2005-0031; #2005-0032; #2005-0033; #2005-0034; #2005-0035; and #2000-0028. (P&Z)(PC)
7. Each block within the Concept Plan (excluding Blocks # 1, 6, 7, 8 and 14 unless otherwise provided herein) shall obtain approval of a subsequent Stage 2 development special use permit in order to redevelop or develop the site pursuant to the Stage 1 DSUP. If the use, AGFA or number of parking spaces approved in the Stage 1 DSUP for a particular block are amended by a Stage 2 DSUP for that block, to the extent that the amended use, AGFA or number of parking spaces causes an increase in peak am or pm traffic generation in relation to the traffic study prepared by BMI-SG dated October 2005, the applicant shall submit an amendment to the Transportation Management Plan pertaining to the subject of the change to the Stage 1 DSUP. (P&Z)(PC)

8. Block 1 shall be limited to the building configuration existing on January 1, 2006, and any alteration to the existing building (except interior alterations and alterations to the exterior facade) shall be subject to the Eisenhower East Small Area Plan and the Eisenhower East Design Guidelines, except that a parking structure with a maximum of 215 parking spaces may be constructed by Virginia Department of Transportation (VDOT) if necessary for the replacement of those spaces taken for the Stovall ramp realignment. (P&Z) (PC)
9. Prior to submitting a Stage 2 preliminary development special use permit application, the applicant shall submit a conceptual site plan for review by the City at least 90 days prior to submission of the preliminary development special use permit application for each block(s). (P&Z)
10. Each Stage 2 development special use permit application shall be subject to review by the Eisenhower East Design Review Board or successors prior to consideration of the preliminary development special use permit by the Planning Commission and City Council. The applicant shall submit architectural elevations, massing studies and other applicable information deemed necessary by the Director of P&Z for such review as part of the submission materials for review. (P&Z)
11. The applicant may transfer Gross Floor Area (GSF) of a use approved in the Concept Plan and a pro rata share of the Gross Floor Area (GSF) of the parking from that block from one block to another block as part of a Stage 2 development special use permit, subject to approval by the Director of P&Z and subject to the following:
  - a. Change in the primary use of the property may be permitted within each CDD during the development approval process provided that the change is consistent with the principles and intent of the EESAP.
  - b. A change of use that results in the transfer of an equal amount of square footage from one parcel to another may be done administratively. A change that increases the amount of building area on a parcel shall be made as an amendment to the Master Plan. (P&Z)
12. All proposed and existing above grade utility lines for each block within the Concept Plan (excluding the VEPCO transmission lines) shall be placed below grade with the development and/or redevelopment of each block(s). The cost of locating the utility lines below grade shall be the sole responsibility of the applicant and/or its successors. All proposed and existing above-grade utility lines (excluding the VEPCO transmission lines) shall be located below grade prior to the certificate of occupancy permit for each building or structure. (P&Z) (T&ES)

13. The names of each public street dedicated for public use or a street with a public access easement within the Concept Plan shall require subsequent approval by the Planning Commission. (P&Z)
14. The number of parking spaces within the CDD at all times shall be limited and/or conditioned as follows:
  - a. Structured parking on all development blocks except Block 1 is limited to a maximum of 12,143 parking spaces, unless otherwise defined in this Paragraph.
  - b. New surface parking on all development blocks except Block 1 is limited to a maximum of 150 parking spaces on Block 11 and only in conjunction with a grocery store tenant on that Block.
  - c. Surface and structured parking on Block 1 shall not exceed the surface parking existing on January 1, 2006, plus a maximum of 215 additional structured parking spaces to replace those taken by the construction of Ramp A-1 of the Telegraph Road Interchange.
  - d. Except for those blocks that are governed by DSUP #2000-0028 and Block 1, Block 2, Block 3, Block 24 and Block 25A, all parking structures shall have a minimum of two levels of parking below grade.
  - e. The number of off-street parking spaces within the Concept Plan shall be limited to a maximum number of 12,393 parking spaces (including during interim development).
  - f. On street parking, including the Town Center circle, is excluded from the foregoing maximum number of parking spaces. (P&Z) (PC)

***B. BUILDINGS - USES:***

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

DSUP2016-00043, CDD2017-0004  
VAC2017-0008, TMP SUP2017-0115  
Hoffman 4/5 Stage I DSUP

Block	RETAIL	OFFICE	RESIDENTIAL	HOTEL	SUBTOTAL	GFA Exclusion	USE GFA	PARKING GFA	AGFA TOTAL (Note 2)	Structured Parking ****	Surface Parking	Height (FT)
1	0	0	0	101,000	101,000	0	101,000	0	101,000	215	100	Existing
2	0	682,515	0	0	682,515	21,129	661,386	**	661,386	995 Note 4	0	260
3	0	193,907	0	0	193,907	6,033	187,874	**	187,874	533	0	210
4	36,950	436,000	0	0	472,950	13,442	459,508	0	459,508	2,201	0	220
5	24,050	0	260,000	0	284,050	9,282	274,768	55,073	329,841	Shared with Block 4	0	220
<u>4/5</u>	<u>255,421</u>	<u>0</u>	<u>844,554</u>	<u>0</u>	<u>1,099,975</u>	<u>48,927</u>	<u>1,051,048</u>	<u>622,006</u>	<u>1,704,360 #</u>	<u>1,546</u> <u>1,590</u> Note 5	0	<u>220</u>
6A	36,475	0	663,077	0	699,552	34,000	665,552	0	665,552	115,900 246 *****	Note 3	210
6B	24,565	351,753*****	0	0	376,318	14,252	362,066	0	362,066	0	Note 3	Note 3
6C	7,882	0	0	0	7,882	0	7,882	0	7,882	0	Note 3	Note 3
7*	136,000	0	0	0	136,000	0	136,000	0	136,000	0	0	Note 3
8*	22,175	673,642	0	0	695,817	0	695,817	1,600	697,417	660 375	0	250
9A	0	0	0	170,000	170,000	8,190	161,810	389,396	551,206	2,172	0	220
9B	30,000	716,142	0	0	746,142	34,658	711,484	67,800	779,284	Shared with Block 9A	0	250
11	54,000	0	660,000	0	714,000	48,000	666,000	11,000	677,000	723	150***	370
12	18,000	0	595,000	0	613,000	35,000	578,000	71,000	649,000	782	0	339
14*	0	0	0	0	0	0	0	Note 3 **	Note 3	2,883	Note 3	Note 3
22	0	0	0	0	0	0	0	0	0	0	0	0
24	0	180,000	230,000	0	410,000	9,074	400,926	**	400,926	600	0	200
25A	0	0	180,000	0	180,000	4,160	175,840	**	175,840	379	0	200
<b>TOTAL</b>	<u>390,097</u> <u>584,518</u>	3,233,959	<u>2,588,077</u> <u>3,172,631</u>	271,000	<u>6,483,133</u> <u>6,826,108</u>	<u>237,220</u> <u>263,423</u>	<u>6,245,913</u> <u>6,562,685</u>	<u>595,869</u> <u>1,162,802</u>	<u>6,841,782</u> <u>7,756,793</u>	<u>128,043</u> <u>11,274</u>	250	N/A

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

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

Note 3: Per approved DSUP# 2000-0028

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

Note 5: Per EESAP, with the provision of an 80,000 sq. ft. minimum regional destination grocery anchor and 54,000 sq. ft. minimum ground floor retail, Blocks 4 and 5 may be combined into one development block without the mid-block street connection identified in the plan and with above grade parking and modified ratios permitted.

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

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

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

**** Structured parking includes both above and below grade parking.
***** Up to 22,088 NSF of ground-floor only may be used for either office or retail use.
***** With the adaptive reuse of the existing building on Block 6A, above grade parking will not count against the total AGFA
# AGFA includes 35,054 sf of loading area on Level P3.

Within 120 calendar days of approval, the applicant shall submit a revised Concept Plan, reflecting the table approved herein. (PC)

16. The Allowable Gross Floor Area (AGFA) is defined in the EESAP as the sum of all gross horizontal areas under a roof or roofs for all structures, including above-grade parking structures, which shall be measured from the exterior faces of walls or from the center-line of party walls. Elevator and stair bulkheads, multi-story atriums, and similar volumetric construction, not involving floor space are excluded. (P&Z)
17. The urban plazas and open space, shall be governed by the following table, which shall also be reflected in the Concept Plan. (P&Z) (PC)

URBAN PLAZA/OPEN SPACE					
			<b>EESAP Site Area</b>	<b>DSUPs Site Area</b>	<b>Increase (Decrease)</b>
<b>Block</b>	<b>Type</b>	<b>Name</b>	<b>Square Footage</b>	<b>Square Footage</b>	<b>Square Footage</b>
2/3	Neighborhood Square	West Side Gardens	34,800	34,800	0
4/5	Urban Square	Hotel Square	10,900	10,900	
6	Urban Square	Hoffman Town Center	Existing	Existing	
9B	Urban Square*	Eisenhower Station*	28,300	12,000	-16,300
22	Community Park	Eisenhower Park	116,000	116,000	
24/25A	RPA	Eisenhower Park/Meadows	75,000	75,000	
24/25A	Neighborhood Square	South Delaney Gardens	15,300	15,300	

Total			280,300	264,000	-16,300
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*\* Note: 9,200 square feet of the square is located on the adjoining WMATA property; 9,000 square feet is located within the straightened Swamp Fox Rd.*

**C. PEDESTRIAN-STREETScape:**

18. Within the right-of-way as required herein, a Sidewalk Area, which may consist of sidewalk, bike lane and/or tree wells/street tree areas and amenities, shall comply with the Eisenhower East Small Area Plan and the Eisenhower East Design Guidelines and including the following:

*Eisenhower Avenue*

- a. A minimum 22 ft. wide brick Sidewalk Area on the northern and southern portion of Eisenhower Avenue except on Block 6 and Block 8

*Typical Street, Excluding Southern Road and Streets approved with DSUP 2000-0028.*

- a. A 14 ft. wide brick Sidewalk Area on both sides, which shall consist of a tree well/street tree area and an unobstructed sidewalk.
  - b. On-street parking is encouraged.
  - c. Bulbouts with a 25 ft. radius shall also be provided at the intersections pursuant to the Eisenhower East Design Guidelines. (P&Z) (T&ES) (PC)
19. The sidewalk materials and sidewalk street furniture, amenities, lighting and pedestrian areas and streetscape design shall comply with the EESAP and Eisenhower East Design Guidelines. (P&Z)
  20. The applicant shall prepare a plan for sculpture and public art as part of the submission of the first Stage 2 development special use permit for review and approval by the Planning Commission and City Council. (P&Z)
  21. The urban plaza planned and/or approved for Block 8 shall be designed to connect to and be compatible with the adjoining Mill Race project. The Hoffman development team shall coordinate with the Mill Race development team and WMATA on the design of the areas between the two projects, including the connecting open space and the area under the Metrorail tracks. (P&Z)(CDD #98-05; Cond. 10)

**D. STREETS - PUBLIC RIGHTS-OF-WAY:**

22. All improvements for Eisenhower Avenue shall be public, and shall consist of the following.
- a. The following dimensions shall apply to the right of way for Eisenhower Avenue.

<b>Eisenhower Avenue</b>		
	<b>Hoffman Right of Way (Feet)</b>	<b>Hoffman Median Width Without Turn Lanes (Feet)****</b>
Stovall Street to Metro Underpass	122-125*	17-19
Metro Underpass to Mill Race Lane/Port Street	134**	19-26
Mill Race Lane/Port Street to Mill Road	134**	26

<b>Eisenhower Avenue</b>		
	<b>Hoffman Right of Way (Feet)</b>	<b>Hoffman Median Width Without Turn Lanes (Feet)****</b>
Mill Road to Hooff's Run Drive	146****	38
* 55' north of the centerline shown on DSUP 98-0042 (as previously dedicated as part of the requirements therein). 67'-70' south of the centerline shown in DSUP 98-0042 shall be provided by the Applicant.		
** 67' south of the centerline shown on DSUP 98-0042 shall be provided by Applicant; north side owned by others		
*** 73' south of the centerline shown in the survey titled Boundary and Topographical Survey of Parcel 079.00-01-02 produced by Christopher Consultants and dated 8/21/05 shall be provided by Applicant; north side owned by others		
**** The median size is subject to final engineering, however, in no event shall the Applicant be required to provide more right of way than is shown above.		



	North Side of Eisenhower Avenue	South Side of Eisenhower Avenue
	Sidewalk Area (Feet) **	Sidewalk Area (Feet) **
Stovall Street to Metro Underpass	18	22
Metro Underpass to Mill Race Road*	22	22
Mill Race Road to Mill Road*	22	22
Mill Road to Hooff's Run Drive*	22	22

* North side owned by others
** The sidewalk size is subject to final engineering, however, in no event shall the applicant be required to provide more right of way than is shown above.
Note: Width of Sidewalk Area on WMATA property on North and South side to be coordinated with WMATA

(P&Z) (T&ES) (PC)

23. **CONDITION AMENDED BY STAFF:** The following table sets forth the dimensions and elements for all streets other than Eisenhower Avenue. Except as provided herein, all streets in the Concept Plan, except those approved in DSUP 2000-0028 and/or SUB2015-0004, shall be public or provide public access easement, and shall be consistent with the Eisenhower East Small Area Plan and the Eisenhower East Design Guidelines. Any changes to the Eisenhower East Design Guidelines shall require subsequent approval by the Planning Commission.

- a. The following table sets forth the minimum right of way and other conditions that shall be provided for the streets listed, subject to the limitations set forth in the following table.

Street Right of Way, Except Eisenhower Avenue			

<b>Block</b>	<b>Street/Location</b>	<b>ROW Width</b>	<b>Dedicated ROW, Private Road or Public Access Easement</b>
Block 2	N/S interior street	54'	Public Access Easement
	Taylor Street (existing)	54'	Public Access Easement
	Around West Side Gardens	54'	Public Access Easement
Block 3	N/S-E/W interior streets	54'	Public Access Easement
	Around West Side Gardens	54'	Public Access Easement
Block 4/5*_	N/S interior street	54'	Public Access Easement
	Around Hotel Square	54'	Public Access Easement
Block 9A/9B	Interior street 9N	66'	Public Access Easement
	Interior street 9E	66'	Public Access Easement
	Interior street 9W	66'	Public Access Easement
	Service road on West side	40'	Public Access Easement
Block 11/12	Dock Street	66'	Public Access Easement
	Port Street	66'/54' ** _	To be dedicated
Block 24/25A	Dulaney Street	66'	To be dedicated
	Around South Carlyle Square	66'	To be dedicated
Block 22/24/25A	Park Road	66'	To be dedicated

Swamp Fox Road	South of Eisenhower Avenue	9'	To be dedicated
Swamp Fox Road	North of Eisenhower Avenue	Varies *** —	To be dedicated
Southern Road	Service Road to Swamp Fox	40.5'	To be dedicated
Southern Road	Anchor Street to Port Street	42.5'	To be dedicated
Anchor Street	All	40'	To be dedicated
Stovall Street	All	Existing	Dedicated
Pershing Avenue	All	Existing	Dedicated
Mandeville Lane	All	<del>Existing</del> Varies ***	<del>Private</del> Dedication in Process
Grist Mill Place	All	Private Service Road	Private
<p>* <u>Condition not applicable if developed under option allowing single block with regional destination grocery anchor.</u></p> <p>** <u>Amount or right of way to be provided from Blocks 11 and 12 to be determined by agreement with adjoining property owner. Total dedication by both property owners must meet minimum street width of 54' - 66'.</u></p> <p>*** <u>As determined by Subdivision 2015-0004 and amended by DSUP2016-00043.</u></p>			

- b. Where a public access easement is provided, it shall be a perpetual public access easement for vehicles and pedestrians.
- c. Mandeville Lane shall be constructed, operational and open to the public for vehicular and pedestrian use at the time of the development of Block 4 or Block 5. In addition, Mandeville Lane shall be constructed, and operational, and open to the public for vehicular and pedestrian use as needed for acceptable traffic circulation as determined necessary by the

Director of T&ES and P&Z as part of subsequent Stage 2 approvals except as may be precluded by a Federal Government tenant in Block 6.

- d. Condition deleted
- e. Condition deleted
- f. The North /South interior street for Block 2 or Block 3, and the street around West Side Gardens shall be constructed, operational and the public access easement granted prior to the issuance of the first certificate of occupancy for such Block.
- g. **CONDITION AMENDED BY STAFF:** The North/South interior street and the street around the Hotel Square shall be constructed, operational and the public access easement granted prior to the issuance of the first certificate of occupancy for Block 4 or Block 5. (Condition not applicable if developed under option allowing single block with regional destination grocery anchor.)
- h. In the event the City acquires the necessary right of way from WMATA as contemplated herein, the three interior streets on Block 9 (denominated 9N, 9E and 9W in the Table) and the service road on the West side of Block 9 immediately adjacent to each building on block 9 shall be constructed, operational and the public access easement granted prior to the issuance of the certificate of occupancy for the adjacent building.
- i. In the event the City acquires the necessary right of way from WMATA as contemplated herein, the East/West interior street between Block 11 and Block 12 (denominated Dock Street on the Concept Plan) shall be constructed, operational and the public access easement granted prior to the issuance of the first certificate of occupancy for Block 11 or Block 12
- j. The North/South street to the East of Block 9A and Block 9B (adjoining WMATA and denominated Swamp Fox Road in the Concept Plan) shall be constructed, operational and dedicated prior to the issuance of the first certificate of occupancy for Block 9A or Block 9B. The applicant shall dedicate 9 ft. of right of way to this street. The City shall acquire the remaining 57' for the right of way from WMATA. In the event that WMATA does not provide to the City all or part of the 57' of right of way, the applicant and the City shall revise the Stage 1 DSUP as necessary to reconfigure the surrounding streets and massing on each block to maintain the same use, AGFA, number of parking spaces and

levels of underground parking reviewed and approved as part of the Stage 1 development special use permit

- k. The North/South street to the West of Block 11 and Block 12 (adjoining WMATA and denominated Anchor Road in the Concept Plan) shall be constructed, operational and dedicated prior to the issuance of the first certificate of occupancy for Block 11 or Block 12. The applicant shall dedicate 40 ft. of right of way to this street. The City shall acquire the remaining 26 feet of right of way from WMATA. In the event that WMATA does not provide to the City all or part of the 26' of right of way, the applicant and the City shall revise the Stage 1 DSUP as necessary to reconfigure the surrounding streets and massing on each block to maintain the same use, AGFA, number of parking spaces and levels of underground parking reviewed and approved as part of the Stage 1 development special use permit.
- l. In the event the City acquires the necessary right of way from WMATA as contemplated herein, the North/South street East of Block 11 and Block 12 (denominated Port Road in the Concept Plan) shall be constructed, operational prior to a certificate of occupancy for Block 11 or Block 12. The street shall be 66 ft. from Eisenhower Avenue to Dock Lane and 54 feet from Dock Lane to Southern Street.
- m. The North/South interior street and the street around South Dulaney Gardens shall be constructed, operational prior to the issuance of the first certificate of occupancy for Block 24 or Block 25A.
- n. Southern Road from Port Street to the service drive at the West side of Block 9A shall be constructed, operational and dedicated prior to the issuance of the first certificate of occupancy for Block 9A or 9B, provided the City acquires the necessary right-of-way from WMATA. Southern Road from Port Street to Swamp Fox Road shall be constructed, operational and dedicated prior to the issuance of the first certificate of occupancy for Block 11 or 12, provided the City acquires the necessary right-of-way from WMATA. The applicant shall dedicate 40.5 ft. of right-of-way for this street between the service drive at the West side of Block 9A and the Metro underpass. The applicant shall dedicate 42.6 ft. of right-of-way for this street between the Metro underpass East to Port Street. The City and the Applicant shall negotiate with VDOT for the dedication of the remaining right-of-way to achieve a full right of way width of not less than 50 ft. The surface parking lot on block 11 shall comply with the surface parking lot landscaping requirements in Section 11-410(cc)(6) of the Zoning Ordinance, except as may be modified by the Planning Commission or City Council in the

Stage 2 DSUP for Blocks 11 and 12. If the landscape or right-of-way requirements in the Stage 2 DSUP result in fewer than 160 surface parking spaces on Block 11, the applicant may convert up to 35,000 square feet of retail space to residential use on Block 11. As part of the construction of Southern Road, the applicant shall be required to coordinate with VDOT to provide plantings and landscaping within the adjoining VDOT right-of-way. If approved by VDOT, the applicant shall be required to prepare a landscape plan and install landscape screening as approved by the City and VDOT. The landscape plan shall accompany the block within the CDD, which requires the construction of Southern Road and shall be reviewed and approved by the Planning Commission and City Council as part of the Stage 2 development special use permit process for the applicable block.

- o. Park Road shall be constructed, operational and dedicated from Eisenhower Avenue to the East end of Block 25A prior to the issuance of the first certificate of occupancy for Block 24 or 25A.
  - p. All other road shall be constructed, operational and dedicated (or a public access easement granted) prior to the issuance of the first certificate of occupancy for the block adjoining the road.
  - q. **CONDITION AMENDED BY STAFF:** Dimensions of Mill Road shall be as shown on ~~DSUP 200016-002843~~ DSUP 2016-002843 Stage 1 Preliminary Plan, as amended. (P&Z) (T&ES) (PC)
24. The preliminary subdivision plats included in the Stage 1 development special use permit application shall be revised to include all sidewalk and streets areas within the area shall be a dedicated for public right-of-way, unless otherwise specified herein. The validity of the subdivision plats shall be concurrent with the Stage 1 development special use permit in compliance with the subdivision regulations of the Zoning Ordinance. (P&Z)

***E. PHASING:***

25. The applicant shall dedicate the necessary public right-of-way as set forth in Condition 22 and construct all necessary improvements for Eisenhower Avenue at the time of the redevelopment of each block adjacent to Eisenhower Avenue, subject to the following:
- a. Upon formal request from the City, the applicant shall dedicate the right-of-way required by Condition 22 from Blocks 9, 12 and 19 and shall provide the necessary plats, and accompanying applicable documentation necessary for the City to accept dedication of the property by the City within 60 days.

- b. Dedication of the right-of-way required to provide the full right-of-way at Blocks 22 and 24 shall be made at time of redevelopment of Block 24 and the applicant shall provide the necessary plats, and accompanying applicable documentation necessary for the City to accept dedication of the property.
  - c. Dedication of the right-of-way required to provide the full right-of-way at Block 25A shall be made at the time of redevelopment of Block 25 and the applicant shall provide the necessary plats, and accompanying applicable documentation necessary for the City to accept dedication of the property. (T&ES) (P&Z) (PC)
26. If the Eisenhower Avenue improvements including but not limited to the Sidewalk Area, travel lanes and median are funded by the City and constructed by the City or a designee, the applicant shall, as a condition to approval of the Stage 2 preliminary development special use permit for Block 9B, Block 12, Block 24 and/or Block 25A, the applicant shall provide a payment to the City equivalent to the actual cost of construction of the improvements that would have been the responsibility of the applicant at the cost incurred at the time of construction. (P&Z) (T&ES) (PC)
27. As part of the submission of the first Stage 2 development special use permit for Blocks 9A, Block 9B, Block 11 or Block 12, whichever occurs first, the applicant shall prepare a plan for the construction of the improvements for the vehicle and bus loop and the eastern portion of Eisenhower Station Park improvements described in Condition #31C. ("Bus Loop Plan"),. The applicant shall coordinate with the City and WMATA in that design and to explore the possibility of eliminating and/or relocating the "Kiss and Ride" surface parking lot as part of the Bus Loop Plan. The final design and configuration of the streets, plaza and pedestrian circulation in the Bus Loop Plan shall be approved as part of the Stage 2 development special use permit for either block 9 or blocks 11 and 12. Provided that the City acquires all necessary rights of way from WMATA , the Bus Loop Plan improvements shall be constructed by the applicant, operational and dedicated prior to the issuance of the first certificate of occupancy permit for Blocks 9A, Block 9B, Block 11 or Block 12, whichever occurs first. (P&Z)(T&ES) (PC)
28. As part of the submission of the first Stage 2 development special use permit for Block 9A or 9B, the applicant shall submit a design for the construction of the Southern Street connection along the southern portion of the Block 9A and Block 11, including a connection to Eisenhower Avenue on the East side of Block 11 and Block 12 (denominated Port Street on the Concept Plan). The applicant shall also coordinate with the adjoining property owner for Block 20 to explore the possibility of connecting the Southern Road to Mill Road at the time Southern Street is required to be constructed by the applicant. The

connection to Eisenhower Avenue shall be constructed prior to a certificate of occupancy permit is issued either for, Block 11 or Block 12. (P&Z) (T&ES) (PC)

29. The first Stage 2 development special use permit application pursuant to the Concept Plan shall be accompanied by an Infrastructure and Open Space Phasing Plan (Phasing Plan), which shall be revised, updated and resubmitted with each subsequent Stage 2 development special use permit application. The Phasing Plan is intended to inform the City regarding the applicant's projected timing and nature of infrastructure and open space construction activities, and to ensure that the construction of the infrastructure and open space is completed in a comprehensive manner for the entire Concept Plan. Each Phasing Plan shall include the following:
- a. A general outline for each block, infrastructure and open space element, including the most up-to-date projection of the times when construction of the different blocks, uses (i.e., office, retail, hotel and residential), open space and infrastructure are likely to commence.
  - b. An outline of the events required to coordinate, design and manage the implementation of the infrastructure shown in the CDD Phasing Plan in a comprehensive manner.
  - c. Notwithstanding the foregoing, the applicant shall not be bound by the order or phasing in the Phasing Plan. (P&Z)
  - d. Condition deleted. (City Council)

***F. OPEN SPACE AND LANDSCAPE:***

30. The portions of Eisenhower Park located on property owned by the applicant shall be improved and dedicated to the City consistent with the Eisenhower East Small Area Plan and with the following:
- a. Eisenhower Park - The Meadows (Block 22 and Block 31), shall consist of amenities such as a recreational trail and a meadow for active sports and passive recreation in conformance with the Eisenhower East Small Area Plan and the Eisenhower East Design Guidelines.
  - b. All improvements shall be installed and completed by the applicant and accepted by the City, prior to the space being dedicated to the City.
  - c. Relocate Park Drive to the north consistent with the EESAP alignment.
  - d. Dedication of the land required for Eisenhower Park from Block 22 shall take place at the same time as required in these conditions for dedication of the land required for Eisenhower Park from Block 24.
  - e. Dedication and construction of Eisenhower Park shall occur in conjunction with the development of each of the adjoining blocks (Block 24, Block 25A), pursuant to the following:
    - i. The Stage 2 development special use permit application for Block 24 and/or Block 25A shall be accompanied by a design



plan for Eisenhower Park, which shall be reviewed and approved as part of the Stage 2 DSUP. The approval of a Stage 2 DSUP for either block 24 or 25A shall also require the construction and dedication of that portion of the land for Eisenhower Park adjacent to that block and the construction of a pedestrian connection from Eisenhower Avenue to that portion of the Park, consistent with the Eisenhower Park design plan.

- ii. The applicant shall be required to submit, as part of the first Stage 2 DSUP for any block approved hereunder, a permanent easement to the City for parks, open space and playgrounds, on that portion of Tax Map Parcel 079.00-01-01, beginning at a point which is five feet (5') south of the back of the existing curb line of the surface parking lot behind the buildings located on such parcel, to the christopher consultants, ltd., dated February 24, 2006, titled Proposed Open Space Easement Area Exhibit. Such easement shall contain conditions expressly reserving to the grantor, its successors and/or assigns, all development rights, density (whether floor area, AGFA, or otherwise) and/or any other appurtenant rights that would otherwise be associated with or derived from the land area falling within the bounds of such easement consistent with Condition #87A (12).
  - iii. Construction of the applicable portion of the park shall be completed prior to the certificate of occupancy permit for any development within block 24 and/or 25A, whichever occurs first, provided that construction of the entire park shall be completed before the issuance of a certificate of occupancy permit for any development within the second block to be constructed. (P&Z) (RP&CA) (PC)
31. The applicant shall dedicate land or a perpetual public access easement to the City, on property that is owned by the applicant, which shall provide public access to open space (including, where appropriate, access for bicycle purposes), for the following open spaces and urban squares within the Concept Plan area for Blocks 2, 3, 4, 5, 9A, 9B, 10, 24 and 25A and along the RPA, consistent with the following:
- a. West Side Gardens shall be one or two rectangular shaped urban squares with a minimum of 34,800 sq.ft. located on blocks 2 and/or 3. The primary purpose of this park-open space is to provide a passive open space area lined with street trees, a combination of grassy and hardscape areas and a focal element such as a fountain, monument or statue. The design of the park shall be submitted as part of the Stage 2 development special use permit for Blocks 2 and/or 3. The design of the park shall be prepared and sealed by a Landscape Architect who is certified and licensed to practice in the Commonwealth of Virginia. Construction

shall occur in conjunction with the development of Blocks 2 and/or 3, and shall be completed prior to the certificate of occupancy for Blocks 2 and/or 3.

- b. Block 4 and 5 Square shall be a rectangular shaped urban square with a minimum of 10,900 sq.ft. At least 30% of the area should be designed to accommodate informal community gatherings. Construction shall occur in conjunction with the development of Blocks 4 and/or 5, and shall be completed prior to the certificate of occupancy for Blocks 4 and/or 5. A structure such as a pavilion may be permitted within the space if approved by the City. The design of the park shall be submitted as part of the Stage 2 development special use permit for Blocks 4 and 5. The design of the park shall be prepared and sealed by a Landscape Architect who is certified and licensed to practice in the Commonwealth of Virginia.
- c. Eisenhower Station - shall be an urban plaza and open space area at the Eisenhower Metrorail Station, divided by Swamp Fox Road, with a minimum area of 12,000 sq.ft. on the western portion of the street and 9,200 sq.ft. on the eastern portion of Swamp Fox Road. This space shall be designed as a civic center, with at least 50% of the area suitable to accommodate informal community gatherings and events. As one of the principal focal areas of Eisenhower East, the Eisenhower Station plaza shall be created with the highest quality materials, paving, design and amenities. With the Stage 2 development special use permit application for Blocks 9A and 9B, consideration shall be given to providing a decorative paving material for Swamp Fox Road to visually connect the two areas of open space. The eastern portion of the park shall be constructed with the metro bus loop road which is required to be constructed as part of the first Stage 2 development special use permit for Blocks 11 and 12 or 9A and 9B, whichever occurs first. Final design and construction of the western plaza shall be in conjunction with a Stage 2 development special use permit for Blocks 9A and 9B. The western portion of the park shall be constructed with Block 9B.
- d. South Dulany Gardens - shall be a rectangular shaped urban square with a minimum of 15,300 sq.ft. and surrounded by Dulaney Street and Park Drive. The primary purpose of this park- open space is to provide a passive open space area lined with street trees, a combination of grassy and hardscape areas and a focal element such as a fountain, monuments, or statue. The design of the park shall be submitted as part of the Stage 2 development special use permit for Blocks 24 and/or 25A. Construction, will occur in conjunction with the development of Blocks 24 and/or 25A, and shall be completed prior to the certificate of occupancy for

Blocks 24 and/or 25A. (P&Z) (RP&CA) (PC)

G. AFFORDABLE HOUSING:

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

H. TRANSPORTATION MANAGEMENT PLAN:

**Note – Conditions 33-34A apply only to development associated with Stage 1 and Stage 2 DSUPs. See separate TMP conditions for Blocks 1, 6, 7, 8, and 14.**

33. **CONDITION AMENDED BY STAFF:** According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Tier III Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. (T&ES)

~~The applicant shall create a program and implement a reporting system to encourage the use of mass transit, carpooling, teleworking, and ride sharing and to discourage the use of single occupancy vehicles to the satisfaction of the Directors of P&Z and T&ES, which at a minimum shall consist of the following:~~

- a. An on-site TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. (T&ES)  
~~A TMP coordinator with experience in this occupation shall be designated for the project. The TMP coordinator shall have an on-site office, and the name, location and telephone number of the coordinator will be provided to the City at that time, and the City will be notified at the time of any changes. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project, and for providing biannual reports to the Office of Transit and Programs in the Department of T&ES. The biannual reports will include an assessment of the effects of the previous six month's TMP activities on carpooling, vanpooling, and transit ridership; an accounting of receipts and disbursements for any TMP accounts, and a work program for the subsequent six months.. The TMP coordinator shall be provided for the individual project until the overall~~

~~TMP for Eisenhower East is implemented.~~

- b. The applicant shall integrate into the District Transportation Management Program when it is organized. All TMP holders in the established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES)  
~~The applicant shall participate with other developments in Eisenhower East in a mutually agreed upon cooperative planning and implementation of projects and/or programs to reduce the use of single-occupant vehicles for travel to, from and within the Eisenhower East area.~~
- c. ~~Transit, ridesharing, staggered work hours/compressed work weeks, parking restrictions, the elements of the parking management plan and the other program elements shall be promoted to prospective tenants, residents and to employers.~~
- d. ~~Information about all transit, ridesharing, and other TMP elements shall be distributed and displayed to residents, employers, and employees including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be provided in a prominent location within each building and a web site with this information and appropriate links to transit providers will be provided and maintained.~~
- e. ~~A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site specific matching efforts.~~
- f. ~~A Guaranteed Ride Home Program shall be established and promoted as part of the ridesharing and transit marketing efforts.~~
- g. ~~A share car program shall be established and marketed as part of the ridesharing and transit marketing efforts for all blocks and buildings. These spaces should be in a convenient location for tenants and residents and the TMP Coordinator will arrange with any of the carshare companies for placement of vehicles in this project. (Currently, Zipcar and Flexcar both have vehicles in the Alexandria area.). For those individuals that take transit, carpool/vanpool, walk, or bike to work the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.~~

- h. ~~Discounted bus and rail fare media shall be sold on site to employees and residents of the project including during hours that are convenient for residents who work. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees and/or the Office of Transit Services and Programs. The availability of this fare media will be prominently advertised.~~
- i. ~~The project shall have an overall goal of a 30% non single-occupant-vehicle travel. Individual parcel goals shall be 10% to 40%, depending on specific use and proximity to the Eisenhower Metro Rail Station. The project shall have a goal of a minimum of 32 % of the employees using transportation other than single occupancy vehicles during the peak time periods.~~
- j. ~~At full occupancy of each building, a survey of residents and employees for each block shall be conducted to determine the number of employees, their place of residence/employment, modes of transportation, arrival and departure times, willingness and ability to use carpooling and public transit, and such additional information as the City may require. This survey will be conducted annually.~~
- k. ~~The applicant shall provide annual reports to OTS&P, including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, the results of the annual survey, and a work program for the following year. The initial report shall be submitted one year from the time of initial occupancy of any new building.~~
- l. ~~The applicant and/or building tenants shall encourage use of a staggered work hour program for office workers including the promotion of the program among existing and prospective employees, the registration of staggered work hour participants, issuing stickers and/or electronic cards to verify vehicles participating in the program and monitoring the program.~~
- m. ~~The applicant shall participate in Ozone Action Days and other regionally sponsored clean air, transit, and traffic mitigation promotions by advertising such promotions in a manner and at such locations within the building acceptable to the applicant.~~
- n. An annual TMP fund shall be created and managed by the TMP Coordinator, and the funds shall be used exclusively for the approved transportation activities detailed in the attachment. The annual base

assessment rate for this development in March 2017 dollars shall be \$83.70 per residential unit, \$0.21 per square foot of retail space, \$0.26 per square foot of commercial space, \$41.85 per hotel room and \$0.10 per square foot of industrial/warehouse. 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)

- o. ~~The applicant shall fund at an annual rate of \$ .15 per occupied square foot of commercial space and \$60 per residential unit use, with an annual increase consistent with the CPI Index, a transportation management account to be used exclusively for the transportation activities listed above. As determined by the Director of T&ES and P&Z, 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 similar uses.~~
- p. ~~The applicant shall participate in the provision of a separate shuttle(s) for the proposed development and/or an Eisenhower East bus shuttle service as required by the City.~~
- q. The TMP Coordinator or Association will submit to the Transit Services Division the following as detailed attachments; biannual fund reports due July 15 and January 15 of each fiscal year, and modes of transportation survey, and a TMP Coordinator survey both due by July 15. (T&ES)
- r. ~~The applicant will provide semi-annual reports to the Office of Transit Services and Programs on the TMP fund. These reports will provide a summary of the contributions to the fund and all expenses. The first report will be due six months following the issuance of the first certificate of occupancy.~~
- s. 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)
- t. ~~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 may be paid to the City for use in TMP support activities which benefit the site. The Director of T&ES may require that the funds be paid to the City upon determination that the applicant has not made reasonable effort to use the funds for TMP Programs.~~

- u. ~~Bicycle racks shall be provided in quantities sufficient to meet demand. Personal amenities (showers, lockers etc.) shall be provided for those who wish to walk, run, or bike to work.~~
- v. 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)
- w. ~~That the shall applicant prepare, as part of its leasing agreements, appropriate language to inform tenants of the transportation management plan special use permit and conditions therein, prior to any lease agreements.~~
- x. Modifications to approved TMP activities shall be permitted upon approval by the Director of T&ES, provided that any changes are consistent with the goals of the TMP.
- y. If the use, AGFA or number of parking spaces approved in the Stage 1 DSUP for a particular block are amended by a Stage 2 DSUP for that block, to the extent that the amended use, AGFA or number of parking spaces causes an increase in peak am or pm traffic generation in relation to the traffic study prepared by BMI-SG dated October 2005, the applicant shall submit an amendment to the Transportation Management Plan pertaining to the subject of the change to the Stage 1 DSUP.
- z. 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)
- aa. 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)

- bb. 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.(P&Z) (T&ES) (PC) (City Council)
34. The applicant shall prepare a parking management plan with each stage 2 preliminary development special use permit to the satisfaction of the Director of P&Z and T&ES, which shall at a minimum include the following:
- a. Each building shall contribute to and participate in the management of parking assets within the development, as appropriate for the use of the building.
  - b. Depicts the reallocation of surface parking spaces and the resulting impacts on the adjoining blocks.
  - c. Single occupancy vehicle (SOV) parking at fair market rates. In determining fair market rates, comparable rates should be provided for garages located within two blocks of transit with comparable land use density.
  - d. Reserved, conveniently located, and free vanpool parking spaces.
  - e. Reserved, conveniently located, and discounted carpool parking spaces.
  - f. Planning and implementation of special strategies related to major event parking relating to the requirements of any hotels or community activities within the concept plan.
  - g. Parking rates for the parking within the parking structure shall be consistent with market rates of comparable buildings located in adjoining developments within the City of Alexandria, except that free parking may be provided for retail patrons.
  - h. All office employees shall be required to pay market rates for parking; no parking may be provided free or at reduced rates or with costs reimbursed by the employer unless that employer provides an equivalent benefit to all employees who utilize transit options to commute; i.e., if an employer provides a \$100 parking space to an employee free of cost,



that employer must also offer a pretax benefit for transit of \$100 to all transit users.

- i. Spaces defined as “short-term” parking shall be solely utilized for use by visitors and retail use and shall include all appropriate signage. (P&Z)(PC) (CDD 98-02; Cond. #11)
- j. All residential parking, both condo and rental, shall be unbundled. Spaces shall be sold at comparable market rates.
- k. Any parking provided in excess of the maximums as governed by the City’s Zoning Ordinance or Small Area Plan (whichever is lower) may be reduced without the provision of a DSUP.

34A. The following Legal/Procedural conditions shall apply to the TMP SUP:

1. The TMP SUP or any amendment thereto shall not include a requirement for the properties to be part of a special taxing district. (Settlement Agreement Condition 10)
2. The TMP SUP or any amendment thereto shall not include a requirement for vehicular connection between Grist Mill Place and Grist Mill Road (Settlement Agreement Condition #4)
3. Except as otherwise provided in conditions #23, #25, #27 and #28 of the Concept Design Plan (2005-0002), all property dedicated for right of way shall be dedicated as part of the physical redevelopment of the block where the property is located, shortly prior to the issuance of the certificate of occupancy for the first building on such block. (Settlement Agreement condition # 5)
4. Except as otherwise provided in condition #25 of the Concept Design Plan (2005- 0002), the dedication and/or acquisition of right-of-way required to widen Eisenhower Avenue shall only be required of/from the applicant/land owner upon the physical redevelopment of each block adjacent to Eisenhower Avenue pursuant to the Stage 1 DSUP for each such block, prior to the issuance of a certificate of occupancy for the first building constructed on such block.
5. Notwithstanding anything to the contrary contained herein or in the Concept Plan or EESAP, no parking ratios shall apply.

**I. CONCEPT PLAN CONDITIONS PROPOSED TO BE DELETED.**

- 35. **CONDITION DELETED** (formerly cond. #4 of CDD 98-0002)
- 36. **CONDITION DELETED**
- 37. **CONDITION DELETED** (formerly cond. #5 of CDD 98-0002)
- 38. **CONDITION DELETED** (formerly cond. #6 of CDD 98-0002)
- 39. **CONDITION DELETED** (formerly cond. #7 of CDD 98-0002)
- 40. **CONDITION DELETED** (formerly cond. #1 of CDD 98-0002)
- 41. **CONDITION DELETED** (formerly cond. #2 of CDD 98-0002)
- 42. **CONDITION DELETED** (formerly cond. #3 of CDD 98-0002)
- 43. **CONDITION DELETED** (formerly cond. #8 of CDD 98-0002)
- 44. **CONDITION DELETED** (formerly cond. #9 of CDD 98-0002)

**I. General Stage 1 Preliminary Development Special Use Permit Conditions (DSUP #2005-0031, 0032, 0033, 0034 and 0035); (Amended by DSUP #20146-002743)**

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

DSUP2016-00043, CDD2017-0004  
VAC2017-0008, TMP SUP2017-0115  
Hoffman 4/5 Stage I DSUP

Block	RETAIL	OFFICE	RESIDENTIAL	HOTEL	SUBTOTAL	GFA Exclusion	USE GFA	PARKING GFA	AGFA TOTAL (Note 2)	Structured Parking ****	Surface Parking	Height (FT)
1	0	0	0	101,000	101,000	0	101,000	0	101,000	215	100	Existing
2	0	682,515	0	0	682,515	21,129	661,386	**	661,386	995 Note 4	0	260
3	0	193,907	0	0	193,907	6,033	187,874	**	187,874	533	0	210
4	36,950	436,000	0	0	472,950	13,442	459,508	0	459,508	2,201	0	220
5	24,050	0	260,000	0	284,050	9,282	274,768	55,073	329,841	Shared with Block 4	0	220
4/5	<u>255,421</u>	<u>0</u>	<u>844,554</u>	<u>0</u>	<u>1,099,975</u>	<u>48,927</u>	<u>1,051,048</u>	<u>622,006</u>	<u>1,704,360</u> #	<u>1,590</u> Note 5	<u>0</u>	<u>220</u>
9A	0	0	0	170,000	170,000	8,190	161,810	389,396	551,206	2,172	0	220
9B	30,000	716,142	0	0	746,142	34,658	711,484	67,800	779,284	Shared with Block 9A	0	250
11	54,000	0	660,000	0	714,000	48,000	666,000	11,000	677,000	723	150***	370
12	18,000	0	595,000	0	613,000	35,000	578,000	71,000	649,000	782	0	339
22	0	0	0	0	0	0	0	0	0	0	0	0
24	0	180,000	230,000	0	410,000	9,074	400,926	**	400,926	600	0	200
25A	0	0	180,000	0	180,000	4,160	175,840	**	175,840	379	0	200
TOTAL	<del>163,000</del> <u>357,421</u>	2,208,564	<del>1,925,000</del> <u>2,509,554</u>	271,000	<del>4,567,564</del> <u>4,910,539</u>	<del>188,968</del> <u>215,171</u>	<del>4,378,596</del> <u>4,695,368</u>	<del>594,269</del> <u>1,161,202</u>	<del>4,972,865</del> <u>5,887,876</u>	<del>8,600</del> <u>7,989</u>	250	N/A

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

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

Note 3: Per approved DSUP# 2000-0028

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

Note 5: Per EESAP, with the provision of an 85,000 sq. ft. minimum regional destination grocery anchor and 58,100 sq. ft. minimum ground floor retail, Blocks 4 and 5 may be combined into one development block without the mid-block street connection identified in the plan, with above grade parking and modified ratios permitted.

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

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

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

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

# AGFA includes 35,054 sf of loading area on Level P3.

45B. The Stage 1 Development Special Use Permits as amended herein, (DSUP2005-0031, DSUP 2005-0032, DSUP 2005-0033, DSUP 2005-0034, DSUP 2005-0035, and DSUP 2014-0027), shall remain valid until December 31, 2020. (PC)

45. Condition deleted
46. The subdivision plat shall be revised to include all sidewalks within the area to be dedicated for public right-of-way as required by the EESAP not within a public access easement. (P&Z)
47. Underground parking shall not be permitted under areas to be dedicated for open space or areas to be dedicated for public streets. (P&Z)
48. As part of the Stage 2 development special use permits, install pedestrian crossing improvements at all intersections. (T&ES)
49. All open space and landscape information shall be prominently located in the General Notes and Tabulations Section of each submission, and referenced on appropriate drawing sheets as part of Stage 2 DSUP. (RP&CA)
50. Landscape plan shall comply with the most current and up to date edition of the Eisenhower East Small Area Plan (EESAP) to the extent the EESAP is not inconsistent with the Concept Plan or the Stage 1 DSUP's approved therewith and Design Guidelines for Eisenhower East as produced by the City of Alexandria, Virginia. Landscape plans shall be prepared and sealed by a Landscape Architect who is certified and licensed to practice in the Commonwealth of Virginia.(RP&CA)
51. Open Space requirements shall be provided with each future submission for each block/development site and at a minimum, include compliance with the most current and up to date edition of the Eisenhower East Small Area Plan and Design Guidelines for Eisenhower East elements associated with pedestrian areas including sidewalks, crosswalks, depressed curbs, street and site lighting, site furnishings, signals and signs that shall be located and coordinated to maximize accommodation of street and on-site plantings. Horizontal and vertical location of all associated service, footings and foundations shall be adjusted to maximize accommodation of street and on-site plantings. (RP&CA)
52. All pedestrian facilities and public spaces shall comply with applicable ADA accessibility standards and guidelines. (T&ES)
53. **CONDITION DELETED BY STAFF:** ~~Expand "Approval Process Note" on Cover Sheet to read as follows: "Utility layout, pipe sizes, BMP locations, etc, shown as part of DSUP #1 are approximate and for informational purposes only. Preliminary utility layout, pipe sizes, material, BMP location and size, etc., will be provided during the DSUP #2 and finalized during the Final Site~~

~~Plan process. All items related to utilities will be reviewed and approved by the City during the DSUP #2 process." (T&ES)~~

54. **CONDITION DELETED BY STAFF:** ~~Add a note to Drainage Area Map that states that "Storm sewer pipes and BMPs shown are preliminary and are for information only. Final location and design will be determined during DSUP #2 and Final Site Plan review and approval." (T&ES)~~
55. Condition deleted
56. Condition deleted
57. On future plan submissions, pertinent information from the TMP plan shall be incorporated into each of the preliminary plans for staff evaluation of transportation amenities and requirements. With the preliminary submission for a Stage II DSUP for Block 2, the applicant shall submit a request to amend the TMP to the standards in place at the time of the application. (T&ES) (T&ES)
58. Condition deleted
59. Condition deleted
60. Condition deleted
61. All private streets and alleys must comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
62. Condition deleted
63. Provide bearings and distances on the new road alignment. (T&ES)
64. Condition deleted
65. Condition deleted
66. Condition deleted
67. Condition deleted
68. Condition deleted
69. The project site lies within the 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)

- 70. Condition deleted
- 71. Condition deleted
- 72. Condition deleted
- 73. Condition deleted
- 74. Condition deleted
- 75. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or 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)
- 76. Due to the close proximity of the site to the Metrorail and CSX tracks the following conditions shall be included in the development requirements:
  - a. Applicant shall prepare a noise study identifying the levels of noise that 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).
  - b. Identify available options to minimize noise exposure to future residents at the site, particularly in those units closest to the Metrorail and the CSX tracks, 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.
  - c. The noise study shall be submitted and approved prior to final site plan approval. (T&ES)
- 77. The Applicant shall present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:

- a. That Metrorail tracks and other railway operations are located within the immediate vicinity of the project, are permitted to continue indefinitely, and will generate truck traffic, including empty garbage trucks emanating odors, on the public streets surrounding the project.
  - b. That Eisenhower Avenue is a major six-lane arterial and that future traffic is expected to increase significantly as development along Eisenhower Avenue continues. (T&ES)
78. All exterior building mounted loudspeakers are prohibited. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. 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. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. No material may be disposed of by venting into the atmosphere. (T&ES)
79. The Applicant shall control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)
80. Due to historic uses at the site and potential for contamination, the following condition shall be included:
- a. The Applicant shall 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 Enforcement. (T&ES)
  - b. For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided. (Code Enforcement)
  - c. The internal streets which are located over the underground parking structure shall conform to H-20 loading requirements. (Code Enforcement)
81. Condition deleted
82. Condition deleted

83. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
- a. The Applicant shall furnish the Homeowner's Association with an Owner Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
  - b. The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowner s Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners. (T&ES)
  - c. Otherwise the following condition applies:
    - i. The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)
84. Condition deleted
85. Condition deleted
86. Condition deleted
87. Condition deleted



IA. Legal Procedural Matters:

87A: The following legal/procedural conditions apply to and be approved with all of the DSUPs as applicable:

1. Existing uses and approvals on the subject property shall be allowed to continue until the redevelopment of the block pursuant to the Stage 2 DSUP and such uses and approvals shall not be invalidated by the approval of this Stage 1 DSUP. Changes in use of existing buildings shall be permitted, subject to compliance with the underlying zoning district.
2. Nothing in the Stage 1 DSUP, the Stage 2 DSUP or any amendments thereto shall affect the vested rights status of the existing approval on Block numbers 6, 7, 8 and 14 (DSUP #2000-0028) (Settlement Agreement Condition #8)
3. The city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for the properties to be part of a special taxing district. (Settlement Agreement Condition #10)
4. The city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for vehicular connection between Grist Mill Place and Grist Mill Road (Settlement Agreement Condition #4)
5. Except as otherwise provided in Conditions #23, #25, #27 and #28 of Concept Design Plan #2005-0002, the city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for dedication of right of way on property that is not the subject of the DSUP and all property dedicated for right of way shall be dedicated as part of the physical redevelopment of the block where the property is located and shortly prior to the issuance of the certificate of occupancy for the first building on such block. (Settlement Agreement condition # 5)
6. Except as otherwise provided in Conditions #27 and #30 of the Concept Design Plan (2005-0002), the city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for dedication of open space on property that is not the subject of the DSUP and all property dedicated for open space shall be dedicated as part of the redevelopment of the block where the property is located and prior to the issuance of the certificate

of occupancy for the first building on such block.

7. The city and the applicant agree that changes in use or modifications to existing buildings (facades or interiors not increasing floor area) shall be authorized prior to the approval of the Stage 2 Development Special Use Permit and shall not require any dedication of right of way or open space. (Settlement Agreement Condition #5)
8. The city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for a monetary contribution to the Eisenhower East Open Space Fund. (Settlement Agreement Condition #10)
9. Except as otherwise provided in Conditions #25 of Concept Design Plan #2005- 0002 the dedication and/or acquisition of all right-of-way required to widen Eisenhower Avenue shall only be required of/from the applicant/land owner at the time of the physical redevelopment of each block adjacent to Eisenhower Avenue pursuant to the Stage 1 DSUP, prior to the issuance of a certificate of occupancy for the first building constructed on such block.
10. Subject to the maximum parking limits contained in the Concept Plan, no parking ratios shall be applicable.
11. The city and the applicant agree that should the applicant need to locate a government tenant on blocks 2 and 3, such as DoD, in connection with responding to a market opportunity or relocating existing Hoffman tenants, the applicant and City will work in good faith to provide for an alternate development scheme on this site to accommodate the security needs of such tenant (Settlement Agreement Condition #7).
12. The city and the applicant agree that the underlying zoning on the 13.29 acre parcel owned by Hoffman Family, LLC., Tax Map #79.02-01-01, (Parcel 79.02) would provide for density at a 1.0 FAR with a site plan and exclusions from FAR for above grade parking. Development at the underlying zoning level would not require dedication or construction of areas shown as new parks and streets in the EESAP. Development at the underlying zoning level will be located so as not to preclude construction of areas shown in the EESAP as new parks and streets. Upon any adoption of a resolution by City Council authorizing the condemnation of land or buildings on Parcel 79.02 for parks or streets, this restriction precluding development on areas planned for streets and parks shall cease to be effective. Any such resolution condemning all or any portion of

Parcel 79.02 and all valuation proceedings thereafter will consider Parcel 79.02 as having an underlying zoning of 1.25 FAR. Above grade parking built on this parcel would be appropriately screened by buildings or otherwise and meet any applicable design guidelines of the EESAP. (Settlement Agreement Condition #2) (PC)

***J. Block 2 and Block 3 (DSUP #2005-0031)***

**Block 2**

88. The grading on the southern portion of the site shall be as level with Eisenhower Avenue to the extent possible to provide a wide sidewalk, landscaping and open space on Eisenhower Avenue to the extent possible. (P&Z)
89. The sidewalk connection on Pershing Avenue on the southern portion of the block shall be extended to the west to connect with the reconfigured Telegraph Road sidewalk to the satisfaction of the Director of P&Z and T&ES as part of the Stage 2 development special use permit. (P&Z)
90. As part of Stage 2 DSUP submission, eliminate the "free-right" hand turn at the intersection of Pershing Avenue and Stovall Street as required by EESAP. The area gained by the elimination of the "free-right" shall be used entirely to increase the size of the adjoining park open space on Block 2. (P&Z)
91. The parking structure shall be located entirely outside the right-of-way for Taylor Drive, unless a subsequent vacation of public right-of-way is approved by the Planning Commission and City Council. (P&Z)
92. Revise narrative on Infrastructure Phasing Plan to address the following:
  - a. Discuss potential utility abandonment or relocation. Note that any modification to the existing utility infrastructure shall be to the satisfaction of the Director of Transportation and Environmental Services.
  - b. Discuss when utilities will be constructed. (T&ES)
93. Stormwater Management Narrative implies that a waiver of the Stormwater Management requirements will be requested. Provide a written waiver request as outlined in Memorandum to Industry No. 2002-0001, dated January 4, 2002. (T&ES)
94. The proposed buildings are shown over existing storm drain easement. No construction will be allowed over an existing sewer line and/or easement. Clarify whether utilities will be abandoned or relocated. (T&ES)

95. The proposed buildings are shown in locations of existing utilities. Provide information regarding treatment of these utilities and Coordinate with the respective utility companies. Clarify whether utilities will be abandoned or relocated. (T&ES)
96. Provide proposed grading along sidewalks and show how the proposed grades tie into the existing grades. Ensure conformance with the ADA requirements for persons with disabilities. (T&ES)
97. Clarify how proposed 28' contour ties into the existing contour at the western side of the parking garage. The applicant shall examine the grading for the overall site as part of Stage 2 DSUP. (T&ES)
98. Provide Emergency Vehicle Easements (EVE) on the roadways between the parking structure and the highrise structures and the highrise structures and Stovall Street. (Code Enforcement)
99. The proposed parking structure is under 50 feet in height. Ladder truck access is not required. Should revisions to the design increase the height of the structure over 50 feet, ladder truck access to the 2 longest sides will be required. (Code Enforcement)

### **Block 3**

100. An additional setback may be required on the western portion of the site to provide screening for the proposed parking structure. (P&Z)
101. Provide an Emergency Vehicle Easement (EVE) on the roadway between the parking structure and the highrise structure. (Code Enforcement)
102. The proposed parking structure is under 50 feet in height. Ladder truck access is not required. Should revisions to the design increase the height of the structure over 50 feet, ladder truck access to the 2 longest sides will be required. (Code Enforcement) C- 18. The internal streets which are located over the underground parking structure shall conform to H-20 loading requirements. (Code Enforcement)

### **K. Blocks 4 and 5 (DSUP #2005-0032)**

103. The open space at the southwest portion of block 5 shall be subdivided as a separate parcel. As part of the Stage 2 DSUP for Block 5, explore ways to locate some of the proposed ground level open space on the eastern portion of the block to the open space on the southwestern portion of the site to provide a larger consolidated area of open space. (P&Z)

104. As part of the submission of the Stage 2 preliminary development special use permit for Blocks 4 and 5, the applicant shall explore alternatives to minimize the presence of the proposed loading dock on the eastern portion of the block or explore alternatives to relocate the loading dock to another location-street to minimize its visibility to the satisfaction of the Director of P&Z. (P&Z)
105. The proposed buildings are shown over existing storm drain easement which is to be vacated. Clarify whether utilities will be abandoned or relocated. (T&ES)
106. Remove the existing traffic barricades shown on plan sheet #6. It appears that the barricades are to be removed. (T&ES)
107. Clearly indicate the location of existing sandfilter #1 depicted on the existing conditions plan sheet #5 on the site plan sheet #6. (T&ES)
108. The existing total site area is indicated as 7.54 ac. and the proposed total site is depicted as 6.03 ac. Provide information regarding inter parcel exchange of land and indicate where the deficit or surplus of land has been allocated. (T&ES)
109. Clearly indicate the location of existing tree pit depicted on the existing conditions plan sheet #5 on the site plan sheet #6. (T&ES)
110. Provide additional grading information regarding the existing cross walk on Mandeville Lane as part of Stage 2 DSUP and provide ADA requirements at this location. (T&ES)
111. The zoning tabulation provided on sheet 2 indicates that there is structured parking associated with the proposed buildings. Identify the location of such parking and if parking is contained within the buildings, provide information regarding the number of underground parking levels. (T&ES)
112. Provide Emergency Vehicle Easements (EVE) on the roadways between the Blocks 4 and 5. (Code Enforcement)
113. The roadway barricades on Mandeville Lane restrict ladder truck access to Block 4. Barricades impair ladder truck access and shall be resolved to the satisfaction of the Director of Code Enforcement prior to DSP#2 submission. (Code Enforcement)
- 113A The building face to building face width on the north-south service drive between blocks 4 and 5 shall be a 66', however public access easement right of way shall be 54'. (PC)

***L.     Blocks 9A and 9B (DSUP #2005-0033)***

**Blocks 9A and 9B**

- 114. Clarify the location of the proposed retaining wall shown on sheet 7 is not clear. Also show grading on either side of the retaining wall. (T&ES)
- 115. The applicant shall underground all existing overhead utilities and all proposed utilities for the development shall be made via underground system. (T&ES)
- 116. The existing total site area is indicated as 4.87Ac. and the proposed total site is depicted as 4.91 Ac. Provide information regarding inter parcel exchange of land and indicate where the deficit or surplus of land has been allocated. (T&ES)
- 117. The zoning tabulation provided on sheet 2 indicates that there is structured parking associated with the proposed buildings. Identify the location of such parking and if parking is contained within the buildings, provide information regarding the number of underground parking levels. (T&ES)
- 118. The multi-level vehicle bridges which cross between buildings on lots 9A and 9B prevent ladder truck access. This issue requires resolution as part of Stage 2 DSUP submission. (Code Enforcement)
- 119. Multi-level parking garages obstruct fire access to residential, hotel and office towers. This issue requires resolution as part of Stage 2 DSUP submission. (Code Enforcement)
- 120. Provide Emergency Vehicle Easements (EVE) on the roadways between the parking structure and the high rise structures and the high rise structures and Stovall Street. (Code Enforcement)

**Block 9A**

- 121. Provide Emergency Vehicle Easements (EVE) on the roadways between the structures in Blocks 9A and 9B. (Code Enforcement)

**Block 9B**

- 122. The proposed elevated walkways between the buildings shall not be approved as part of this application. Any future elevated walkways will require all applicable approvals by the Planning Commission and City Council as part of subsequent approvals. (P&Z)

*M. Blocks 11 and 12 (DSUP # 2005-0034)*

123. The design and type of screening on the southern portion of the surface parking lot on block 11 shall be submitted and approved as part of the Stage 2 development special use permit for Blocks 11 and 12. (P&Z)
124. The surface parking lot shall provide internal landscape islands consistent with the City's Landscape Guidelines, one landscape island for each eleven parking spaces. (P&Z)
125. As part of the Stage 2 development special use permit for Block 11, the applicant shall explore the possibility of locating or consolidating some of the garage and loading areas to minimize the impacts on the adjoining public streets. (P&Z)
126. The existing features shown on sheet 5 & 6 are not legible. Provide a clearer plans with future submissions. (T&ES)
127. The existing total site area is indicated as 6.42 Ac. and the proposed total site is depicted as 5.98 Ac. Provide information regarding inter parcel exchange of land and indicate where the deficit or surplus of land has been allocated. (T&ES)
128. The zoning tabulation provided on sheet 2 indicates that there is structured parking associated with the proposed buildings. Identify the location of such parking and if parking is contained within the buildings, provide information regarding how many levels of underground parking. (T&ES)
129. Minimize the amount of curb cuts for the proposed building on Block 11, which shows three proposed loading docks and two garage entrances. (T&ES)
130. Clearly indicate the treatment of existing sandfilter depicted on the existing conditions plan sheet #5, it appears that the vault would be removed. Clarify whether it will be relocated or a new one will be provided. (T&ES)

**Block 11**

131. Provide Emergency Vehicle Easements (EVE) on Dock, Port, Southern and Anchor Streets. (Code Enforcement)
132. Provide information on overhead power lines as to whether they will remain overhead or be undergrounded, Overhead lines in proximity to proposed location of Block 11 structure eliminates ladder truck access that cannot be considered for the South building face. (Code Enforcement)

*N. Blocks 24 and 25A (DSUP # 2005-0035)*

133. There is a label on the existing conditions plan for Ex. 10" San. (RCD), can you clarify what this abbreviation means. (T&ES)
134. The existing features shown on sheet 5, 6 & 7 are not legible. Provide clearer plans with future submissions. (T&ES)
135. The existing total site area is indicated as 16.26 Ac. and the proposed total site is depicted as 13.29 Ac. Provide information regarding inter parcel exchange of land and indicate where the deficit or surplus of land has been allocated. (T&ES)
136. The zoning tabulation provided on sheet 2 indicates that there is structured parking associated with the proposed buildings. Identify the location of such parking and if parking is contained within the buildings, provide information regarding how many levels of underground parking. (T&ES)
137. Ensure that the drainage divides shown on sheet 13 forms a closed loop. (T&ES)
138. Clearly indicate the location of all proposed sandfilters depicted on the drainage area map sheet #13. (T&ES)
139. There is an existing 20' sanitary sewer easement shown in the location of the proposed building on Block 24 and 25A. Indicate whether the easement is to be vacated or relocated. (T&ES)
140. There is a 22' existing emergency easement and 10' VAWC easement shown in the location of the proposed building on Block 24 and 25A. Indicate whether the easement is to be vacated or relocated. (T&ES)
141. Provide Emergency Vehicle Easements (EVE) on the roadways between the structures in Blocks 24 and 25A. In addition, provide a fire apparatus turn around at the end of the loading access roads in both land blocks. Block 25A may substitute an access point at the end of the loading dock access road near Eisenhower Avenue in lieu of a turn around. (Code Enforcement)

**Block 25A**

142. Eliminate parallel service drive on the eastern portion of the property along Hoofs Run Drive and provide access directly from Hoofs Run Drive configure the street and building on the southern portion of the site to accommodate the adjoining park. (P&Z)



143. Realign the street on the southern portion of the property (Park Drive) to conform to the alignment shown in the EESAP. (P&Z)

**APPLICATION****DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN****DSUP #** \_\_\_\_\_ **Project Name:** Blocks 4 & 5 Hoffman Town Center

2410 &amp; 2460 Mill Road, Alexandria, Virginia

**PROPERTY LOCATION:** \_\_\_\_\_**TAX MAP REFERENCE:** 72.04 03 25 & 28 **ZONE:** CDD #2**APPLICANT:**Name: S/C Eisenhower, LLC, a Delaware limited liability company.Address: 7200 Wisconsin Ave., Suite 700, Bethesda, Maryland 20814**PROPERTY OWNER:** See AttachedName: See attached

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

**SUMMARY OF PROPOSAL** Request for a Stage One Development Special Use Permit Mixed Use with Site Plan to construct a mixed use residential and retail project.**MODIFICATIONS REQUESTED** None**SUP's REQUESTED** Stage One Development Special Use Permit☒ **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.Duncan W. Blair, Attorney

Print Name of Applicant or Agent

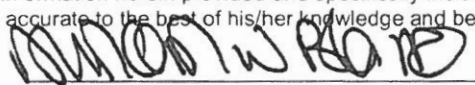
524 King Street

Mailing/Street Address

Alexandria, Virginia 22314

City and State

Zip Code

  
Signature703 836-1000703 549-3335

Telephone #

Fax #

dblair@landcarroll.com

Email address

September 15, 2017 Revised 10/18/17

Date

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

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

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

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

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

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

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

**DSUP APPLICATION OWNERS**

**2410 & 2460 MILL ROAD ALEXANDRIA, VIRGINIA**

Hoffman Family LLC	2410 Mill Road
2034 Eisenhower Ave., Suite 290	
Alexandria, Virginia 22314	

Hoffman Building II LLC	2460 Mill Road
2034 Eisenhower Ave., Suite 290	
Alexandria, Virginia 22314	

## 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. S/C Eisenhower Investors, LLC	7200 Wisconsin Ave, Suite 700 Bethesda MD, 20814	25%
2. CL HTC Investor, L.L.C.	929 West Adams Street Chicago, IL 60607	75%
3.		

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at \_\_\_\_\_ (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. S/C Eisenhower Investors, LLC	7200 Wisconsin Ave, Suite 700 Bethesda MD, 20814	25%
2. CL HTC Investor, L.L.C.	929 West Adams Street Chicago, IL 60607	75%
3.		

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

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

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. S/C Eisenhower Investors, LLC	NONE	NONE
2. CL HTC Investor, L.L.C.	NONE	NONE
3.		

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

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

9/14/17 Dorcas W. Blair  
Date Printed Name  
attorney

[Signature]  
Signature

## Ownership and Disclosure Statement Attachment

### **S/C Eisenhower, LLC Ownership Detail (Entities Owning more than 3%):**

- **S/C Eisenhower Investors, LLC – 25%**
  - William Collins – 15% owner of S/C Eisenhower Investors, LLC
  - No Other owner owns more than 12% of S/C Eisenhower Investors, LLC
- **CL HTC Investor, L.L.C. – 75%**
  - Creek Lane Real Estate Fund I, LP – 100%
  - No Other Owner owns more than 4% of CL HTC Investor, LLC

Hoffman Building II, LLC

## 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. Hubert N. Hoffman, III	2034 Eisenhower Avenue, Suite 290 Alexandria, VA 22314	94.05
2. Hoffman Family Trust	2034 Eisenhower Avenue, Suite 290 Alexandria, VA 22314	4.95
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 2460 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. * same as applicant		
2.		
3.		

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

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

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

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

9/12/17  
Date

Hubert N. Hoffman, III  
Printed Name

  
Signature

Hoffman Family, LLC

## 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. Hoffman Family Trust	2034 Eisenhower Avenue, Suite 290 Alexandria, VA 22314	21.78%
2. Herbert N. Hoffman, III	2034 Eisenhower Avenue, Suite 290 Alexandria, VA 22314	22.60002%
3. Nancy L. Connor	3809 Millcreek Dr. Annandale, VA 22003	11.83899%

\* see attached

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at 2410 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. same as applicant		
2.		
3.		

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

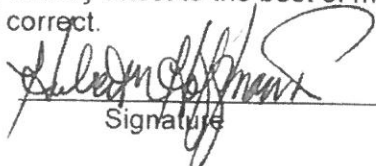
Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1.		
2.		
3.		

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

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

9/12/17  
Date

Herbert N. Hoffman, III  
Printed Name

  
Signature

Ownership Disclosure Statement

Hoffman Family, LLC

1. Applicant, continued

Name	Address	Percent Ownership
Holly L. Nolting	8208 East Boulevard Drive Alexandria, VA 22308	20.806515%
Thomas N. Hoffman	211 Seneca Road Great Falls, VA 22066	20.806515%



Development Site Plan (DSP) # \_\_\_\_\_

**ALL APPLICANTS MUST COMPLETE THIS FORM.**

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

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

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

S/C Eisenhower, LLC is a Delaware limited liability company. The only members of the LLC owning an interest in excess of three percent are: S/C Eisenhower Investors, LLC (25%) and CL HTC, L.L.C. (75%)

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.

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

- 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.)

See Attached

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

The Hoffman Town Center Blocks 4 & 5 project is a new mixed-use development located in Alexandria, Virginia bound by Mandeville Lane, Stovall Street, and Mill Road. The project will transform an existing surface parking lot into new retail and residential buildings. The project aims to bring new walkable, destination retail to a neighborhood that is primarily comprised of office and undeveloped parcels proximate to the Eisenhower Metro Station.

Hoffman Town Center Blocks 4 & 5 will be comprised of concrete podium which will include above- and below-grade parking, two-story retail, and entrances to residential towers above. The residential towers are current anticipated to provide for market rate for-sale and for-rent uses. The applicant has worked closely with City Staff to provide a project that closely reflects the qualities and elements desired by the Staff and community.

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

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

Specify time period (i.e., day, hour, or shift).  
Not Applicable

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

Specify time period (i.e., day, hour, or shift).  
Not Applicable

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**5. Describe the proposed hours and days of operation of the proposed use:** Not Applicable

Day	Hours	Day	Hours
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

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

A. Describe the noise levels anticipated from all mechanical equipment and patrons.  
Not Applicable

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B. How will the noise from patrons be controlled?  
Not Applicable

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

Not Applicable

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

A. What type of trash and garbage will be generated by the use?  
Not Applicable

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B. How much trash and garbage will be generated by the use?  
Not Applicable

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C. How often will trash be collected?  
Not Applicable

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D. How will you prevent littering on the property, streets and nearby properties?  
Not Applicable

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**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:  
Not Applicable

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

☐ Yes. ☐ No.

If yes, provide the name, monthly quantity, and specific disposal method below:  
Not Applicable

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

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

Not Applicable

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### ALCOHOL SALES

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

☐ Yes.

☐ No.

Not Applicable

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.

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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?

See Parking Tabulations on Development Plan

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

\_\_\_\_\_ Standard spaces  
\_\_\_\_\_ Compact spaces  
\_\_\_\_\_ Handicapped accessible spaces  
\_\_\_\_\_ Other

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

If the required parking will be located off-site, where will it be located?  
Not Applicable.

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?  
See Parking Tabulation on Development
- B. How many loading spaces are available for the use?
- C. Where are off-street loading facilities located? In the structured parking facility and the onstreet designated loading zone designated on the Development Plan
- D. During what hours of the day do you expect loading/unloading operations to occur?  
It is anticipated that the majority of deliveries will occur during the operational hours of the multiple commercial business that will be tenants of the project. Residential move in and outs will be scheduled by the management of the residential buildings.
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?  
It is anticipated that there will be multiple loading and unloading activities daily.

**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?**

Yes



## APPLICATION

### CDD DEVELOPMENT CONCEPT PLAN

**CDD #** 2 Amendment

[must use black ink or type]

**PROPERTY LOCATION:** 2410 & 2460 Mill Road, Alexandria,  
**TAX MAP REFERENCE:** 72.04 03 25 & 28 **ZONE:** CDD #2  
S/C, Eisenhower, LLC, a Delaware limited liability company  
**APPLICANT'S NAME:** 7200 Wisconsin Ave., Suite 700, Bethesda, Maryland 20814  
**ADDRESS:** See Attached  
**PROPERTY OWNER NAME:** See Attached  
**ADDRESS:** Request to amend the CDD Concept plan for Blocks 4 & 5 Hoffman Town  
**REQUEST:** Center to convert office and Retail to Residential and Retail uses

**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.

Duncan W. Blair, Attorney

Print Name of Applicant or Agent  
524 King Street,

Alexandria, Virginia 22314

Mailing/Street Address

Signature

703 836-1000

703 549-3335

Telephone #

dblair@landcarroll.com

Fax #

Email address

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

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

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

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

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



**CDD CONCEPT PLAN AMENDMENT APPLICATION**

**2410 & 2460 MILL ROAD ALEXANDRIA, VIRGINIA**

Hoffman Family LLC	2410 Mill Road
2034 Eisenhower Ave., Suite 290	
Alexandria, Virginia 22314	

Hoffman Building II LLC	2460 Mill Road
2034 Eisenhower Ave., Suite 290	
Alexandria, Virginia 22314	

## 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. S/C Eisenhower Investors, LLC	7200 Wisconsin Ave, Suite 700 Bethesda MD, 20814	25%
2. CL HTC Investor, L.L.C.	929 West Adams Street Chicago, IL 60607	75%
3.		

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at \_\_\_\_\_ (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.

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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.)
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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.

9/14/17 Douglas W Blair  
Date Printed Name  
*allberry*

*[Signature]*  
Signature

## **Ownership and Disclosure Statement Attachment**

### **S/C Eisenhower, LLC Ownership Detail (Entities Owning more than 3%):**

- **S/C Eisenhower Investors, LLC – 25%**
  - William Collins – 15% owner of S/C Eisenhower Investors, LLC
  - No Other owner owns more than 12% of S/C Eisenhower Investors, LLC
- **CL HTC Investor, L.L.C. – 75%**
  - Creek Lane Real Estate Fund I, LP – 100%
  - No Other Owner owns more than 4% of CL HTC Investor, LLC

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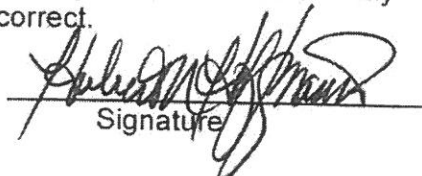
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2. Hubert N. Hoffman, III	2034 Eisenhower Avenue, Suite 290 Alexandria, VA 22314	22.60002%
3. Nancy L. Connor	3809 Millcreek Dr. Annandale, VA 22003	11.83899%

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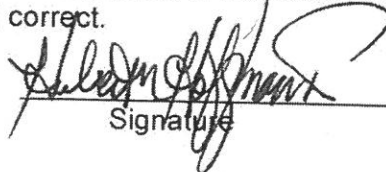
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Ownership Disclosure Statement

Hoffman Family, LLC

1. Applicant, continued

Name	Address	Percent Ownership
Holly L. Nolting	8208 East Boulevard Drive Alexandria, VA 22308	20.806515%
Thomas N. Hoffman	211 Seneca Road Great Falls, VA 22066	20.806515%

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

**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.

S/C Eisenhower, LLC is a Delaware limited liability company. The members of the limited liability company owning an interest in excess of 3% are: S/C Eisenhower Investors, LLC (25%) and CL HTC L.L.C. (75%).

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.

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9/14/17 Dorcas W Blair  
Date Printed Name  
*attorney*

*[Signature]*  
Signature



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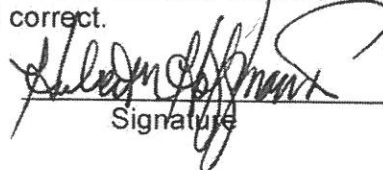
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APPLICATION for VACATION # \_\_\_\_\_

[must use black ink or type]

PROPERTY LOCATION: 2410 & 2460 Mill Road Alexandria, Virginia

TAX MAP REFERENCE: 72.04 03 25 & 28 CDD #2

APPLICANT'S NAME: S/C, Eisenhower, LLC, a Delaware limited liability company

ADDRESS: 7200 Wisconsin Ave., Suite 700, Bethesda, Maryland 20814

PROPERTY OWNER NAME: See Attached  
(Owner of abutting area to be vacated)

ADDRESS: See Attached

VACATION DESCRIPTION: Vacations of portions of the Mill Road public right-of way  
to realign the Mandeville Land and Mill Road street grid to the north

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

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

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

Duncan W. Blair, Attorney

Print Name of Applicant or Agent  
524 King Street

Mailing/Street Address

Alexandria, Virginia 22314

City and State Zip Code



Signature

703 836-1000 703 549-3335 dblair@landcarroll.com

Telephone #

Fax #

September 15, 2017

Date

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

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

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

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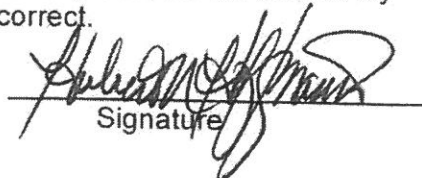
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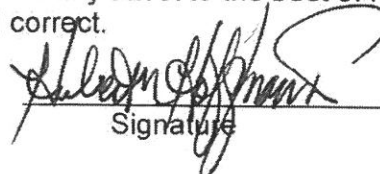
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Thomas N. Hoffman	211 Seneca Road Great Falls, VA 22066	20.806515%

## Instructions for Vacation of Right-of-Way Applications

The vacation of a public right-of-way for a street or alley, emergency vehicle easements, sewer easements and other public easements or rights-of-way in the City of Alexandria, Virginia must be approved by the Alexandria City Council through public hearings.

1. **FILING DEADLINE:** Vacation applications must be submitted to the Department of Planning and Zoning at least 49 calendar days prior to the scheduled Planning Commission hearing date. Call the Planning Department (838-4666) to obtain the filing deadline date. Failure to submit all required information and plans by the filing deadline will result in the application being deferred to a later hearing date.
2. **APPLICATION FORMS:** Vacation applications must contain a written legal metes and bounds description of the area to be vacated, and must also include 28 copies of a plat showing the proposed area to be vacated. Complete the application form using black ink or type. Sign the form, and include a daytime telephone number.
3. **PLANS:** Applicants must submit 28 copies of an engineer's survey and/or other plans with the vacation application. Plans must be individually folded to a maximum size of 9" x 14" and in such manner that the lower right corner of the plan is on top with the plan title in view. Rolled plans will not be accepted.
4. **FILING FEES:** Applicants must submit a filing fee with the application. Exact fee amount may be obtained from the Planning staff. Applicants are also required to pay a Viewer's Fee of \$50.00 per viewer (not less than three or more than five viewers) within 30 days after the viewer's report is submitted to the City Council. Failure to pay the Viewer's Fee within the designated time period will stop the process and no vacation ordinance will be written by the City Attorney.
5. **PROPERTY OWNER NOTIFICATION:** The applicant must provide written notice to all abutting and facing property owners. (See attached detailed instructions). Failure to send accurate or correct notices will result in deferral of the application to a later hearing date.
6. **STAFF REPORT:** A staff report with recommendation will be prepared and made available in the Department of Planning and Zoning office. The report is typically available 11 days prior to the Planning Commission hearing.

**NOTE:** The vacation process must be completed prior to approval of any building permits that may be submitted.

FOR ASSISTANCE WITH ANY OF THESE PROCEDURES  
CALL THE DEPARTMENT OF PLANNING & ZONING AT (703) 746-4666



## APPLICATION

# SPECIAL USE PERMIT

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

**PROPERTY LOCATION:** 2410 & 2460 Mill Road, Alexandria, Virginia

**TAX MAP REFERENCE:** 72.04 03 25&28 **ZONE:** CDD #2

**APPLICANT:**

Name: S/C Eisenhower LLC, a Delaware limited liability company

Address: 7200 Wisconsin Ave., Suite 700, Bethesda, Maryland 20814

**PROPOSED USE:** Tier III Transportation Management Plan Special Use Permit

☒ **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.

Duncan W. Blair, Attorney

Print Name of Applicant or Agent

524 King Street

Mailing/Street Address

Alexandria, Virginia 22314

City and State

Zip Code

Signature

703 836-1000

Telephone #

dblair@landcarroll.com

Email address

10/13/17

Date

703 549-3335

Fax #

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

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

**PROPERTY OWNER'S AUTHORIZATION**

As the property owner of \_\_\_\_\_, I hereby  
 (Property Address)  
 grant the applicant authorization to apply for the \_\_\_\_\_ use as  
 (use)  
 described in this application.

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

Please Print

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

☐ **Required floor plan and plot/site plan attached.** N/A

☐ **Requesting a waiver. See attached written request.** N/A

- 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.

S/C Eisenhower, LLC is a Delaware limited liability company. The members of the limited

liability company owning an interest in excess of 3% are: S/C Eisenhower Investors, LLC (25%)

and CL HTC L.L.C. (75%)

# 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.		
2.		
3.		

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at \_\_\_\_\_ (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.		
2.		
3.		

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

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

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

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

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

10/13/17

Date

Printed Name

Signature

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 a Tier III Transportation Management Plan Special Use Permit for Blocks 4 and 5

Hoffman Town Center.

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

CV

- ☐ 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: Tier III TMP SUP

**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).

Not Applicable

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

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

Not Applicable

**6.** Please describe the proposed hours and days of operation of the proposed use: Not Applicable

Day:

Hours:

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**7.** Please describe any potential noise emanating from the proposed use.

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

Not Applicable

B. How will the noise be controlled?

Not Applicable



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

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- 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)

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- B. How much trash and garbage will be generated by the use? (i.e. # of bags or pounds per day or per week)

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- C. How often will trash be collected?

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

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- 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:

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- 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?

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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.

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**PARKING AND ACCESS REQUIREMENTS**

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

\_\_\_\_\_ Standard spaces  
 \_\_\_\_\_ Compact spaces  
 \_\_\_\_\_ 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? \_\_\_\_\_

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

- B. Where are off-street loading facilities located? \_\_\_\_\_  
\_\_\_\_\_
- C. During what hours of the day do you expect loading/unloading operations to occur?  
\_\_\_\_\_  
\_\_\_\_\_
- D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?  
\_\_\_\_\_  
\_\_\_\_\_

- 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?

\_\_\_\_\_  
\_\_\_\_\_

## **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) = \_\_\_\_\_ 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**

# City of Alexandria, Virginia

## MEMORANDUM

DATE: JANUARY 4, 2018

TO: CHAIRWOMAN LYMAN AND MEMBERS OF PLANNING COMMISSION

FROM: KARL MORITZ, DIRECTOR OF PLANNING AND ZONING

SUBJECT: JANUARY 4, 2018 PLANNING COMMISSION HEARING,  
DOCKET ITEM #8: MASTER PLAN AMENDMENT #2017-0009  
DOCKET ITEM #9: COORDINATED DEVELOPMENT DISTRICT  
CONCEPT PLAN AMENDMENT #2017-0004 & DEVELOPMENT SPECIAL  
USE PERMIT – STAGE I #2016-0043

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This memorandum is provided in response to letters sent by the applicant of Coordinated Development District (CDD) Concept Plan Amendment #2017-0004 and Development Special Use Permit (DSUP) #2016-0043 to the Director of Planning & Zoning dated January 2, 2018. As stated in the applicant's letter, Stonebridge Carras requests amendments to the Master Plan Amendment (MPA), CDD Amendment, and DSUP- Stage I as discussed below:

**Flexibility in Floor Area:** The Applicant requests additional flexibility in the Gross Floor Area (GFA) of the CDD Amendment and Allowable Gross Floor Area (AGFA) of the Master Plan Amendment. The Applicant requests the following specific changes:

- Master Plan Amendment
  - Increase the AGFA from 1,740,287 to 1,755,000 to generalize the amount of permitted development based on the conceptual nature of the current proposal. .
- CDD Amendment
  - Increase the Residential GFA by an additional 10,000 square feet.
  - Increase the Retail GFA by an additional 3,000 square feet.
  - Increase the Use GFA and AGFA Total by an additional 13,000 square feet, resulting from the above-stated Residential and Retail increases.

Staff concurs with this additional square footage to allow the Applicant flexibility in the development of the buildings, as the size and scale of the buildings may amplify small changes through the production of final design drawings.

**Flexibility in Residential Units and Parking:** The Applicant requests additional flexibility in the maximum number of allowed residential units and parking spaces. The amendment to these numbers is requested based on a concern for the potential changes to the residential market by the time of construction, which may favor smaller units at that time. The Applicant requests the following specific changes:

- Residential Units: Increase Proposed Maximum Number of Units from 750 to 800
- Parking: Increase Maximum Parking allowed from 1,546 to 1,590.

Staff concurs with the addition to the maximum number of residential units as requested. Staff concurs with the increased maximum parking with the condition that the area (square foot) of the parking GFA not be increased from the current allowance, and further that the amount of retail/commercial (first or second level) may not be reduced in order to accommodate any additional parking.

**Secondary Retail Anchor:** The proposal by the Applicant includes a regional destination grocery anchor and a large-format fitness center (secondary retail anchor). The Applicant requests that the limitation in the current DSUP conditions to a major destination retail anchor be removed. City Staff believe that the secondary retail anchor is an important aspect of the proposal in order to ensure the vitality of the remaining retail and the Town Center as a whole. The following represents a proposed revision to Condition #18 of the DSUP, which limits the secondary retail anchor, that Staff believes provides a satisfactory resolution.

- Current Condition: “Second floor uses designated as “commercial” shall be limited to retail, personal services, day care, private schools, restaurants and business and professional offices, except that the large 40,000 sf retail space (currently shown as a fitness center) shall be limited to a major destination retail anchor.”
- Proposed Revision: “Second floor uses designated as “commercial” shall be limited to retail, personal services, day care, private schools, restaurants, business and professional offices and such other uses as the Director of Planning & Zoning shall determine are consistent with the mixed-use character of the project. The second floor shall provide an additional destination retail component of at least 20,000 square feet, which may be composed of a single tenant or group of tenants.”

The Applicant has also requested flexibility to allow for the possibility of medical office facilities within the second floor retail space. At this point, City Staff have been unable to analyze the potential impact or benefit of such a use in this area or project.

**Connectivity of Podium Roof:** The Applicant requests that text in the CDD/DSUP Staff Report be altered to remove reference to the full connectivity of the podium roof (Staff Report page 16 – Podium Roof). City Staff believe that the provision of full connectivity for all residential buildings to the communal amenities of the podium landscape is an important concept, and recommend that the Applicant continue to work with Staff on a solution to achieve such access. The provision of full connectivity is a recommendation and is not required through the Conditions.

**Street Improvement Condition:** The Applicant requests changes to the condition for off-site streetscape improvements on Mandeville Lane, as follows:

- Condition 3.1.iii: Install the new curb and gutter on the south curb of Mandeville Lane east of the intersection of Mandeville Lane and Swamp Fox Road (subsequent to the recordation of the right-of-way to the city, making these public streets). The curbline shall be coordinated to align with the curb adjacent to block 6, to create a continuous curb

face to curb face width exclusive of bump-outs. All work is to be done within the public right-of-way.

**Corrections/Clarifications to the Staff Report:** The Applicant has asked that the Staff Report(s) be corrected or clarified for the following issues

- The parking for the regional destination grocery anchor is located on two levels, not one (MPA report).
- The Senior Living building is intended to rent to an older demographic, but may or may not be “age-restricted” as stated in the report (CDD/DSUP report).
- Condition #9 of the DSUP conditions should reference Condition #24 (currently references Condition #22).

Staff concurs with the above-listed corrections or clarifications.

City Staff looks forward to discussing this item with the Planning Commission at the January 4<sup>th</sup> hearing.

**From:** Nathan Imm  
**Sent:** Thursday, January 04, 2018 12:40 PM  
**To:** Kristen Walentisch  
**Subject:** FW: Hoffman Blocks 4 and 5

Krissy,

If you would please forward the email below from the attorney for the Hoffman Companies, in relation to the DSUP 2016-0043 (Blocks 4/5), we would appreciate it. We concur with his request, finding that it is a reasonable clarification.

Thanks,  
Nathan

Nathan Imm  
Urban Planner  
City of Alexandria  
Department of Planning and Zoning / Neighborhood Planning  
[nathan.imm@alexandriava.gov](mailto:nathan.imm@alexandriava.gov)  
703-746-3845

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**From:** Wire, Kenneth W. [<mailto:kwire@mcguirewoods.com>]  
**Sent:** Thursday, January 04, 2018 12:27 PM  
**To:** Karl Moritz; Robert Kerns; William Cook; Nathan Imm  
**Cc:** 'ldouglas@hoffmantowncenter.com'; Duncan Blair ([dblair@landcarroll.com](mailto:dblair@landcarroll.com))  
**Subject:** Hoffman Blocks 4 and 5

Karl,

On behalf of the Hoffman Companies, I wanted to let you and the Planning Commission know that Hoffman supports the Stonebridge DSUP 2016-0043 application. We do, however, request the following amendment to Condition 2:

**The Stage I DSUP #2016-0043 is only applicable to Blocks 4 and 5.** In the event of inconsistencies between the Stage I DSUP #2016-0043 and the Stage I DSUP #2005-0035 (as amended) the conditions of Stage I DSUP #2016-0043 shall supersede.

Thanks,

**Kenneth W. Wire**  
Partner  
McGuireWoods LLP  
1750 Tysons Boulevard  
Suite 1800  
Tysons, VA 22102-4215  
T: +1 703 712 5362  
M: +1 202 431 3624  
F: +1 703 712 5222



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**From:** Jorge Kulionis <kulionis@icloud.com>  
**Sent:** Tuesday, January 09, 2018 4:28 PM  
**To:** William Cook  
**Cc:** Kristen Walentisch  
**Subject:** Re: Call.Click.Connect. #136952: Development Project Inquiries at 2355 MILL RD As part of the upcoming process of...

Dear Mr Cook

Thank you for your very much for your very prompt and complete response to my inquiry.

Thank you

Jorge Kulionis

Sent from my iPad

On Jan 9, 2018, at 15:54, William Cook <[william.cook@alexandriava.gov](mailto:william.cook@alexandriava.gov)> wrote:

Hello Mr. Kulionis;

Received your inquiry about the Hoffman project.

The proposed plans should address some of your concerns. Part of the proposal is for the developer to reconfigure Mill Rd. Instead of 4 car lanes it will have (going south to north):

- 7 to 8 foot sidewalk on the south side of Mill adjacent to the planned structure, with additional space for landscape plantings and trees
- then 1 parking lane for on-street parking along some parts of Mill
- then 1 eastbound travel lane
- then a center section with a median and left turn lane for westbound traffic to enter the garage and loading area
- then 1 westbound travel lane
- then a separated 12-foot wide two-direction multi-use paved path that has 6 foot landscape strip on each side of it. This would be between the roadway and the tracks.

The project approval has 2 different stages, with 2 different public hearings each. "Stage 1" was reviewed by the Planning Commission last week (1/4) and they recommended it to City Council for approval. City Council will make a decision on 1/20 at its regular meeting, \*or\* possibly on 1/23 at its legislative meeting. The agenda for 1/20 is very full and there is consideration of moving it to 1/23, but right now the decision has not been made. "Stage 2" is currently scheduled for public hearings in March (Planning Commission on 3/6, City Council on 3/17).

The dates of construction could vary a lot depending on how soon the developer finalizes plans after the project is approved by Council, if the project is approved. So right now it would be hard to predict when you see changes, but they have been planned.

More information about the project can be found at this link to go to the Agenda for the 1/4/18 Planning Commission meeting, then find Item #9 for the Staff Report and then open the attachments.  
[http://alexandria.granicus.com/ViewPublisher.php?view\\_id=57](http://alexandria.granicus.com/ViewPublisher.php?view_id=57)

If you have further questions, please feel free to reach out to me directly. Thank you!

**William Cook, AICP (Bill), Urban Planner**

**From:** Kristen Walentisch  
**Sent:** Tuesday, January 09, 2018 2:40 PM  
**To:** Nathan Imm; William Cook  
**Subject:** FW: Call.Click.Connect. #136952: Development Project Inquiries at 2355 MILL RD As part of the upcoming process of...

FYI. Can one of you respond and copy me please?

---

**From:** Jorge Kulionis via Call.Click.Connect. [<mailto:CallClickConnect@alexandriava.gov>]  
**Sent:** Tuesday, January 09, 2018 1:56 PM  
**To:** CCC PZ Dev  
**Subject:** Call.Click.Connect. #136952: Development Project Inquiries at 2355 MILL RD As part of the upcoming process of...

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 136952.

**Request Details:**

This is a "private" request. Information should only be provided to the original customer.

- Name: Jorge Kulionis
- Approximate Address: 2355 MILL RD (See [map below](#))
- Phone Number: 703-566-0954
- Email: [kulionis@icloud.com](mailto:kulionis@icloud.com)
- Service Type: Development Project Inquiries
- Request Description: As part of the upcoming process of the Hoffman Town Center - Blocks 4 & 5. discussion, please consider the need to have a sideway on the North side of Mill Road, between Mandeville Ln and Stovall St.

The area, as it is now, does not have any kind of sideway and connects the bicycle and pedestrian traffic between Jamieson Avenue, on road trail, and the Eisenhower Trail.

The lack of sideway obliges the bicyclists and joggers to run on the street.

The upcoming Hoffman Center will increase traffic many times and will make Mill Road extremely dangerous for bicyclists and joggers.

The area of the requested sideway runs parallel to the Metro tracks, the section under request is the only on Mill Road without a sideway.

Thanks for your attention of this matter

Jorge Kulionis  
[kulionis@icloud.com](mailto:kulionis@icloud.com)

Attached, map of the area .

- Attachment: [Map.jpg](#)

---

**From:** Cityworks.Mail@alexandriava.gov  
**Sent:** Thursday, January 11, 2018 4:59 PM  
**Subject:** Service Request: 136952

Dear *Call.Click.Connect* User

A request was either just created or updated using *CityWorks*.  
Please take the necessary actions in responding, handling and/or updating this request.

<b>Request Number:</b>	<b>136952</b>
<b>Date / Time Reported:</b>	1/9/2018 1:55:28 PM
<b>Description:</b>	Development Project Inquiries
<b>Problem Code:</b>	PZ_DEV_INQ
<b>Problem Address:</b>	2355 MILL RD
<b>Initiated By:</b>	User, CCC
<b>Submitted To</b>	PLZ, DEV_INQ
<b>Dispatched To</b>	
<b>Prj Complete Date</b>	1/14/2018 1:55:28 PM

**Caller Information**

Call		Name		Home Address	Home Phone	Work Phone	Email
		JORGE	KULIONIS		703-566-0954		<a href="mailto:KULIONIS@ICLOUD.COM">KULIONIS@ICLOUD.COM</a>

**Questions and Answers**

Call	Questions	Answers

**Comments:**

By User, CCC : 1/9/2018 1:55:30 PM

This is a "private" request. Information should only be provided to the original customer.

Problem location map:

<http://apps.alexandriava.gov/MapThis/?a=-77.0699919323214,38.8035596125321&cityworks=1>

"Map.jpg" (customer attachment):

<https://request.alexandriava.gov/GeoReport/UploadedFile.ashx/jpg/28A1796518DABE6DBCB99A118747B72BAFEC>

· · Initial customer description · ·

As part of the upcoming process of the Hoffman Town Center – Blocks 4 & 5. discussion, please consider the need to have a sideway on the North side of Mill Road, between Mandeville Ln and Stovall St.

The area, as it is now, does not have any kind of sidewalk and connects the bicycle and pedestrian traffic between Jamieson Avenue, on road trail, and the Eisenhower Trail.

The lack of sidewalk obliges the bicyclists and joggers to run on the street.

The upcoming Hoffman Center will increase traffic many times and will make Mill Road extremely dangerous for bicyclists and joggers.

The area of the requested sidewalk runs parallel to the Metro tracks, the section under request is the only on Mill Road without a sidewalk.

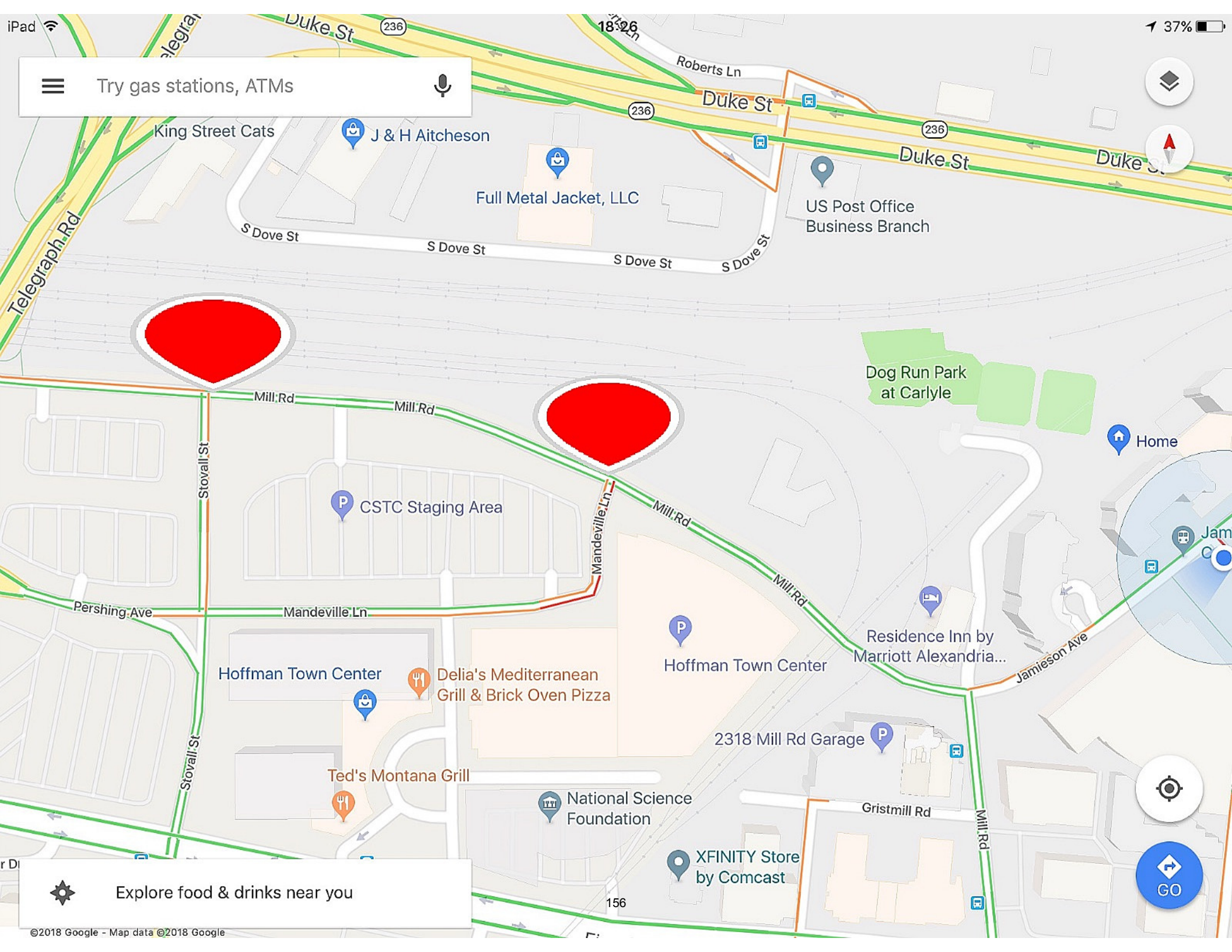
Thanks for your attention of this matter

Jorge Kulionis  
[kulionis@icloud.com](mailto:kulionis@icloud.com)

Attached, map of the area .

If you need assistance with handling this request, please contact  
[Callclickconnect@alexandriava.gov](mailto:Callclickconnect@alexandriava.gov) or call 703.746.HELP.

Try gas stations, ATMs



Explore food & drinks near you