

***Development Special Use Permit #2018-0013***  
***Hoffman Town Center, Block 6C – 2425 Eisenhower Avenue***

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<b>Applicant</b>	<b>General Data</b>	
<b>Project Name:</b> Hoffman Town Center - Block 6C  <b>Location:</b> 2425 Eisenhower Avenue  <b>Applicant:</b> 2425 Eisenhower Acquisitions, LLC	PC Hearing:	December 6, 2018
	CC Hearing:	December 15, 2018
	If approved, DSUP Expiration:	December 15, 2021
	Plan Acreage:	0.36 acres (15,849 square feet)
	Zone:	CDD #2
	Proposed Use:	Retail
	Gross Floor Area:	7,752 square feet
	Small Area Plan:	Eisenhower East
	Green Building:	Flexibility Requested
<b>Purpose of Application</b>		
Consideration of a request for an amendment to Development Special Use Permit DSUP #2000-0028 with preliminary site plan to permit the construction of a one-story retail building.		
<b>Staff Recommendation: APPROVAL WITH CONDITIONS</b>		
<b>Staff Reviewers:</b> Rob Kerns, AICP; Development Division Chief <a href="mailto:rob.kerns@alexandriava.gov">rob.kerns@alexandriava.gov</a> Nathan Imm; Principal Planner <a href="mailto:nathan.imm@alexandriava.gov">nathan.imm@alexandriava.gov</a> Anna Franco; Urban Planner <a href="mailto:anna.franco@alexandriava.gov">anna.franco@alexandriava.gov</a>		

**PLANNING COMMISSION ACTION, DECEMBER 6, 2018:**

On a motion by Vice Chairman Macek, seconded by Commissioner McMahon, the Planning Commission voted to recommend approval of DSUP#2018-0013, subject to all applicable codes and ordinances and staff recommendations, with amendments to Conditions #18 and #19. The motion carried on a vote of 6 to 0, with Commissioner Lyle absent.

Reason: The Planning Commission agreed with the staff analysis and recommendation to edit Condition #18 to omit “with an administrative special use permit” and omit Conditions #19b and #19c regarding limitations on restaurant hours and requirements for soundproofing.

Vice Chairman Macek was supportive of the request as it develops an otherwise vacant property and rounds out the retail offerings of the Town Center Plaza. Vice Chairman Macek believed that vegetation would be an effective loading area screening alternative and believed that a wall may encourage unsightly activities in the loading area that would not be effectively screened from all

angles. Further, the Vice Chairman did not support flexibility from the Green Building policy, as compliance with the Policy is an expectation for all new commercial buildings in the City.

Commissioner McMahon was supportive of the request and stated that the development would create the last keystone in the Town Center Plaza area. She was generally neutral regarding loading area screening but was not convinced that landscaping screening would achieve the directive of the Small Area Plan. The Commissioner supported consistent application of the Green Building Policy, stating that green building construction is an investment that often saves developers money over time.

Commissioner Koenig was supportive of the request and stated that the building provided individuality. Commissioner Koenig agreed with the Design Review Board's (DRB) direction for the applicant to install a screening wall and believed the DRB's wall design is an integrated building element that would not hinder the overall building design. Commissioner Koenig expressed sympathy to the financial concerns of the applicant but stated that the Policy has been in place for some time and believed the applicant is capable of handling the financial aspects of green building certification.

Commissioner Wasowski did not support a screening wall option due to the prominence of the wall at the sidewalk, and instead supported the applicant's proposed landscaping screening options.

Commissioner Brown did not feel that a screening wall needed to be very tall to adequately screen loading area activities. Commissioner Brown suggested the Planning Commission consider a condition regarding the usage of the loading area, however, staff clarified that these types of conditions are typically incorporated into the conditions for restaurant Special Use Permits. Although he agreed that the applicant's requested approach to the Green Building Policy was sensible, the Commissioner supported consistent application of the Policy, stating that it is the cost of doing business in the City of Alexandria.

Chairman Lyman was supportive of the project as it develops a challenging site. Chairman Lyman concurred with Commissioner Wasowski that a vegetative option would be a more effective means of screening for the loading area, but if a wall was supported, she would like to see some sort of vegetation incorporated into the design.

Overall, the Planning Commission agreed with the direction provided by staff and the DRB regarding the proposed loading area screening wall but determined that further refinement of the final screening wall design should be coordinated by Staff and the applicant during Final Site Plan review. The Planning Commission also unanimously supported consistent application of the Green Building Policy and did not support the applicant's request for flexibility.

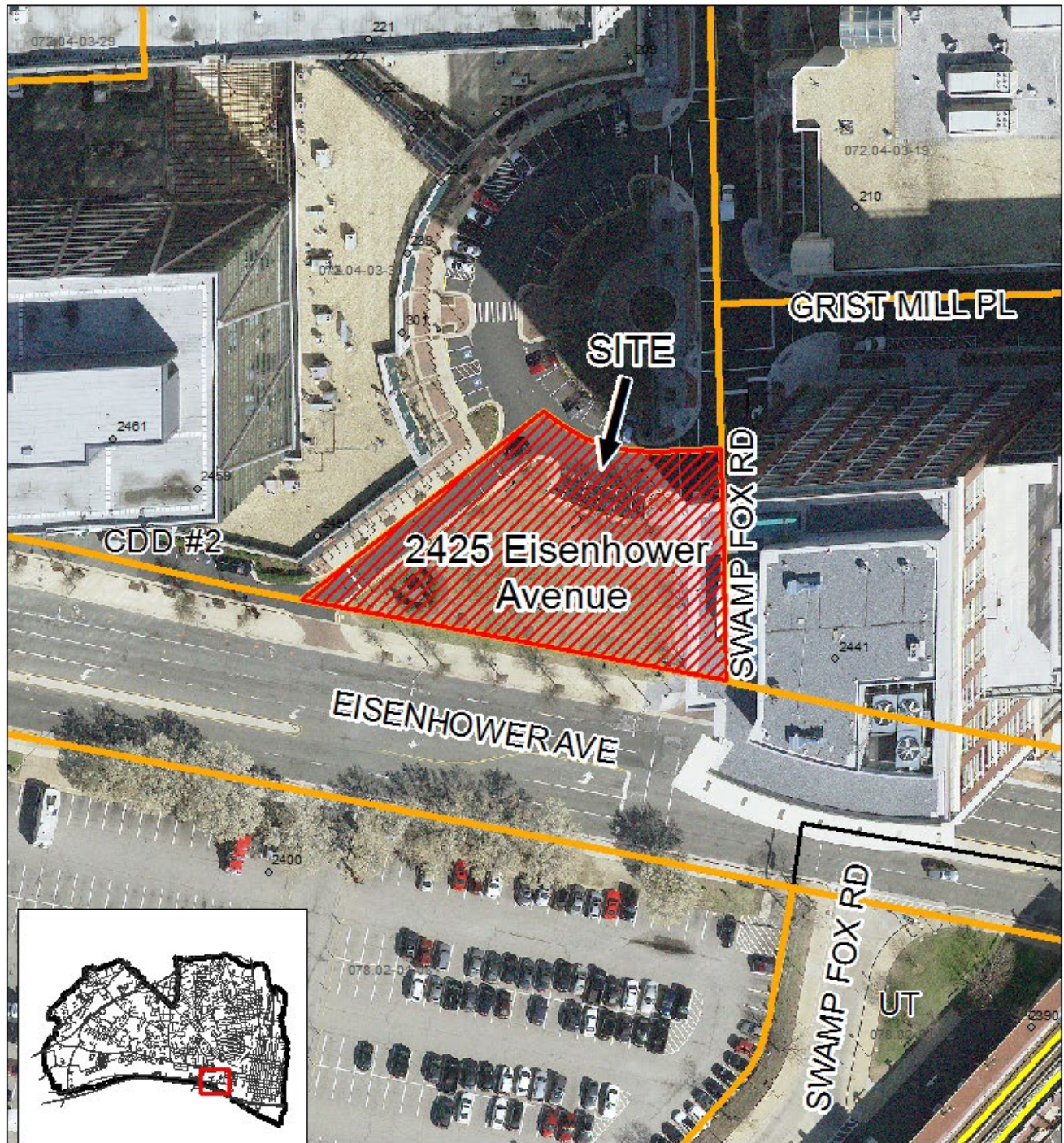
Speakers:

Bob Brant, attorney for the applicant, spoke in favor of the project, however, cited concerns with the Staff recommendation to install a screening wall at the southwest corner of the building to screen loading area activities. Mr. Brant explained that loading area activities would not be

unsightly and trash receptacles would be located inside the building. He also stated that the addition of a screening wall would draw attention to the monotonous façade along Eisenhower Avenue and obstruct visibility to other business located in the Town Center Plaza.

Mr. Brant also cited concerns with compliance with the City's Green Building Policy, which requires LEED Silver certification for non-residential new development in the City. Mr. Brant explained that his client would have difficulty achieving the minimum number of credits to reach even the LEED certified level and that cost of certification could range from \$40,000 to \$50,000.





**Development Special Use Permit #2018-0013**  
**2425 Eisenhower Avenue**



0 30 60 120 Feet

## **I. SUMMARY**

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

Staff recommends **approval** of the proposal for a new 7,752 square foot retail building at 2425 Eisenhower Avenue (Hoffman Town Center - Block 6C), subject to compliance with the Zoning Ordinance and all applicable codes, adopted policies, master plan, coordinated development district, and staff's recommendations. The proposal is consistent with the Eisenhower East Small Area Plan, will add vitality to the City and the neighborhood, and will provide benefits to the City, including:

- Economic development of a currently vacant parcel in the Eisenhower East planning area;
- High-quality and contemporary building design and architecture, in compliance with the Eisenhower East Small Area Plan (EESAP) and Design Guidelines;
- Site and streetscape improvements, including:
  - Installation of the City's standard brick and concrete hybrid detail on the Eisenhower Avenue;
  - Replacement of declining street trees on Eisenhower Avenue and Swamp Fox Road;
  - Addition of four bicycle parking spots;
  - Increase in landscape crown cover to 25%;
  - Installation of two pedestrian scale acorn lights or fee in-lieu;
- A contribution of \$2,500.00 towards the Capital Bikeshare fund; and
- A contribution of \$1.50 per gross square foot to the Eisenhower Improvement Fund.

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

The applicant proposes to construct a 7,752 square foot, one-story retail building at the property known as Hoffman Town Center – Block 6C, located at 2425 Eisenhower Avenue. The proposed building will be configured so that the northern façade of the building follows the arc of the semi-circle of existing retail buildings that face inward towards the Town Center Plaza. Similar to the existing retail buildings on Block 6B, the proposed tenant entrances will be mainly oriented inward towards the Town Center Plaza, on the north and west building faces, with a potential tenant entry along Swamp Fox Road. The proposed building is intended to be a short-term project with the expectation for a more significant multiblock development in the future.

The design of the proposed building is contemporary in style and includes a predominately glass, curved façade along the north side of the building and a combination of aluminum paneling and glass windows along the south, west and east façades. The proposed roofline dramatically increases in height from east to west and takes the form of a crescent-shape, which accentuates the crescent form of the Town Center plaza and provides creative screening of rooftop utilities. A proposed loading area is located at the southwest corner of the building and is accessible from the parking area north of the site.



Proposed site amenities include the installation of city standard brick and concrete hybrid sidewalk along the Eisenhower Avenue frontage, installation of brick pavers and concrete sidewalk along the north and west sides of the property, including ample sidewalk area to accommodate future outdoor seating. The proposal also includes the installation of two pedestrian street lights (or fee in-lieu) on the Eisenhower Avenue and the replacement of dead or declining street trees.

## **II. BACKGROUND**

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

This site is located within Eisenhower East, as part of the Hoffman Town Center, which consists of four blocks (Blocks 6, 7, 8 & 14). The current block configuration was established with the approval of a Development Special Use Permit (DSUP #2000-0028) in October 2000. Upon the completion of the Block 6A conversion, the three parcels which comprise Block 6 will consist of approximately 352,000 square feet of office use, 663,000 square feet of residential use and 69,000 square feet of retail use. The existing AMC movie theater is located on Block 7 and Block 8 is the location of the National Science Foundation's newly constructed headquarters. Additionally, approximately 3,163 parking spaces are provided within the existing parking garage at Block 14, 250 of which are allocated to Block 6 specifically. To date, most of the Town Center is constructed, with the exception of the subject property at Block 6C.

The entirety of Block 6 is located on the north side of Eisenhower Avenue, across from the Eisenhower Avenue Metro Station. It is bound by Eisenhower Avenue to the south, Stovall Street to the west, Mandeville Lane to the north, and Swamp Fox Road to the east. It is also within close proximity to the Capital Beltway and within a ¼ mile radius of the Eisenhower Avenue Metro Station.

Block 6C is the southern-most parcel within Block 6, located at the northwest corner of Eisenhower Avenue and Swamp Fox Road. The parcel is one lot of record of approximately 0.36 acres (15,849 square feet) in total and is unique in shape. The property, which has a mostly flat terrain, is undeveloped but is improved with 6 parking spaces at the north end of the site, minor landscaping around an existing utility box on site, and sidewalk and streetscape improvements along the perimeter of the site. Northwest of Block 6C is Block 6B which consists of the existing Hoffman Office Building #1, and to its north a crescent-shaped building with retail, surface parking, and a pocket park.

An existing service and loading area currently separate Block 6A and the Hoffman Office Building #1 on Block 6B. This area is accessed from Stovall Street and provides service and loading for the existing retail at Block 6B. The area also includes above-grade utilities, such as electrical transformers, and access to the buildings' service corridors.

Overall, the site is well served by vehicular access as Eisenhower Avenue is a primary transportation corridor in the city and entrance ramps to Interstate 495 North and South are within a quarter-mile of the project site. The site is also well served by public transportation as it is less

than 300 feet from the Eisenhower Avenue Metro Station and is located directly adjacent to a bus stop which is served by Metrobus and Dash bus lines.

### ***B. Project Evolution***

Hoffman Block 6C is the only remaining undeveloped parcel within the original Hoffman Block 6 as identified in the EESAP when the plan was adopted by City Council in 2003. A subsequent subdivision (SUB#2014-0001) was approved by the Planning Commission in 2015, which converted the private streets, Swamp Fox Road and Mandeville Lane, to public rights-of-way to be dedicated to the City and divided Block 6 into three parcels: Block 6A (200 Stovall Street), 6B (2461 Eisenhower Avenue), and 6C (2425 Eisenhower Avenue).

The associated CDD Amendment (CDD2014-0007) revised Condition #15 of the approval in order to break down Block 6's Allowed Gross Floor Area into three subparts (Block 6A, 6B, and 6C), which permitted up to an allotted 7,882 square feet of retail (including restaurant) for Block 6C.

Most recently, CDD2016-0001 approved an amendment to the CDD to allow up to 22,088 of the approved 351,753 square feet of office use to be used as retail on the office building's ground floor on Block 6B. The office to retail conversion as well as associated site improvements to both to their loading dock areas as well as to the streetscape along Eisenhower Avenue are currently under construction.

## **III. ZONING**

The following table summarizes the permitted zoning requirements per the current CDD and Small Area Plan and the proposed zoning associated with this project.

<b>Property Address:</b>	2425 Eisenhower Avenue	
<b>Total Site Area:</b>	0.36 acres (15,849 sq. ft.)	
<b>Zone:</b>	CDD #2	
<b>Current Use:</b>	Undeveloped	
<b>Proposed Use:</b>	Retail	
	<b>Permitted/Required</b>	<b>Proposed</b>
<b>Maximum Allowable Gross Floor Area:</b>	7,882 square feet <sup>1</sup>	7,752 square feet
<b>Maximum Height:</b>	150 feet <sup>2</sup>	29.54 feet
<b>Minimum Open Space:</b>	N/A <sup>1</sup>	0.06 ac (2,765 sf) At-Grade
<b>Minimum Setbacks:</b>		
Front:	NA <sup>3</sup>	South (Eisenhower Avenue): 2.7 feet East (Swamp Fox Road): 9.4 feet
Side:	N/A	North (Parking Area): 44.5 feet West (Service Road): 20.4 feet

<b>Maximum Parking:</b>	16 spaces (2 spaces per 1,000 GSF) <sup>4</sup>	6 to 15 spaces <sup>5</sup>
<b>Minimum Loading Spaces:</b>	1 space (per 20,000 GSF) <sup>6</sup>	1 space
<sup>1</sup> Per approved Coordinated Development District (CDD) #2 <sup>2</sup> Per Eisenhower East Small Area Plan (EESAP), figure 4-9 <sup>3</sup> Per the Eisenhower East Design Guidelines (EEDG), no building setback is required for buildings under 50' to 75' in height on Block 6C <sup>4</sup> Per EESAP, page 4-17 <sup>5</sup> Up to 15 parking spaces are allocated for Block 6C in the Block 14 parking garage <sup>6</sup> Per Zoning Ordinance Section 8-200(B)(2)		

## IV. STAFF ANALYSIS

### *A. Eisenhower East Small Area Plan and Design Guidelines*

The proposal is largely consistent with the principles and intent of the Eisenhower East Small Area Plan (EESAP). The plan established objectives and a regulating plan for creating a vibrant, urban, mixed-use and transit-oriented community centered on the Eisenhower Metro Station. The proposal is also largely compliant with the Eisenhower East Design Guidelines (EEDG), which were created to implement the objectives outlined in the EESAP. While the EEDG overlaps with the urban design provisions of the EESAP, the EEDG further defines the design intent for building architecture and public spaces. A summary of table outline compliance with the EESAP and EEDG is provided as **Attachment 1 “Eisenhower East Small Area Plan and Design Guidelines Compliance”**. Due to the unique requirements of the project, particularly associated with the retail operations, utilities, site size, and zoning, adherence to some design guidelines were not achievable, and are discussed below.

#### Street Sections & Build-to-Line

The EEDG states that pedestrian areas along Eisenhower Avenue should be 22-feet in width, however, the required setback on Eisenhower Avenue for Block 6C is 14.5-feet as reflected on the preliminary development plan and final site plan for Block 6C (DSP 2000-0028). The applicant has worked with the applicant to increase the pedestrian area by about 2-feet to an approximately 16.5-foot wide pedestrian area.

#### Curb Cuts for Parking Entries

The applicant will retain the existing parking entry for Swamp Fox Road and the existing curb cut on Eisenhower Avenue for access to the private street between Blocks 6C and 6B. These curb cuts are necessary for vehicular circulation on Block 6B.

#### Active Uses & Building Entries

A guideline of the EESAP and EEDG is that main pedestrian entries shall be located along “A” street frontages (Eisenhower Avenue and Swamp Fox Road). Entries are located inward towards the Town Center Plaza on the west and north building faces, consistent with the entry locations of the existing retail buildings in the Town Center Plaza. A potential entrance along Swamp Fox



Road may be possible depending on future tenant operations, however a corner entry at Eisenhower Avenue and Swamp Fox Road may not be feasible due to conflict with existing utilities in that location. At their July 2018 meeting, the DRB recognized this conflict and recommended that the size of the notch in the corner of the building be reduced.

## ***B. Consistency with City Plans and Policies***

### **Green Building Policy**

The City's Green Building Policy was adopted by City Council in 2009 and established that newly constructed non-residential buildings should achieve a minimum green building certification level of LEED Silver (or equivalent). Since the Policy's adoption in 2009, approximately 95% of new development square footage, completed or under construction, has complied with the Policy, including development ranging from small churches to large scale mixed use buildings. As such, this application is expected to comply with the Policy by achieving a certification level of LEED Silver or equivalent. The applicant has requested flexibility from the Policy citing issues with the fees associated with LEED certification. Staff is cognizant of the flexibility built into the Policy that considers whether special circumstance or the size, scale, location or use of the building justifies an exemption or alternative method of compliance. However, Staff supports consistent application of the Policy for this project as no special circumstance would prevent compliance with the Policy and the project's size, scale and use are consistent with other non-residential developments in the City that have complied with the Policy. Further, other third-party certifications equivalent to LEED are accepted by the Policy and typically require lower fees than LEED. Condition #15 of the Staff Recommendations would require the applicant to be compliant with the Green Building Policy.

### **Public Art Policy**

Per the City's Public Art Policy, adopted December 2014, the applicant is required to incorporate public art elements on-site or provide an equivalent monetary contribution to be used within the Small Area Plan planning area. The applicant has committed to work with Staff to either provide public art on the site, consistent with the City's policy, or pay a fee in-lieu contribution of \$.30 per gross square foot.

## ***C. Site & Building Design***

### **Design Review Board**

The applicant has worked with City Staff and the Design Review Board (DRB or Board) from the inception of this project and has made several urban design and architectural revisions to address the comments of the Board. The Board met twice to discuss the project since the concept plan was submitted in June 2018. The DRB approved the proposed general massing, building placement, and site plan at its July 2018 meeting, and approved the architectural design at its September 2018 meeting contingent upon satisfaction of the building design at a future date. Final architectural design was provided to the applicant in October 2018 via email correspondence. The DRB September hearing and October correspondence provided the applicant with design direction and with conditions that the applicant continue to work with Staff on selected design refinements, which include:

- Further study of an additional tenant entrance on the eastern building façade facing Swamp Fox Road (required per Condition #12e. of the Staff Recommendations); and,
- The design of a loading area screening wall to ensure loading activities are not visible from Eisenhower Avenue (required per Condition #12f. of the Staff Recommendations).

### **Site Design**

The applicant's site design was developed with the intention of completing the semi-circle of buildings that face inwards towards the Town Center Plaza. The footprint of the building largely follows the irregular shape of the site with the longest wall on the south side fronting Eisenhower Avenue. On the east side, notches in the corners of the building along Swamp Fox Road help transition site angles. The north façade faces the Town Center plaza and surface parking area and includes a 15-foot pedestrian area to accommodate future outdoor dining. The pedestrian area is designed to match the scale and activity of the existing retail buildings with restaurants located on Block 6B. This curved façade also features four of the five tenant entries and storefronts. In response to the DRB's comments that the northeast corner deserves additional consideration as a tenant entrance or focal point of activity and per the EESAP, which states that "main building entrances" should be located along Eisenhower Avenue and Swamp Fox Road ("A" Street frontages), the applicant has noted that an additional entrance will be added along Swamp Fox Road, pending tenant operations. As previously stated, study of an additional tenant entry along Swamp Fox Road is required per Condition #12e. of the Staff Recommendations. The west side of the site is formed by the angle of the existing private drive between Blocks 6B and 6C and includes the fifth tenant entry located on the west side of the building, and a curb cut for a loading area at the southwest corner.

Per the EEDG, loading docks must not be visible from "A" street frontages (Eisenhower Avenue). The DRB's most recent direction to the applicant is to install a loading area screening wall comprised of the same materials as the south building façade that includes a rectangular panel of green screen or similar ornamental metal that is mounted so it floats in the opening between the screening wall and the building. The green screen/ornamental metal work, which could support a climbing vine, would add additional screening as well as prevent inadvertent pedestrian entry to the loading area; but allow enough transparency to reveal the ninety-degree building corner. The DRB also provided direction to the applicant to size the total screening wall so that it will substantially conceal a delivery vehicle when present and that sizing of the screening wall should be studied further by the applicant during the Final Site Plan phases. As previously stated, a screening wall that appropriately screening loading activities is required per Condition #12f. of the Staff Recommendations.

### **Façade and Overall Building Expression**

While not identical to the restaurant liner building on Block 6B, the mass and scale is similar and complimentary. The building completes the overall composition fronting the Town Center Plaza, but in a style that is contemporary, with generous glass and simple forms and surfaces. Selected materials appear similar to those used in portions of surrounding buildings.

The buildings' longest and most visible façade is along the Eisenhower Avenue frontage. In response to direction from the DRB in July 2018, the applicant revised their plans by increasing the glazed area westward along Eisenhower Avenue. This glazed area continues on the east side along Swamp Fox Road.

The glass façade expression continues along the curved north façade. The aluminum panel system shifts to a gray color along the upper portions of the wall to define the roofline which now rises approximately five and a half feet to six feet in height east to west along the 85-foot length of the façade. The west side is finished with an overhang over the sidewalk facing the private drive. This overhang is supported by V-shaped columns that echo architectural details found on the adjacent Hoffman Office Building #1 (6B).

The proposed roofline takes the form of a crescent-shaped accent. This creates a contrasting curved volume atop the otherwise flat structure. Responding to DRB feedback, the applicant has increased the height of the curved accent form from a more dramatic slope and stronger presence. The increased height of the crescent shaped parapet form also provides increased screening for rooftop utilities.

#### ***D. Pedestrian and Streetscape Improvements***

The applicant proposes to update the Eisenhower streetscape by installing the city standard brick and concrete hybrid sidewalk in the public sidewalk area along Eisenhower Avenue to match the existing city standard brick and concrete hybrid sidewalk along the west side of Swamp Fox Road, and along the frontage of the 2415 Eisenhower Avenue (the National Science Foundation building). The applicant will also improve the north and western frontages of the property with new sidewalk, which will be composed of brick pavers and concrete. Per direction from the DRB to consider the western façade and site details pertaining to pedestrian activity and visibility, the applicant has increased the width of the pedestrian area on the building's east and west sides of the proposed building.

Existing site elements include pedestrian scale street lighting along Swamp Fox Road and along the north portion of the subject property. The applicant will install two acorn head style pedestrian scale lighting fixtures along Eisenhower Avenue (or provide a fee-in lieu), as required per the EEDG. The acorn lights are to match the existing acorn style lights along Swamp Fox Road and will continue the pedestrian scale lighting already installed in front of 2415 Eisenhower Avenue and other Eisenhower Avenue properties east of the metro tracks.

Furthermore, the applicant will promote alternative modes of transportation by maintaining the existing bus shelter found approximately mid-block on Eisenhower Avenue and by adding four bicycling parking spaces. The location of the bicycle parking spaces will be determined during the Final Site Plan phases.

### ***E. Parking***

To encourage the use of alternative modes of transportation and the nearby Eisenhower Metro Station, the EESAP limits the parking for each land use through parking maximums and whether the subject property is located within 1,500 square feet of the metro station. Per the EESAP, the property at Block 6C may provide up to 16 parking spaces. The applicant proposes to maintain the 6 parking spaces already on the property and may provide up to 10 parking spaces in the Block 14 parking garage, which was constructed to serve existing and future office and retail uses in Hoffman Town Center.

### ***F. Open Space and Tree Preservation***

The applicant has provided approximately 2,765 square feet of area designated as open space on the subject property although the Coordinated Development District (CDD) does not require a minimum open space requirement for Block 6C. The proposal includes open space in the form of linear hardscape areas along the perimeter of the site, including on Swamp Fox Road, on the north frontage, and just north of the loading area near the southwest corner of the building.

As part of the development of Block 6C, the applicant proposes to remove and replace the majority of the existing vegetation on the subject property. The applicant proposes to replace the declining street trees along Eisenhower Avenue and Swamp Fox Road, including 4 trees along Eisenhower Avenue and 1 tree along Swamp Fox Road, add a new row of 4 street trees along the western side of the private drive between Block 6C and Block 6B, and replace the shrubs screening the existing utility box near the southwest corner of the site.

## **V. COMMUNITY**

The applicant has notified the Eisenhower Partnership about this proposal. The Eisenhower Partnership has provided a letter dated November 8, 2018, to the Planning Commission and Members of City Council with mostly positive feedback, however, have cited concerns regarding the proposed screening wall.

The City will also provide the Federation of Civic Associations with information regarding the proposed project at its next scheduled general meeting.

## **VI. CONCLUSION**

Staff recommends **approval** of the Development Special Use Permit, with site plan, and all modifications requests subject to compliance with all applicable codes and the following Staff recommendations below.

## **VII. ATTACHMENT 1**

### **Eisenhower East Small Area Plan and Design Guidelines Compliance**

<b>Guideline</b>	<b>Plan Requirement</b>	<b>Plan and Page #</b>	<b>Proposed</b>	<b>Compliance?</b>
Land Use	Office & Retail	EESAP p. 4-13	Retail	Yes
Retail Locations	Ground level retail on Eisenhower Avenue & Swamp Fox Road.	EESAP p. 4-15	Ground-level retail is proposed on Eisenhower Avenue, Swamp Fox Road, and the inner portion of the Town Center.	Yes
Allowable Gross Floor Area (AGFA)	7,900 sf.	EESAP p. 4-13	7,752 sf	Yes
Building Height	150', 10-15 stories	EESAP p. 4-25, 6-13, EEDG p. 8	29.54', 1-story	Yes
Architectural Articulation	"A" Street Facades, Eisenhower Ave, Swamp Fox Rd: The building façade shall articulate a clear base, middle, and top to the building.	EEDG p. 23	Facades conceptually articulate a clear base, middle, and top to the building.	Yes
Architecturally Significant Façade	Eisenhower Ave: highest level of design excellence and materials. Innovative use of materials, articulation & increased transparency at the façade base.	EESAP p. 6-17	Staff finds the proposed design acceptable, recognizing the scale of the building and site, with expectations for a more significant future multi-block development.	Yes
Architecturally Significant Façade	Minimum of 75% glazing required for retail storefronts along the streetwall.	EEDG p. 6	The proposed building provides 75% glazing on streetwalls with retail storefronts.	Yes
Architectural Expression	HVAC and mechanical equipment shall be integrated in the overall building design.	EEDG p. 6	HVAC and mechanical equipment will primarily be located beyond the arced roof parapet.	Yes
Street Frontage: A Street (Eisenhower Ave, Swamp Fox Rd)	A minimum of 90% of the building façade shall meet the build-to line.	EESAP p. 6-8, EEDG p. 6, 16, and 17	In order to meet other criteria for the required pedestrian zone, the building would need to be pushed back and additional 5 feet from Eisenhower Avenue.	No



Street Frontage: A Street (Eisenhower Ave, Swamp Fox Rd)	The highest quality of architectural significant façade and streetscape treatment shall be used.	EESAP p. 6-8, EEDG p. 12, 16, and 17	Materials are provided for review.	Yes
Street Frontage: A Street (Eisenhower Ave, Swamp Fox Rd)	Main pedestrian building entries must be at sidewalk elevation and shall be spaced no less than 50' apart. -Active uses shall be minimum 50' depth	EESAP p. 6-8, EEDG p. 6, p. 16 & 17	Pedestrian building entries are at the sidewalk elevation and are not spaced further than 50' apart.	Yes
Street Frontage: A Street (Eisenhower Ave, Swamp Fox Rd)	No curb cuts for service or parking entries, service alleys or loading docks shall enter or exit or be visible along "A" street frontages.	EESAP p. 6-8, EEDG p. 16 & 17	There are curb cuts on Eisenhower Ave and Swamp Fox Rd to accommodate the private street.	No
Street Frontage: A Street (Eisenhower Ave, Swamp Fox Rd)	Active uses shall be located on all street frontages.	EESAP p. 6-8, EEDG p. 16 & 17	Active uses, but not entries, are found on all street frontages.	No
Street Sections	Eisenhower Ave: 130' - 134' right-of-way, four 10' travel lanes, two 10' parking lanes, variable width median, 22' pedestrian zone.	EEDG p. 30	Existing street section is variable width/lanes, no parking lanes, pedestrian zone is approx. 17'.	No
Street Sections	Swamp Fox Rd: 66' building face to face, with two 11' travel lanes, on-street parking and 14' sidewalks.	EEDG p. 35	Building face to face and sidewalk width complies, no parking lanes	Yes/No
Outdoor Seating	Tables adjacent to storefront windows and outdoor seating for restaurants/cafes is encouraged	EEDG p. 6, 27	The applicant has provided space for future outdoor seating.	Yes
Hardscape Plazas	Plazas shall be an extension of the sidewalk, be a place	EEDG p. 40	No change to existing center plaza feature.	Yes

	for active uses, have ample seating areas, landscaping, setting for fountains monuments and statues.			
Streetscape Elements	Provide streetscape elements per the Plan. Eisenhower Ave: Street trees 25' oc, 5' x 10' tree wells.	EEDG p. 32	Eisenhower Ave: Existing 6' x 4' tree wells, 30' oc spacing.	No
Streetscape Elements	Swamp Fox Rd: Street trees 25' oc, 5' x 8' tree wells with iron grates and 5' continuous tree trench beneath the sidewalk.	EEDG p. 36	Swamp Fox Rd: Existing 5' x 7' tree wells, 15'-20' variable oc spacing.	No
Streetscape Elements	Fixtures shall be single luminaire “acorn” style streetlights, as used in Carlyle, along public sidewalks.	EEDG p. 43	The applicant is installing (or providing fee in-lieu) for two pedestrian scale “acorn” street lights along Eisenhower Avenue. Swamp Fox Road has two existing “acorn” street lights.	Yes
Parking	Maximum parking standards for retail uses within 1,500 feet of the Eisenhower Metro Station shall be 2.0 cars/1,000 gross square feet of retail.	EESAP p. 4-17	A total of six parking spaces already exists on the property. The applicant is allowed to allocate up to 10 additional parking spaces in the Block 14 garage.	Yes
FAR	The maximum Floor Area Ratio (FAR) with an Architectural SUP shall be 2.0.	EESAP p. 4-25	The floor area ratio is not greater than 2.0.	Yes

*Table Note: Please note the following acronyms.  
EESAP – Eisenhower East Small Area Plan  
EEDG – Eisenhower East Design Guidelines*

## **VIII. STAFF RECOMMENDATIONS:**

The DSUP, CDD, and TMP conditions for 2425 Eisenhower Avenue, Block 6C (tax parcel #072.04-03-31) are provided below. A new set of DSUP conditions have been created for Block 6C only. No amendments have been made to the CDD conditions or the TMP conditions.

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

### **DSUP CONDITIONS (DSUP 2018-0013)**

*Note: Conditions from DSUP 2000-0028 have been carried forward, amended, and/or deleted as necessary for 2425 Eisenhower Avenue, Block 6C (tax parcel #072.04-03-31) only. New standard conditions have been added so that the property in question can now stand alone with a specific set of Staff Recommendations for the site. Deleted conditions have either been satisfied or do not apply to Block 6C.*

*Conditions carried forward and/or amended (#2,25,57, and 67) are identified by their original condition number from DSUP2000-0028.*

1. The Final Site Plan shall be in substantial conformance with the preliminary plan dated September 4, 2018, and as amended on October 5, 2018, and comply with the following conditions of approval.

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

2. The design treatment and palette of materials shown for pedestrian sidewalks and plazas shall be generally consistent with updated City standards to the satisfaction of the Director of P&Z. (P&Z) (**DSUP 2000-0028, Condition 50**)
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 concrete 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.
  - 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 driveway crossings.

- f. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
- g. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials so as to minimize any potential visible impacts.  
\*\*\* (P&Z)(T&ES)
- h. Install two (2) pedestrian scale single luminaire “acorn” streetlights along Eisenhower Avenue per the Eisenhower East Small Area Plan Design Guidelines. In lieu of providing and installing the two street lights, the applicant may provide a contribution to the City of Alexandria for the City to complete the upgrades, with the fee of \$6,000 per streetlight to be submitted at Final Site Plan. If the contribution in lieu option is chosen by the applicant, it shall be made prior to the release of the final site plan.  
(P&Z)

***B. PUBLIC ART:***

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

***C. OPEN SPACE/LANDSCAPING:***

- 5. Develop, provide, install and maintain an integrated Landscape Plan with the Final Site Plan that is coordinated with other associated site conditions to the satisfaction of the Director of P&Z. Landscape plans shall be submitted in accordance with the City of Alexandria’s Landscape Guidelines, and at a minimum shall:
  - a. Provide an enhanced level of detail for all proposed landscape installations including street, canopy, evergreen, and multi-trunk trees, shrubs, perennials, and groundcovers. If any landscape plantings are proposed, they shall be limited to plant material that is horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
  - b. Ensure positive drainage in all planted areas.
  - c. Provide detail, section, and plan drawings for plantings located above-structure and on-grade. Illustrate at-grade and sub-surface conditions, including irrigation, adjacent curb/pavement construction, edge restraint system, dimensions, drainage, and coordination with site utilities.
  - d. The location of all pole-mounted lights shall be coordinated with all trees. Light poles shall be located a minimum of ten (10) feet from the base of all

- trees, and the placement and height of light poles shall take into account the mature size and crown shape of all nearby trees.
- e. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.
  - f. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
  - g. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. (P&Z)
6. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of P&Z and Code Administration.
- a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
  - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one (1) accessible, external water hose bib on all building sides at a maximum spacing of 90 feet apart.
  - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
  - d. Install all lines beneath paved surfaces as sleeved connections.
  - e. Locate water sources and hose bibs in coordination with City Staff. (P&Z)
7. Develop a palette of site furnishings in consultation with staff.
- a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of P&Z and T&ES.
  - b. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, and other associated features. (P&Z)

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

8. Provide, implement and follow a tree conservation and protection program that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Directors of P&Z and RP&CA. A Tree Conservation and Protection Plan shall be approved by the City Arborist prior to Final Site Plan release. (P&Z) (RP&CA)



9. A fine shall be paid by the applicant in an amount not to exceed \$10,000 for each destroyed tree with at least a 10-inch caliper that is not identified “to be removed” (TBR) on the Preliminary Plan, and/or the City may request that replacement trees of similar caliper and species be provided for damaged trees if the approved tree protection methods have not been followed. The replacement trees shall be installed and if applicable the fine shall be paid prior to the issuance of the last certificate of occupancy permit. \*\*\* (P&Z)(RP&CA)
10. The area of the limits of disturbance and clearing for the site shall be limited to the areas as generally depicted on the preliminary site plan dated September 4, 2018 and reduced if possible to retain existing trees and grades. (P&Z)(RP&CA)

**E. BUILDING:**

11. The building design, including the quality of materials and final detailing, shall be consistent with the elevations dated October 5, 2018, and the following conditions. (P&Z)
12. Provide the following building refinements to the satisfaction of the Director of P&Z:
  - a. Windows shall correctly reflect the architectural style, building type and period that is referenced by the building design. If shown with a historical muntin pattern, such as 2-over-1, 2-over-2, 6-over-1, etc., such applied exterior muntins shall also:
    - i. Have a *minimum* depth/projection of 3/8 inches and a maximum width of 1 inch.
    - ii. have a detailed profile that will create a strong shadow pattern;
    - iii. have an integral spacer bar between the panes of glass that matches the muntins in width;
    - iv. corresponding interior muntins are encouraged, but not required;
  - b. Windows that reflect more modern styles shall be reviewed on an individual basis, but a minimum glass setback from face of sash is required of 3/8 inches.
  - c. Any ventilation for the retail/commercial use shall be integrated with the overall building design, reviewed and approved to the satisfaction of the Director of Planning and Zoning.
  - d. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to both placement and color.
  - e. Provide an additional entrance on the eastern building facade facing Swamp Fox Road if future user operations and programs allow.
  - f. Provide screening of the loading area to ensure that loading activities are not visible from Eisenhower Avenue per the direction of the Carlyle Design Review Board. (P&Z)

13. Provide detailed drawings (enlarged and coordinated plan-section-elevation studies, typically at 1/4"=1'-0" scale, in color, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections) in color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the Final Site Plan review. Separate design drawings shall be submitted for each building typology or different bay type. (P&Z)
14. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the Preliminary Plan and as set forth in the associated *Guidelines for Preparations of Mock-Up Panels* Memo to Industry, effective May 16, 2013. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
  - a. Provide a materials board that includes all proposed materials and finishes at first Final Site Plan. \*
  - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant. \*\*\*
  - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. \*
  - d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. \*\*
  - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy for the building. \*\*\* (P&Z)
15. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver / Equivalent to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
  - a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first Final Site Plan and provide a draft checklist showing how the project plans to achieve the certification.\*
  - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. \*\*\*
  - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.

- d. Provide documentation of certification within two (2) years of obtaining a final certificate of occupancy.
  - e. Failure to achieve LEED Silver (or equivalent) for the project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply.
  - 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)
16. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. Low flow fixtures are not required for proposed kitchen areas. 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)

***F. RETAIL USES:***

17. Ground floor uses of areas designated on the plan as “commercial” shall be limited to retail, personal service uses, day care centers, private commercial schools and restaurants, as defined in the Zoning Ordinance, with the exceptions identified below:
- a. One leasing office for the building is allowed;
  - b. Personal service uses shall not include appliance repair and rental, contractors' offices, laundromats, and pawnshops;
  - c. Day care centers are subject to the applicable conditions below;
  - 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 retail 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. 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 not occupy more than 1/3 retail square footage. (P&Z)(T&ES)
19. 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)
20. Ensure the following for the retail areas within the development, to the satisfaction of the Director of P&Z:
- a. Provide a minimum 15 feet floor to floor height.
- b. All retail entrances along Swamp Fox Road (if provided), and the north and west side of the building shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.
- c. 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)
21. The Director of Planning and Zoning shall review the administrative Special Use Permit after it has been operational for one (1) year, and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a violation of the permit conditions, or (c) the director has determined that there are problems with the operation of the use and that new or revised conditions are needed. (P&Z)

**G. SIGNAGE:**

22. Per Condition #5 of Coordinated Sign Plan SUP #1997-0163, a ratio of 1.5 square foot of sign for each 1.0 foot of building length shall be permitted for retail shops and restaurants only. (P&Z)
23. The building signs shall be designed to relate in material, color and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Director of P&Z.
  - a. The building signs shall be designed of high quality materials.
  - b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
24. Internally illuminated box signs are prohibited.
25. Provide all traffic and pedestrian signage to the satisfaction of the Director of T&ES. (DSUP 2000-0028, Condition 62)
26. Install a temporary informational sign as required by Section 11-303(D) of the Zoning Ordinance on the site prior to the approval of the Final Site Plan for the project. The sign shall be displayed until construction is complete or replaced with a temporary sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.\* (P&Z)(T&ES)

**H. HOUSING:**

27. A voluntary contribution of \$15,504 to the Housing Trust Fund is consistent with the conclusions of the Developer Housing Contribution Work Group, accepted by the Alexandria City Council in December 2013. (Housing)\*\*\*

**I. PARKING:**

28. Provide four (4) 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)



29. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the Final Site Plan. (P&Z)(T&ES)

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

30. Show existing bus stop and bus shelter in the vicinity of the site on the Final Site Plan. The bus stop shall remain accessible throughout construction or temporarily relocated as approved by the Director of Transportation and Environmental Services. Maintain an accessible bus stop passenger loading area adjacent to the curb at least 10 feet wide at the same grade as the sidewalk, connecting the curb and the sidewalk. (T&ES) (Code)

***K. SITE PLAN:***

31. 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)
32. 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)
33. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and T&ES. These items include:
- a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
  - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
  - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
  - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)(BAR)
34. Provide a lighting plan with the Final Site Plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and/or P&Z in consultation with the Chief of Police and shall include the following:
- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
  - b. Determine if existing lighting meets minimum standards within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.

- c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
  - d. All proposed cobra head light fixtures in the City right of way shall be approved Dominion LED light fixtures.
  - e. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
  - f. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
  - g. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
  - h. If site lights are included in the photometric plan to comply with City's lighting standards then these lights shall be put on photovoltaic switches.
  - i. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
  - j. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
  - k. The lighting for the areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
  - l. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
  - m. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
  - n. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
  - o. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(Police)(BAR)(Code)
35. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)
36. The applicant shall provide a georeferenced CAD file in .dwg format of the 'Dimension Plan' of this project. The 'Dimension Plan' should have 3 x y coordinate pairs in state plane coordinates (NAD 83) conforming to 50 scale (1:600/1" = 50') National Map Accuracy Standards displayed. The applicant shall

provide three x/y pairs. This information will be used to compile a master CAD reference to ensure all elements are correctly located and will connect.\*  
(P&Z)(DPI)(GIS)

***L. CONSTRUCTION MANAGEMENT:***

37. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the Final Site Plan. All the requirements of Article XIII Environmental Management Ordinance for quality improvement, quantity control, and the development of Storm Water Pollution Prevention Plan (SWPPP) must be complied with prior to the partial release of the site plan.\* (T&ES)
38. Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to Final Site Plan release. The plan shall:
  - a. No street lights shall be removed without authorization from the City of Alexandria.
  - b. If street lights are to be removed from the public right of way then temporary lights shall be provided until the installation and commissioning of new lights.
  - c. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed.
  - d. Provide a detailed sequence of demolition and construction of improvements in the public right of way along with an overall proposed schedule for demolition and construction.
  - e. Include a plan for temporary pedestrian circulation;
  - f. Include the location and size of proposed construction trailers, if any;
  - g. Include a preliminary Maintenance of Traffic Plan (MOT) as part of the construction management plan for informational purposes only, to include proposed controls for traffic movement, lane closures, construction entrances and storage of materials.
  - h. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project.
  - i. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z)(T&ES)
39. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street, and the applicant shall be responsible for ensuring that all contractors use the off-street parking provided. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a

component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to Final Site Plan release. This plan shall:

- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
  - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
  - c. If the off-street construction workers parking plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. \* (P&Z)(T&ES)
40. Any bicycle facilities adjacent to the site shall remain open during construction. If a bicycle facility cannot be maintained on the street adjacent to the site, a detour for bicyclists shall be established and maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
41. No major construction staging shall be allowed within the public right-of-way on Swamp Fox Road and Eisenhower Avenue. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. \*\* (T&ES)
42. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of the stop at Eisenhower Avenue, a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES Office of Transit Services at 703-746-4075 as well as with the transit agency which provides service to the bus stop. Signs noting the bus stop closure and location of the temporary bus stop must be installed at all bus stops taken out of service due to construction. (T&ES)
43. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
44. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Infrastructure Right of Way prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
45. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and Eisenhower Partnership

to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified a minimum of 14 calendar days prior to the meeting date, and the meeting must be held before any permits are issued. (P&Z)(T&ES)

46. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
47. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z)(T&ES)
48. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. Provide information on the program in construction management plan. If program is implemented in coordination with green building certification, include documentation as appropriate per the City's Green Building Policy and conditions herein. (T&ES)
49. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. \*\*\* (P&Z) (Code)
50. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the released Final Site Plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and submitted to Planning & Zoning. Approval of the wall check by Planning & Zoning is required prior to commencement of framing. (P&Z)



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

***M. WASTEWATER / SANITARY SEWERS:***

54. The sewer connection fee must be paid prior to release of the site plan.\* (T&ES)
55. 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)
56. 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)

***N. SOLID WASTE:***

57. Any additional dumpsters and recycling facilities shall be ~~shown on the~~ a minor site plan amendment. Such facilities shall be located in locations not visible from public rights-of-ways to the extent possible, and shall be screened to the satisfaction of the Director of P&Z. (P&Z) **(DSUP 2000-0028, Condition 52, amended by Staff)**
58. Provide \$896 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 receptacle with Dome Lid

per block face dedicated to trash collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.\* (T&ES)

59. Provide \$996 per receptacle to the Director of T&ES for the purchase and installation of one (1) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid per block face dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES)

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

60. 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)
61. 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)
62. 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)
63. 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 Eisenhower Avenue. These conduits shall terminate in an underground junction box at the terminus. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES)
64. All 90 degree vehicle parking spaces adjacent to a sidewalk less than seven feet shall have wheel stops. (T&ES)
65. 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)

***P. UTILITIES:***

66. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
67. **CONDITION AMENDED BY STAFF:** The applicant shall locate all utility structures (except fire hydrants) away from view from public rights-of-ways to the extent possible and shall screen utilities to the satisfaction of the Director of P&Z. (P&Z) (**DSUP 2000-0028, Condition 51**)
68. No transformer and switch gears shall be located in the public right of way. (T&ES)
69. The 2" metersetting for 4" domestic water service shall be located in a 36" diameter cylindrical meter box 2" behind the curb. (T&ES)

***Q. SOILS:***

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

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

71. The stormwater collection system is located within the Hooff's Run 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)
72. 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)

***S. STORMWATER MANAGEMENT:***

73. 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)

74. To receive phosphorous reduction credit for impervious area treatment from the adjacent parcel located at 2461 Eisenhower Road, documentation must be provided to the City clearly demonstrating the parcel located at 2425 Eisenhower Road and the parcel located at 2461 Eisenhower Road are owned by the same entity or person. If documentation cannot be provided, stormwater phosphorous reductions must be achieved through stormwater treatment of the 2425 Eisenhower parcel. (T&ES)
75. 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)
76. 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)
77. Provide a BMP table with a separate listing for each individual BMP that includes the name of the practice, total area treated (acres), pervious area treated (acres), impervious area treated (acres), phosphorous removal efficiency (percentage), phosphorous removed by the practice (lbs), and latitude and longitude in decimal degrees (T&ES)
78. 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)
79. Surface-installed stormwater Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require

installation of descriptive signage to the satisfaction of the Director of T&ES.  
(T&ES)

80. 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)
81. NON\_RESIDENTIAL – RETAIL/OFFICE CONDITION: The Applicant/Owner shall be responsible for installing and maintaining stormwater Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years and develop an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. \*\*\*\*(T&ES)
82. 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)
83. 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)
84. Prior to the release of the performance bond, the Applicant is required to submit construction record drawings for permanent stormwater management facilities to the City. The drawings must be appropriately signed and sealed by a professional registered in the Commonwealth of Virginia and certify that the stormwater management facilities have been constructed in accordance with the approved plan. (T&ES)

***T. CONTAMINATED LAND:***

85. 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)
86. If environmental site assessments or investigations discover the presence of contamination on site, the final [site plan/demo plan/grading 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)

87. 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)
88. 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. (Include if applicable.)](T&ES)

***U. NOISE:***

89. The use must comply with the city's noise ordinance. No amplified sound shall be audible at the property line after 9:00 p.m. (T&ES)
90. If a restaurant use is proposed, limited live entertainment shall be permitted in the restaurant. No live entertainment shall be permitted in the outdoor dining area. (T&ES)
91. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 6:00am. (T&ES)
92. 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)

***V. AIR POLLUTION:***

93. 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)
94. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)

95. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

***W. CONTRIBUTIONS:***

96. Contribute \$2,500.00 towards Capital Bikeshare fund prior to approval of certificate of occupancy. All checks shall be made payable to the City of Alexandria and submitted to the Department of P&Z with a cover letter citing the project name, contribution amount, and the condition being fulfilled. (P&Z)
97. Provide \$1.50 per gross square foot for the Eisenhower Improvement Fund, where applicable. (T&ES)(P&Z)

***X. ARCHAEOLOGY:***

98. 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)
99. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)



## ***CITY DEPARTMENT 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) [Include this condition on all plans.]
- 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) [Include this condition on all plans.]

- 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. The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)
- F - 13. 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 - 14. 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 - 15. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES) [Include this condition on all plans.]
- F - 16. 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 - 17. 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 - 18. The following notes shall be included on all Maintenance of Traffic Plan Sheets: (T&ES)
- a. The prepared drawings shall include a statement “FOR INFORMATION ONLY” on all MOT Sheets.
  - b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
  - c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. \*
- F - 19. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- C - 1 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 - 2 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 - 3 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 - 4 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)
- C - 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 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)
- C - 10 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 11 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: [www.alexandriava.gov/solidwaste](http://www.alexandriava.gov/solidwaste) or by contacting the City's Solid Waste Division at 703-746-4410, or via email at [commercialrecycling@alexandriava.gov](mailto:commercialrecycling@alexandriava.gov). (T&ES)
- C - 12 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 13 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: [www.alexandriava.gov/solidwaste](http://www.alexandriava.gov/solidwaste) or by calling the Solid Waste Division at 703.746.4410 or by e-mailing [CommercialRecycling@alexandriava.gov](mailto:CommercialRecycling@alexandriava.gov). (T&ES)
- C - 14 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys and with the City's Complete Streets Guidelines. (T&ES)
- C - 15 Bond for the public improvements must be posted prior to release of the site plan.\* (T&ES)

- C - 16 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.\* (T&ES)
- C - 17 Provide a phased erosion and sediment control plan consistent with grading and construction plan. 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 - 18 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 19 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 20 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 21 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 22 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards and with the City's Complete Streets Guidelines. (T&ES)
- C - 23 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 24 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)

- C - 25 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 - 26 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C - 27 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 28 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, 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)

**VAWC Comments:**

- C - 29 The 2” meter setting for 4” domestic water service shall be located in a 36” diameter cylindrical meter box 2” behind the curb

**AlexRenew Comments:**

- C - 30 Ensure all discharges are in accordance with City of Alexandria Code Title 5, Chapter 6, Article B.



- C - 31 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
- C - 32 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. in AlexRenew Holmes Run Trunk Sewer during wet and average flow conditions.

### **Fire Department**

- F - 20. The following comments are for preliminary review only. Additional comments may be forthcoming once the Applicant provides supplemental information for review. Please direct any questions to Maurice Jones at 703-746-4256 or [maurice.jones@alexandriava.gov](mailto:maurice.jones@alexandriava.gov).
- C - 33 The Applicant shall provide a separate Fire Service Plan which illustrates where applicable: a) emergency ingress/egress routes to the site; b) one fire department connection (FDC) for buildings under 5 stories or 55 feet or two sufficiently remote FDC's for buildings over 5 stories or 55 feet; c) FDC's located within one hundred (100) feet of any existing or new fire hydrants d) new fire hydrants installed not less than forty (40) feet from building e) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; f) emergency vehicle easements (EVE) around the building with a minimum width of twenty-two (22) feet; g) the location and size of the separate fire line(s) for the building fire service connection and fire hydrants.
- C - 34 The Applicant shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan. This information will determine if item 6 requirements apply.
- C - 35 The Applicant shall provide two wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The two copies shall be submitted to Alexandria Fire Department, Fire Prevention, C/O A. Maurice Jones, Jr. 900 Second Street, Alexandria, Va. 22314.
- C - 36 A Knox Box Rapid Entry key access system shall be installed to facilitate building entry by fire department personnel during an emergency. The size and number of Knox Boxes, number of key sets, and required keys or access devices shall be determined by Alexandria Fire Department personnel.
- C - 37 The fire service plan shall show placement of emergency vehicle easement signs. See sign detail and placement requirements are as follows:  
Emergency vehicle easements shall be a minimum of 22 feet across the travel lane. The emergency vehicle easement shall provide access to strategic areas of the building and fire protection systems. Curbing and street components shall conform to the standards established by Transportation and Environmental Services and this document for emergency vehicle easements.

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

Where curbing is a component of the emergency vehicle easement, the curbing construction shall conform to weight and grade requirements for vehicular traffic. In no circumstances shall a raised curb be located in the path of travel in an emergency vehicle easement. Where a mountable curb is provided as part of an emergency vehicle easement, emergency vehicle easement signs shall be posted at the point nearest the edge of the emergency vehicle easement, but in no case within the clear width of the emergency vehicle easement. With the exception of flush curbs, any fire department access points that require fire apparatus to mount a curb shall conform to the modified 3 inch curb design standard MOD CG-3 or MOD CG-7 design as shown.



C - 38 Show fire apparatus vehicle turning radius based on the following specifications:

Tower 203 Turning Specifications

- Turning Radius – Wall to Wall = 54.98 feet + / - 2 feet
  - Curb to Curb = 51.33 feet + / - 2 feet
  - Inside turning radius = 37.73 feet + / - 2 feet
  - Overall Length – 47' – 4 ½"
  - Overall Width – 98"
  - Wheel Bases from front axle to both rear axles – 240"
  - Tandem axle spacing – 56" CL of axle to CL of axle
  - Gross Weight – As built with no equipment or water gross weight = 66,000#
  - Angle of Approach – 13 Degrees
  - Angle of Departure – 11 degrees
  - Ramp Break Over – Break over angle is 9°
- C - 39 All fire department connections shall be Knox® StorzGuard® with Locking Cap and 30 degree Elbow Knox® part number 5022.

**Code Administration (Building Code):**

- F - 21. 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 - 40 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C - 41 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 - 42 A soils report must be submitted with the building permit application for all new and existing building structures.
- C - 43 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 44 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
- C - 45 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 - 46 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 - 47 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 - 48 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**

#### Landscape Recommendations

- R - 1. 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.

#### Miscellaneous

- R - 2. 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 - 3. 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.

### **Archaeology**

- F - 22. A 1998 Archaeological Assessment report of the Hoffman Properties produced by R. Christopher Goodwin and Associates characterized Block 6 as having low archaeological potential. Therefore, the applicant will be under no obligation to undertake archaeological studies of the property.
- R - 1. There is low potential for significant archaeological resources to be disturbed by this project. No archaeological action is required.

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 2017-0004.*

### **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)**

DSUP #2018-0013  
2425 Eisenhower Avenue  
Hoffman Town Center – Block 6C

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
<b>4/5</b>	<b>255,421</b>	<b>0</b>	<b>844,554</b>	<b>0</b>	<b>1,099,975</b>	<b>48,927</b>	<b>1,051,048</b>	<b>622,006</b>	<b>1,704,360 #</b>	<del>1,546</del> <del>1,590</del> Note 5	0	<b>220</b>
6A	36,475	0	663,077	0	699,552	34,000	665,552	0	665,552	<del>115,900</del> 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>	<b>390,097</b> <b>584,518</b>	<b>3,233,959</b>	<b>2,588,077</b> <b>3,172,631</b>	<b>271,000</b>	<b>6,483,133</b> <b>6,826,108</b>	<b>237,220</b> <b>263,423</b>	<b>6,245,913</b> <b>6,562,685</b>	<b>595,869</b> <b>1,162,802</b>	<b>6,841,782</b> <b>7,756,793</b>	<b>128,043</b> <b>11,274</b>	<b>250</b>	<b>N/A</b>

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

*\* 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.

<b>Street Right of Way, Except Eisenhower Avenue</b>			
<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>* Condition not applicable if developed under option allowing single block with regional destination grocery anchor.</p> <p>** 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'.</p> <p>*** As determined by Subdivision 2015-0004 and amended by DSUP2016-00043.</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 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 Dulany 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)**

DSUP #2018-0013  
2425 Eisenhower Avenue  
Hoffman Town Center – Block 6C

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	<u>463,000</u> <u>357,421</u>	2,208,564	<u>1,925,000</u> <u>2,509,554</u>	271,000	<u>4,567,564</u> <u>4,910,539</u>	<u>188,968</u> <u>215,171</u>	<u>4,378,596</u> <u>4,695,368</u>	<u>594,269</u> <u>1,161,202</u>	<u>4,972,865</u> <u>5,887,876</u>	<u>8,600</u> <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)

**AMENDED STAGE I DSUP CONDITIONS:**  
**(DSUP #2014-0027)**

144. An updated Stage 1 DSUP plan for Blocks 2 and 3 shall be submitted within 30 days of Council approval, or with the Stage 2 DSUP preliminary plan, whichever is sooner. (P&Z)

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

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

other crosswalk treatments must be approved by the Director of T&ES.

- j. Install pedestrian countdown signals and pedestrian activated push-buttons in accordance with City Standards. All pedestrian-activated push buttons shall be accessible per ADA Accessibility Guidelines (ADAAG).
- k. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials so as to minimize any potential visible impacts. \*\*\* (P&Z)(RP&CA)(T&ES)

### ***B. PUBLIC ART:***

- 146. Public Art details (design, materials, artist) in accordance with the Hoffman Public Art Plan, can be agreed/approved by the City and in coordination with the applicant or future applicant (if the project is sold/transferred) prior to the Certificate of Occupancy. The Final Site Plan can be released prior to these items being finalized. This process must be noted on the FSP and made clear to any future applicants.

### ***C. OPEN SPACE/LANDSCAPING:***

- 147. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and/or RP&CA. At a minimum the Landscape Plan shall:
  - a. Provide an enhanced level of detail for plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
  - b. Ensure positive drainage in all planted areas.
  - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
  - d. Provide detail sections showing above and below grade conditions for plantings above a structure.
  - e. Provide planting details for all proposed conditions including street trees, multi- trunk trees, shrubs, perennials, and groundcovers.

- f. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.
  - g. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
  - h. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and all planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes.  
(P&Z)(RP&CA)
148. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA, P&Z and Code Administration.
- a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
  - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible, external water hose bib on all building sides at a maximum spacing of 90 feet apart.
  - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
  - d. Install all lines beneath paved surfaces as sleeved connections.
  - e. Locate water sources and hose bibs in coordination with City Staff.  
(P&Z)(RP&CA)
149. Develop a palette of site furnishings in consultation with staff.
- a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, and/or P&Z and T&ES.
  - b. Site furnishings shall include benches, bicycle racks, trash and recycling



receptacles, drinking fountains and other associated features.  
(RP&CA)(P&Z)(T&ES)

150. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, and/or P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)
151. For Blocks 2 & 3, identify open space on the plan and provide an approximate tabulation of the open space square footage. If reorientation of the building footprint causes the West Side Gardens open space to be relocated, the open space shall be consolidated on Block 3. (RP&CA)
152. Ensure that the open space acreage meets the requirements of the Hoffman Stage I DSUP for Block 2/3, otherwise called West Side Gardens. (RP&CA)
153. The open space design of West Side Gardens shall be vetted and approved by the Park and Recreation Commission prior to the release of the final site plan. (RP&CA)

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

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

***E. BUILDING:***

157. The location and maximum footprints of the future office building and parking structure shall be generally consistent with the Stage I DSUP as amended. The final design of the buildings, including the height and floor area, shall be per the Eisenhower East Design Guidelines; and, portions of the garage that are highly visible to public rights-of-way, particularly the façade facing Telegraph Road, shall

be designed with high quality materials.

158. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver (for non-residential buildings), LEED Certified (for residential buildings), or Equivalent, to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
  - a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first final site plan and provide a draft checklist showing how the project plans to achieve the certification.\*
  - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. \*\*\*
  - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
  - d. Provide documentation of LEED Silver Certification from USGBC (or equivalent) within two years of obtaining a final certificate of occupancy.
  - e. Failure to achieve LEED Silver (or equivalent) for the project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z)(RP&CA)(T&ES)
  - f. Provide documentation to future retail tenants encouraging them to operate their business consistently with the goals of LEED, as well as to pursue LEED for Retail or LEED for Commercial Interiors certification. (P&Z)(RP&CA)(T&ES)
159. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at [Http://www.epa.gov/WaterSense/pp/index.htm](http://www.epa.gov/WaterSense/pp/index.htm). (T&ES)

***F. SIGNAGE:***

160. Design and develop a coordinated sign plan in conformance with the Hoffman Coordinated Sign Program, and which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics, business signs, and interpretive signage that highlights the history and archaeology of the site. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of Archaeology, P&Z, and/or RP&CA, and T&ES.\*
  - a. Business signs shall employ variety and creativity of design.
  - b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc. (Arch) (P&Z) (RP&CA) (T&ES)
161. Design business and identification signs to relate in material, color and scale to the building on which the sign is displayed to the satisfaction of the Director of P&Z.
  - a. The business and identification signs shall be designed of high quality materials and sign messages shall be limited to logos and names.
  - b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
162. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
163. A freestanding monument or identification sign shall be prohibited. (P&Z)
164. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.\* (P&Z)(T&ES)

***G. HOUSING:***

165. 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 on June 8, 2005 in December 2013. (Housing)(PC)

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. PARKING:***

166. For Block 2, locate a maximum of 985 parking spaces in the parking garage. This allocation is approved for a federal tenant only. (P&Z)(T&ES)
167. Provide bicycle parking space(s) per Alexandria's current Bicycle Parking Standards for each Stage 2 DSUP. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: [www.alexandriava.gov/bicycleparking](http://www.alexandriava.gov/bicycleparking). Provide bicycle parking both in the parking garage and outside at ground level. Bicycle parking outside shall be covered. (T&ES)
168. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan and shall at a minimum include the following:
  - a. Provide controlled access into the garage for vehicles and pedestrians.
  - b. A plan of the garage facility – including the number of lanes of traffic for entering / exiting, indicating any reversible lanes.
  - c. Total capacity and a breakdown of parking types (standard, compact, tandem, accessible, etc.).
  - d. A description of access control equipment and an explanation of how the garage will be managed. Include information on hours of operation, and accommodation for the various users of the garage (short and long term parking, car and vanpools, bicycles, etc.).
  - e. Information on proposed staffing needs for peak, non-peak and overnight hours.
  - f. How rates will be determined and details of validation program if proposed.
  - g. Details of appropriate signage for the retail parking indicating hours which are reserved for retail patrons.\* (P&Z)(T&ES)

#### ***I. BUS STOPS AND BUS SHELTERS:***

169. Show all existing and proposed bus stops with associated features, to include shelters,

canopies, and benches in the vicinity of the site on the final site plan. Any proposed features shall be ADA compliant; all bus shelters shall include a bench, illumination (solar or electric), and the ability to accommodate future real time bus information LED screens and electric connections to the satisfaction of the Director of T&ES. The final bus shelter, bus canopy, and bus stop bench design shall meet City standards and the approval of the Director of T&ES. Design and specifications for the City standard bus shelter can be found at <https://www.alexandriava.gov/tes/info/default.aspx?id=6548> (T&ES)

170. For Block 2, provide an ADA compliant bus stop area on Southbound Stovall Street between Pershing Avenue and Eisenhower Avenue. Bus stop should be located along Stovall Street so that buses serving the stop have sufficient time and distance to maneuver into appropriate lane to make left hand turn (outermost lane) onto Eastbound Eisenhower Avenue. (T&ES)
171. For Block 2, make the new bus stop on Stovall Street between Pershing Avenue and Eisenhower Avenue ADA compliant. ADA compliance includes:
  - a. Install an unobstructed eight (8) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, bus stop passenger loading pad. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The loading pad's cross slope shall be less than 2%. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. (T&ES)
172. Street trees in close proximity to bus stop approaches or directly adjacent to travel lanes shall be:
  - a. Located to avoid conflict with vehicles, specifically:
    - i. Trees shall be excluded from a 40 ft. zone which represents the length of the bus as it is serving the stop.
    - ii. Trees within both the 10 ft. departure zone and the 20 ft. approach zone (on either side of the 40 ft. zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses.
  - b. Subject to the character of the adjacent area and relevant design guidelines for spacing, distance from the curb and species selection. In general, trees shall be of the same species along the entire block face.

- c. Selected from upright branching species in areas where relevant design guidelines do not otherwise specify
- d. Installed with a minimum six feet of clear stem and gradually pruned to reduce conflict with vehicles, under consultation from a certified arborist. Pruning of street trees is part of the regular maintenance required of applicants under the City's bond for public improvements.
- e. Set back from the curb edge where the width of sidewalk and adjacent conditions allow. (T&ES)

***J. SITE PLAN:***

- 173. Submit the plat of consolidation and all applicable vacations, easements and/or dedications prior to the final site plan submission. The plat(s) shall be approved and recorded prior to the release of the final site plan.\* (P&Z)(T&ES)
- 174. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, and T&ES. These items include:
  - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
  - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
  - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
  - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)(RP&CA)
- 175. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RP&CA in consultation with the Chief of Police and shall include the following:
  - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
  - b. If existing lighting does not meet minimum standards within the City right-of-way adjacent to the site, additional lighting must be provided so that the lighting meets City standards or to the satisfaction of the Director of T&ES.
  - c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
  - d. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
  - e. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the

- opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
- f. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
  - g. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
  - h. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
  - i. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
  - j. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
  - k. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
  - l. The lighting for the underground/structured parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
  - m. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
  - n. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
  - o. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)

***K. CONSTRUCTION MANAGEMENT:***

- 176. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. \* (T&ES)
- 177. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
  - a. Include a plan for temporary pedestrian and vehicular circulation;

- b. Include analysis as to whether temporary street lighting is needed on the site and how it is to be installed.
  - c. Include the overall schedule for construction and the hauling route;
  - d. Include a Traffic Control Plan as part of the construction management plan, to include proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage of materials for informational purposes. In addition, the Traffic Control Plan shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The prepared drawings shall include a statement “FOR INFORMATION ONLY” on the Traffic Control Plan Sheets.
  - e. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
  - f. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a “stop work order” will be issued, with construction halted until the violation has been corrected. \* (P&Z)(T&ES)(Code)
178. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
  - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
  - c. If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. \*(P&Z)(T&ES)



179. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
180. No major construction staging shall be allowed within the public right-of-way on Pershing Ave, Stovall Street and Eisenhower Avenue. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. \*\* (T&ES)
181. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of any stops, a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES Office of Transit Services at 703-746-4075 as well as with the transit agency which provides service to the bus stop. Signs noting the bus stop closure and location of the temporary bus stop must be installed at all bus stops taken out of service due to construction. (T&ES)
182. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of Construction Management & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
183. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
184. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
185. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z)(T&ES)
186. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction

workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)

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

***L. WASTEWATER / SANITARY SEWERS:***

192. 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)

***M. STREETS / TRAFFIC:***

193. Preferably a separation of 150', with a minimum of 100' between the beginning of street corner radius and any driveway apron radius shall be maintained on arterial and collector roadways; however, a minimum of 30 feet separation between beginning of street corner radius and any driveway apron radius shall be maintained on residential streets. Additional curb cuts are not recommended since these will impede traffic flow. (T&ES)
194. Consider relocating the main access point on Block 2 to Stovall Street. The following conditions shall apply:
  - a. The garage entrance gate shall be designed and positioned so that the peak hour queue of vehicles waiting to enter the garage does not extend onto Stovall Street or block the sidewalk in any way.
  - b. The Curb cut should be located approximately opposite of the curb cut across Stovall Street.
  - c. A traffic study shall be undertaken demonstrating to the satisfaction of the Director of T&ES that the proposed garage entrance and associated left turn lane will not unreasonably impact traffic flow on Stovall Street.
  - d. The garage entrance shall provide a minimum of two controlled access lanes entering the garage to minimize spill over onto the street. (T&ES)
195. With the Final Site Plan 1 submission for Block 2, provide a signal plan for the intersection of Pershing Ave. and Stovall St. (T&ES)
196. The current proposal (drawings dated September 15, 2014; received by P&Z September 24, 2014) showing access off of Pershing Avenue into the parking garage for Block 2 is not acceptable for the following reasons:
  - a. The geometry of the entrance creates a very sharp turning movement for vehicles turning right into the garage from the I-495 off-ramp. This presents a conflict should a vehicle be waiting at the driveway to exit the garage, and a conflict should a vehicle need to slow down to make the turn while another vehicle travels at high speeds on the off-ramp behind it.
  - b. The volume of cars that will attempt to enter the garage in the A.M. could cause a queue on Pershing Avenue that would present a dangerous situation along Pershing Avenue.

- c. Vehicles exiting onto Pershing Avenue will have a limited sight distance of vehicles coming off of the I-495 off ramp that are traveling at high speeds. (T&ES)

If the access point remains on Pershing Avenue, provide the following:

- d. Relocate the entrance towards the intersection with Stovall Street in conformance with Condition #117 above.
  - e. Prohibit the left turn movement from Pershing Avenue onto the road in front of the main entrance to the building. This left turn would be too close to the Stovall Street and Pershing intersection.
  - f. Prohibit the left turn from Pershing Avenue into the site, as it would cross the ramp off of I-495. (T&ES)
197. 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)
198. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction Management & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
199. Provide an update to the previous traffic study that shows additional trips generated by the proposed use on Block 2 and includes queues and additional turning movements into the parking structure and internal circulation. All Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. Additional improvements to the satisfaction of the Director of T&ES may be required based on the results of the update to the traffic study. (T&ES)
200. 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)
201. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)

202. For Block 2, furnish and install two 4" conduits with pull wires, and junction boxes located at a maximum interval of 300' underneath the sidewalks along Stovall Road from Pershing Avenue to Eisenhower Avenue. These conduits shall terminate in an underground junction box at each corner at Stovall Road and Pershing Avenue and Stovall Road and Eisenhower Avenue. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES)

***N. UTILITIES:***

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

***O. STORMWATER MANAGEMENT:***

204. The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
205. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Worksheet, or City of Alexandria Worksheets A or B and Worksheet C, as applicable. (T&ES)
206. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
- a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
  - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. \*\*\*\* (T&ES)
207. Surface-installed storm water Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)

208. Submit two originals of the storm water quality BMP and Stormwater Detention Facilities Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.\* (T&ES)
209. The Applicant/Owner shall be responsible for installing and maintaining storm water Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three years and develop an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City.  
\*\*\*\*(T&ES)
210. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond.  
\*\*\*\*(T&ES)
211. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed.  
\*\*\*\*(T&ES)

***P. CONTAMINATED LAND:***

212. Indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality.  
(T&ES)
213. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
  - a. Submit a Site Characterization Report/Extent of Contamination Study

detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.

- b. Submit a Risk Assessment indicating any risks associated with the contamination.
- c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil.
- d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
- e. The applicant shall screen for PCBs as part of the site characterization to comply with the City's Department of Conservation and Recreation Municipal Separate Storm Sewer (MS4) permit.
- f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. \* (T&ES)

***Q. NOISE:***

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

***R. AIR POLLUTION:***

- 215. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
- 216. No material may be disposed of by venting into the atmosphere. (T&ES)
- 217. 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:***

- 218. For Block 2, the applicant shall contribute the full cost for a new medium-size

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

***T. ARCHAEOLOGY:***

219. Historical maps indicate that this area was once a low terrace adjacent to a tributary stream of Cameron Run. Native American sites have been discovered in comparable settings. It is therefore possible that this site could yield archaeological resources that could provide insight into Native American activities prior to the arrival of Europeans in the area. Previous historical and archaeological investigations have indicated that this area may have potential to provide insight into 18th and 19th-century activities and into occupation by Native Americans. The 18th-century Town of Cameron was situated on Hunting Creek near the upstream limits of navigation, but its exact location has never been found. To the north, the 18th-century West family cemetery, two 18th- and 19th- century mills (one of which was converted for use by the Alexandria Water Company) and the 19th-century Roberts' farm were excavated.
220. A 1998 Archaeological Assessment report produced by R. Christopher Goodwin and Associates recommends limited mechanized trenching for the property.
221. Hire an archaeological consultant to consult with Alexandria Archaeology in order to devise a Statement of Work for limited mechanized trenching as monitored by a qualified professional archaeologist. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Archaeology)
222. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place to recover significant resources in concert with construction activities. \* (Archaeology)
223. 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)

- 224. 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)
- 225. The statements in C-2, C-3, and C-4 above must appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including sheeting and shoring and grading) so that on-site contractors are aware of the requirements.
- 226. Certificates of Occupancy will not be issued for this property until the final archaeological report has been received and approved by the City Archaeologist.
- 227. All archaeological work will be carried out in accordance with the City of Alexandria Archaeological Standards and is subject to the approval of the City Archaeologist.

***U. FIRE:***

- 228. Plans should show location of all existing fire hydrants in and around site and existing fire department connections so that a determination can be made regarding the impact of construction and the ability of the fire department to provide a water supply.
- 229. All new fire hydrants on property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance, and service. This will be evaluated on a case by case basis.
- 230. The applicant shall provide a separate Fire Service Plan which illustrates where applicable: a) emergency ingress/egress routes to the site; b) one fire department connection (FDC) for buildings under 5 stories or 55 feet or two sufficiently remote FDC's for buildings over 5 stories or 55 feet; c) all existing and proposed fire hydrants where fire hydrants are located between forty (40) and one hundred (100) feet of each required FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a minimum width of twenty-two (22) feet; f) the location and size of the separate fire line(s) for the building fire service connection and fire hydrants.
- 231. The applicant shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan. This information will determine if item C-3 requirements apply.

232. If building or structure is over 50 feet in height, it is required to have ladder truck access to 48% perimeter of the buildings by public roads or recorded emergency vehicle easements (EVE). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. Equivalency may be demonstrated through methods outlined in the City Fire Prevention Code Appendix D. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings.
233. The applicant shall provide two wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The three copies shall be submitted to Alexandria Fire Department, Fire Prevention, C/O A. Maurice Jones, Jr. 900 Second Street, Alexandria, Va. 22314.
234. A Knox Box Rapid Entry key access system shall be installed to facilitate building entry by fire department personnel during an emergency. The size and number of Knox Boxes, number of key sets, and required keys or access devices shall be determined by Alexandria Fire Department personnel.
235. The applicant of any building or structure constructed in excess of 10,000 square feet; any building or structure which constructs an addition in excess of 10,000 square feet; or any building where there is a level below grade shall contact the City of Alexandria Radio Communications Manager in the Department of Emergency Communications prior to submission of a final site plan. The proposed project shall be reviewed for compliance with the radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:
  - a. The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
  - b. The building or structure design shall support a minimum signal transmission strength of -95 dBm within 90 percent of each floor area.
  - c. The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.
  - d. Areas deemed critical by the City of Alexandria, such as fire control rooms, exit stairways, and exit passageways shall provide 99 percent coverage exceeding -95 dbm when transmitting or receiving.
  - e. The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio

Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.

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

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

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

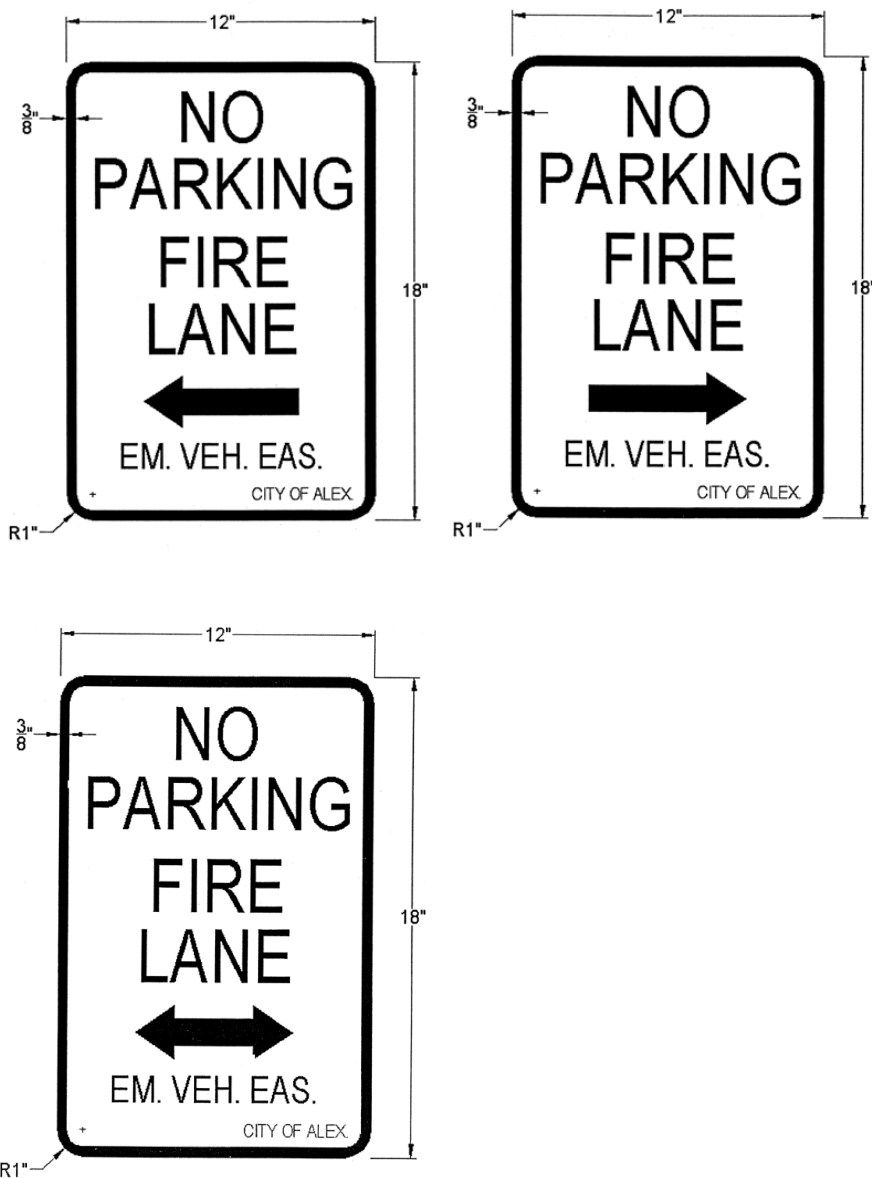
236. The site plan shall show placement of emergency vehicle easement signs. See sign detail and placement requirements are as follows:

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

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

between signs shall be 100 feet. Other special signs or modifications to emergency vehicle easement signs shall be approved by the fire official.

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



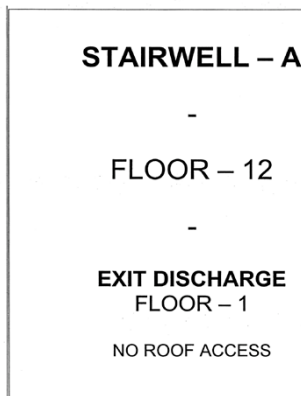
237. Show fire apparatus vehicle turning radius based on the following specifications:

Tower 203 Turning Specifications

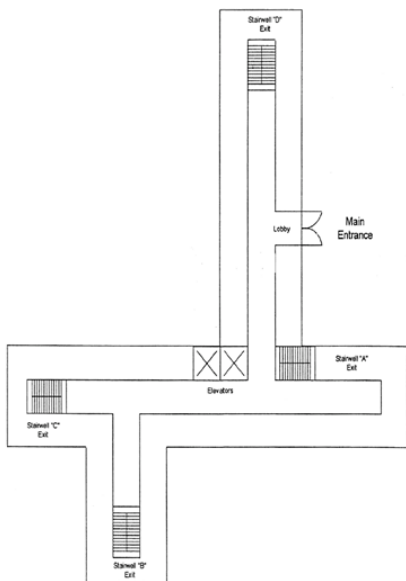
- Turning Radius – Wall to Wall = 54.98 feet + / - 2 feet  
Curb to Curb = 51.33 feet + / - 2 feet  
Inside turning radius = 37.73 feet + / - 2 feet
    - Overall Length – 47' – 4 ½"
    - Overall Width – 98"
    - Wheel Bases from front axle to both rear axles – 240"
    - Tandem axle spacing – 56" CL of axle to CL of axle
    - Gross Weight – As built with no equipment or water gross weight = 66,000#
    - Angle of Approach – 13 Degrees
    - Angle of Departure – 11 degrees
    - Ramp Break Over – Break over angle is 9°
238. Provide Stairway Identification. Stairway identification signs shall be provided at each landing in all interior exit stairways connecting more than three stories. Stairways shall be identified by letter designation starting next to the main entrance with "A" and continuing in a clockwise or left to right pattern using consecutive letters of the alphabet for each additional stairway. Two copies of the stairway signs shall be submitted to the fire official for approval before occupancy.

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

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



Example Stairway Identification Sign



Example Building Footprint Sign

## **CITY DEPARTMENT CODE COMMENTS**

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

### **Planning and Zoning**

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

### **Transportation and Environmental Services**

- R - 1. The current site plans provide for a 962 square foot trash room adjacent to a single loading dock. While this trash room meets the storage space requirements for solid waste and recycling, its configuration does not allow for the most efficient collection of these materials. (T&ES- Resource Recovery)
- R - 2. The total square footage for this office building is listed at approximately 684,000 square feet. This level of occupancy will generate between 1.5 and 3 tons of solid waste per day in most circumstances. This volume of solid waste would best be handled using a pair of compactors for both trash and recyclable materials which the current trash room does not allow for. (T&ES- Resource Recovery)
- R - 3. At maximum occupancy, this building may require multiple collections per day for both trash and recyclables using a standard 8cy front load container. The use of compactors would be a much more efficient collection method for a building of this size although it would require more dedicated loading dock space. (T&ES- Resource Recovery)
- R - 4. DASH has in its annual Transit Development Plan and Long Range Expansion plan to implement a new Eisenhower Circulator, currently programmed for implementation in FY2017. The provision of space for a bus stop would enable an extension of the Eisenhower Circulator to service new developments west of Eisenhower Metro Station along Stovall Street and Pershing Avenue. A bus shelter is planned for the bus stop in FY2017. (T&ES/DASH)

- R - 5. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- R - 6. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:
- <http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- R - 7. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- R - 8. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- R - 9. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- R - 10. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration (T&ES)
- R - 11. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034- 77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively.



The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)

- R - 12. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)
- R - 13. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)
- R - 14. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)

- R - 15. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- R - 16. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12” of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- R - 17. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- R - 18. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- R - 19. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- R - 20. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- R - 21. A Traffic Control Plan shall be provided within the Construction Management Plan and replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. These sheets are to be provided as “Information Only”. (T&ES)
- R - 22. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall

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

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

transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)

C - 7 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)

C - 8 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 06-14, New Sanitary Sewer Connection and Adequate Outfall Analysis, effective July 1, 2014. The sanitary sewer adequate outfall analysis is required as part of the Preliminary Site Plan submission. The memorandum is available at the following web address of the City of Alexandria (T&ES)

<http://alexandriava.gov/uploadedFiles/tes/info/MemoToIndustry06-14.pdf>

C - 9 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access:

provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)

C - 10 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: [www.alexandriava.gov/solidwaste](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 Bond for the public improvements must be posted prior to release of the site plan.\* (T&ES)
- C - 14 The sewer tap fee must be paid prior to release of the site plan.\* (T&ES)
- C - 15 All easements and/or dedications must be recorded prior to release of the site plan.\* (T&ES)
- C - 16 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.\* (T&ES)
- C - 17 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 18 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 19 The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material

specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)

- C - 20 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 21 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 22 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 23 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 24 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 25 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the water quality volume default and stormwater quantity management. (T&ES)
- C - 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, 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 Virginia Stormwater Management Program General Construction Permit for land disturbing activities greater than one acre.

See memo to industry 08-14 which can be found on-line here; <http://alexandriava.gov/tes/info/default.aspx?id=3522>. \* (T&ES)

Alexandria Renew Enterprises:

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

Virginia American Water Company:

- F - 1. VAWC has no comments at this time.

Fire Department

- F - 1. The following comments are for preliminary review only. Additional comments may be forthcoming once the applicant provides supplemental information for review. Please direct any questions to Maurice Jones at 703-746-4256 or maurice.jones@alexandriava.gov.
- R - 1. To improve fire department operational capabilities, it is recommended that all stairways extend to the roof level for direct access to the roof.

Code Administration (Building Code):

- F - 1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- C - 1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C - 2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.
- C - 3 A soils report must be submitted with the building permit application for all new and existing building structures.
- C - 4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.

- C - 5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
- C - 6 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.
- C - 7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C - 8 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C - 9 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

### Police

#### Parking Garage Recommendations

- 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 - 1. 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 - 1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.  
Asterisks denote the following:

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- \* 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

SPECIAL USE PERMIT #2017-0097  
HOFFMAN TOWN CENTER (TMP)

Planning Commission Meeting  
September 7, 2017

**ISSUE:** Consideration of an amendment to Condition #9 of the Hoffman transportation management plan special use permit approval to incorporate residential and retail uses and their associated rates.

**APPLICANT:** Perseus Realty, LLC  
Represented by Ken Wire, McGuire Woods, LLP; Attorney

**LOCATION:** 200 Stovall Street

**ZONE:** CDD-2/Coordinated Development District

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**STAFF RECOMMENDATION:**

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

1. A TMP Coordinator (TMPC) shall be designated for the all development within the Hoffman Center upon application for any new building permit within the project. The name, address and telephone number of the TMP Coordinator shall be provided to the Office of Transit Services and Programs (OTS&P). The Coordinator shall maintain an on-site office at Hoffman Center and shall be responsible for establishing and administering a Transportation Management Plan for the entire project, including existing commercial and hotel uses within the Hoffman CDD.
2. The applicant shall promote the use of transit, carpooling/vanpooling and other components of the TMP with new employees during new employee orientation.
3. The applicant shall display and distribute information about transit, carpool/vanpool and other TMP programs and services to employees at the project, including maintaining, on site, stocks of appropriate bus schedules, information on Metrorail, and applications to the regional rideshare program. Displays shall be installed in each building to hold transit and carpool brochures and other TMP promotional material.
4. The applicant shall administer a ride-sharing program, including assisting in the formation of two person car pools and car/vanpools of three or more persons. To expedite the formation of car/vanpools, the applicant will have an on-site ridesharing computer

linked to the Council of Governments Commuter Connections network for instantaneous ridematching services.

5. A survey of employees shall be conducted, beginning one year from the issuance of the Certificate of Occupancy for any new building, to determine the number of employees, their place of residence, 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 and will become the basis for the Annual Report.
6. 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.
7. The applicant shall participate and coordinate TMP activities with other projects in the vicinity of the site and OTS&P.
8. The applicant shall administer a parking plan as follows:
  - a. Reserve 5% of parking spaces for high occupancy vehicles (three or more persons) and carpools of two until 10:30 AM. This provision will be enforced by requiring registration of vehicles that will occupy these spaces, issuing special identification passes and contracting with a towing service to tow non-registered vehicles from the facility at the owners expense. High occupancy spaces for vehicles with three or more persons will be provided free of charge and will be set aside in convenient locations.
  - b. Carpools of two will be charged half the current price. These carpools will register with the TMP Coordinator.
  - c. All other parking, except those spaces identified in (a) and (b) above, will be charged the market rate. The price structure for SOV parking will be examined periodically and adjusted accordingly to encourage use of non-SOV travel modes.
  - d. The parking designated for the movie theaters and restaurants would be exempt from the parking plan as these uses would be accessed outside of peak periods.
9. That the applicant fund, at an annual base rate of \$0.13 per leasable square foot of new commercial space, \$64.896 per dwelling unit of new residential space, and \$0.173 per gross square foot of retail space (in 2014 dollars) for which a certificate of occupancy has been issued a transportation account to be used exclusively for these approved TMP activities:

- a. Computer link to regional ridesharing network
- b. Discounting the cost of bus and transit fare media for employees
- c. Marketing activities, including advertising, promotional events, etc.
- d. Incentives to car-poolers or staggered work hour program participants; and
- e. Any other TMP activities as may be proposed by the applicant and approved by the Director of T&ES

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.

10. 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.
11. 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.
12. 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.
13. 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.
14. 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.
15. An amendment to this TMP shall be processed with each approval of a new preliminary development plan for a portion of the Hoffman CDD in order to incorporate specific TMP elements for proposed future uses as they are approved through the development process.

**DISCUSSION:**

In conjunction with the Eisenhower East Small Area Plan Amendment (MPA#2017-0006) and Development Special Use Permit (DSUP2017-0015), for conversion of the existing office building at 200 Stovall Street to residential and retail uses, the applicant, Perseus Realty, LLC., is requesting an amendment to the Transportation Management Plan special use permit for the Hoffman tract. The Hoffman TMP was originally approved by City Council in February 1998 in conjunction with CDD concept plan approval for the Hoffman tract, and the proposed PTO development. The TMP includes a condition that it be amended in conjunction with each new phase of development that is proposed at the Hoffman tract, in order to provide staff the opportunity to reassess traffic impacts in light of the specifics of each proposal and any changes that may have occurred in the general area since the original approval. Staff recommends only one change to the TMP to include residential and retail uses and their associated rates.

With this change, staff recommends approval

**APPLICATION****DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN****DSUP #** \_\_\_\_\_ **Project Name:** \_\_\_\_\_**PROPERTY LOCATION:** 2425 Eisenhower Avenue**TAX MAP REFERENCE:** 072.04-03-31 **ZONE:** CDD #2**APPLICANT:**

Name: 2425 Eisenhower Acquisitions, LLC

Address: c/o Rubenstein Partners Cira Center, 28th Floor, 2929 Arch St. Philadelphia, PA 19104

**PROPERTY OWNER:**

Name: Same as applicant

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

**SUMMARY OF PROPOSAL** The Applicant proposes a Stage II development special use permit to allow the construction of a a one story retail building consisting of approximately 7,791 square feet.**MODIFICATIONS REQUESTED** \_\_\_\_\_**SUP's REQUESTED** \_\_\_\_\_☒ **THE UNDERSIGNED** hereby applies for Development Site Plan with Special Use Permit approval in accordance with the provisions of Section 11-400 of the Zoning Ordinance of the City of Alexandria, Virginia.☒ **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.☒ **THE UNDERSIGNED** also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his/her knowledge and belief.

M. Catharine Puskar, Attorney/Agent

Print Name of Applicant or Agent Walsh, Colucci, Lubeley &amp; Walsh, P.C.

2200 Clarendon Blvd, Suite 1300

Mailing/Street Address

Arlington, Virginia 22201-3359

City and State

Zip Code

Signature

703-528-4700

Telephone #

703-525-3197

Fax #

cpuskar@thelandlawyers.com

Email address

9/4/2018

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: \_\_\_\_\_

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.

See attached.

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

Not Applicable

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

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

N/A

## OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

**1. Applicant.** State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than 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. See attached.	See attached.	See attached.
2.		
3.		

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at 2425 Eisenhower Avenue (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. See attached.	See attached.	See attached.
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. See attached.	None	Not Applicable
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.

9/14/18      m Catherine Puskal      MCPuskal  
 Date                      Printed Name                      Signature



**2425 Eisenhower Acquisitions, LLC**  
c/o Rubinstein Partners  
2929 Arch Street, 28<sup>th</sup> Floor  
Philadelphia, Pennsylvania 19104-2868

Karl Moritz  
301 King Street  
City Hall, Room 2100  
Alexandria, Virginia 22314


Re: Authorization and Consent to File Application for a Development Special Use  
Permit Amendment and Associated Requests  
Applicant/Owner: 2425 Eisenhower Acquisitions, LLC  
2425 Eisenhower Avenue, Tax Map ID: 072.04-03-31 (the "Property")

Dear Mr. Moritz:

2425 Eisenhower Acquisitions, LLC, the Applicant and owner of the above-referenced Property, hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of an application for a development special use permit amendment and any related applications or requests to allow for the construction of a retail building on the Property.

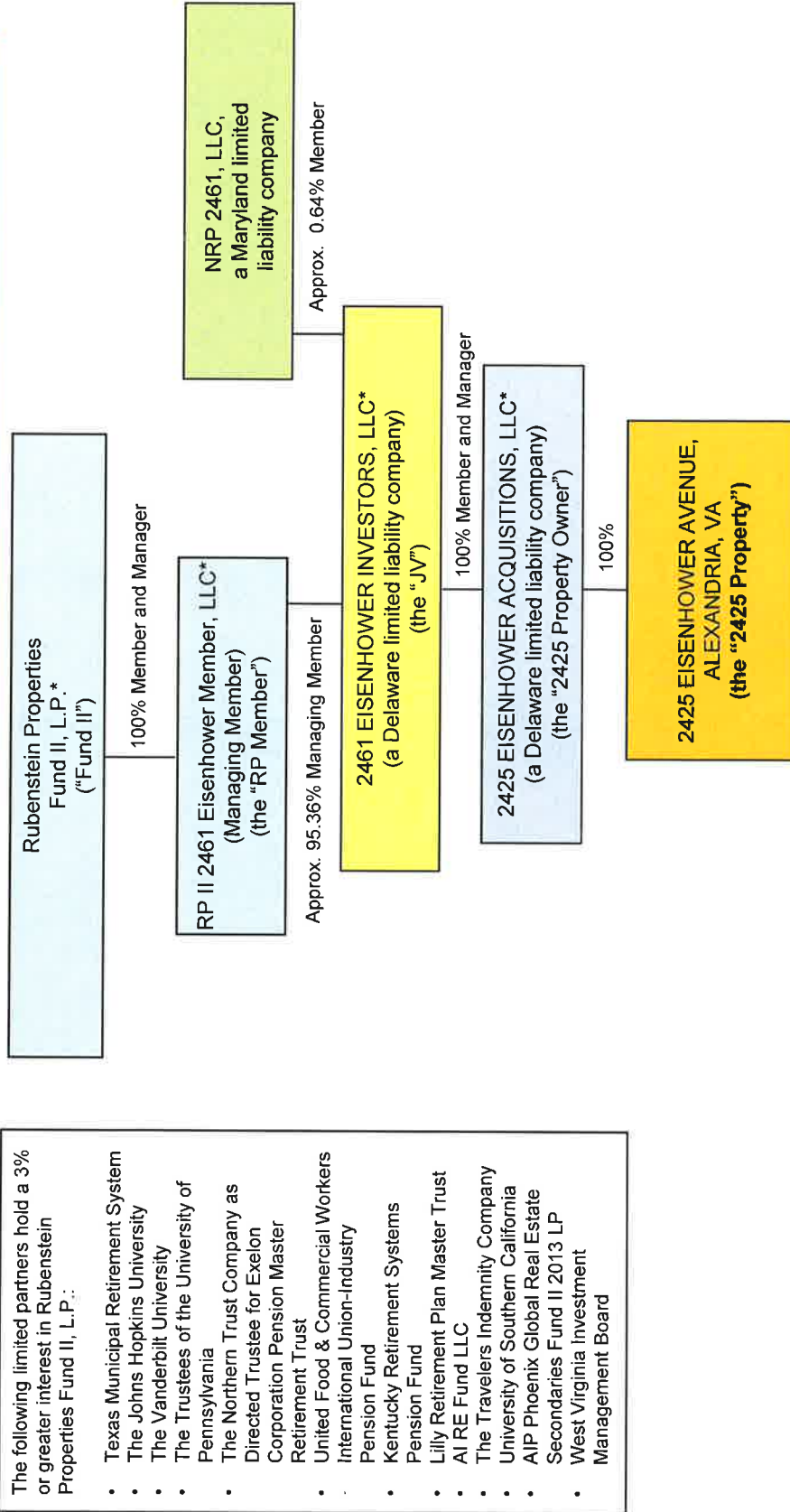
Very truly yours,

2425 EISENHOWER ACQUISITIONS, LLC

By:   
Name: **Craig G. Zolot**  
Title: **Principal**

Date: 9/4/18

# **2425 EISENHOWER AVENUE, ALEXANDRIA, VA** Organizational Structure as of August 29, 2018



\* Formed under the laws of the State of Delaware

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 Statement of Justification.

[illegible]

Statement of Justification  
2425 Eisenhower Avenue  
Tax Map No. 072.04-03-31

2425 Eisenhower Acquisitions, LLC (the "Applicant") is the owner of the parcel located at 2425 Eisenhower Avenue (the "Property"). The Property is located within the Hoffman Town Center at the intersection of Eisenhower Avenue and Swamp Fox Road, and is identified as Block 6C. The Property is zoned CDD #2, and is subject to development special use permit (DSUP #2000-0028), which was approved by City Council in October 2000. The original 2000 approval permitted the construction of approximately 1 million square feet of office and 33,500 square feet of retail, including 7,882 square feet of retail for Block 6C that has not yet been constructed. A number of amendments to DSUP #2000-0028 have been approved since 2000. The Applicant is requesting a Stage II Development Special Use Permit to allow the construction of the approved yet unconstructed retail building on Block 6C.

The proposed one-story retail building consists of 7,791 square feet, and will accommodate one or more retail tenants as defined by Condition 12 of DSUP 2016-0027. The building entrances are oriented toward the crescent-shaped private street within the Town Center plaza, consistent with existing ground floor retail and restaurant uses in the adjacent office building at 2461 Eisenhower Avenue. The proposed improvements will enhance the pedestrian experience within the Town Center plaza through the establishment of a streetscape along the existing drive aisles that will include street trees and a variety of paving materials. In accordance with previous approvals for the Hoffman Town Center, parking is provided in the form of existing surface parking spaces along the private street that will remain. The architectural design of the building is in conformance with Eisenhower East Small Area Plan and Design Guidelines, and complimentary to existing development in the area.

The Applicant's proposal will activate the remaining undeveloped parcel within Block 6. The proposed development will benefit nearby residents and employees of the surrounding office buildings through the provision of additional shopping and/or dining options.

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

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

Varies by tenant.

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

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

Varies by tenant.

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

Day	Hours	Day	Hours
Varies by tenant	<hr/>	<hr/>	<hr/>
<hr/>	<hr/>	<hr/>	<hr/>
<hr/>	<hr/>	<hr/>	<hr/>
<hr/>	<hr/>	<hr/>	<hr/>
<hr/>	<hr/>	<hr/>	<hr/>

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

- A. Describe the noise levels anticipated from all mechanical equipment and patrons.  
No significant noise levels are anticipated.

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- B. How will the noise from patrons be controlled?  
No significant noise levels are anticipated.

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

No significant odors are anticipated.

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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?

Trash and garbage typically associated with retail uses.

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

Varies by tenant.

C. How often will trash be collected?

Varies by tenant.

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

Trash will be stored in receptacles located within the building.

**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.

**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:

Organic compounds stored on the property, if any, will be of a type and quantity

typically associated with retail use.

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

Adequate lighting will be provided on site.

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

☐ **Yes.**      ☐ **No.**      Possibly, depending upon tenant.

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?

A maximum of 2 parking spaces per 1,000 sf of floor area are permitted in accordance with the Eisenhower East Small Area Plan.

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

6 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?

N/A

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?

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

- C. Where are off-street loading facilities located?

One loading space is required. One loading space is provided on-site on the western portion of the property.

- D. During what hours of the day do you expect loading/unloading operations to occur?

Loading/unloading are anticipated to occur primarily in the morning, and on an as needed basis throughout the day.

- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

Varies by tenant.

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

Street access is adequate.





November 8, 2018

City of Alexandria Planning Commission and Members of City Council  
301 King Street  
Suite 2100  
Alexandria, VA 22314  
Sent Via US MAIL and Email

To the City of Alexandria Planning Commission and Members of City Council,

On behalf of the Eisenhower Partnership, I am writing this letter in support of the proposed special use permit 2018-0013 at 2425 Eisenhower Avenue. On October 31, 2018, the Applicant's counsel, Robert Brant from Walsh Colucci, presented the project to the Eisenhower Partnership. The Partnership was appreciative that the Applicant was respectful to the prominence of the location and has invested in high quality architecture and materials. This project will be a showpiece feature on the Corridor and will enhance the attractiveness of the area.

The Partnership is supportive of this project as it addresses the lifestyle, economic and aesthetic goals of the Corridor and the City. The current retail amenities on Eisenhower Avenue are inadequate for the businesses, employees and residents that reside on the Corridor. Vibrant, attractive retail is critical to attracting and retaining businesses and residents. Increased retail activity on the corridor also encourages employees and residents to spend money on the Corridor which increases tax revenue for the City and supports the economic ecosystem of the Corridor. Lastly, the project's contemporary aesthetic and scale is appropriate for the site and promotes a high minded architectural environment. Recent projects on the Corridor have created opportunities for a diversity of architecture within the City.

The Partnership's Board collectively reviewed the Applicant's plan and does have some comments that we would like to be considered. The Partnership believes the Applicant has taken extra efforts to manage their trash by creating a room internal to the project with a temporary loading area for pickup. The Eisenhower Partnership is not supportive of a proposed change to the Applicant's plan to extend the façade of the building as an additional screen of the loading area. The Partnership believes the retail that currently resides behind the proposed project needs as much visibility as possible. An additional screen would reduce the visibility of those establishments and their businesses could suffer. The Partnership believes extending the exterior wall as a screen will elongate an already large blank façade on Eisenhower. Most importantly, creating an additional screening element will create an unsafe traffic/pedestrian condition as the visibility from the alley will be obstructed by the screening element. The City's desire to screen the loading area is in direct conflict with the aesthetics, economic value and



safety that the Partnership advocates for. The Partnership would be supportive of low shrubbery that does not disrupt sightlines.

On behalf of the 103 members of the Eisenhower Partnership representing over 3,000 residents and 400 businesses, I appreciate your consideration of this matter.

Sincerely,

A handwritten signature in black ink that reads "Kay Tyler". The signature is fluid and cursive.

Kay Tyler  
President

Cc: Eisenhower Partnership Board of Directors  
Robert Brant, for the Applicant

# City of Alexandria, Virginia

## MEMORANDUM

DATE: NOVEMBER 28, 2018

TO: CHAIRWOMAN LYMAN AND MEMBERS OF PLANNING COMMISSION

FROM: KARL MORITZ, DIRECTOR OF PLANNING AND ZONING

SUBJECT: DECEMBER 6, 2018 PLANNING COMMISSION HEARING,  
DOCKET ITEM #4: DEVELOPMENT SPECIAL USE PERMIT #2018-0013;

---

This memorandum is provided to rectify two conditions of approval included in Development Special Use Permit (DSUP) #2018-0013. Based upon further review, the following revisions are recommended by City Staff.

**Day Care Centers:** The City Council's approval of Text Amendment (TA) #2016-0004 permitted day care centers in many of the City's commercial zones. Instead of an administrative special use permit, day care centers in these zones need only provide a city-approved drop off and pickup plan for approval. Therefore, Staff recommends removal of language from Condition #18 which states that a day care center will require an administrative special use permit.

### Condition #18

18. 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 not occupy more than 1/3 retail square footage. (P&Z) (T&ES)

**Restaurant Hours:** Staff recommends the removal of conditions that limit the seating and hours of use for restaurants. This includes subset items "a", "b", and "c" from condition #19 relating to restaurant uses. Item "a", which sets limitations for the number of indoor and outdoor seats, is unnecessary as the maximum number of indoor and outdoor seating is already regulated by the Building Code. Item "b", which limits the hours of operation for restaurant uses, is recommended for removal as the proposed development is a stand-alone building within an urban area, and doing so would be consistent with recent approvals within the neighborhood, such as the Development Special Use approval DSUP #2017-00023 for Hoffman Block 4 and 5. Item "c", which requires sound proofing for building residents, is unnecessary as residential uses are not proposed as part of the application.

Condition #19

19. 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)~~

City Staff looks forward to discussing these items with the Planning Commission at the December 6<sup>th</sup> hearing.

Robert D. Brant  
[rbrant@thelandlawyers.com](mailto:rbrant@thelandlawyers.com)  
(703) 528-4700



**Via Email Only**

Mary Lyman, Chair  
Planning Commission  
City of Alexandria  
301 King Street, Room 2100  
Alexandria, VA 22314

**Re: Docket Item #4 – 2425 Eisenhower Avenue  
2425 Eisenhower Avenue Block 6C Retail Pad Site  
Development Special Use Permit #2018-0013  
2425 Eisenhower Acquisitions LLC (the “Applicant”)**

Dear Madam Chair and Members of the Planning Commission:

As I have recently discussed with several of you, the Applicant is proposing a number of revisions to the recommended conditions. The proposed revisions are as follows:

Given the small scale of the proposed 7,752 square foot retail building, the Applicant is requesting the flexibility contemplated by the City’s Green Building Policy (the “Policy”) to allow an alternative method of compliance with the Policy. The Applicant proposes to delete proposed Condition #15 in its entirety, and replace it with the following language:

15. The building design shall incorporate green building measures such that the design meets the standards for LEED Certified or similar standards for an equivalent program. If third-party certification is not pursued, the applicant shall prepare a report, signed by an accredited green building professional, verifying that the building was designed to the LEED Certified level or similar standard for an equivalent program. The report may utilize the LEED Certified checklist or a checklist from an equivalent program to demonstrate compliance. This report shall be submitted prior to issuance of the certificate of occupancy, to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES)

Additionally, the Applicant believes that the provision of a landscape screen, in lieu of the wall screen recommended by staff and the Design Review Board, would be a more appropriate treatment adjacent to the loading area in the southwest corner of the proposed building. The Eisenhower Partnership, as indicated in its letter dated November 8, 2018 supports this approach. The applicant proposes that Condition #12(f) be revised as follows:

**ATTORNEYS AT LAW**


703 528 4700 ■ [WWW.THELANDLAWYERS.COM](http://WWW.THELANDLAWYERS.COM)  
2200 CLARENDON BLVD. ■ SUITE 1300 ■ ARLINGTON, VA 22201-3359

LOUDOUN 703 737 3633 ■ WOODBRIDGE 703 680 4664

- f. Provide screening of the loading area in the form of shrubs or trees to ensure that loading activities are not visible from Eisenhower Avenue ~~per the direction of the Carlyle Design Review Board~~. (P&Z)

If you have any questions, please do not hesitate to contact me. Thank you for your consideration.

WALSH, COLUCCI, LUBELEY & WALSH, P.C.



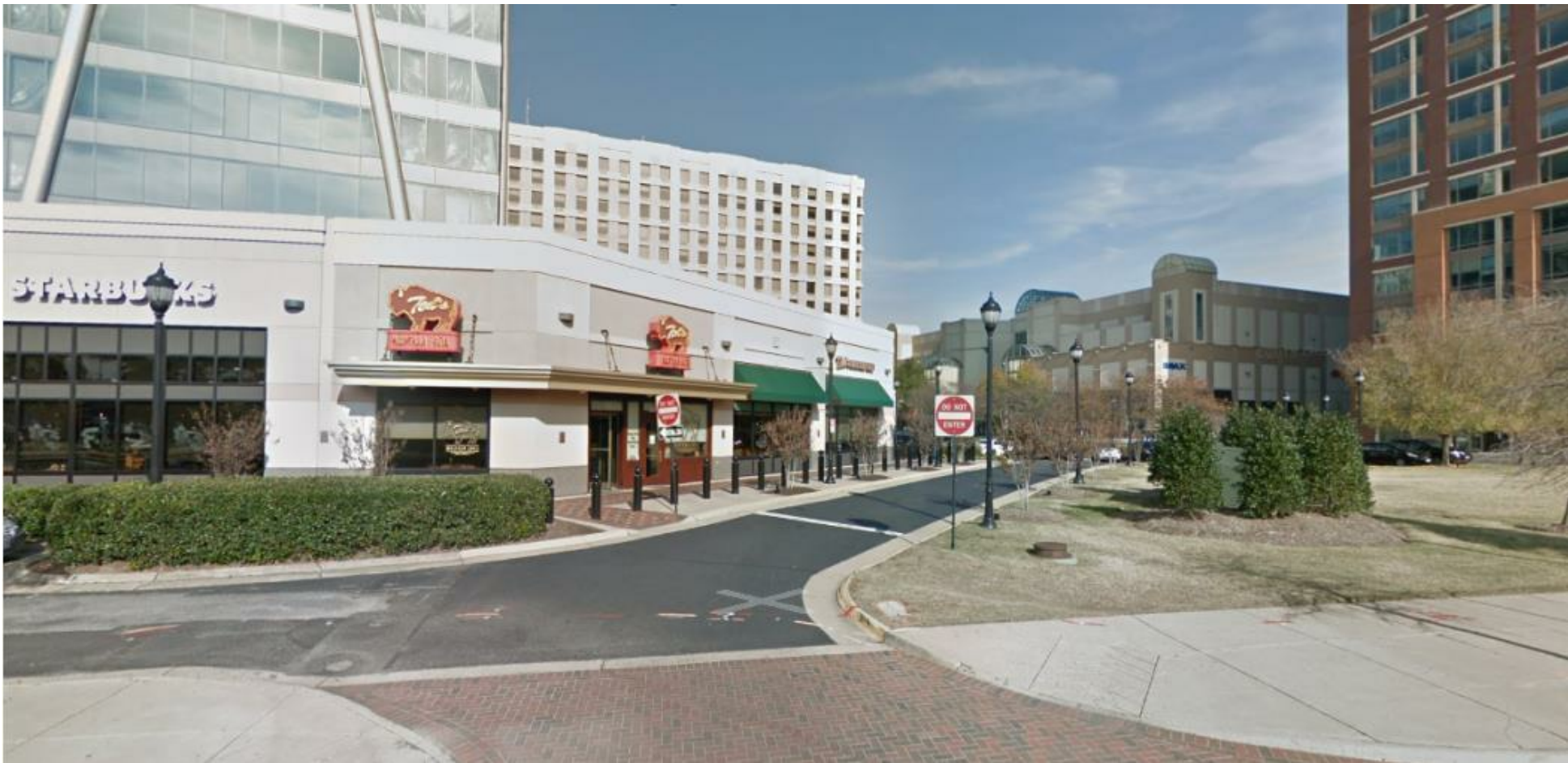
Robert D. Brant

cc: Karl Moritz  
Rob Kerns  
Nathan Imm  
Anna Franco



CallisonRTKL Inc.  
CallisonRTKL  
2101 L Street NW  
Suite 200  
Washington, D.C. 20037  
Tel: 202.833.4400  
Fax: 202.887.5168  
www.callisonrtkl.com  
PROJECT NUMBER: 020-160244

PROJECT



LOADING AREA SCREENING EXHIBIT - EXISTING CONTEXT

2425 EISENHOWER AVE  
BLOCK 6C RETAIL PAD SITE  
NORTHPOINT REALTY PARTNERS

CONSULTANTS

CURRENT DRAWING SET ISSUE:

AUGUST 28, 2018

SHEET REVISION LOG

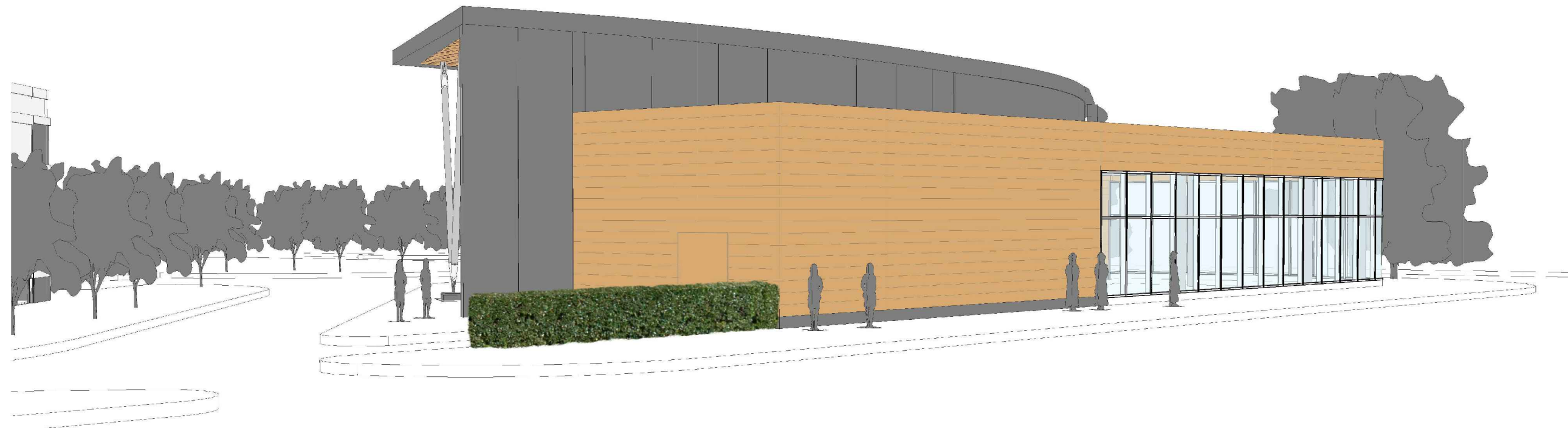
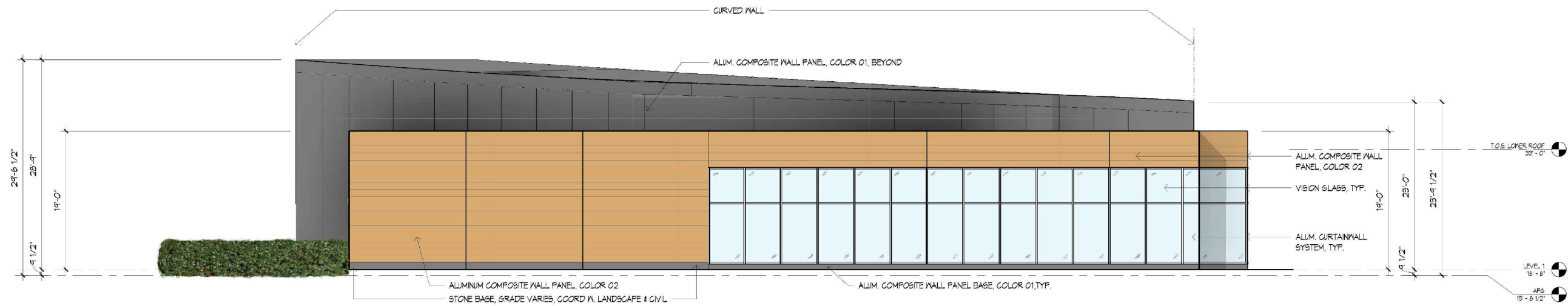
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1		
2		
3		
4		

TITLE

LOADING AREA  
SCREENING  
EXHIBIT - EXISTING  
CONTEXT

NUMBER

E-001







CallisonRTKL Inc.  
CallisonRTKL  
2101 L Street NW  
Suite 200  
Washington, D.C. 20037  
Tel: 202.893.4400  
Fax: 202.897.5168  
www.callisonrtkl.com  
PROJECT NUMBER: 020-160244

PROJECT

2425 EISENHOWER AVE  
BLOCK 6C RETAIL PAD SITE  
NORTHPOINT REALTY PARTNERS

CONSULTANTS

CURRENT DRAWING SET ISSUE:

AUGUST 28, 2019

SHEET REVISION LOG		
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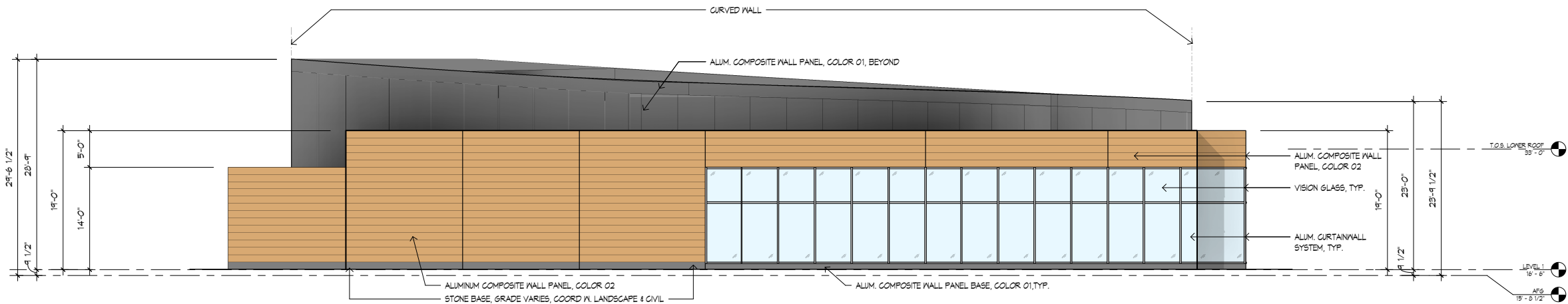
TITLE

SCREEN WALL  
OPTION

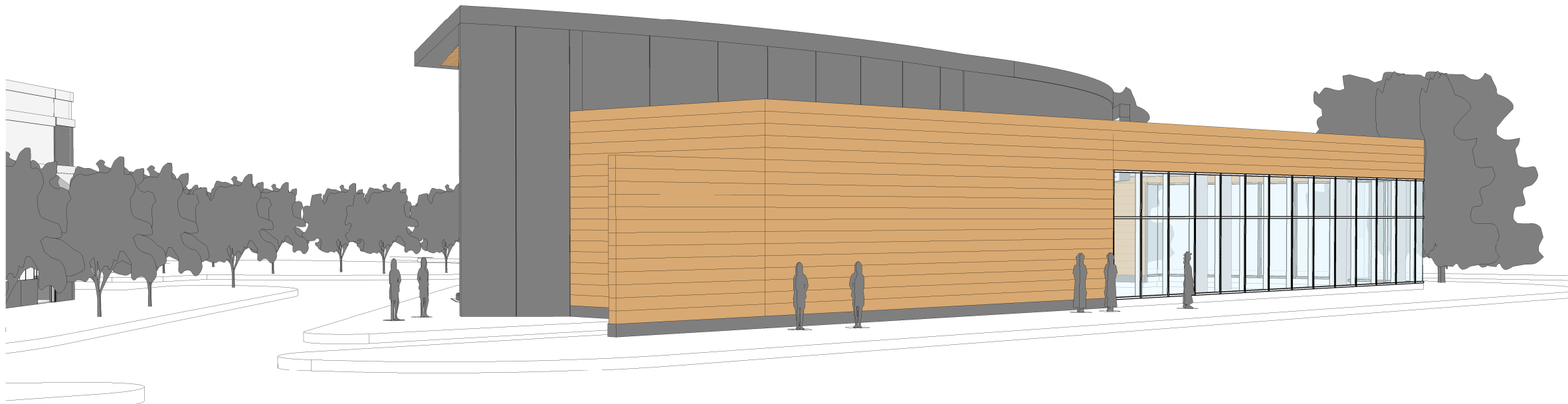
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AP-003

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2 PAD BUILDING - SOUTH ELEVATION  
NOT TO SCALE



01 SCREEN WALL - VIEW 01



**Design Review Board Case #2018-0013**  
**2425 Eisenhower Avenue – Block 6C Retail Pad Site**

---

Application	General Data	
<b>Project Name:</b> 2425 Eisenhower Avenue – Block 6C Retail Pad Site  <b>Location:</b> 2425 Eisenhower Avenue  <b>Applicant:</b> 2425 Eisenhower Acquisitions, LLC	<b>DRB Date:</b>	September 27, 2018
	<b>Site Area:</b>	0.36 acres (15,849 sf)
	<b>Zone:</b>	CDD#2
	<b>Proposed Use:</b>	Residential, Retail, and Associated Parking
	<b>Gross Floor Area:</b>	7,752 square feet
<b>Purpose of Application:</b> Second design concept review of a one-story retail building and site improvements proposed for retail and restaurant uses at 2425 Eisenhower Avenue adjacent to the existing Hoffman Town Center. This proposal includes 7,752 square feet of retail uses.		
<b>Staff Reviewers:</b> Rob Kerns, AICP <a href="mailto:robert.kerns@alexandriava.gov">robert.kerns@alexandriava.gov</a> Thomas H. Canfield, AIA <a href="mailto:tom.canfield@alexandriava.gov">tom.canfield@alexandriava.gov</a> Nathan Imm, <a href="mailto:nathan.imm@alexandriava.gov">nathan.imm@alexandriava.gov</a> Bill Cook, AICP <a href="mailto:william.cook@alexandriava.gov">william.cook@alexandriava.gov</a> Anna Franco, <a href="mailto:anna.franco@alexandriava.gov">anna.franco@alexandriava.gov</a>		
<b>DRB WORK SESSION, JULY 19, 2018:</b> Overall, the Board concurred with the comments summarized in Section V of the Staff Report and motioned to lend approval to the development and direction of the design. <ul style="list-style-type: none"> <li>Regarding the Swamp Fox/Eisenhower corner, there was discussion that a corner entry may not be feasible due to utilities and that reducing the notched corner may be more successful.</li> <li>Board members had concerns about the visibility of rooftop utilities from all angles and concurred with Staff comments to consider additional height of the curved parapet form and additional screening methods.</li> <li>The Board encouraged the applicant to consider the western façade and site details pertaining to pedestrian activity and visibility, transformer and service area screening, and context of the adjacent building and entries. The DRB supported the concept suggested by Staff of a pedestrian or transitional treatment for the existing private service/access street. The board thought the corner gesture at the northwest corner deserved additional consideration as a tenant entrance or focal point of activity.</li> <li>Staff will confirm the setback to be complied with along Eisenhower Avenue.</li> </ul>		

## **I. OVERVIEW**

2425 Eisenhower Acquisitions, LLC is requesting Design Review Board (DRB) **approval** of a new 7,752 square foot retail building at 2425 Eisenhower Avenue (Eisenhower East – Block 6C), in accordance with existing approvals for Block 6C and the Hoffman Town Center. The applicant previously proposed a concept in their application for the July 2018 DRB meeting. The applicant has since continued to work with Staff to refine the proposed site and building design.

Since the development of Block 6C is in Eisenhower East, the DRB’s jurisdiction is advisory, and its’ recommendation for this application will be forwarded to the Planning Commission and City Council for their consideration of the overall development proposal.

## **II. BACKGROUND**

### ***Project Evolution***

The subject property, Block 6C (2425 Eisenhower Avenue), is the remaining undeveloped parcel within the original Hoffman Block 6 as identified in the Eisenhower East Small Area Plan (EESAP) when the plan was adopted by City Council in 2003. A subsequent subdivision (SUB#2014-0001) was approved by the Planning Commission in 2015, dividing Eisenhower East Block 6 into three parcels.

Block 6A at 200 Stovall Street was the former “Hoffman Building 2” constructed in 1969 and leased by the General Services Administration for the majority of its existence. City Council approved Development Special Use Permit (DSUP#2017-0015) in October 2017 to convert the property to residential and retail uses, and also approved an associated amendment to the Eisenhower East Small Area Plan to allow the land use conversion. The project architecture was reviewed by the DRB in July 2017 and March 2018. Block 6B (2461 Eisenhower Avenue) is the site of a currently unoccupied office building which has been recently renovated.

### ***Site Context***

This site is located within Eisenhower East, as part of the Hoffman Town Center, which consists of four blocks (Blocks 6, 7, 8 & 14). Upon the completion of the Block 6A conversion, the three parcels which comprise Block 6 are currently planned to consist of approximately 352,000 square feet of office use, 663,000 square feet of residential use and 69,000 square feet of retail use. The existing AMC movie theater is located on Block 7 and Block 8 is the location of the National Science Foundation’s newly constructed headquarters. Additionally, approximately 3,163 parking spaces are provided within the existing parking garage at Block 14, 250 of which are allocated to Block 6 specifically.

The entirety of Block 6 is located on the north side of Eisenhower Avenue, across from the Eisenhower Avenue Metro Station. It is bound by Eisenhower Avenue to the south, Stovall Street to the west, Mandeville Lane to the north, and Swamp Fox Road to the east.

Block 6C is the southern-most parcel within Block 6, located at the northwest corner of Eisenhower Avenue and Swamp Fox Road. Northwest of Block 6C is Block 6B which consists of the existing Hoffman Office Building #1, and to its east a crescent-shaped building with retail, surface parking,

and a pocket park. An existing, interior corridor connects the Block 6B retail and office uses to the residential conversion on Block 6A, which is currently beginning renovations.

An existing service and loading area currently separates Block 6A and the Hoffman Office Building #1 on Block 6B. This area is accessed from Stovall Street and provides service and loading for the existing retail at Block 6B. The area also includes above-grade utilities, such as electrical transformers, and access to the buildings' service corridors.

### **III. PROJECT DESCRIPTION**

#### ***Building Design***

##### ***Footprint and Massing***

The footprint of the building largely follows the irregular shape of the site. The longest wall of the building is on the south side and fronts on Eisenhower Avenue. Notches in the corners of the building along Swamp Fox Road help transition site angles. A short segment of glass wall extends along Swamp Fox Road from the intersection with Eisenhower Avenue. Then the building transitions to a curved façade along the north side, gradually rising in height from east to west. This curved façade features four of the five tenant entries and storefronts. The north façade also faces the Town Center plaza and surface parking, thus completing the semi-circle facing inward on the west side of Swamp Fox Road.

In response to the DRB's comments that the northwest corner deserves additional consideration as a tenant entrance or focal point of activity, the applicant has revised their proposal so that there is one tenant entry along the west side of the building.

##### ***Façade and Overall Building Expression***

While not identical to the restaurant liner building on Block 6B, the mass and scale is similar and complimentary. The building completes the overall composition fronting the Town Center plaza, but in a style that is contemporary, with generous glass and simple forms and surfaces. From the materials board that was provided with the most recent submission, selected materials appear similar to those used in portions of surrounding buildings, thus further making the building "transitional" in many respects. The building is clearly different but adapted to the surrounding context.

The buildings' longest and most visible façade is along the Eisenhower Avenue frontage. The applicant has revised their plans by increasing the glazed area westward along Eisenhower Avenue to break the impression of a 50/50 solid/glass split between the aluminum-framed plat glass system on the east side of the façade, and the aluminum-panel system on the west side of the façade. This treatment continues on the east side along Swamp Fox Road, but the façade is punctuated by two setbacks near the corners.

The glass façade expression continues along the curved north façade. On this facade, glass predominates, with only slender aluminum-clad columns vertically separating store fronts. The aluminum panel system shifts to a gray color along the upper portions of the wall to define the roofline which now rises approximately five and a half feet to six feet in height east to west along

the 85-foot length of the façade. A canopy projects over the store front windows facing the plaza, and the west side is finished with an overhang over the sidewalk facing the private drive. This overhang is visually supported by V-shaped columns that echo architectural details found on the adjacent Hoffman Office Building #1.

When viewed in plan, the roofline takes the form of a crescent-shaped accent. This creates a contrasting curved volume atop the otherwise flat structure that is flush and integral to the north façade, but forms a setback parapet wall that arcs across and bisects the flat roof across the length of the building. Responding to DRB recommendations from July, the applicant has increased the height of the curved accent form from four feet to almost six feet for a more dramatic slope and stronger presence.

The increased height of the crescent shaped parapet form also provides screening for rooftop utilities. The applicant has provided cross-sectional drawings illustrating that these utilities will be adequately screened by the proposed parapet wall.

### ***Site Design***

Parking spaces line the perimeter of the semi-circle, with an ample sidewalk area between the parking and building façade. The sidewalk area accommodates outdoor dining and matches the scale of the existing liner building with restaurants located on Block 6B. The applicant has decreased the width of the pedestrian area along the parking and sidewalk area from 18.5 feet to 15.0 feet with this submission. The west side of the site is formed by the angle of the existing private drive that allows access between the semi-circular Town Center parking loop, a curb cut to Eisenhower Avenue, and a drive aisle and parking in front of the office building entrance on Block 6B. In addition to the parking along the semi-circle, additional allocated parking is provided on Block 14 in the parking garage adjacent to the cinemas.

Responding to the DRB's recommendation to consider the western façade and site details pertaining to pedestrian activity and visibility, the applicant has increased the width of the pedestrian area on the building's west side from 14.8 feet to 16.5 feet and has extended the concrete sidewalk along the private drive and across the loading area driveway. The applicant has also increased the pedestrian area on the building's east side from 17.0 feet to 18.8 feet. The site design changes have decreased the square footage of the building by approximately 40.0 square feet.

The loading area for the building is proposed in the southwest corner of the site, located east of the private drive. Per Section Nine of the Eisenhower East Design Guidelines, loading docks must not be visible from "A" street frontages, or in this case from Eisenhower Avenue. The applicant has proposed three possible screening methods, including 1) a row of low shrubbery, 2) a row of evergreen trees, and 3) a screening wall that is 5.0' lower than the main wall of the south building façade.

Existing site elements include tree pits and street trees along Eisenhower Avenue and Swamp Fox Road. The Town Center circle consists of planting beds, stone garden walls, park benches, bollard lights, brick and concrete hardscape treatments, and small trees. A bus shelter is found

approximately mid-block on Eisenhower Avenue. Pedestrian scale street lights are found along Swamp Fox Road and along the Town Center circle nearest the structure.

The applicant proposes to use the existing concrete and brick paver sidewalk design located west of the service drive for the proposed private sidewalks east of the service drive to create a cohesive assemblage with the streetscape and entrance to the office building of Block 6B. The applicant also proposes to install a city standard brick and concrete hybrid sidewalk in the public sidewalk area along Eisenhower Avenue to match the existing city standard brick and concrete hybrid sidewalk along the west side of Swamp Fox Road.

#### IV. STAFF ANALYSIS

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

The table below provides a summary of how the proposal for this project complies with the intent of the Eisenhower East Small Area Plan and Design Guidelines. More detailed comments will be provided with the Analysis Narrative.

<b>Guideline</b>	<b>Plan Requirement</b>	<b>Proposed Plan</b>	<b>Complies with intent?</b>
Land Use	Office & Retail	Retail	Yes
Retail Locations	Ground level on Eisenhower Ave & Swamp Fox Rd	Ground-level retail is proposed on Eisenhower Ave, Swamp Fox Rd, and the inner portion of the Town Center.	Yes
Allowable Gross Floor Area (AGFA)	7,900 sf	7,752 sf	Yes
Building Height	150' 10-15 stories	26.58' 1-story	Yes <sup>1</sup>
Architectural Articulation	- "A" Street Facades, Eisenhower Ave, Swamp Fox Rd: The building façade shall articulate a clear base, middle, and top to the building.	Facades conceptually articulate a clear base, middle, and top to the building.	Yes
Architecturally Significant Façade	- Eisenhower Ave: highest level of design excellence and materials. Innovative use of materials, articulation & increased	Staff finds the proposed design acceptable, recognizing the scale of the building and site, with expectations for a more significant future multi-block development.	Yes

<b>Guideline</b>	<b>Plan Requirement</b>	<b>Proposed Plan</b>	<b>Complies with intent?</b>
	transparency at the façade base.		
Architectural Expression	HVAC and mechanical equipment shall be integrated in the overall building design.	HVAC and mechanical equipment will primarily be located beyond the arced roof parapet.	Yes
Street Frontage: A Street (Eisenhower Ave, Swamp Fox Rd)	-A minimum of 90% of the building façade shall meet the build-to line.	In order to meet other criteria for the required pedestrian zone, the building would need to be pushed back and additional 5 feet from Eisenhower Avenue. Façade meets 90% of the build-to-line on Swamp Fox Road.	No/Yes
	-The highest quality of architectural façade and streetscape treatment shall be used.	Materials are provided for review.	Yes
	-Main pedestrian building entries must be at sidewalk elevation and shall be spaced no less than 50' apart.	Pedestrian building entries at sidewalk elevation are not spaced further than 50' apart.	Yes
	-Active uses shall be minimum 50' depth.	Floorplans not shown. Uses are appropriate to the site and program.	N/A
	-No curb cuts for service or parking entries, service alleys or loading docks shall enter or exit or be visible along "A" street frontages.	There are curb cuts on Eisenhower Ave and Swamp Fox Rd to accommodate the private street.	No
	-Active uses shall be located on all street frontages.	Active uses, but not entries, are found on all street frontages.	Yes



<b>Guideline</b>	<b>Plan Requirement</b>	<b>Proposed Plan</b>	<b>Complies with intent?</b>
Street Sections	Eisenhower Ave: 130'-134' right-of-way, four 10' travel lanes, two 10' parking lanes, variable width median, 22' pedestrian zone.  Swamp Fox Rd: 66' building face to face, with two 11' travel lanes, on-street parking and 14' sidewalks.	Street section is variable width/lanes, no parking lanes, pedestrian zone is approx. 17'.  Building face to face and sidewalk width complies, no parking lanes	No  No
Public Realm – Hardscape Plazas	Plazas shall be an extension of the sidewalk, be a place for active uses, have ample seating areas, landscaping, setting for fountains monuments and statues.	No change to existing center plaza feature.	Yes
Public Realm – Streetscape elements	Provide streetscape elements per the Plan. Eisenhower Ave: Street trees 25' oc, 5' x 10' tree wells.  Swamp Fox Rd: Street trees 25' oc, 5' x 8' tree wells with iron grates and 5' continuous tree trench beneath the sidewalk.	Eisenhower Ave: 6' x 4' tree wells, 30' oc spacing.  Swamp Fox Rd: 5' x 7' tree wells, 15'-20' variable oc spacing.	No  No

<sup>1</sup> The Eisenhower East Small Area Plan for Block 6C, as amended, permits a maximum of 7,900 square feet of gross floor area, between 10-15 stories, to a maximum of 150 feet in height.

## V. ANALYSIS NARRATIVE

Staff believes that the proposed design and use of the proposed one-story retail building generally meets the intentions of the Eisenhower East Small Area Plan (EESAP) and Design Guidelines. However, areas of improvement, as summarized below, are to be addressed through continued coordination with Staff.

With the most recent submission, the applicant appears to have changed the “composite wall panel color 02” from an amber orange color to a terra cotta color, both on the revised elevations and on

the submitted materials board. Staff prefers the amber orange color option shown on the original elevations and recommends that the elevations and materials be revised.

Staff also recommends that the proposed loading area screening be brought into compliance with Section Nine of the Eisenhower East Design Guidelines, as the proposed screening options do not adequately screen the loading area from view from Eisenhower Avenue. Staff recommends that the applicant enhance their screening wall option by matching the wall height of the main building façade and adding a perforated metal or metal architectural element to break the monotony of the aluminum composite wall panels across the south building façade; as shown in Figure 1. Staff also recommends landscape screening for the transformer located near the proposed loading area, which the DRB encouraged at the July meeting.

## **VI. CONCLUSION**

Staff recommends final DRB approval of the overall design direction of the new 7,752 square foot retail building at 2425 Eisenhower Avenue, with advancement of the designs in consideration of the items described in the Analysis Narrative and continued coordination with Staff.

Staff recommends that the applicant continue to work with Staff to finalize refinement of the below listed items prior to hearing:

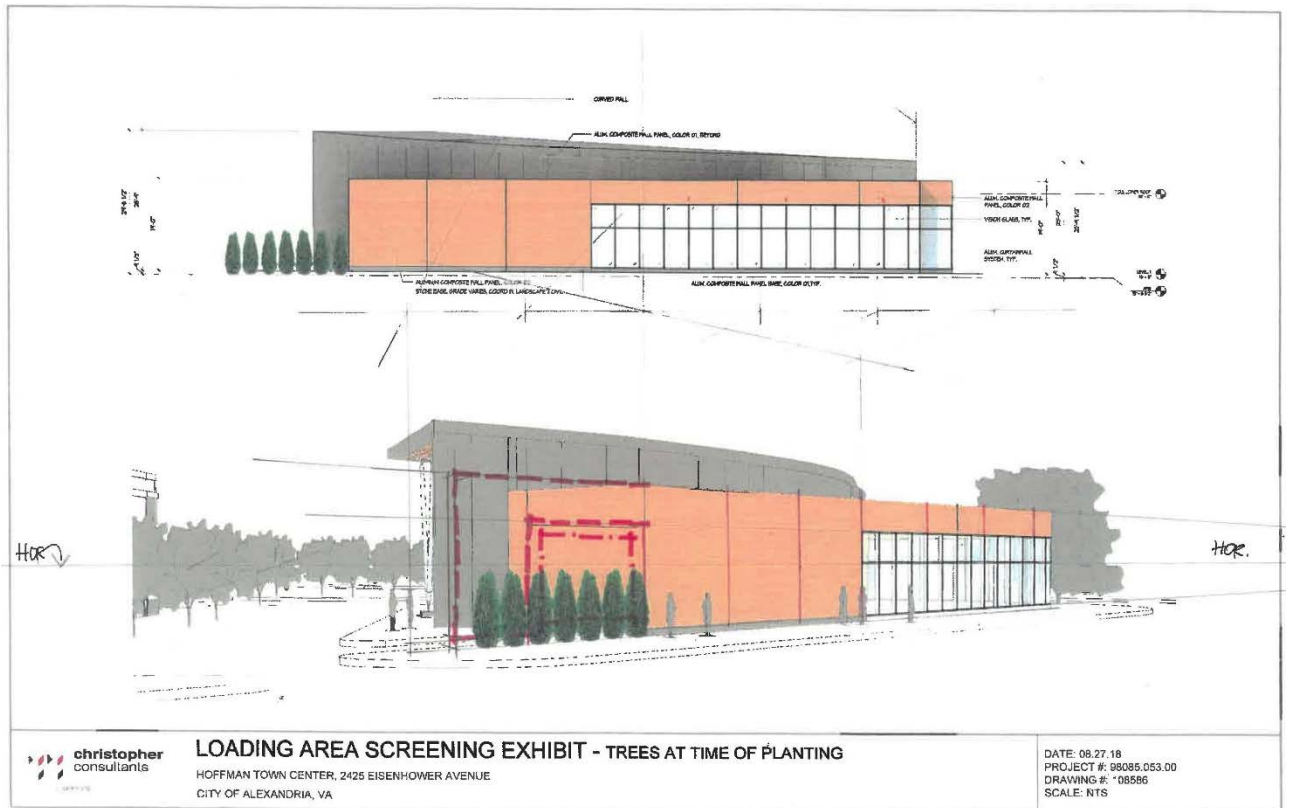
### Building Materials/Color

- Change the “composite wall panel color 02” to the originally proposed amber orange color on both the elevations and materials board.

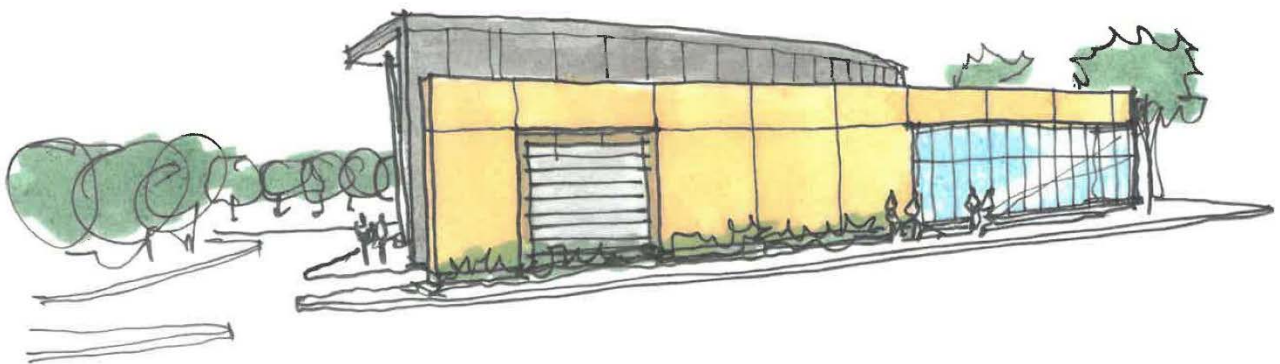
### Loading Area

- Enhance the screening wall option by matching the wall height of the main building façade and adding a perforated metal or metal architectural element to break the monotony of the aluminum composite wall panels across the south building façade (Figure 1)
- Provide screening for the transformer near the loading area on the west side of the building.

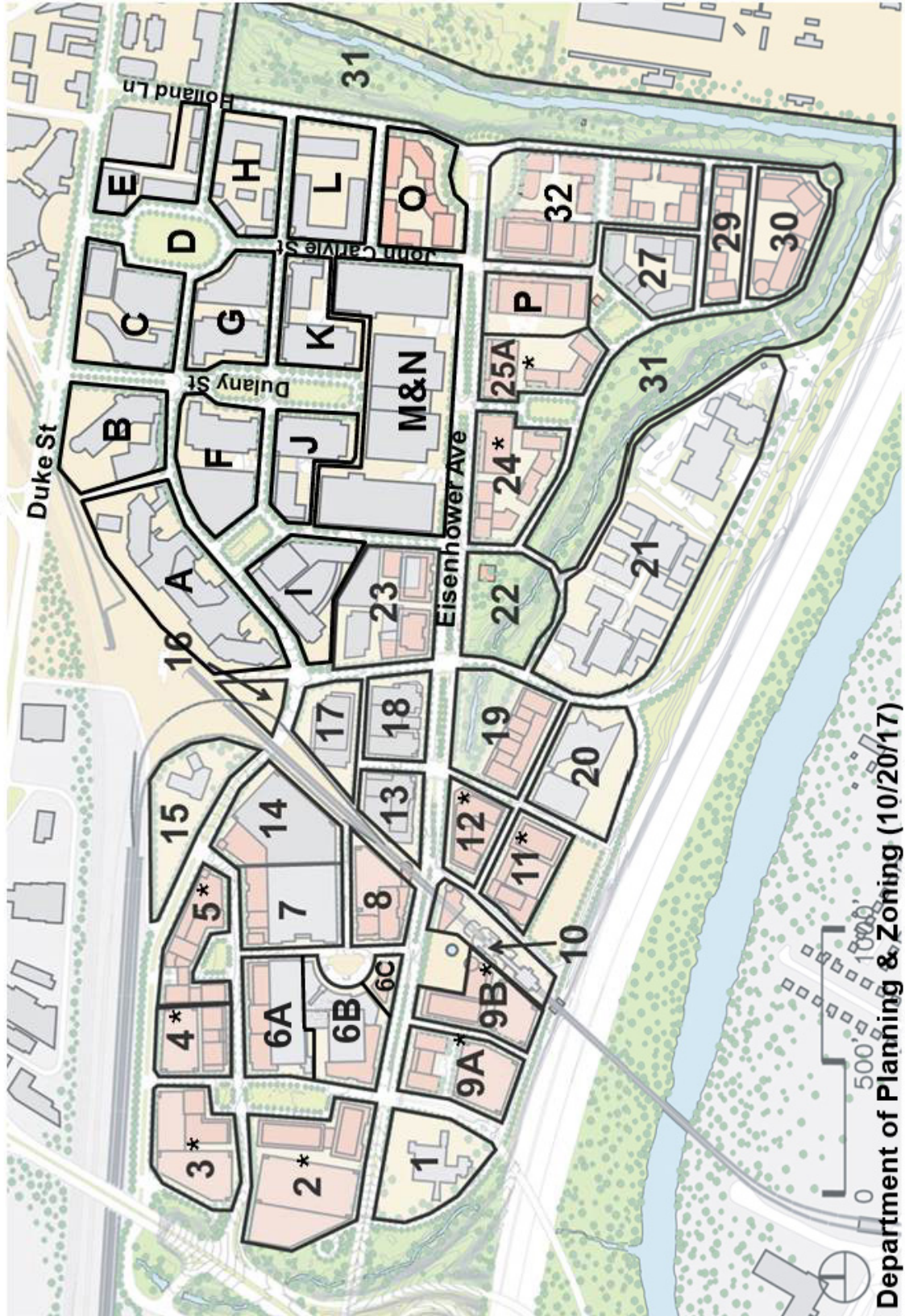
**Figure 1: Loading Area Screening Markup**



**Figure 2: Loading Area Screening Rendering**



# Eisenhower East / Carlyle Blocks





# Fw: Block 6C Loading Area Screening DRB Feedback

Anna E. Franco

Fri 12/7/2018 4:01 PM

To: Patrick Silva <Patrick.Silva@alexandriava.gov>;

 2 attachments (244 KB)

Applicant's Proposal-Block 6C.pdf; Staff Options-Block 6C.pdf;

Patrick,

Please see the email that was distributed to the Planning Commissioners last night.

**Anna Franco**

Urban Planner II

City of Alexandria, Virginia

Department of Planning & Zoning/Development Division

703.746.3896 (direct)

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**From:** Anna E. Franco

**Sent:** Tuesday, October 30, 2018 2:49 PM

**Cc:** Nathan Imm; William Cook

**Subject:** Block 6C Loading Area Screening DRB Feedback

Good Afternoon DRB Members,

Per the Carlyle Design Review Board's ('DRB') feedback regarding Staff's analysis and sketches for Block 6C (emailed on October 18, 2018), there is consensus that the applicant should install a loading area screening wall to reflect Staff's attached sketch. Staff's sketch illustrates a screening wall that is comprised of the same materials as the south building façade and includes a rectangular pass-through, or "hole", to break up the mass of the south building façade and reveal the ninety-degree corner of the primary volume.

Instead of a rectangular pass through, the DRB supports the addition of a rectangular panel of green screen or similar openwork that is mounted so it floats in the opening between the screening wall and the building. The green screen/openwork, which could support a climbing vine, would add additional screening as well as prevent inadvertent pedestrian entry to the loading area; but allow enough transparency to reveal the ninety-degree building corner. Please note that the proposed green screen/openwork has not been added to the attached Staff sketch.

The DRB's feedback also indicates that the addition of a horizontal stripe on the south building façade is not necessary and that the presence of the rectangular opening will be sufficient to reveal the actual ninety-degree building corner, which was the intent of the stripe.

Finally, realizing that the dimensions shown in attached Staff sketch are approximate, the DRB stated a need to size the total screening wall so that it will substantially conceal a delivery vehicle when present. The DRB stated that the sizing of the

screening wall should be studied further by the applicant during Final Site Plan.

Thank you for your feedback regarding this design element. Your feedback will be shared with the applicant to provide them with direction for loading area screening.

Sincerely,

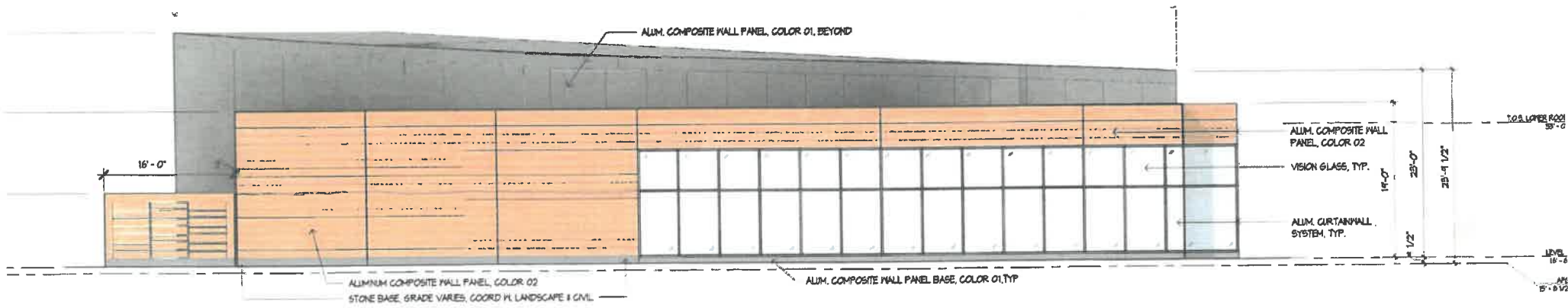
**Anna Franco**

Urban Planner II

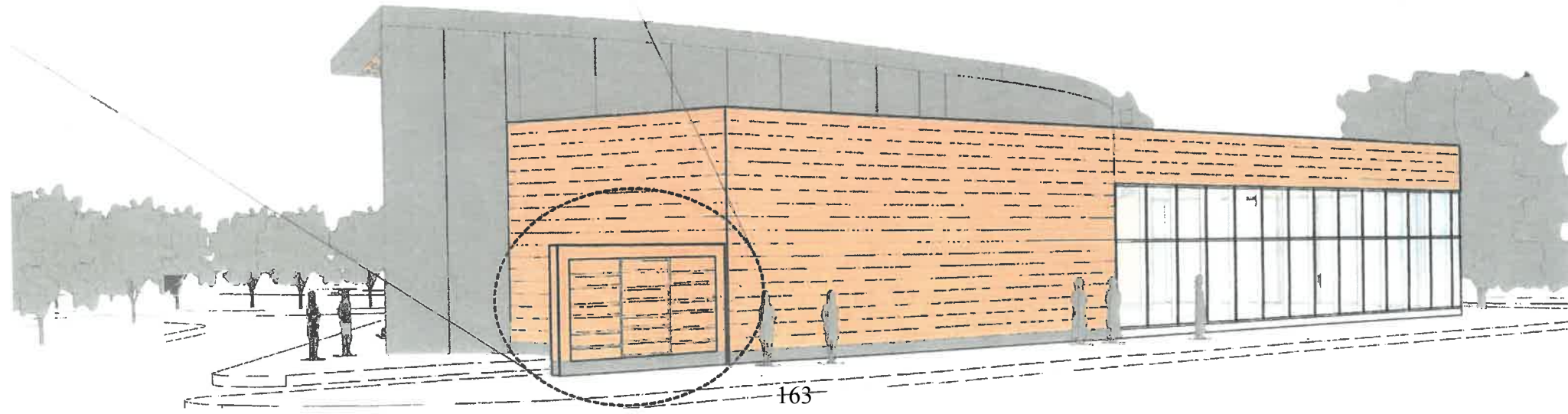
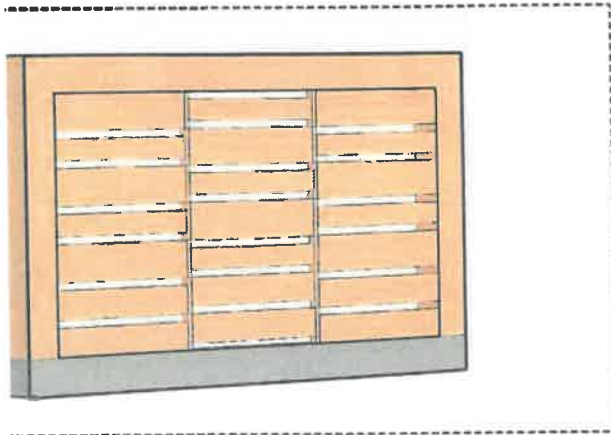
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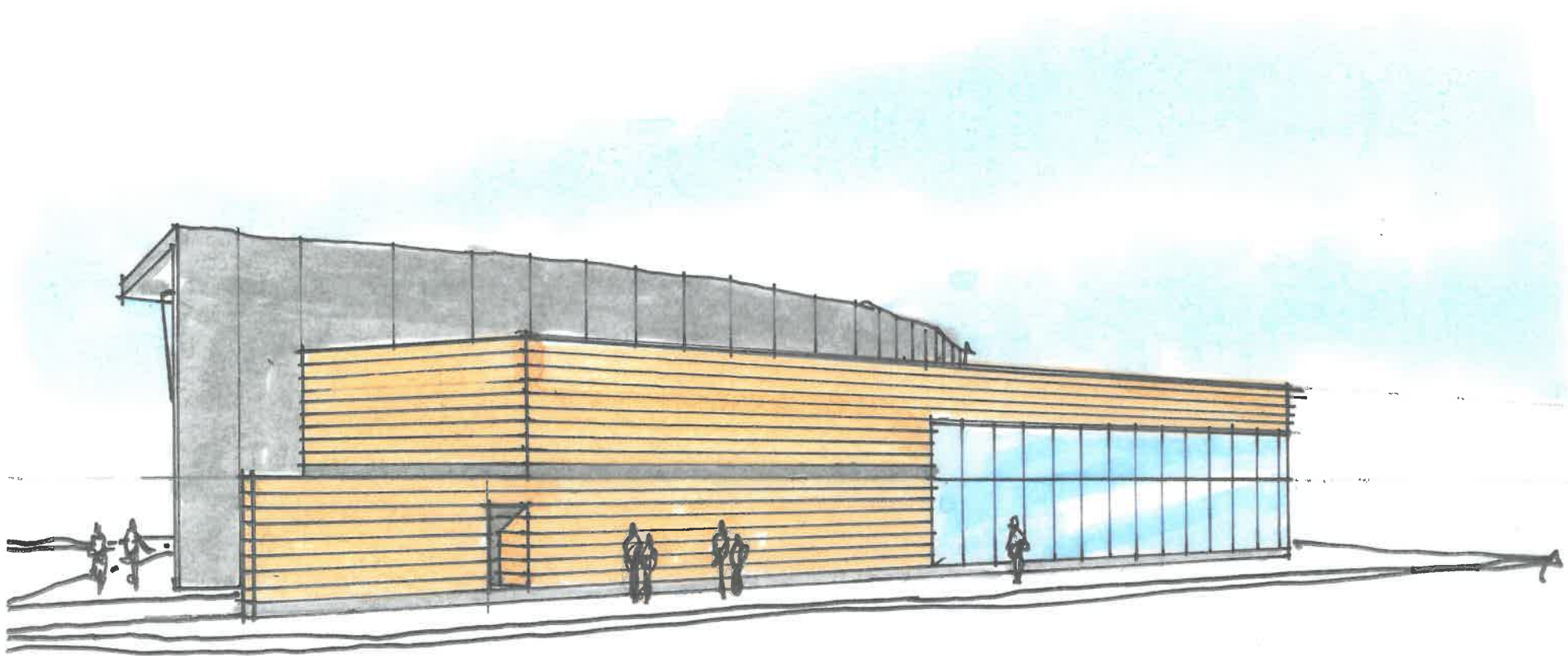
SOUTH ELEVATION





ENGAGED FORM  
SINGLE COLOR





ENGAGED FORM  
GRAY STRIPE