

Development Special Use Permit #2019-0018
Encroachment #2019-0002
2410 & 2460 Mill Road – Hoffman Blocks 4 & 5 Amendment

Application	General Data	
Project Name: Hoffman Blocks 4 & 5 Amendment	PC Hearing:	June 25, 2019
	CC Hearing:	July 9, 2019
	If approved, DSUP Expiration:	July 9, 2022
	Plan Acreage:	5.07 acres (220,940 sf)
Location: 2410 & 2460 Mill Road	Zone:	CDD #2/Coordinated Development District
	Proposed Use:	Residential/Retail
	Dwelling Units:	721
	Gross Floor Area:	Residential: 801,441 sf Retail: 236,607 sf
Applicant: HTC 4/5 Project Owner, LLC	Small Area Plan:	Eisenhower East
	Historic District:	N/A
	Green Building:	Residential: LEED- Certified Retail: LEED- Silver

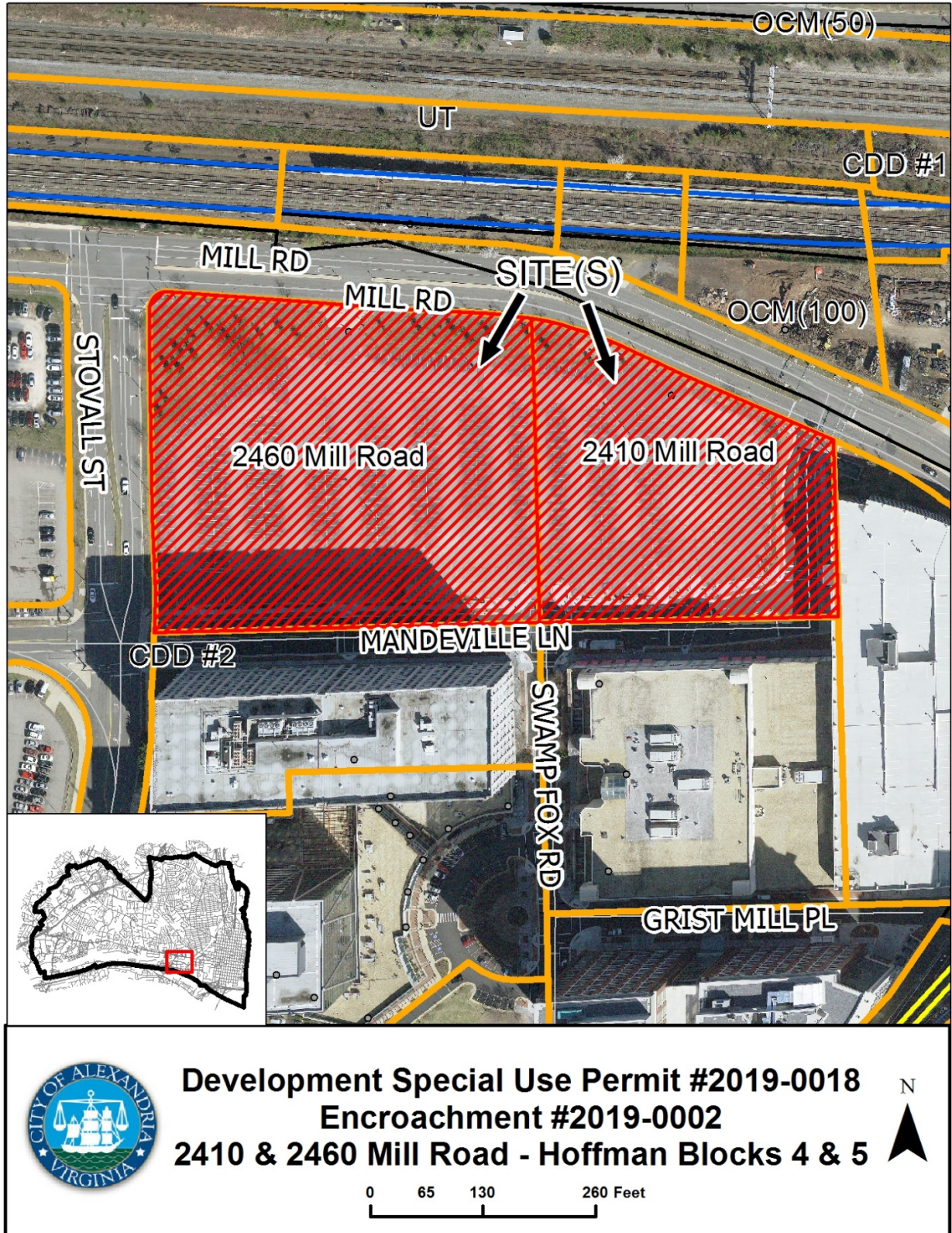
Purpose of Application
The Applicant requests approval of a Development Special Use Permit with site plan in order to reduce the height and footprint of the West Tower Building of the mixed-use residential and retail complex, amending DSUP#2017-0023.
Special Use Permits and Modifications Requested:
<ol style="list-style-type: none"> 1. Development Special Use Permit (DSUP#2019-0018) with site plan to construct a mixed-use retail and residential complex. 2. An Encroachment (ENC#2019-0002) for residential balconies and other architectural features to extend up to 5'-1" into the public right-of-way. 3. A Special Use Permit to increase the number and height of penthouses. 4. A Modification of the vision clearance requirement at one intersection. 5. A Modification of the crown coverage requirement pertaining to tree canopy.
Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Rob Kerns, AICP, Development Division Chief rob.kerns@alexandriava.gov Nathan Imm, Principal Planner nathan.imm@alexandriava.gov Bill Cook, AICP, Urban Planner william.cook@alexandriava.gov

PLANNING COMMISSION ACTION, JUNE 25, 2019:

The applicant requested deferral for the encroachment application. Upon request for clarification from Chairman Macek, Director Moritz explained the applicant was not yet prepared to delineate the area of encroachment. The encroachment will be addressed in a future application. Vice-Chair Wasowski moved to defer, seconded by Commissioner Lyle. The motion carried 7-0.

On a separate motion offered by Commissioner McMahon, seconded by Commissioner Lyle, the Planning Commission approved the request, excepting the encroachment. Motion carried 6-0, Commissioner Goebel recusing.

Reason: The Planning Commission agreed with the staff analysis.



PROPERTY LOCATION MAP

I. SUMMARY

A. Recommendation

Staff recommends ***approval*** of the proposed amendments requested by Development Special Use Permit DSUP #2019-0018 and site plan to adjust the height and building footprint of the West Tower building, and for construction of the project as originally approved consisting of three residential buildings and podium building with parking and retail uses on Hoffman Blocks 4&5 subject to compliance with the Zoning Ordinance and all applicable codes, adopted policies, the Eisenhower East Small Area Plan, the Carlyle Eisenhower East Design Guidelines, CDD#2 and staff's recommendations.

B. Requested Amendments (DSUP #2019-0018)

After receiving approval in March 2018 for DSUP#2017-0023, the applicant has indicated that changes in market conditions have altered the feasibility of the project as originally proposed. Among these, the applicant determined that the building formerly known as the “condo building” during project development would be more feasible as a multifamily rental product. The program change to the building, now referenced as the “West Tower,” also necessitates structural and architectural modifications in order for the project to be effectively constructed, marketed and financed. These include:

- A reduction in height of the West Tower from 200 feet 4 inches to 182 feet above grade at the south façade, a reduction in height of 18 feet 4 inches;
- A reduction by one (1) floor in the number of residential floors in the West Tower above the podium base building, from ten (10) to nine (9) floors;
- A reduction in the typical floor-to-floor height of the remaining West Tower residential floors from 11 feet to 9 feet 8 inches;
- A shift in the West Tower building footprint to the east, resulting in an increased tower setback from the podium base building from approximately nine (9) feet to approximately 14 feet along the Stovall Street frontage; and
- An overall reduction in area of the West Tower building footprint, notably in its length.

The change in height and building footprint were significant enough changes to require a return to hearing.

C. Previous Project Description (DSUP #2017-0023)

In March 2018, the applicant received approval for the project consisting of several residential buildings atop a podium building with retail and parking encompassing the project footprint. The five-level podium contains retail uses including the approximate 85,000 square foot anchor grocery tenant, 129,000 square feet of other retail uses and 1,590 parking spaces. The Applicant has publicly announced that Wegman's will be the grocery tenant.

The residential buildings were proposed as three separate types of residential uses. A 10-story, 134-unit condominium building was located on the west side of the project. This element is now referred to as the West Tower. In the center of the project is a U-shaped apartment complex with 430 apartment units proposed. The eastern side of the project proposed a senior living building with 139 units, now known as the “Boutique Building.” An affordable housing building had been under consideration, but was ultimately determined to be infeasible, so the applicant made an affordable housing fund contribution in lieu of constructing affordable housing.

A central feature of the project is a public plaza located on Mandeville Lane at the intersection of Swamp Fox Road. The proposed plaza fulfills the goals of the small area plan that envisioned this space as a vital contribution to create a town center. Proposed site amenities include seating, landscaping, shade structures, special paving, other site furnishings, and public art. Open spaces on the podium roof are provided as amenities for the residential uses. The entire street frontage around the project will be improved. Road width and sidewalk reconfigurations on adjacent streets will create a more active and safer pedestrian realm.

With the requested amendments to the West Tower footprint and height, other elements of the Hoffman Town Center project are proposed to be built in their entirety by the applicant as previously described above.

II. ZONING

The subject site is zoned CDD#2 and allows land uses consistent with the Eisenhower East Small Area Plan. The proposed zoning for the project is unchanged and is consistent with previous approvals granted in March 2018 by DSUP #2017-0023.

Property Address:	2410, 2460 Mill Road	
Total Site Area:	5.07 acres (220,940 sf)	
Zone:	CDD #2/Coordinated Development District	
Current Use:	Parking Lot	
Proposed Use:	Residential & Retail	
	Permitted/Required	Proposed
Allowable Gross Floor Area (AGFA):	<u>Consolidated Blocks 4&5</u> Residential: 844,554 sf Retail: 255,421 sf Parking & Loading: 657,070 sf Total*: 1,704,360 sf	<u>Consolidated Blocks 4&5</u> Residential: 801,441 sf Retail: 236,607 sf Parking & Loading: 619,366 sf Total*: 1,657,414 sf
Height:	220 feet	220 feet
Stories:	10-22	11-18
Open Space:	10,900 sf	10,900 sf
Parking:	Total Spaces: 1,590 <u>Maximums Per EESAP</u> Grocery Retail Ratio: 6.0/1,000 Non-Grocery Retail Ratio: 3.0/1,000 sf Residential Ratio: 1.1/1,000 sf	Total Spaces: 1,563 total <u>Provided</u> Grocery Retail Ratio: 5.39/1,000 sf (500 sp.) Non-Grocery Retail Ratio: 2.54/1,000 sf (365 sp.) Residential Ratio: 0.87/1,000 sf (698 sp.)
Dwelling Units:	800	721
Loading spaces:	-	10
* after permitted GFA exclusions		

III. APPROVED BUILDING DESIGNS

The structural composition of the project consists of a five-level podium incorporating street-facing ground-level and second floor retail, four levels of parking, an internal, centralized loading facility to serve all of the uses, and three residential towers integrated with and rising above the podium (*Figure 1*). Site features include an open plaza at the Swamp Fox/Mandeville intersection, intended to serve as a community focal point and gathering place, sidewalks that encourage an active retail streetscape, and a 2.6 acre landscaped roof on the podium incorporating open space and residential amenities.

A brief description and renderings of the buildings approved with previous DSUP #2017-0023 follow. Except for the Condominium Building (now “West Tower”) these buildings have not changed. Building descriptions and complete information can be found in the previous staff report which is attached for reference. Items to be amended are described in Section IV.



Figure 1: Project Overview- Mandeville Lane elevation. (Original Condominium Building shown at far left.)



Figure 2: Condominium Building, Grocery Entry- Corner of Mandeville Lane and Stovall Street. (Original design/height. Now renamed “West Tower”)



Figure 3: Plaza- terminus of Swamp Fox Road at Mandeville Lane. Apartments at left foreground and background.



Figure 4: Ground and Second-Level Retail- Corner of Mandeville Lane. “Boutique Building” shown in right background.



Figure 5: Apartment Building- Facade at Mandeville Lane



Figure 6: Mill Road Elevation- Senior Building (now "Boutique Building") at left, Apartment Building at right

IV. UPDATED ITEMS

The following are the amendments requested by the applicant to amend the originally approved building and site design for the West Tower building per DSUP #2017-0023. Staff has reviewed the requested amendments and finds they remain consistent with the Eisenhower East Small Area Plan (EESAP) and conditions of Coordinated Development District #2, as amended.

A. Amendments to Building Design

Height Change

The amendment proposes a reduction in height of the West Tower from a total of 200 feet 4 inches to 182 feet above grade at the south façade along Mandeville Lane. This is a total reduction in height of 18 feet 4 inches. The height reduction is represented by the red line superimposed over the original design as shown in Section VIII, Figures 1 and 2.

The number of floors above the podium base is reduced by only one floor, from ten (10) to nine (9) floors, however the typical floor-to-floor height of the remaining floors has been reduced from 11 feet to 9 feet 8 inches.

B. Amendments to Site Plan

Building Footprint Change

According to the applicant, the change from condominium to apartment program necessitates modifications to the size and configuration of units. These changes further influence hallway width and column spacing. Because columns must carry through the building vertically with minimal deviation, this also impacts parking space and drive aisle configurations on levels P1-P5 within the podium structure beneath.

Overall, the entire building footprint has shifted east and has been slightly reduced in its overall length along the west façade at Stovall Street, as shown in Section VIII, Figures 3 and 4. The most prominent change of this shift is the setback of the tower from the podium edge on the west façade. The original design proposed an approximate nine (9) foot setback of the tower from the podium edge. The revised footprint means that the building is set about five (5) additional feet for a setback of around 14 feet. The length of the building along Stovall Street, extending from the corner of Mandeville Lane towards Mill Road has been reduced by about seven (7) feet.

V. STAFF ANALYSIS

Building Height Change

Overall staff finds the reduction in height acceptable. The West Tower remains taller than the low-rise portion of the multi-family apartment building that faces Mandeville Lane, which is approximately 136 feet in height, and is shorter than the high-rise portion of the same building located farther north which is about 222 feet. Thus there is now more height differentiation

between the buildings, and there will continue to be height variation along the long south elevation of the project.

Building Footprint Change

Staff believes that the shift in the building footprint itself is minor, but has some concerns how this modification may influence the architectural expression of the building. Throughout the evolution of the project a key objective has been to bring the tower elements as close as possible to the podium edge and create a continuous vertical façade that minimizes or conceals the parking podium levels to the greatest extent possible. The applicant will need to commit to design features that address this concern.

Project Elements Unaffected by Requested Amendment

Other elements of the project design remain unchanged by this amendment. These include the design of the other buildings, site design, loading areas, parking, streetscape, landscape design, and the public plaza.

Other approvals and modifications approved by DSUP #2017-0023 in support of this project remain unchanged and are carried forward with this new DSUP approval. These include:

- An Encroachment (previously ENC#2018-0002, now updated to ENC#2019-0002) for residential balconies and other architectural features to extend up to 5'-1" into the public right-of-way;
- Special Use Permit to increase the number and height of penthouses among the three building towers;
- A Modification of the vision clearance requirement at the intersection of Mandeville Lane and its northern extension;
- A Modification of the crown coverage requirement pertaining to tree canopy.

Additionally, contributions and project benefits are unchanged:

- \$3.4 million contribution to the Affordable Housing Trust Fund;
- Improvements and modifications to adjacent streets and sidewalks, including bike side path on Mill Road;
- Public Art Policy commitment;
- Green Building Policy commitment;
- Bike share station contribution.

Anticipated Refinements and Adjustments

City staff and the DRB believed that the West Tower architecture was the most successful design of the collection of the building on Blocks 4 & 5. The design elements that most significantly contributed to this success are; the architecture was successfully expressed from the tower through the podium to give the impression of a single building, the architecture provided a strong vertical expression, the scale and texture of the wall and window surfaces was successful, and the architecture provided a dynamic skyline.

The applicant has indicated to staff that architectural changes will result from the programmatic change from condominium to rental apartment, and the aforementioned structural modifications to the building. Adjustments to the exterior cladding, fenestration, and other architectural elements are anticipated as the project continues to evolve.

Throughout the original project inception and architectural review process with the DRB, an important design goal has been to minimize the visual presence of the above-grade parking, while giving emphasis to the towers that rise above. Efforts were made to reduce the extent and horizontally-oriented visual presence of the podium, and finding solutions to allow the towers to be expressed as vertical elements which carry through the podium and meet the ground. Architectural solutions for screening the upper parking levels were employed throughout. Staff will continue to work with the applicant to refine and highlight vertical design elements to visually emphasize the building's height.

Proposed Review Process

The applicant is currently working on other architectural refinements to the West Tower. Staff believes that the individual changes that may be necessary are minor in scale or impact but that as a collective the impact on the overall architecture may meaningfully alter the appearance of the West Tower. Due to consideration of the individual architectural changes, for the review of the complete architectural composition, staff believes the Carlyle/Eisenhower East Design Review Board (DRB) is the best venue for comprehensive review and approval of the changes. Therefore, as part of this application and amendment, staff recommends that the DRB be authorized to approve the final design of the West Tower building. This approval authority was previously established for the entire Carlyle development, the Alexandria Renew administration building on Block 29, and the Carlyle Plaza Two project on Block 32. Staff and the DRB are comfortable with this proposed process given that the building parameters are set by previous approvals, as amended by this DSUP, and the remaining West Tower building alterations will be limited to the architecture.

VI. COMMUNITY

The original proposal was reviewed by the Carlyle/Eisenhower East Design Review Board (DRB) at six (6) meetings in 2017 and 2018. The proposed height and footprint revisions were presented to the DRB at its June 2019 meeting. The Carlyle/Eisenhower East Design Review Board meetings have been the primary opportunity for public input from the community. DRB meetings were open to the public, with an open public comment period prior to the conclusion of each meeting. Architectural concept submissions and staff reports with subsequent actions are posted to the City website.

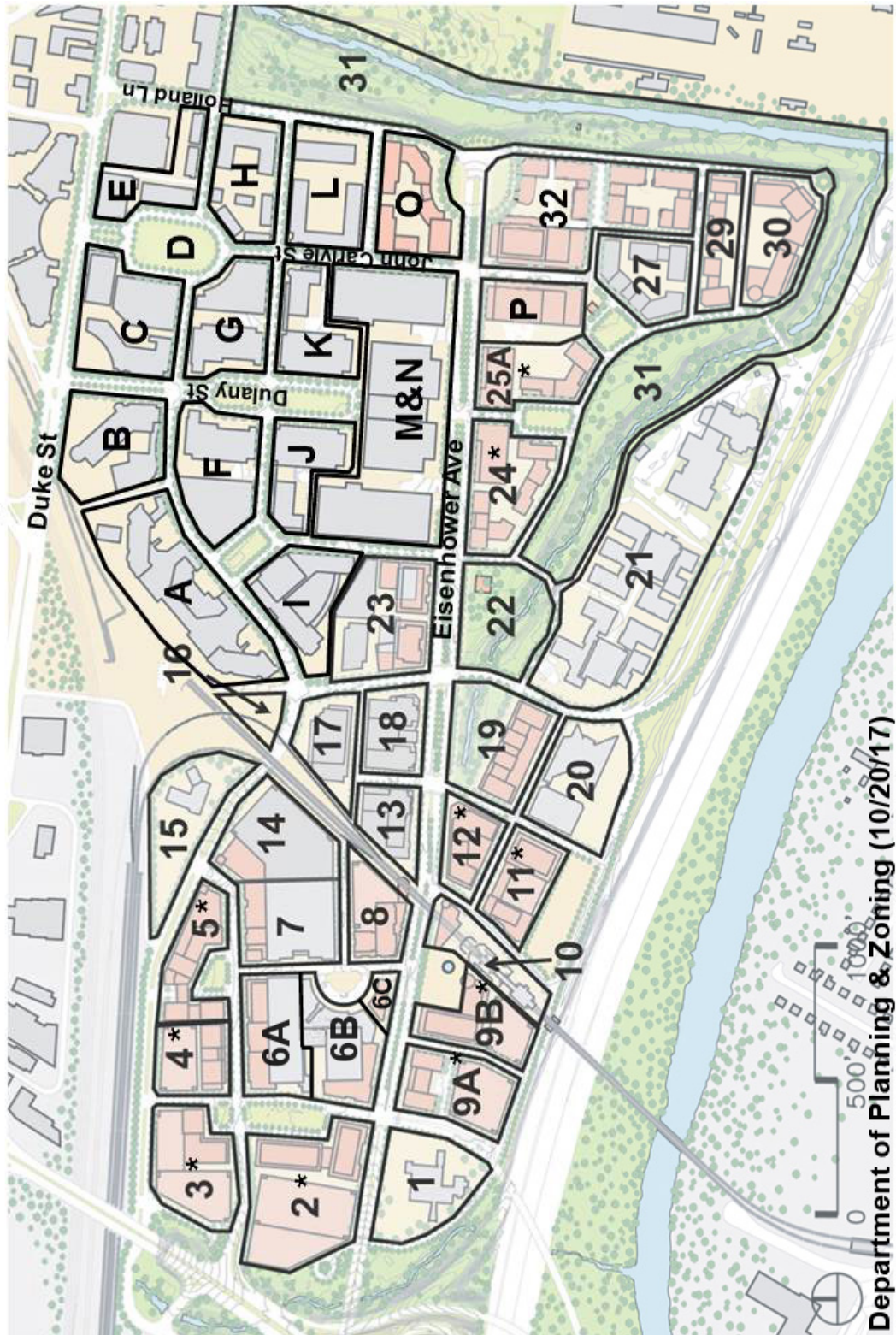
The Eisenhower Partnership is notified monthly of development activity within Carlyle and Eisenhower East and has been informed of this proposal. Additionally, the development proposal was presented to the Federation of Civic Associations at their monthly meeting in May 2019.

VII. CONCLUSION

Staff recommends **approval** of the Development Special Use Permit with site plan, as amended, and all associated applications subject to compliance with all applicable codes, ordinances and staff recommendations below. Staff further recommends that Council authorize the Carlyle/Eisenhower East Design Review Board (DRB) to review and approve any subsequent architectural changes to the West Tower.

VIII. GRAPHICS

Eisenhower East / Carlyle Blocks



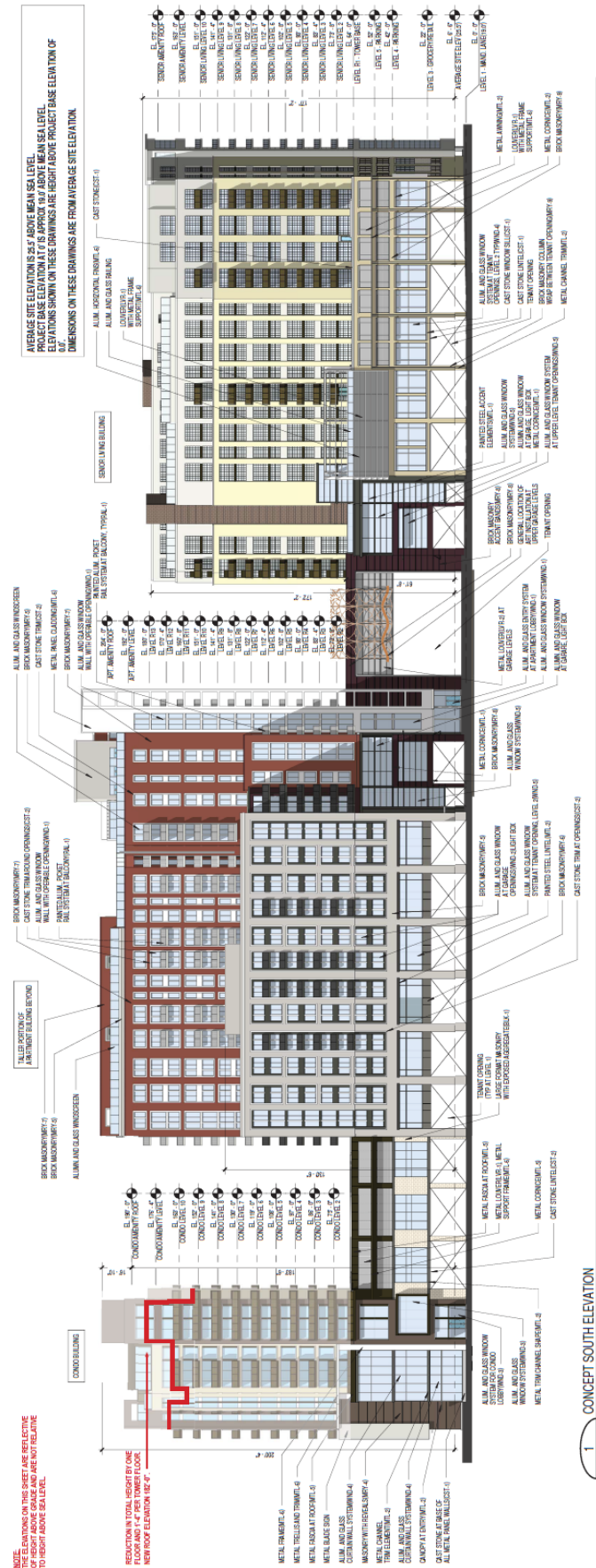


Figure 1: South Elevation (Mandeville Lane). Height modification of West Tower is shown in red.

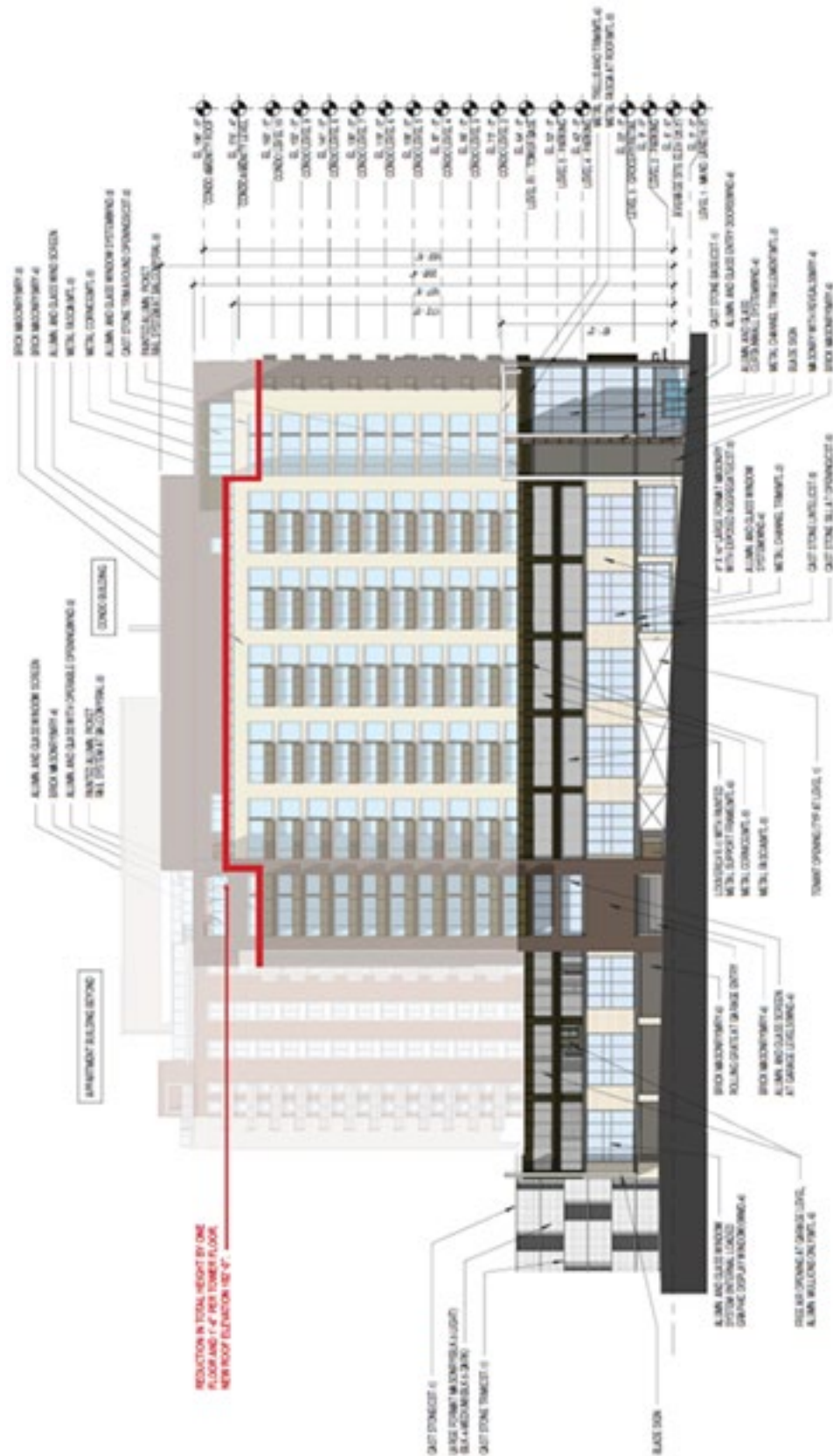


Figure 2: West Elevation (Stovall Street). Height modification of West Tower is shown in red.

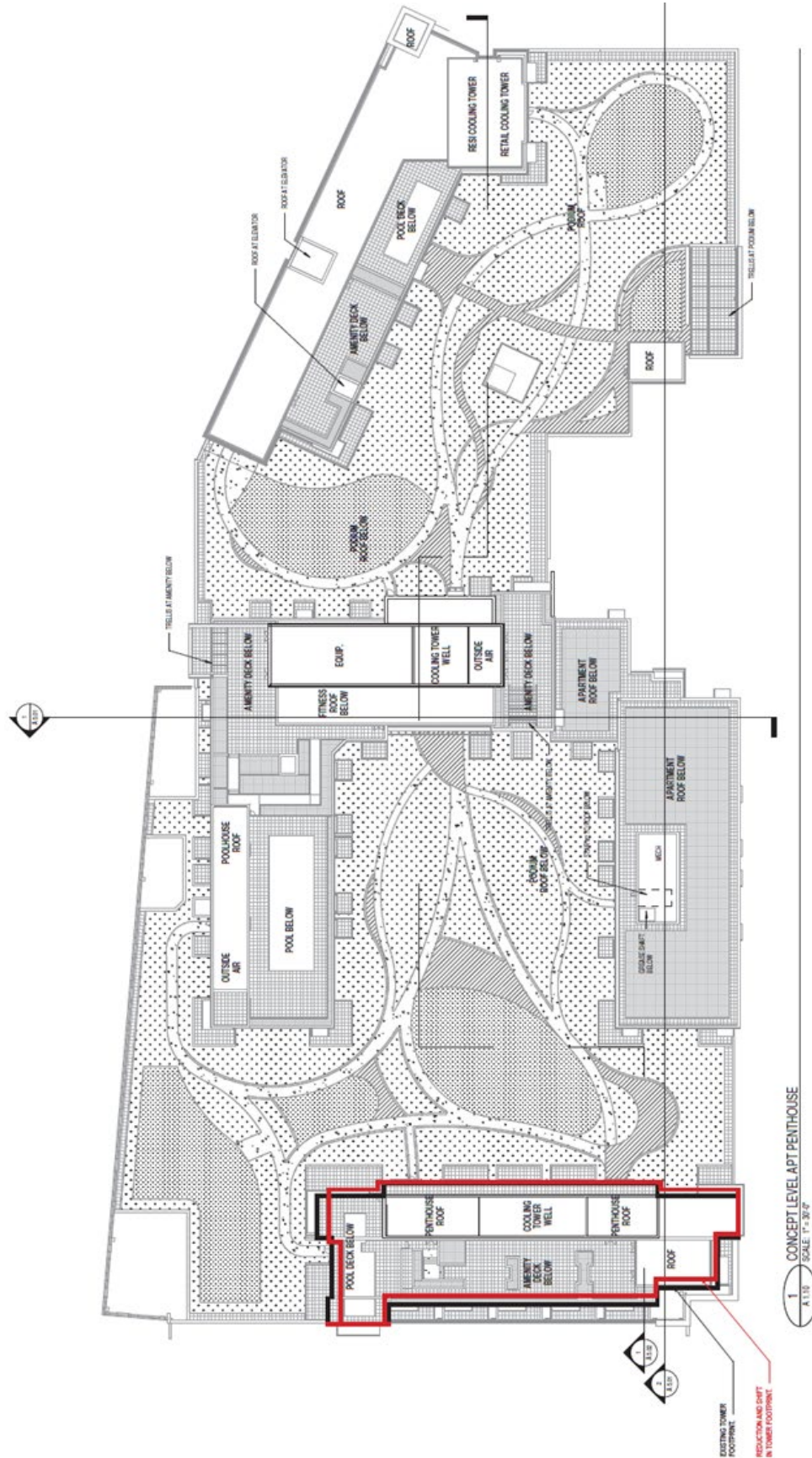


Figure 3: Reduction and shift in West Tower footprint shown in red. Full project site context.

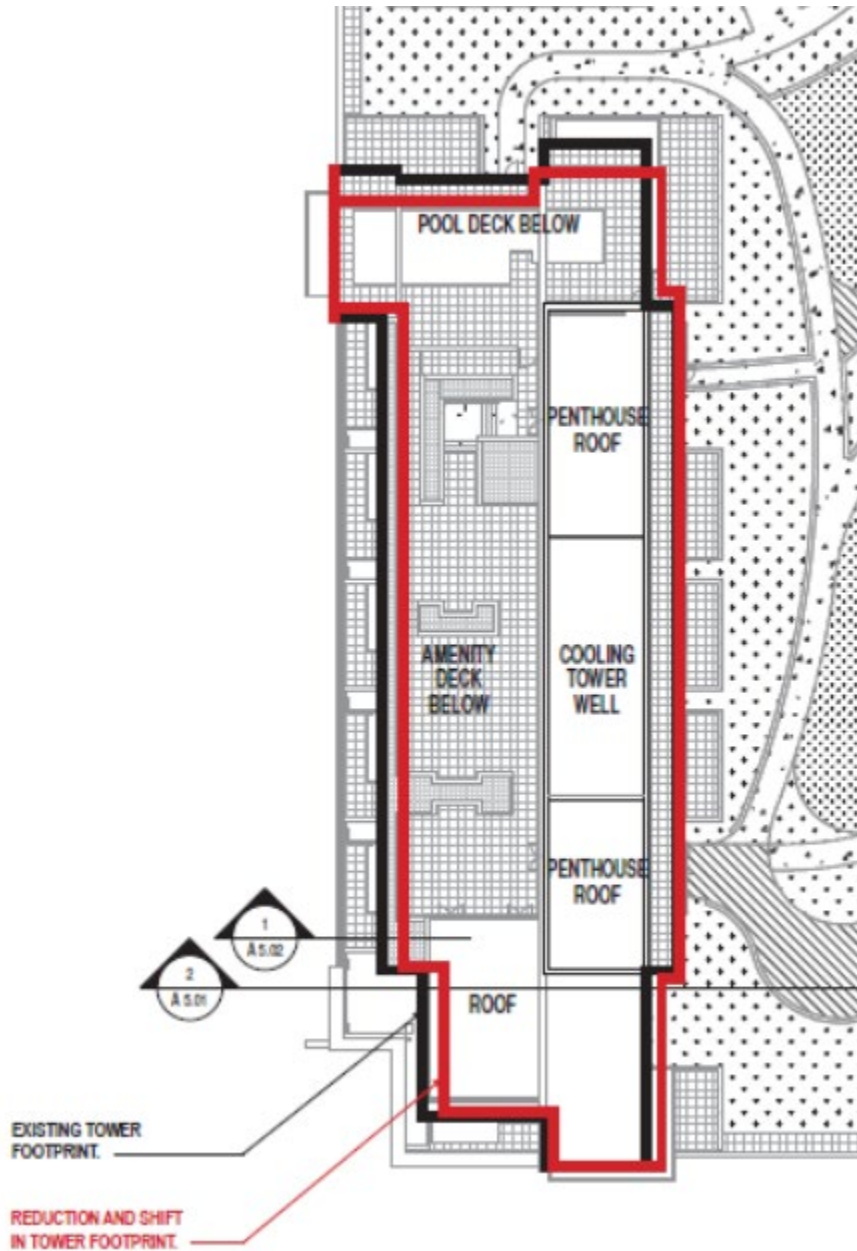


Figure 4: Reduction and shift in West Tower footprint shown in red. Site detail.

IX. STAFF RECOMMENDATIONS:

Conditions are carried over from DSUP#2017-0023 with an amendment to Condition #10.

1. The Final Site Plan shall be in substantial conformance with the Stage 2 preliminary plan dated December 19, 2017, and as amended on January 18, 2018, and comply with the following conditions of approval.

A. PEDESTRIAN/STREETSCAPE:

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

- c. Northeast corner of intersection – one (1) ramp facilitating north/south travel
 - d. Northwest corner of intersection – one (1) ramp facilitating north-south travel
- h. Extend the conditions of the median on Mill (adjacent to the northeast side of site) with a cut-out (at the road grade) to function as a pedestrian refuge. Provide a median nose and add detectable warning strips on either side of the cut-out.
- i. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
- j. All crosswalks shall high-visibility crosswalks (white, thermoplastic continental crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD). Alternative crosswalk treatments must be approved by the Director of T&ES.
- k. Install pedestrian countdown signals and pedestrian activated push-buttons in accordance with City Standards. All pedestrian-activated push buttons shall be accessible per ADA Accessibility Guidelines (ADAAG).
- l. Install the extent of the Mill Road and Mandeville Lane realignment and reconfiguration improvements to the satisfaction of the Director of Transportation and Environmental Services or his designee.
 - i. The width of the sidepath shall be 12' and shall include centerline striping (type B, Class I, single broken white)
 - ii. The road diet shall provide 2 travel lanes (11') and a center turn lane (11') with medians and striping, as shown on the preliminary plan dated October 19, 2017.
 - iii. Install the new curb and gutter on the south curb of Mandeville Lane east of the intersection of Mandeville Lane and Swamp Fox Road (subsequent to the recordation of the right-of-way to the city, making these public streets). The curblines shall be coordinated to align with the curb adjacent to block 6, to create a continuous curb face to curb face width exclusive of bump-outs. All work is to be done within the public right-of way.
- m. No above grade utilities shall be allowed within 12' exclusive width of the sidepath.
- n. No above grade utilities shall be positioned in such a manner that obstructs a 6' clear pedestrian zone on City sidewalks.
- o. Install a raised table at the intersection of Swamp Fox and Mandeville to the satisfaction of the Director of Transportation and Environmental Services or his designee. If non-standard paver or other material is utilized a maintenance agreement may be required.
- p. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials so as to minimize any potential visible impacts.

- q. Maintain a reservation of space adjacent to the curb west of the plaza for the implementation a bikeshare station. *** (P&Z)(T&ES)

B. PUBLIC ART:

- 3. Per the City's Public Art Policy, adopted December 13, 2014, work with City Staff to determine ways to incorporate public art elements on-site, or provide an equivalent monetary contribution to be used toward public art within the Small Area Plan planning area, to the satisfaction of the Directors of RP&CA and P&Z. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. Current plans show four (4) buildings. In the event public art is provided on-site, the public art shall be of an equivalent value. (RP&CA)(P&Z)
 - a. Prior to release of the Final Site Plan, the Applicant shall have selected the artist, have locations and medium finalized and provide a schedule for the art installation. The Applicant is strongly encouraged to concurrently provide information on construction materials and the recommended maintenance regimen. The art shall be installed prior to the issuance of the first Certificate of Occupancy, to the satisfaction of the Directors of P&Z and/or RP&CA. (RP&CA)(P&Z) *, ***

C. OPEN SPACE/LANDSCAPING:

- 4. Develop, provide, install and maintain an integrated Landscape Plan with the Final Site Plan that is coordinated with other associated site conditions to the satisfaction of the Director of P&Z. Landscape plans shall be submitted in accordance with the City of Alexandria's Landscape Guidelines, and at a minimum shall:
 - a. Provide an enhanced level of detail for all proposed landscape installations including street, canopy, evergreen, and multi-trunk trees, shrubs, perennials, and groundcovers. If any landscape plantings are proposed, they shall be limited to plant material that is horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. Ensure positive drainage in all planted areas.
 - c. Provide detail, section, and plan drawings for plantings located above-structure and on-grade. Illustrate at-grade and sub-surface conditions, including irrigation, adjacent curb/pavement construction, edge restraint system, dimensions, drainage, and coordination with site utilities.
 - d. The location of all pole-mounted lights shall be coordinated with all trees. Light poles shall be located a minimum of ten (10) feet from the base of all trees, and the placement and height of light poles shall take into account the mature size and crown shape of all nearby trees.
 - e. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural

- support. Provide section details both parallel and perpendicular to the street that verify this requirement.
- f. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
 - g. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and all planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. (P&Z)
 - h. For plaza with public access easement, provide percolation tests to ensure sufficient subgrade drainage related to proposed planting locations. Test pits shall be a minimum of 2 feet in diameter and 2 feet deep from the bottom of the planting hole. Percolation test locations and rates shall be to the satisfaction of the Director of RP&CA, but the minimum acceptable rate shall be 2 inches per hour using potable water. Percolation tests shall be certified by a soil scientist / registered geotechnical engineer. (P&Z)(RP&CA)
5. Provide the following modifications to the landscape plan and supporting drawings:
- a. Condition deleted by Planning Commission. (DSUP#2017-0023)
 - b. The Applicant shall work with City Staff to design an interactive and dynamic focal feature, and its setting, shown in the publicly accessible plaza as depicted in submitted plans to ensure it serves as a focal point to the public realm. Public art may be considered for incorporation into this focal feature. (PC)(DSUP#2017-0023)
 - c. The Applicant shall work with Staff to vary the three-dimensional design of the plaza to address the appearance of an unrelieved plane, and; resolve the plaza edge design to retain the visual connectivity of the intersection and the plaza while enhancing the perception of security for the plaza users, to the satisfaction of the Director of Planning & Zoning.
 - d. Provide events infrastructure for the publicly accessible plaza, including but not limited to power (power level to be determined) and telecommunications connections. (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, drinking fountains and other associated features.
8. Applicant shall provide required 10,900 SF open space in the Plaza, and associated public access easement, per the requirements of the EESAP.
9. Hire a professional consultant to work with Staff and the landscape designers to incorporate and interpret elements of the historical character and archaeological findings into the design of the open space and to prepare interpretive elements, which shall be erected as part of the development project. The site plan shall indicate themes and locations of interpretive elements. Prior to release of the Final Site Plan, the consultant shall provide text and graphics for the interpretive elements subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z.* (Arch)(P&Z)

D. BUILDING:

10. **CONDITION AMENDED BY STAFF:** The building design shall be consistent with the elevations dated December 15, 2017 and the January 18, 2018, and subject to building design alterations as per conditions of approval by the Carlyle/Eisenhower East Design Review Board (DRB).
 - a. Applicant will work with Staff to bring the podium landscape to the forefront/podium edge at the hyphen locations and investigate exposing structure at the southeast corner.
 - b. DRB recommends that the Applicant further study and coordinate with Staff to revise the top treatment of the vertical expression on the condominium building.
 - c. DRB recommends the Applicant further study the Mill Road façade to adjust the pattern yet continue to be playful in character. This could include working with the mechanical openings, glass in the service corridor and subtle changes to masonry pattern and color. (DRB)
 - d. This DSUP approval establishes the range of building envelopes and building heights as shown on the preliminary plan submission. The approval of the West Tower building shall be reviewed and approved by the Carlyle/Eisenhower East Design Review Board, prior to release of the final site plan for that building. The DRB review shall include but not be limited to massing, architecture, entrances, and building interface with the open space. (P&Z)
 - i. Decisions of the Board may be appealed to the city council by the applicant. Such an appeal shall be filed in writing with the Director

of Planning and Zoning within 15 days of the Board's decision, and shall be heard by council with 75 days of the filing. (P&Z)

11. Provide the following building refinements to the satisfaction of the Director of P&Z:
 - a. Multi-Family Building: Continue to work on stronger integration/expressions of penthouse forms through the use of color and plane changes.
 - b. Senior Living Building: Simplify/clarify the façade rhythmic organization; scale/color of glazing subdivisions needs refinement, including exposed garage portions. Gridded glazing does not currently read strongly.
 - 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.
12. Applicant shall continue to work with Staff to refine the appearance of the 4th and 5th level parking garage decks. The flat façade with a significant amount of small pattern screening material detracts from the overall architecture. These areas may require either more or less detail and screening than currently shown, and should be addressed as individual design solutions. The areas to be studied include:
 - a. along the grocery tenant façade;
 - b. between the Multifamily and the Senior Living Buildings along Mill;
 - c. along both sides of the southeast corner along Mandeville. (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, or on a directly adjacent site in full view of the project site, and must receive direct sunlight in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)
15. Building materials, finishes and architectural details shall be subject to review and approval by the Carlyle/Eisenhower East Design Review Board(DRB). (DRB)
16. Should the Applicant agree to provide a podium and development rights for approximately 75 affordable housing units as described in Condition #32, the following shall be provided:
- a. Any additional structure proposed as affordable housing is subject to separate future DRB review and approval.
 - b. Any additional structure proposed as affordable housing is subject to separate future DSUP review and approval.
17. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver for the retail components and LEED Certified for the residential components to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first Final Site Plan and provide a draft checklist showing how the project plans to achieve the certification. *
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of certification within two (2) years of obtaining a final certificate of occupancy.
 - e. Failure to achieve LEED Certification (or equivalent) for the residential project and /or LEED Silver (or equivalent) for the commercial project will be evaluated by City Staff, and if Staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of Staffs' release of Final Site Plan will apply.

- f. Provide documentation to future retail tenants encouraging them to operate their business consistently with the goals of LEED, as well as to pursue LEED for Retail or LEED for Commercial Interiors certification. (P&Z)(T&ES)
- 18. The Applicant shall work with the City for recycling and/or reuse of leftover, unused, and/or discarded building materials. (T&ES)(P&Z)
- 19. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
- 20. Provide level 2 electric vehicle charger installation for a minimum of 2 percent of the required parking spaces. An additional 3 percent of the required parking spaces shall have necessary infrastructure installed for future level 2 electric vehicle chargers. (T&ES)
- 21. In order to provide a more sustainable use of natural resources, the Applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the Applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at <http://www.epa.gov/WaterSense>. (T&ES)
- 22. The stairwells within structured parking garages shall be visible, as permitted by the Building Code without solid walls. The balusters shall be open to allow for a clear line of vision. Provide guards that are 42 inches in height along open sides of the stairways and landings which are located 30 inches above the floor or grade below. The width between the balusters shall be no wider than 4 inches and the handrails are to be a minimum of 34 inches and a maximum of 38 inches. (Police)
- 23. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

E. COMMERCIAL USES:

- 24. Ground floor uses of areas designated on the plan as “retail” shall be limited to retail, personal service uses and restaurants, as defined in the Zoning Ordinance, with the exceptions identified below:
 - a. One leasing office for each building is allowed;
 - b. Condition deleted by Planning Commission. (DSUP#2017-0023)
 - c. Condition deleted by Planning Commission. (DSUP#2017-0023)
 - d. Restaurants are subject to the development standards described in Condition 27. (PC) (DSUP#2017-0023)

25. Second floor uses designated on the plan as “retail” shall be limited to retail, personal services, day care, private schools, restaurants, medical uses including medical office, laboratories, and care facilities, business and professional offices and such other uses as the Director of Planning & Zoning shall determine are consistent with the mixed-use character of the project. The second floor shall provide an additional destination retail component of at least 20,000 square feet, which may be composed of a single tenant or group of tenants.
26. Day care centers shall be permitted with an administrative special use permit provided they comply with the criteria listed below. Day care centers that do not meet these criteria may apply for a separate special use permit.
 - a. A plan that shows drop off and pick up areas must be provided and must be reviewed to ensure that the drop off and pick up areas will create minimal impact on pedestrian and vehicular traffic and will be safe for the day care users. The plan must be approved by the Directors of P&Z and T&ES.
 - b. Day care uses must be located facing Mill Road and must not occupy more than 14,000 gross square feet. (P&Z) (T&ES)
27. 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. If live 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 to the satisfaction of the Directors of Transportation and Environmental Services, Planning and Zoning, and Code Administration. (Code)(P&Z)(T&ES)
28. Ensure the following for the retail areas along Mandeville Lane and the plaza within the development, to the satisfaction of the Director of P&Z:
 - a. Provide a minimum 15 feet floor to floor height.
 - b. The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the lease for each tenant. (P&Z)

F. SIGNAGE:

29. 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)
30. The Applicant shall submit a coordinated sign plan SUP at a future date. The plan shall include a color palette and shall coordinate the location, scale, number, massing, character and encroachment considerations of all proposed signage to the satisfaction of the Director of P&Z and shall be approved by City Council prior to the release of the Final Site Plan.*
- a. Design and develop a sign plan for interpretive signage that highlights the history and archaeology of the site. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Director of Archaeology. * (Arch)
 - b. Design and develop a sign plan for wayfinding and directional signage. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Director of T&ES. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances * (T&ES)
 - c. The building signs shall be designed to relate in material, color and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Director of P&Z.
 - d. The building signs shall be designed of high quality materials.
 - e. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
 - f. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
31. Provide signage at the entrances to the parking garage with retail parking that is consistent with the City's Wayfinding standards for identifying parking garages. *(T&ES)

G. HOUSING:

32. The Applicant has agreed to make an affordable housing contribution of \$3.4 million to the Housing Trust Fund (HTF) (the "HTF Contribution"). Further, the Applicant has agreed to consider in lieu of the HTF Contribution:
- a. to provide onsite rental units, equivalent in value to the HTF contribution to be mutually agreed upon by Applicant and the City based on the formula used for the Oakville Triangle CDD, affordable at or below 60 percent of the Washington D.C. Metropolitan Area Median Family Income (taking into account utility allowances) for a period of 25 years from the date of initial occupancy of each affordable unit and subject to all City standard conditions for affordable rental units, including provision of parking which shall be offered to onsite units on the same basis as the market rate units; or

- b. pursuant to a mutually agreed upon determination of feasibility between the Applicant and the City (including a mutually agreed Valuation, if any, in section vi below), the Applicant agrees to provide air rights within its development for construction of a condominium unit containing approximately 75 units of affordable rental housing (affordable housing condominium unit) to AHDC, or to another affordable housing provider designated by the City. The affordable housing building will be located above a ground floor podium and parking being developed by the Applicant and shall not exceed six stories. The site of the affordable housing condominium unit will be generally located at the eastern portion of the larger project along Mandeville Lane and/or Mill Road and/or may be co-located within the footprint of another building proposed by Applicant or a separate pad site on the podium. This option is subject to the following:
 - i. The affordable building condominium unit will have a design, architecture and function that is compatible with the overall design, function and quality of the Applicant's development. All design and development costs necessary to get the affordable building condominium unit approved, subsequent to the determination of feasibility between the Applicant and City, shall be borne by AHDC or the designated affordable housing provider;
 - ii. The Applicant agrees to provide project-related information, including its schedule of development and construction costs, to the extent needed to facilitate AHDC or the designated affordable housing provider securing a full funding package, including Low Income Housing Tax Credits (LIHTC) and City and third-party financing on a schedule that aligns with the anticipated delivery of the podium;
 - iii. The Applicant agrees to work cooperatively with AHDC or the designated affordable housing provider in its application(s) for LIHTC;
 - iv. The Applicant agrees that residents of the constructed affordable units shall have access to amenities offered to residents of the adjacent multi-family rental apartment building, with the exception of parking. In the case of parking, if it is determined at any time by the Applicant that there is excess parking, up to 50 spaces shall be offered first to residents of the affordable housing building, and leased on a first come first served basis on the same terms as it is being made available to residents of onsite market rate rental units. As there will be no designated parking at the project for the additional residential units, AHDC or the designated affordable housing provider shall make interim arrangements, as necessary, for the lease of offsite parking for residents of the affordable building pending spaces becoming available within the development;
 - v. The Applicant shall cooperate with AHDC or the designated affordable housing provider to provide necessary easements
 - vi. development as needed; and

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

H. PARKING:

35. Provide bicycle parking space(s) per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. 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)
36. The design and allocation of parking shall be subject to the following to the satisfaction of the directors of P&Z, T&ES, and Code Administration:
- a. All parked vehicles shall be prohibited from encroaching on the proposed streets, drive aisles, pedestrian walkways, or emergency vehicle easements, and all purchasers and tenants shall be notified of this prohibition. (P&Z)(T&ES)(Code Administration)

37. All residential parking shall be unbundled (i.e., the cost to purchase or lease a parking space is separate from the cost to purchase or lease the residential unit). All remaining unassigned residential spaces in the garage shall be made generally available (T&ES)
38. The garage shall have a maximum of 1,590 spaces for use by residents and retail tenants. These spaces may be allocated to residents of the building up to the maximum amount allowed in the EESAP. The Applicant may exceed the retail maximum in the EESAP by no more than 220 spaces. This approval may be revoked should the grocery space become occupied by a retail establishment other than a regional destination grocer as specified in the EESAP, in which case the excess spaces may be required to be converted to another use. (T&ES)
39. Within 2-3 years of occupancy of the grocery and the majority of the retail space, the Applicant shall provide a parking utilization study documenting the usage of the retail parking. The Applicant shall meet with Staff prior to conducting the study to determine the scope. If parking is found to be underutilized, the Applicant may reduce the retail parking without an amendment to this DSUP. (T&ES)
40. Prior to the first Certificate of Occupancy the Applicant shall install access control equipment for each garage entrance to allow for future parking management. *** (T&ES)
41. Provide a Parking Management Plan with the Final Site Plan submission consistent with the CDD conditions. * (P&Z)(T&ES)
42. Parking spaces within the parking garage may be made available for market-rate parking through an administrative special use permit. (T&ES)
43. All on-street parking controls and restrictions, including loading zones and other non-standard restrictions, within the project area shall be determined by the City. Any such controls and restrictions which the Applicant desires shall be shown on the Final Site Plan. (P&Z)(T&ES)
44. Provide \$39,000 for purchase and installation of 5 multispace meters prior to release of the final site plan. * (P&Z)(T&ES)
45. Provide the entry/exit improvements, to include raised concrete directional median and striping, at the Hoffman Garage, as shown on the preliminary plan dated 5/2/2017. All work is to be done within the public right of way. (T&ES) (PC)
46. Applicant must apply for an application to the Traffic and Parking board for the provision of a loading space and appropriate time of use signage on Mandeville Lane. (P&Z)

I. SITE PLAN:

47. 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)
48. 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 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. Podium roof and amenity area lighting shall be shielded from view by adjacent buildings.
 - i. 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.
 - j. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - k. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - l. 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.

- m. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
 - n. The walls and ceilings in the garage must be light-colored concrete (painted or dyed) to increase reflectivity and improve lighting levels at night.
 - o. The lighting for the parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
 - p. Light fixtures for the underground/structured parking garage shall be designed to maintain required clear ceiling heights and minimize light spill for any areas that can be seen from the public ROW.
 - q. Light fixtures for open canopies shall be recessed for any areas that can be seen from the public ROW.
 - r. 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)
49. Show all existing traffic signal equipment and traffic control devices in the plans. Applicant shall provide and install any new traffic signal equipment or traffic control devices, as determined by City Staff at Swamp Fox Road, Mandeville Lane, Mill Road, and Stovall Street intersections depending on the extent and impact of the development as required. The new traffic signal equipment or traffic control devices, or modifications to existing traffic signal equipment or traffic control devices, shall be shown on the Final Site Plan to the satisfaction of the Director of T&ES. In lieu of providing and installing new traffic signal equipment or traffic control devices, or modifications to existing traffic signal equipment or traffic control devices, the Applicant may provide a monetary contribution to the City of Alexandria for the City to complete the upgrades. If the contribution in lieu option is chosen by the Applicant, it shall be made prior to release of the final site plan. *(T&ES)
50. Provide a unit numbering plan for each floor of a multi-unit building with the first Final Site Plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)
51. Provide a georeferenced CAD file in .dwg format [insert elements needed] of the dimension plan of this project. This information will be used to compile a master CAD reference to ensure all [elements/layers] are correctly located and will connect. * (P&Z)(DPI)
52. Utility easements for all public and private utilities shall be provided within the vacated right-of-way and such easements are to be shown on the plat of consolidation.
53. The vacated right-of-way shall be consolidated with the adjoining lot, and the plat of consolidation approved by the Directors of P&Z and T&ES prior to release of

- the Final Site Plan. The approved plat shall be recorded in the Land Records of the City of Alexandria.
54. Submit the plat of consolidation and all applicable easements, dedications and vacations prior to or concurrent with the Final Site Plan submission. The plat(s) shall be approved prior to or concurrently with the release of the Final Site Plan. * (P&Z)(T&ES)
 55. 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)
 56. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and T&ES. These items include:
 - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
 - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)(DRB)

J. ENCROACHMENT:

57. The Applicant (and his/her successors, if any) must obtain and maintain a policy of general liability insurance in the amount of \$1,000,000, which will indemnify the Applicant (and his /her successors, if any) and the City of Alexandria, as an additional named insured, against all claims, demands, suits, etc., and all costs related thereto, including attorney fees, relating to any bodily injury or property damage which may occur as a result of the granting of this encroachment. (T&ES)
58. Neither the City nor any Private utility company will be held responsible for damage to the private improvements in the public right-of-way during repair, maintenance or replacement of any utilities that may be located within the area of the proposed encroachment. (T&ES)
59. In the event the City shall, in the future, have need for the area of the proposed encroachment, the Applicant shall remove any structure that encroached into the public right-of-way, within 60 days, upon notification by the City. (T&ES)
60. The encroachment ordinance shall be approved prior to the release of the Final Site Plan. * (T&ES)(P&Z)

K. CONSTRUCTION MANAGEMENT:

61. 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)
62. 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)
63. 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)
64. 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)
65. No major construction staging shall be allowed within the public right-of-way on Mill Road, Mandeville Lane or Stovall Street. The Applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
66. 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)
67. 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)
68. Prior to commencing clearing and grading of the site, the Applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified a minimum of 14 calendar days prior to the meeting date, and the meeting must be held before any permits are issued. (P&Z)(T&ES)
69. 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)
70. 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)

71. 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)
72. Temporary on-site construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. *** (P&Z) (Code)
73. 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)
74. 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)
75. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
76. 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)

L. WASTEWATER / SANITARY SEWERS:

77. 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)
78. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)
79. The sewer connection fee must be paid prior to release of the site plan. * (T&ES)
80. 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)
81. 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)

M. SOLID WASTE:

82. Provide \$896 per receptacle to the Director of T&ES for purchase and installation of six (6) Victor Stanley Ironsites Series model SD-42 receptacle with Dome Lid dedicated to trash collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. * (T&ES)
83. Provide \$996 per receptacle to the Director of T&ES for the purchase and installation of six (6) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. * (T&ES)

N. *STREETS / TRAFFIC:*

84. 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)
85. 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)
86. Traffic studies and multi-modal transportation studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
87. 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)
88. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10 percent and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)
89. Furnish and install two 4 inch conduits with pull wires, and junction boxes located at a maximum interval of 300 feet underneath the sidewalks along the project frontage on Stovall St and Mill Rd. These conduits shall terminate in an underground junction box at each of the four street corners of the site. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES)
90. 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)

O. *UTILITIES:*

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

P. *SOILS:*

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

Q. WATERSHED, WETLANDS, & RPAs:

95. The project site lies within the Braddock Road West (Timber Branch) Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed 90 percent of the existing runoff quantities for both the 2-year and 10-year storm events. (T&ES)
96. The stormwater collection system is located within the Timber Branch watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
97. 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)

R. STORMWATER MANAGEMENT:

98. In order to abandon the sandfilter in place, comply with the following. Abandonment shall be completed prior to issuance of the first certificate of occupancy:
- a. Bulkhead the inflow and outflow pipes of the sandfilter.
 - b. Remove the pump in the sandfilter.
 - c. Fill the sandfilter with sand, 21A or a similar material. The fill material must be approved by the T&ES Development Inspections Manager.
 - d. Remove the sandfilter's manhole frames and covers and restore the pavement to the satisfaction of the Director of T&ES. ***(T&ES)
99. 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)
100. 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)
101. 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)
 102. Provide a BMP table as part of the final site plan with a separate listing for each individual BMP that includes the name of the practice, total area treated (acres), pervious area treated (acres), impervious area treated (acres), phosphorous removal efficiency (percentage), phosphorous removed by the practice (lbs), and geographic coordinates *(T&ES)
 103. The Applicant shall install four BMP tree wells on the northeast side of Stovall Street designed per the City’s Green Sidewalks Guidelines or Virginia Stormwater BMP Clearinghouse unless found to be technically infeasible. *(SWM)
 104. 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)
 105. 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)
 106. The Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner’s association (HOA) and/or master association for the mix of uses and owners for the development, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA and/or master association, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years, and transfer the contract to the HOA and/or master association. A copy of the

- contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)
107. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
- a. The Applicant shall furnish the Homeowner's Association/Master Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
 - b. The Developer shall furnish each home purchaser with a brochure describing the stormwater BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowners Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners. (T&ES)
108. 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)
109. 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)

S. CONTAMINATED LAND:

110. 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)
111. If environmental site assessments or investigations discover the presence of contamination on site, the final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:

- a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review.
 - e. The Applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
 - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)
112. 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)
113. If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. [The installed

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

T. NOISE:

114. Prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). In addition, include analysis of the levels of noise residents of the project will be exposed to due to loading and unloading activities, idling and traffic. Identify options to minimize noise and vibration exposure to future residents at the site, particularly in those units closest to the loading areas, garage entrances, interstate highway, railroad tracks and airport traffic, including triple-glazing for windows, additional wall / roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the Applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)
115. The noise study and noise commitment letter shall be submitted and approved prior to Final Site Plan release. * (T&ES)
116. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
117. Condition deleted by Planning Commission. (DSUP#2017-0023)
118. Supply deliveries, loading, and unloading activities shall not occur outside the enclosed Level P3 loading area between the hours of 11:00pm and 7:00am. (T&ES)
119. 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)

U. AIR POLLUTION:

120. 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)
121. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
122. No material may be disposed of by venting into the atmosphere. (T&ES)

123. 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)

V. CONTRIBUTIONS:

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

W. ARCHAEOLOGY:

125. Hire an archaeological consultant to conduct the archaeological investigations. Complete an Archaeological Evaluation and Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, shall be implemented. The Archaeological Evaluation and implementation of the Resource Management Plan shall be completed prior to submission of the Final Site Plan unless archaeological work is required in concert with demolition and construction activities, which must be demonstrated to the satisfaction of the City Archaeologist. (Archaeology)
126. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Archaeological Evaluation plan and any required Resource Management Plans will be implemented to recover significant resources before or in concert with construction activities.*(Archaeology)
127. Call Alexandria Archaeology (703/746-4399) two (2) weeks before the starting date of any ground disturbance so that an inspection or monitoring schedule for City archaeologists can be arranged. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)
128. 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)

129. 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)
130. The final certificate of occupancy shall not be issued for this property until interpretive elements have been constructed, interpretive markers have been erected, and the final archaeological report has been received and approved by the City Archaeologist. *** (Archaeology)

X. DISCLOSURE REQUIREMENTS:

131. All relevant provisions of any condominium association documents (as to any part of the development that is subject to a condominium), or any reciprocal easement agreement or equivalent (that governs the rights among owners of different air lot subdivisions) (as applicable, the “Supporting Documents”) shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project. The Supporting Documents shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.
 - a. The principal use of the residential portion of the parking structure and parking spaces shall be for motor vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted unless approved pursuant to the DSUP Conditions. (PC) (DSUP#2017-0023)
 - b. All unassigned spaces in the garage shall be made generally available to residents and/or visitors. All landscaping and open space areas within the development shall be maintained by an owner’s association or a designated representative of the owners (the “Responsible Party”). (PC) (DSUP#2017-0023)
 - c. Exterior building improvements or exterior changes [by future owners or tenants of all or part of the development] shall require the approval of City Council, as determined by the Director of P&Z.
 - d. The Supporting Documents shall contain a noise control protocol for resolving noise issues between neighboring occupants and disclose this by-law to all involved at the time of sale or lease agreement.
 - e. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit. *** (P&Z)

- f. Stormwater facility BMPs must be inspected and adequately maintained as designed to ensure proper functioning.
 - g. Disclose in the Supporting Document(s) or otherwise notify prospective buyers or tenants, in the applicable sale or lease documents, that the plaza is publicly accessible private property with a public access easement and shall be maintained by the Responsible Party and that the sanitary and storm sewer infrastructure located within the site are private and shall be maintained privately. (T&ES)
 - h. Present a disclosure statement, to potential buyers or tenants in the applicable sale or lease documents, disclosing the following, to the satisfaction of the Director of P&Z and the City Attorney, that (i) Metrorail tracks and other railway operations are located within the immediate vicinity of the project, are permitted to continue indefinitely and (ii) that Eisenhower Avenue is a major four lane arterial and that future traffic is expected to increase significantly as development along Eisenhower Avenue continues. (P&Z)(T&ES)
 - i. The Supporting Documents shall incorporate language, deemed necessary by the City Attorney, that any future owner sign a disclosure statement acknowledging the presence of multiple commercial uses that may create elevated levels of noise and pedestrian activity, and vehicular activity.
132. If environmental site assessments or investigations discover the presence of onsite contamination, the Applicant or its agent shall furnish each prospective buyer or tenant with a statement disclosing the prior history of the site, including previous environmental conditions and on-going remediation measures. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

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 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 In subsequent submissions, please show all conditioned improvements on the plan, including median noses and curb ramps. (Transportation Planning)
- F - 2 Add a curb ramp to the plans at the southeast corner of the site (near the garage) that connects the southern curb of Mandeville (new curb and gutter layout by the Applicant) with the northern curb, where the crosswalk is shown. (Transportation Planning)
- F - 3 Additional pavement markings are required in the intersection of Stovall Street and Mill Road to align vehicles into the existing westbound travel lanes west of the intersection from 1) the newly aligned WB travel lanes east of the intersection, and 2) from the double NB left-turn lanes. Add advisory lane line pavement markings of Lineotype O to the intersection for both of these movements. (Traffic Engineering)
- F - 4 The dashed centerline shown on the multi-use path is not consistent with national design standards for such facilities. The dashed centerline should consist of single yellow dashes, 3' in length, spaced 9' between. (Traffic Engineering)

- F - 5 The lane line at the NB approach of Mandeville Lane to Mill Road should be a solid 4" white line, not a dashed line as is shown in the plans. (Traffic Engineering)
- F - 6 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 - 7 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 – 8 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 – 9 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F – 10 Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F – 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)

- F – 12 All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4 inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 inch or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured “Y” or “T” or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured “Y” or “T”, or else install a manhole. (T&ES)
- F – 13 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 – 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 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 – 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)

- F – 16 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 – 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)
- F – 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)
- F – 19 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F – 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)
- F – 21 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 – 22 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 – 23 Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- C - 1 Parking ratio requirement adjustment. Any parking requirement may be adjusted within 5% of the requirement if the director of Planning and Zoning determines that physical requirements of the building prevent compliance with the specific number of parking spaces required. (Section 8-200(A)(2)(c)(i) of the Zoning Ordinance) (T&ES) (P&Z)
- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the Applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the Applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 3 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the Applicant shall comply with the stormwater quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed or known flooding area, then the Applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 4 Per the requirements of Article 13-114 (f) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 5 If it is determined that the site is not in compliance with Section 13-1-3 of the City Code, then the Applicant shall make additional improvements to adjust lighting levels to the satisfaction of the Director of T&ES to comply with the Code. (T&ES)
- C - 6 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter

- 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 7 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C - 8 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 9 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 10 The Applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: www.alexandriava.gov/solidwaste or by contacting the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov. (T&ES)
- C - 11 The Applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility

- located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 12 The Applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: www.alexandriava.gov/solidwaste or by calling the Solid Waste Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)
- C - 13 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 14 Bond for the public improvements must be posted prior to release of the site plan.
* (T&ES)
- C - 15 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan. * (T&ES)
- C - 16 Provide a phased erosion and sediment control plan consistent with grading and construction plan. The erosion and sediment controls shall be confined to the owner's property. Extension of erosion and sediment controls in the public right of way, if required, must be approved as part of the Construction Management Plan. (T&ES)
- C - 17 Per the Memorandum to Industry, dated July 20, 2005, the Applicant is advised regarding a requirement that Applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To ensure that this requirement is achieved, the Applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 18 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method)

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

- C - 19 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 20 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 21 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 22 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 23 The Applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 24 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
 - a. Monday Through Friday from 7 AM To 6 PM and
 - b. Saturdays from 9 AM to 6 PM.
 - c. No construction activities are permitted on Sundays and holidays.Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours :
 - d. Monday Through Friday from 9 AM To 6 PM and
 - e. Saturdays from 10 AM To 4 PM
 - f. No pile driving is permitted on Sundays and holidays.Section 11-5-109 restricts work in the right of way for excavation to the following:
 - g. Monday through Saturday 7 AM to 5 pm
 - h. No excavation in the right of way is permitted on Sundays. (T&ES)
- C - 25 The Applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C - 26 The Applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 27 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia

Marine Resources shall be in place for all project construction and mitigation work prior to release of the Final Site Plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)_for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. *(T&ES)

- C - 28 The Applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final 1 submission. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, an electronic copy of the approved SWPPP Book must be provided with the Mylar submission and the coverage letter must be copied onto the plan sheet containing the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the approved hardcopy SWPPP Binder Book must accompany the construction drawings onsite. Separate parcel owners will be required to seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES-Storm)

VAWC Comments:

- C - 1 VAWC has no conditions.

AlexRenew Comments:

- C – 1 Ensure all discharges are in accordance with City of Alexandria Code Title 5, Chapter 6, Article B.
- C – 2 The Applicant shall coordinate with the City of Alexandria T&ES to ensure that planned flow capacity does not exceed City of Alexandria allotted AlexRenew plant capacity, nor exceed capacity in AlexRenew Holmes Run Trunk Sewer during wet and average flow conditions.
- C – 3 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.
- C – 4 The Holmes Run Trunk Sewer segment that the proposed new sewer discharges into experiences surcharge conditions under the 1-year storm. This is expected to continue until the wet weather projects are complete. The developer's submitted outfall analysis does not appear to account for the impact of surcharging during wet weather events and how that affects the proposed new sewer's hydraulic grade line.

Recreation Parks and Cultural Activities

- F – 1 Playspace plans shall depict location, scale, massing and character of the playspace, grade conditions, surfacing, site furnishings, vegetation, and other site features.
- F – 2 Playspaces and site equipment shall comply with the most recent guidelines, specifications and recommendations of the Consumer Product Safety Commission (CPSC) Handbook for Public Playground Safety, ASTM Specification for Playground Equipment for Public Use (ASTM F1487) and ASTM Specification for Impact Attenuation of Surface Systems Under and Around Playground Equipment (ASTM F1292). Applicant shall provide certification that the play areas have been designed, reviewed and approved by a certified playground safety inspector (CPSI professional) with current certification. Play area and equipment shall comply with Americans with Disabilities Act 2010ADA Standards for Accessible Design.
- F – 3 Playspaces shall be regularly inspected and appropriately maintained according to CPSC, ASTM, and manufacturer recommendations. Natural play spaces and/or elements shall be maintained and cared for according to landscape standards provided by landscape architect, planner, and/or to relevant CPSC and ASTM standards.
- F – 4 Playspaces shall have appropriate signage posted with hours of operation and other operational information. (RP&CA)(P&Z)

Fire Department

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

Code Administration (Building Code)

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

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

Police

Parking Garage Recommendations

- 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:

- * 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

**APPLICATION****DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN****DSUP #** _____ **Project Name:** Blocks 4 & 5 Hoffman Town Center2410 & 2460 Mill Road, Alexandria, Virginia**PROPERTY LOCATION:****TAX MAP REFERENCE:** 72.04 03 25 & 28 **ZONE:** CDD #2**APPLICANT:**

Name: HTC 4/5 Project Owner LLC, a Delaware limited liability company.

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

PROPERTY OWNER:

Name: HTC 4/5 Project Owner LLC, a Delaware limited liability company.

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

SUMMARY OF PROPOSAL Amendment to Development Special Use Permit #2017-0023
to reduce the height of the approved West Tower building of the project.

MODIFICATIONS REQUESTED None**SUP's REQUESTED** Amendment to Development Special Use Permit #2017-0023

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

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

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

Duncan W. Blair, Attorney

Print Name of Applicant or Agent
524 King Street

Mailing/Street Address
Alexandria, Virginia 22314

City and State _____ Zip Code _____

Signature
703 836-1000 703 549-3335

Telephone # _____ Fax # _____
dblair@landcarroll.com

Email address
4/26/2019

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 OWNERSHIP ORGANIZATIONAL CHART.

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

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

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

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. See attached	See attached	100%
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 2410 & 2460 Mill (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	100%
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. Applicant & Property Owner	Project Architect	John Goebel, PC
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.

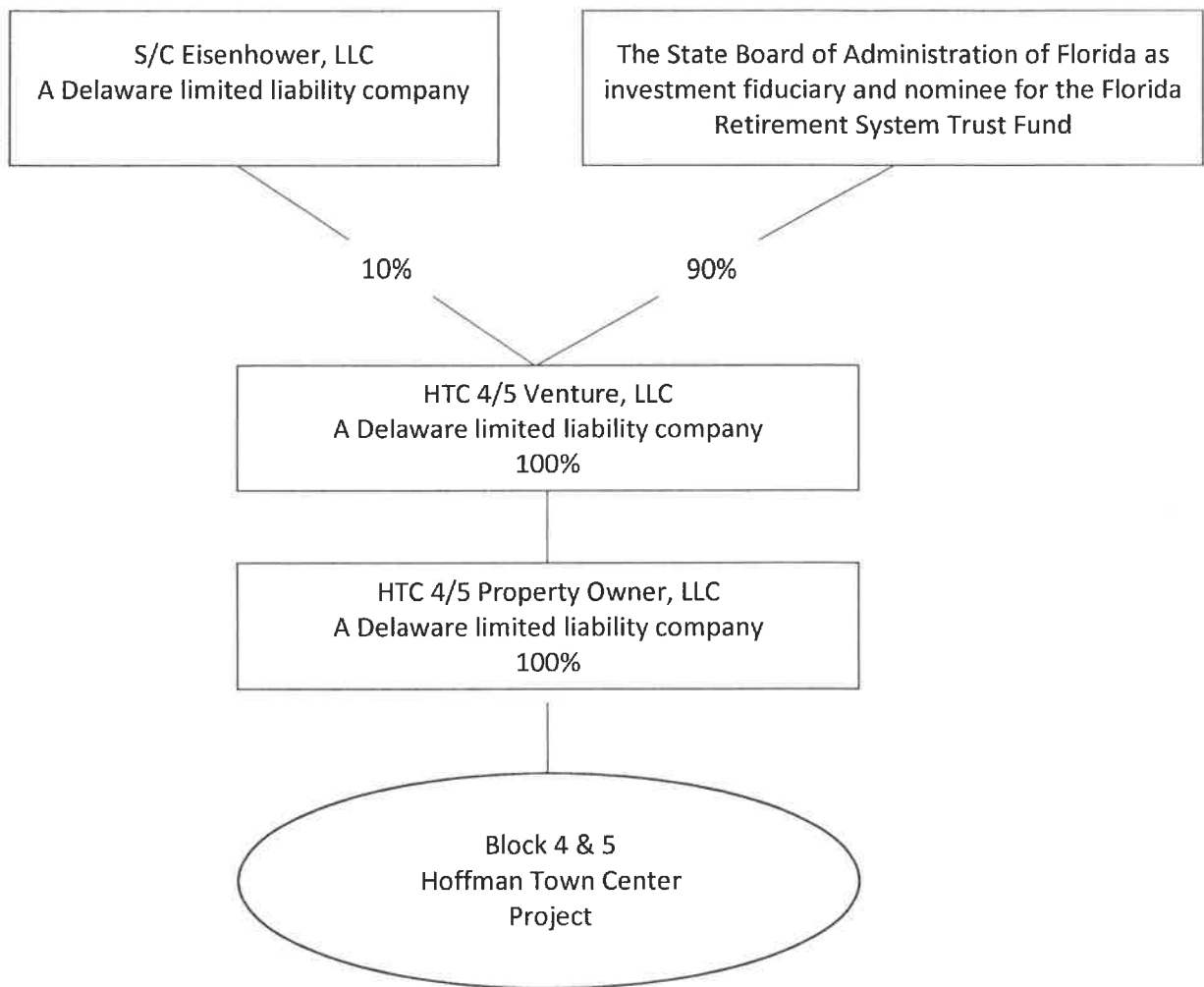
As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

4/26/19

Date

Printed Name

Signature



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

Amendment to DSUP #2017-0023 to reduce the height of the approved

West Tower building.

Development SUP # _____

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

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

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

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

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

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

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

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

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

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

Not Applicable

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

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

Not Applicable

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

Not Applicable

C. How often will trash be collected?

Not Applicable

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

Not Applicable

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:

Not Applicable

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

Not Applicable

ALCOHOL SALES

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

☐ Yes. ☐ No. Not Applicable

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

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?

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

_____ Standard spaces
 _____ Compact spaces
 _____ Handicapped accessible spaces
 _____ Other

NO CHANGE FROM DSUP #2017-0023

Development SUP # _____

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

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

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

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance?

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

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

Inside the Structured parking facility and on to be designated onstreet loading Area

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

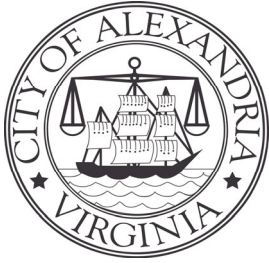
Not Applicable

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

Not Applicable

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

Yes



Stage 2 Development Special Use Permit #2017-0023
Encroachment #2018-0002
2410 & 2460 Mill Road – Hoffman Blocks 4 & 5

Application	General Data	
Project Name: Hoffman Blocks 4 & 5	PC Hearing:	March 6, 2018
	CC Hearing:	March 17, 2018
	If approved, DSUP Expiration:	March 17, 2021
	Plan Acreage:	5.07 acres (220,940 sf)
Location: 2410 & 2460 Mill Road	Zone:	CDD #2/Coordinated Development District
	Proposed Use:	Residential/Retail
	Dwelling Units:	721
	Gross Floor Area:	Residential: 801,441 sf Retail: 236,607 sf
Applicant: S/C Eisenhower, LLC	Small Area Plan:	Eisenhower East
	Historic District:	N/A
	Green Building:	Residential: LEED- Certified Retail: LEED- Silver

Purpose of Application
The Applicant requests Stage II approval of a Development Special Use Permit in order to construct a mixed-use residential and retail complex with 721 dwelling units, grocery store and other retail uses, parking, and associated site improvements.
Special Use Permits and Modifications Requested:
<ol style="list-style-type: none"> 1. Stage 2 Development Special Use Permit (DSUP#2017-0023) with site plan to construct a mixed-use retail and residential complex. 2. An Encroachment (ENC#2018-0002) for residential balconies and other architectural features to extend up to 5'-1" into the public right-of-way. 3. A Special Use Permit to increase the number and height of penthouses. 4. A Modification of the vision clearance requirement at one intersection. 5. A Modification of the crown coverage requirement pertaining to tree canopy.
Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Rob Kerns, AICP, Development Division Chief rob.kerns@alexandriava.gov Gary Wagner, RLA; Principal Planner gary.wagner@alexandriava.gov Nathan Imm, Principal Planner nathan.imm@alexandriava.gov Bill Cook, AICP, Urban Planner william.cook@alexandriava.gov

CITY COUNCIL ACTION, MARCH 17, 2018: City Council approved the Planning Commission recommendation with an amendment to condition #27 noting that live entertainment shall be permitted with the issuance of an administrative special use permit.

PLANNING COMMISSION ACTION, MARCH 6, 2018: On a motion by Vice Chairman Macek, seconded by Commissioner Koenig, the Planning Commission voted 7-0 to approve DSUP#2017-0023, and ENC#2017-0002 with amendments to Conditions 5, 24, 45, 117, and 131.

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

5. **CONDITION AMENDED BY PLANNING COMMISSION:** Provide the following modifications to the landscape plan and supporting drawings:
- ~~The Applicant shall continue to work with Staff to provide a 24/7 pedestrian connection between the east and west portions of the landscape podium deck to the satisfaction of the Director of Planning & Zoning. This connection may be internal (ex. through the Multifamily Building) or external (ex. along the north edge of the podium along Mill Road).~~ **(PC)**
 - The Applicant shall work with City Staff to strengthen the water design an interactive and dynamic focal feature, and its setting, shown in the publicly accessible plaza as depicted in submitted plans to ensure it serves as a focal point to the public realm. Public art may be considered for incorporation into this focal feature., ~~however the cost of the water feature may not be included in the contribution calculation for Public Art.~~ **(PC)**
24. **CONDITION AMENDED BY PLANNING COMMISSION:** Ground floor uses of areas designated on the plan as “retail” shall be limited to retail, personal service uses and restaurants, as defined in the Zoning Ordinance, with the exceptions identified below:
- One leasing office for each building is allowed;
 - ~~Retail shopping establishments shall not include, auto parts stores and lawn and garden supply stores;~~ **(PC)**
 - ~~Personal service uses shall not include appliance repair and rental, contractors’ offices, laundromats, and pawnshops;~~ **(PC)**
 - Restaurants are subject to the development standards described in Condition ~~20~~ 27. **(PC)**
45. **CONDITION AMENDED BY PLANNING COMMISSION:** Provide the entry/exit improvements, to include raised concrete directional median and striping, at the Hoffman Garage, as shown on the preliminary plan dated 5/2/2017. All work is to be done within the public right of way. (T&ES) **(PC)**
117. **CONDITION DELETED BY PLANNING COMMISSION:** ~~If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited.~~ (T&ES) **(PC)**
131. **CONDITION AMENDED BY PLANNING COMMISSION:** All relevant provisions of any condominium association documents (as to any part of the development that is

subject to a condominium), or any reciprocal easement agreement or equivalent (that governs the rights among owners of different air lot subdivisions) (as applicable, the “Supporting Documents”) shall be reviewed by the Director of P& Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project. The Supporting Documents shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.

- a. The principal use of the residential portion of the parking structure and parking spaces shall be for motor vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted unless approved pursuant to the DSUP Conditions. **(PC)**
- b. ~~No more than two parking spaces shall be assigned to a specific condominium unit until all settlement on the units are complete;~~ a. All unassigned spaces in the garage shall be made generally available to residents and/or visitors. All landscaping and open space areas within the development shall be maintained by an owner’s association or a designated representative of the owners (the “Responsible Party”). **(PC)**

Reason:

The Applicant provided a letter to the Planning Commission dated March 1, 2018 with requests to amend numerous Stage 2 Development Special Use Permit conditions of approval. Staff and the Applicant were able to resolve issues pertaining to several, and a subsequent March 5, 2018 letter from the Applicant to the Planning Commission lists the outstanding issues and the final requests for amendments.

Staff provided a Memorandum in response to the applicant’s March 5, 2018 letter to the Planning Commission with justifications for or against amendments to DSUP conditions 5a, 5b, 5c, 24b, 24c, 24d, 45, 116, 117, 131a and 131b.

The Planning Commission agreed to the Applicant’s request to delete Condition 5a pertaining to an east/west connection across the podium via the apartment building. Staff maintained that such a connection was desirable to provide equitable access, while the Applicant stated that such a connection was not technically feasible. The Applicant agreed to work with Staff and attempt to provide an external connection on the north side of the podium if it is technically feasible. Based on this verbal agreement the Planning Commission deleted the condition.

The Planning Commission agreed to the Applicant’s request to modify Condition 5b to remove the reference to a water feature and included new language specifying a dynamic and interactive feature. Condition 5c was retained after extensive discussion and concurrence with the Planning Commission, Staff, and the Applicant on the intent of the language.

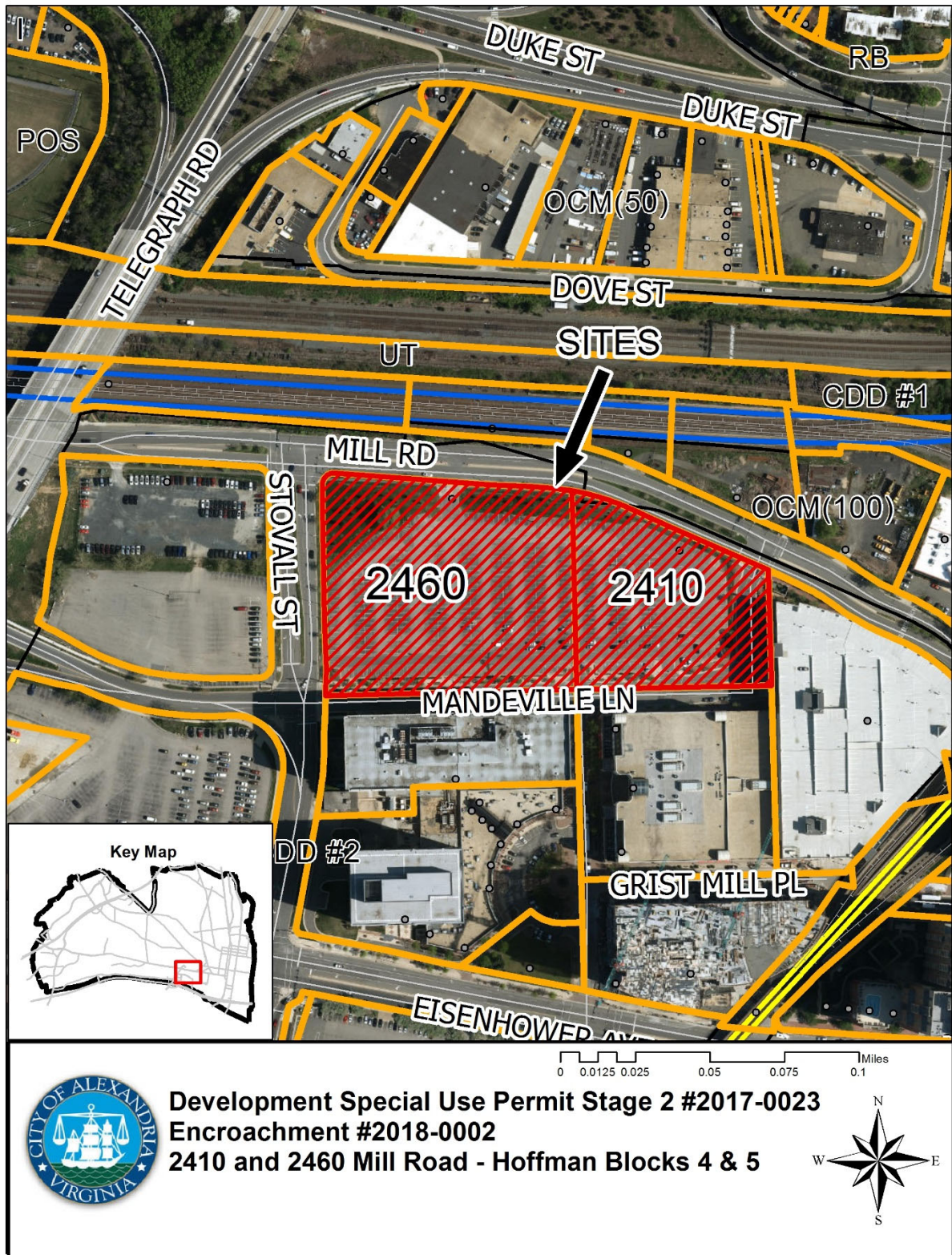
The Planning Commission agreed with Staff’s recommended modifications to Conditions 24b and 24c to remove restrictions on certain retail and personal service uses, and the Applicant’s requested clarification of Condition 24d.

The Planning Commission and Staff agreed to the Applicant's request and to amend Condition 45 clarifying public right-of-way improvements.

Condition 116 was retained. The Planning Commission and Staff agreed to the Applicant's request to delete Condition 117, with the Planning Commission stating their position that issues of noise could be enforced through the existing Noise Ordinance, and to provide maximum allowed flexibility to ensure the vitality of the public plaza.

Conditions 131a and 131b were amended per the Applicant's request as agreed upon by the Planning Commission and Staff in order to clarify disclosure statements pertaining to parking to future tenants or residents of the development.

PREVIOUS STAFF REPORT



I. SUMMARY

A. Recommendation

Staff recommends **approval** of StonebridgeCarras request for a Stage 2 Development Special Use Permit and site plan for three residential buildings and podium building with parking and retail uses on Hoffman Blocks 4&5 within the Eisenhower East planning area.

The development is consistent with the recently approved Eisenhower East Small Area Plan Amendment (MPA #2017-0009) and will be an important addition to the City and the neighborhood with a number of public benefits, including:

- Economic development of a currently vacant large parcel in the Eisenhower East planning area. Development of this block into retail and residential uses will bring vitality to the area and additional revenues to the City;
- An additional grocery option in a part of the city with an increasing residential population, and excellent regional transportation connectivity;
- Street improvements including sidewalk width expansions that encourage pedestrian activity and create an active retail landscape, and roadway modifications including turn lanes and on-street parking;
- Construction and perpetual maintenance of a plaza with a minimum 10,900 square feet of publicly accessible open space;
- Design and installation of public art features and/or contributions to the public art fund valued at \$300,000 minimum;
- Provision of an affordable housing contribution valued at \$3.4 million;
- Bike share facilities and a separated multi-use trail on Mill Road.

B. General Project Description

The project consists of several residential buildings atop a podium building with retail and parking encompassing the project footprint. The five-level podium contains retail uses including the approximate 85,000 square foot anchor grocery tenant, 129,000 square feet of other retail uses and 1,590 parking spaces. The Applicant has publicly announced that Wegman's will be the grocery tenant.

The residential buildings are proposed as three separate types of residential uses. A 10-story, 134-unit condominium building is located on the west side of the project. In the center of the project is a U-shaped apartment complex with 430 apartment units proposed. The eastern side of the project proposes a senior living building with 139 units. An affordable housing building is under consideration, which may include an additional building and approximately 75 units. If such a building is not feasible, on-site units or a housing contribution will be provided.

A central feature of the project is a public plaza located on Mandeville Lane at the intersection of Swamp Fox Road. The proposed plaza fulfills the goals of the small area plan that envisioned this space as a vital contribution to create a town center. Proposed site amenities include seating,

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

The Applicant is requesting the following approvals and modifications in support of this project:

- Stage 2 Development Special Use Permit (DSUP#2017-0023) with site plan to construct a mixed-use retail and residential complex.
- An Encroachment (ENC#2018-0002) for residential balconies and other architectural features to extend up to 5'-1" into the public right-of-way.
- Special Use Permit to increase the number and height of penthouses among the three building towers.
- A Modification of the vision clearance requirement at the intersection of Mandeville Lane and its northern extension.
- A Modification of the crown coverage requirement pertaining to tree canopy.

II. BACKGROUND

A. Procedural Background

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

An amendment (DSUP#2016-0043) to the original Stage 1 DSUP for Blocks 4&5 was approved by City Council at its January 20, 2018 meeting, along with EESAP and CDD amendments to modify the land uses to permit residential uses in addition to retail and office uses, increase the densities for the proposed uses, and to adjust the parking space maximum and garage configuration requirements. The proposed changes apply to a consolidated Block 4 and Block 5 parcel if developed according to specific criteria, while leaving the original development intensities and design requirements in the small area plan for the individual blocks intact should a future alternative development plan elect to develop the blocks separately.

The conditions of this Stage II DSUP for final site and building design overrides all previous conditions of the Stage I DSUP. As with other developments in Eisenhower East, this project was required to be reviewed by the Carlyle/Eisenhower East Design Review Board (DRB). In Eisenhower East, the DRB serves as an advisory board that makes recommendations to the Planning Commission and City Council on the design of developments. The Board has met six times since the first concept plan was submitted in late 2016. The general massing and building placement was approved by the DRB at its July 2017 meeting, and the architectural design was approved with conditions at the January 2018 meeting.

B. Site Context

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

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

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

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

C. Detailed Project Description

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

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

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

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

In the center of the project is a U-shaped apartment complex that is six stories above the podium along Mandeville Lane, increasing to twelve stories in the center of the site and along the Mill Road frontage. There are 430 apartment units proposed, with the structures totaling 128 feet and 192 feet above grade respectively.

The eastern side of the project proposes a senior living building with 139 units in ten stories above the podium rising to a total height of 163 feet above grade. The entry to the senior building is from Mill Road.

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

III. ZONING

The CDD for the project area was amended January 20, 2018 to allow land uses consistent with the Eisenhower East Small Area Plan Amendment (MPA #2017-0009). The amendment allows a development option that combines Hoffman Blocks 4&5, with conditions that such development include the provision of a minimum 80,000 square foot regional anchor grocery store. The CDD retains options for the blocks to develop separately should current plans change.

The following table summarizes the permitted zoning requirements per the current CDD and Small Area Plan and the proposed development plan for this project.

Property Address:	2410, 2460 Mill Road	
Total Site Area:	5.07 acres (220,940 sf)	
Zone:	CDD #2/Coordinated Development District	
Current Use:	Parking Lot	
Proposed Use:	Residential & Retail	
	Permitted/Required	Proposed
Allowable Gross Floor Area (AGFA):	<u>Consolidated Blocks 4&5</u>	<u>Consolidated Blocks 4&5</u>
	Residential: 844,554 sf	Residential: 801,441 sf
	Retail: 255,421 sf	Retail: 236,607 sf
	Parking & Loading: 657,070 sf	Parking & Loading: 619,366 sf
	Total*: 1,704,360 sf	Total*: 1,657,414 sf
Height:	220 feet	220 feet
Stories:	10-22	11-18

Open Space:	10,900 sf	10,900 sf
Parking:	Total Spaces: 1,590 <u>Maximums Per EESAP</u> Grocery Retail Ratio: 6.0/1,000 Non-Grocery Retail Ratio: 3.0/1,000 sf Residential Ratio: 1.1/1,000 sf	Total Spaces: 1,563 total <u>Provided</u> Grocery Retail Ratio: 5.39/1,000 sf (500 sp.) Non-Grocery Retail Ratio: 2.54/1,000 sf (365 sp.) Residential Ratio: 0.87/1,000 sf (698 sp.)
Dwelling Units:	800	721
Loading spaces:	-	10
* after permitted GFA exclusions		

IV. STAFF ANALYSIS

A. Eisenhower East Small Area Plan and Design Guidelines

Eisenhower East Small Area Plan

The requested application is consistent with the principles and intent of the Eisenhower East Small Area Plan (EESAP), as recently amended by MPA#2017-0009 in January 2018. 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. Key elements of the plan that pertain to the Hoffman 4&5 blocks and immediate surroundings include:

- Required ground-floor retail along the Mandeville Lane frontage, at a minimum floor to ceiling height of 18 feet. Ground floor retail is also required along Swamp Fox Road, the direct route from the metro station leading to the project site.
- A hardscaped public space surrounded by active uses to be located on the north side of Mandeville Lane at the terminus of Swamp Fox road.
- Urban design standards establishing a hierarchy of streets:
 - “A” Streets (Mandeville Lane) are the primary streets for the neighborhood, set the tone for the community, and are the most restrictive in use and appearance.
 - Buildings fronting the street
 - Active uses located on all street frontage
 - Parking screened with active uses at least 30’ in depth
 - Highest quality architectural façade treatment
 - No curb cuts or service alleys in view
 - Main building entries located along frontage

- “C” Streets (Mill Road) provide a means of access to service entries and parking structures and are the least public in nature.
 - Parking may come to the building façade and be located on the ground floor
 - Parking structures architecturally treated to be in harmony with overall building design
 - Suitable location for curb cuts, alley, and parking garage entrances
- Urban design standards that encourage architectural articulation and an enhanced public realm. Additional guidelines are articulated in the Eisenhower East Design Guidelines.
- A parking strategy that provides sufficient parking to serve the economic and convenience needs of the neighborhood, while limiting the parking commensurate with a well-planned transit-oriented urban neighborhood.

Compliance with specific elements of the Eisenhower East Small Area Plan is further summarized in the table in *Attachment 1*.

Recent Amendments

Several amendments to elements of the Eisenhower East Small Area Plan were required to make this project feasible as presented. These amendments were passed by Council in January 2018, concurrent with Stage 1 DSUP#2016-0043.

- Converted the principal land use to residential/office from office only.
- Modified allowance to exceed the maximum parking standards for parking allocated to regional destination grocery store.
- Added ability to consolidate Blocks 4 and 5 into one block with the provision of a regional grocery anchor store.
- Added a total 965,651 of AGFA (657,060 sq. ft. for parking and 255,421 sq. ft. for retail)
- Amended the number of building stories from 10-15 stories to 10-22 stories; (the maximum tower height of 220 feet remained unchanged).

The amendments were passed by City Council, supporting Staff’s finding that the proposed project would bring additional residents to the neighborhood, create a higher ratio of residents to employees, and that the new retail options would serve residents of the new development as well as existing and forthcoming residents of nearby blocks, creating a more active environment throughout the day as envisioned by the plan. The planned retail and attractive public realm is envisioned as a destination that draws customers from outside the City, and furthers goals of establishing an attractive “place” that supports the City’s ability to future office tenants within Eisenhower East.

Eisenhower East Design Guidelines

The Eisenhower East Design Guidelines (EEDG) serve to promote an active public realm with mixed uses, high-quality urban spaces, walkability, and transit access. In addition to some overlap with the urban design provisions of the EESAP, the design guidelines further define the design intent for building architecture and public spaces. Due to the unique requirements of the project, particularly associated with the retail operations, some design guidelines were adjusted.

Structured Parking and Screening

The EESAP and CDD were amended to permit above-grade parking for this project. The guidelines typically call for at least two levels of below-grade parking, and require that on “A” street frontages, such as Mandeville Lane, any structured parking shall be screened with active uses of at least 30’ in depth from the building face. While the ground and second floor retail levels satisfy the active screening requirement, the upper parking levels have parking directly beyond the façade.

The design challenge has been to visually screen the parking from the public view while allowing for natural ventilation. Staff and the DRB prioritized what parts of the façade should be fully enclosed or glazed, what parts could be more open, and what methods of mechanical screening could be acceptable. The result is that portions of the Mandeville Lane façade have parking that is fully concealed. Emphasis was given on screening the parking along the façade of the low-rise portion of the apartment building, and around the plaza. The parking behind the apartment building façade is concealed by wall and window patterns used across the rest of the building façade. The parking levels fronting the on the plaza are concealed by a fully glazed “shadow box” detail that will have architectural finishing and lighting within, and continues the same storefront window patterns used for the retail uses at ground level.

Building Entries

A key design principle is that main pedestrian entries shall be located along “A” street frontages. In the case of the senior building, the entry is placed on Mill Road, a “C” street. Staff supports this location since it provides activation to Mill Road, is logical given the placement and layout of the senior building, and the space afforded by the right-of-way modifications allows for a curbside short-term parking area adjacent to the entry.

Some of the design issues are discussed further in the Staff analysis of building design that follows. Staff additionally notes that a signage plan is not included with this application. The Applicant intends to present an application for a Comprehensive Signage Plan separately at a future date.

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

Affordable Housing Policy

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

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

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

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

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

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

Public Art

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

Throughout the DRB review process, the Applicant has envisioned a metal sculptural element to be placed on the wall elevation above the northern terminus of the plaza as a focal point. A placeholder image for the wall sculpture is shown in elevations, and space for a ground-level

sculptural element is shown. Other opportunities exist for incorporating public art into the design of the building and within the ground-level open spaces. The specific details of the public art elements, or required contribution, will be coordinated with Staff during the Final Site Plan phases.

Green Building Policy

The City adopted a Green Building Policy in 2009 that established a desired level of green building certification for future development. Per the policy, residential developments such as the high-rise buildings proposed on Block 4 & 5 are expected to achieve a certification level of LEED Certified. The retail component of the project is required to achieve LEED Silver. Equivalent certifications from other third-party rating systems are acceptable. The Applicant has indicated that they will comply with the policy and commit to achieving LEED Certification for the residential development and LEED Silver for the retail.

Pedestrian and Bicycle Master Plan

The Applicant will provide a monetary contribution, consistent with the City's Pedestrian and Bicycle Master Plan, for implementation of a bike share station on the property along Mandeville Lane adjacent to the plaza. The contribution in the amount of \$120,000 is consistent with contributions made by comparable sites (Refer to Condition #32).

Additionally, the proposed 12-foot wide side path on the north side of Mill Road will offer bicyclists an improved facility. Currently, bicyclists must use the roadway since existing off-street parallel asphalt paths end just at the boundaries of the project area. The Pedestrian and Bicycle Master Plan identifies the segment of Mill Road through Eisenhower East as an "enhanced bicycle corridor" which could include multiple types of bicycle facilities that provide dedicated space for bicyclists. The provision of the side path furthers the plan objectives identified for this corridor.

C. Building Design

Design Review Board

The Applicant has worked with City Staff and the Carlyle/Eisenhower East Design Review Board (the DRB) from the inception of this project and has made a number of urban design and architectural revisions to achieve goals set forth by Staff, the Eisenhower East Small Area Plan, and the Eisenhower East Design Guidelines. The Board met six times to discuss the project since the concept plan was submitted in late 2016. The general massing, building placement and site plan was approved by the DRB at its July 2017 meeting. The architectural design was approved by the DRB at its January 2018 meeting, with conditions that the Applicant continue to work with Staff on selected design refinements, which include:

- Further study of the Mill Road podium façade to adjust the pattern with a design that is playful in character,
- Further study the top treatment of the vertical expression on the condominium building,
- Bringing the podium landscape to the podium edge at the hyphen locations and investigate exposing parts of the podium structure at the southeast corner.

Overall Building Design Description

The structural composition of the project consists of a five-level podium incorporating street-facing ground-level and second floor retail, four levels of parking, an internal, centralized loading facility to serve all of the uses, and three residential towers integrated with and rising above the podium (*Figure 1*). Site features include an open plaza at the Swamp Fox/Mandeville intersection, intended to serve as a community focal point and gathering place, sidewalks that encourage an active retail streetscape, and a 2.6 acre landscaped roof on the podium incorporating open space and residential amenities.

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

Podium

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



Figure 1: Project Overview- Mandeville Lane elevation



Figure 2: Plaza- terminus of Swamp Fox Road at Mandeville Lane. Apartments at left foreground and background.

Mandeville Lane is intended as an active retail street. Double-height retail spaces at ground level within the podium front upon 18-foot-wide tree-lined sidewalks. The anchor tenant grocery store, located on the upper retail level, is accessed from within the garage, and also from a prominent, four-story glass entry lobby at the corner of Mandeville Lane and Stovall Street (*Figure 4*). A major public open space carved out of the podium occurs north of the Mandeville intersection with Swamp Fox Road, creating an active plaza lined with retail uses, ample space for outdoor dining, as well as spaces for events and gatherings, a proposed water feature and major public art installation (*Figure 2*).

Additional retail uses are proposed to the east of the plaza. Prime retail at ground level is topped by an additional level of retail, planned as a fitness center or mixed retail, and accessed from a lobby fronting on the plaza, as well as from within the garage levels (*Figure 3*). The podium façade along Mill Road incorporates areas of open and screened parking, major retail-serving mechanical and utility functions, garage and loading entrances, an entrance lobby for the Senior Building, and an entrance lobby for additional leased spaces on the second retail level, currently planned for a day care center.

Throughout the architectural review process with the DRB, an important design goal has been to minimize the visual presence of the above-grade parking, while giving emphasis to the towers that rise above. Efforts have been made to reduce the extent and horizontally oriented visual presence of the podium, and finding solutions to allow the towers to be expressed as vertical elements which

carry through the podium and meet the ground. Architectural solutions for screening the upper parking levels have also been explored, with priority given the Mandeville Lane façade. In the most visually prominent locations along Mandeville and the central plaza, this involves completely screening the parking with fully glazed wall sections, backed by a “shadow box” of finished, lighted space. Along less prominent facades, increasing degrees of openness have been studied to allow for natural ventilation of the upper garage levels, ranging from light-blocking louver systems to fully open garage (where permitted along “C” street frontages).

Podium architecture is varied, in keeping with the different character and functions of the street frontage and functions. The plaza exhibits a high level of finish, largely glass, with visibility into the active uses within. The southwest corner of the landscape podium overlooking the plaza is accented with a trellis- and louver-clad pavilion for use by residents. Podium base architecture along other portions of the proposal range from more detailed masonry and glass expression along the primary retail frontages, to much simpler, primarily masonry expression along portions of Mill Road (*See Section VII: Graphics*).



Figure 4: Condominium Building, Grocery Entry-Corner of Mandeville Lane and Stovall Street

Condominium Building

The 10-floor condominium building integrates into the podium and serves to anchor the corner at Mandeville Lane and Stovall Street in the southwest portion of the site. The tower rises to a total of 176 feet above grade with 134 residential units planned. The tower features balconies, rooftop amenities, and a glass entry lobby. It also serves as the background for the all-glass pedestrian entrance for the anchor grocery tenant located on the third level. The residential entry lobby to the condominiums, signaled visually by a projecting bay above, is located east of the grocery entrance lobby and fronts on Mandeville Lane (*Figure 4*).

The building form is composed of interlocking masses, the primary faced in a cream-colored brick, and the secondary in a dark brown brick which form strong vertical elements, tying the penthouse forms above to the condominium entrance on Mandeville Lane and the garage entrance to designated grocery parking on Stovall Street.

Apartment Building

In the center of the project is a U-shaped apartment building that rises six stories above the podium along Mandeville Lane, increasing to 12-stories in the center of the site and along the Mill Road frontage to the north. There are 430 apartment units proposed, with the two wings totaling 128 feet and 192 feet above grade respectively.

The rental apartment building consists of several forms and facades. The wing on Mandeville Lane, clad in a warm gray brick with white trim, is composed of a mid-rise (six-story) tower that engages the street, has residential balconies facing onto Mandeville Lane, and incorporates a series of columns defining six tall retail bays at the base of the podium (*Figure 5*). The bays showcase the double-height ground level retail spaces, and the upper level grocery space. Two levels of parking above the grocery level are fully screened behind the glass window pattern extending down from the residential units above.



Figure 5: Apartment Building- Facade at Mandeville Lane

A taller high-rise (12-story) wing on the north side of the site, clad in a predominantly red brick skin with white trim, is set back from the Mill Road frontage, its penthouse forms integrated with the building form through the use of contrasting color or plane changes (*Seen*

in Figures 1, 2, 6). When viewed from Mandeville Lane, the high-rise tower serves as a backdrop to the active retail frontage and plaza, while the east side of the high-rise tower comes to ground with a dramatic vertical trellis element which identifies the building entry at the northwest corner of the plaza.

Senior Building

The eastern portion of the project proposes a senior living building primarily fronting on Mill Road, with 139 units in ten stories above the podium, rising to a total height of 163 feet above grade (*Figure 6*). The design of this building references mid-20th-Century industrial buildings, employing a language of beige and white brick horizontals and verticals in a simple grid pattern, further reinforced by gridded window patterns, in a gesture to its location between the more elaborately detailed buildings fronting Mandeville and the historic railroad corridor to its immediate north.

The primary entrance is from Mill Road and is identified by a plane change in the center of the façade running from the ground up to and including the penthouse. Staff believes the entrance and lobby presence in this location contributes to making the pedestrian experience along this street safer, more active and appealing. A signature architectural element at the corner of Mandeville Lane and Mill Road, which began as a requirement of the EESAP gives the combined project a strong presence for anyone approaching from the east.



Figure 6: Mill Road Elevation- Senior Building at left, Apartment Building at right

Possible Affordable Housing Building (Not Shown)

Discussions are ongoing with the Office of Housing and other city departments regarding affordable housing contributions associated with this project. Of the affordable housing options being considered, the city-preferred approach is the provision of a pad site on the podium to accommodate a six-story building with approximately 75 units, to be constructed and financed by a nonprofit affordable housing provider. The subject area is in the southeast corner of the property, fronting on Mandeville Lane to the south and the Hoffman Town Center collector garage to the east. A new structure would be a change to the project massing described above. Therefore, any additional structure will require DRB review.

D. Open Space and Landscape

The features of the open space include a ground-level plaza, green roof and landscaped amenities located on the podium roof, additional amenities on other building roofs, and adjacent streetscape and pedestrian improvements.

Plaza

A significant component for this project includes a ground-level 14,000 sf Plaza, of which 10,900 sf will have a public access easement for public use per the requirements of the EESAP. The plaza is located north of where Swamp Fox Road terminates at Mandeville Lane (*Figures 7,2*). Retail uses are proposed to front onto the plaza. Site amenities include seating, landscaping, shade

structures, special paving, water feature, other site furnishings, and a place holder for public art or other focal point. The plaza is intended to be active, with a regular rotation of events and functions that will enliven the space. The space is currently designed to provide flexibility that can accommodate a variety of functions such as performances, farmer's or seasonal markets, and festivals, while providing private areas for retail tenants such as outdoor restaurant seating.

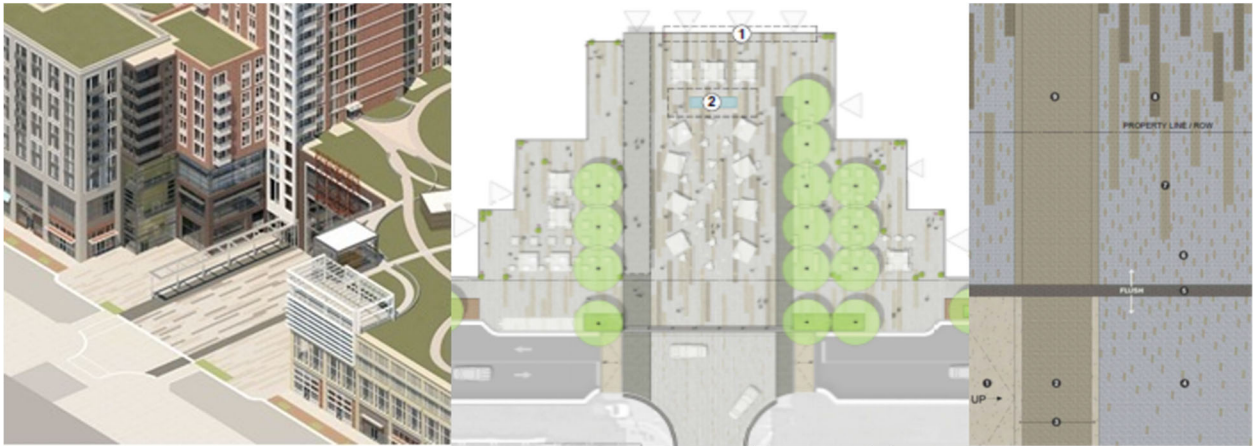


Figure 7: From left: Plaza perspective, general layout, materials transition into the right-of-way

The pavement treatment for the plaza is planned to extend into the Mandeville Lane right-of-way to enhance the public perception of the plaza and draw users into the space. Planning and Zoning, Transportation and Environmental Services, and the Applicant have agreed to a materials palette and pattern to use for the plaza extension since maintenance of that portion of paving will be a city responsibility.

Podium Roof

Open spaces on the podium roof are provided as amenities for the residents of the three tower buildings (Figure 8). At over 2.6 acres, the podium landscape represents a significant opportunity for private open space. Access will be via podium-level lobbies from the three residential buildings. The design shows a network of curvilinear paths and landscaped berms that define active and passive spaces and serve as screening buffers between the various residential towers.

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

The depth of the podium planting allows for areas of shrub and tree plantings, as well as grade variations, to provide interest and screening to the design. The tree plantings however do not meet the crown coverage requirements of the zoning ordinance for tree canopy, therefore the Applicant has requested a modification as detailed later in this report.

In its current program and design, access to the east or west sections of the podium landscape is restricted for the condo residents or senior building residents. Due to this divide, smaller areas of duplicate program have been provided on either side, as demonstrated by the small play area on the west and the small dog park on the east.



Figure 8: Podium roof

Pedestrian and Streetscape Improvements

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

A more extensive “road diet” is implemented on Mill Road, where the existing four-lane street is reduced to two lanes with turning lanes at various segments. On-street parking and layby areas are provided on the eastern portion of Mill Road on the south side adjacent to the proposed senior building entrance. The sidewalk is between seven to eight feet on the south side of the right-of-

way, with tree lawn and tree pit areas and planting strips providing a total sidewalk and landscaped area between the building and the curb that varies from 12.5 feet to 18.5 feet in width. On the north side of Mill Road, a 12-foot paved multiuse path will be constructed between the roadway and the WMATA property to the north, with a six-foot planting bed on each side of the path.

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

Tower Roofs

The rooftops of the three residential buildings provide additional amenities including pools, patios, seating, and common areas specific to the individual building's residents (*Figure 9*).



Figure 9: Residential tower roof amenities

E. Traffic and Transportation Management Plan (TMP)

At the time of its approval in 2003, the Eisenhower East Small Area Plan included a traffic study that accounted for future development in the planning area and determined that there is adequate capacity on the roadways. Subsequently, a Traffic Impact Study (TIS) was prepared to evaluate the impact of the proposed converted land uses on Blocks 4, 5, 6A, and 20 prior to the approval of the Eisenhower East Small Area Plan Amendment (MPA#2017-0006). In summary, the TIS determined that the converted uses will generally result in improved transportation operations within the Eisenhower East planning area when compared to the originally approved uses.

The proposed residential and retail uses on Blocks 4&5 specifically are anticipated to generate more overall trips than if the property was built out under the currently approved land uses and densities. However, the traffic flows are more balanced throughout the day with less pronounced peak AM and PM hours.

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

Additionally, following the proposed “road diet” street adjustments on Mill Road and Mandeville Lane, the intersections were still anticipated to perform at levels of service consistent with or better than if developed at the future “approved” development level. One exception was a northbound left turn movement in the PM peak hour when exiting the parking garage onto Mill Road. The study found that vehicles may experience delays waiting for an adequate gap to make a left turn, but that the queue lengths in this location would be reasonable and not cause internal impact to the

parking garage. Vehicles had other options for rerouting, thus no mitigation measures were proposed.

F. Parking and Loading

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

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

Parking

The Eisenhower East Small Area Plan established maximum parking ratios in order to promote alternate modes of transportation and decrease the percentage of single occupant vehicles. Staff carefully reviews these proposed parking ratios with each development proposal to ensure the proposed parking is realistic to adequately serve the project. Per the plan, developments within 1,500 feet of a metro station may provide a maximum parking ratio of 1.1 spaces per 1,000 sf of residential floor area, and retail developments may provide a maximum parking ratio of 2.0 spaces per 1,000 sf of retail floor area. The plan includes an allowance that increases the maximum retail parking ratio to 3.0 spaces per 1,000 sf until such time that 2,000,000 gross square feet of office space (and attendant parking) exists within 750 feet of the intersection of Swamp Fox Road and Eisenhower Avenue to ensure that adequate joint-use parking is in place to serve the retail.

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

Staff had concerns regarding the amount of parking specifically allocated for the retail component since it exceeded the maximums in the plan and is more than other grocery stores in the City have required. The site is two blocks from the Eisenhower Avenue metro station, and a large parking garage is already located adjacent to the site. Concerns involved increased congestion since parking supply correlates with trip generation. However, Staff recognizes the regional draw of this grocery store may require more parking than other grocery stores and that the provision of 500

spaces is a requirement of the lease. Staff added a condition that requires a parking utilization study after a period of occupancy. This would give the Applicant flexibility to designate any underutilized retail parking to other uses. Conditions also allow for parking spaces to be made available for market rate parking through an administrative special use permit.

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

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

Loading

A large loading area on level P3 is internally contained and encloses all loading functions such as retail deliveries and residential tenant move-ins. Delivery vehicles enter the loading area via a designated service entrance from Mill Road at the approximate mid-point of the block. A ramp leads directly to the loading area, which is on the same level as the Wegman's grocery store. Service corridors serve the other upper-level retail spaces, and service elevators connect to service corridors that serve the ground level retail spaces. The loading area contains all trash areas for the complex. Residential move-ins are accommodated by designated loading docks. Elevators from the loading area service the apartment building and senior building directly. Loading for the condominium building is accomplished via an elevator between the loading area level and level P5, then via a service corridor to an elevator in the core of the condominium building.

G. Encroachments

The Applicant has requested approval of two types of encroachments: 1) For residential balcony overhangs into the public right-of-way on Stovall Street and Mandeville Lane, and 2) For architectural projections into the public right-of-way on Mandeville Lane and at the corner of Mandeville Lane and Mill Road.

Balconies encroach into the right-of-way in two locations (*Attachment 2*). The first is on the western façade of the condominium fronting on Stovall Street. The balconies are approximately mid-block and project 5'-1" into the right-of-way beginning at approximately 51 feet above the finished grade of the sidewalk (elevation 56.17') and extending to the 10th residential floor of the building. The second encroachment consists of "Juliet" balconies on the rental apartment building on the southern façade fronting on Mandeville Lane. These are located beginning at approximately 210 feet, 245 feet, 260 feet and 290 feet east of the corner of Mandeville Lane and Stovall Street. The Juliet balconies encroach 1'-4" into the right-of-way beginning at approximately 63 feet above the finished grade of the sidewalk (elevation 56.5') and extending to the 6th residential floor of the building.

Other architectural features project into the right-of-way in three locations (*Attachment 3*). The first is a 2.5 foot wall projection above the entrance of the condominium building that projects from the southern façade along Mandeville Lane. This encroachment is 28.5' wide and begins about 21 feet above the finished grade of the sidewalk (elevation 14.16) extending approximately 18 feet up the façade. The second is a metal architectural trellis feature located on the east side of the opening to the plaza, facing Mandeville Lane and located approximately 140 feet from the southeast corner of the site. This feature is 62 feet wide and encroaches 1'-3/4" into the right-of-way beginning approximately 44 feet above the finished grade of the sidewalk (elevation 37.5) extending from there approximately 35 feet in height. The third encroachment is located at the corner of Mandeville Lane and Mill Road and consists of a cornice projection of 1'-6" into the right-of-way along Mandeville Lane. This cornice is located 180 feet above the finished grade of the sidewalk (elevation 173.33').

Staff notes that any signage shown in the submitted renderings, such as the projecting signs on the Stovall Street facades, is not part of this DSUP application. Per the conditions, a separate Coordinated Signage Plan SUP will be submitted and reviewed at a later date.

H. Special Use Permit- Penthouses

Included within this application is a Special Use Permit (SUP) application to increase the height and number of penthouses. A penthouse exhibit is included as *Attachment 4*. The *Zoning Ordinance* limits the number of penthouses to one per building, to a maximum of 15 feet in height. An increase in height or number requires an SUP.

While the project is composed of several contiguous structures, Staff generally considers the project to have four buildings: podium, condominium building, apartment building, and senior building. SUPS are required pertaining to the penthouse structures on each of the tower elements, summarized as follows:

- Condominium: (1 penthouse), increase in height to 18.5 feet.
- Apartment: (3 penthouses), increase to permit 2 additional penthouses. Increase in height of the penthouse on the east side to 18 feet.
- Senior Building: (3 penthouses), increase to permit 2 additional penthouses. Increase in height of the elevator overrun on the west side to 18 feet, and an increase in height of the cooling tower enclosure on the east side to 19.17 feet.

In considering approval of a Special Use Permit, City Council may approve the application if it finds that the use for which the permit is sought:

- Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use;
- Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood; and
- Will substantially conform to the master plan of the city.

Staff finds that the penthouses as proposed do not conflict with the approval criteria and finds the request for approval justified. The layout of the residential towers brings unique demands for the

number and location of cooling towers, elevator overruns, and other utility features to service the structures. Staff and the DRB have provided feedback during the design process, and the Applicant has taken measures to consolidate rooftop elements and contain mechanical functions in an architecturally appropriate manner.

I. Modifications

As part of this DSUP application, the Applicant is requesting two Zoning Ordinance modifications associated with the project: 1) A reduction of the vision clearance requirement in Section 7-801(B), and 2) A reduction in the crown coverage requirement in Section 11-416.

Reduction in Vision Clearance Requirement

The corner vision clearance requirement states that for purposes of safety of travel on streets, buildings on corner lots shall observe setback provisions of the respective streets on which the building is located, and additionally that there shall be no structures, fence, shrubbery, or other visual obstructions within a specified vision triangle. This area consists of a triangle with 75-foot sides as measured from the intersecting street centerlines.

Of the four corners associated with this site, three comply with the vision clearance requirement (*Attachment 5*). The corner of Mandeville Lane and its northern extension is the site of the modification request. The vision triangle consists of approximate 68-foot sides, meaning about four feet of each building wall from the corner falls within the 75-foot triangle. Staff supports this request, finding that the modification of the vision clearance requirement is slight at only seven feet less than required and would only occur at one intersection. Furthermore, the modification is not undesirable, given that the proposed building would be close to the street, supporting the general urban development pattern recommend by the Eisenhower East Small Area Plan.

Reduction in Crown Coverage

The current proposal includes 13,750 square feet of crown cover planted on the project site consisting of 11 large shade trees within the at-grade central plaza, and a mix of medium shade trees, medium ornamental and evergreen trees, and small ornamental and evergreen trees located on the roof of the podium. An additional 49 large shade trees are provided within the public right of way as part of the streetscape improvements to Mandeville Lane, Mill Road, and Swamp Fox Road; however, it is City policy that trees located within the public right of way do not contribute towards a site's crown cover requirement.

The 13,750 square feet of crown cover planted on-site equates to 12.4% of the site area, which is less than 50% of the crown cover required per the Zoning Ordinance. Therefore, the Applicant requests a modification pursuant to Section 11-416(A)(1), of the crown coverage requirements set forth in Section 11-410(CC). Staff supports this request as the footprint of the building occupies the majority of the site, with the exception of the central plaza, which will be generously planted given the physical space needed to utilize the plaza for proposed community events such as farmer's markets, performances, and outdoor movies. Additionally, the Applicant proposes more than 2 acres of green roof plantings on top of the podium and residential building rooftops, which will amount to the largest area of green roof on a single development project within the City. Green roofs provide numerous environmentally sustainable benefits, similar to those of tree canopy,

including carbon dioxide reduction, improved air quality, storm water retention, energy savings, and reduction of the heat island effect.

J. School Impacts

The Applicant proposes to construct 430 high-rise apartments and 134 condominium units. The student generation rate for new high-rise apartments and condominiums is 0.03 students per unit, for a total of 20 students. If the affordable component were constructed, Staff estimates a yield of 75 units. The student generation rate for new non-senior income-restricted housing is 0.65 students per unit, or an additional 49 students.

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

V. COMMUNITY

As discussed, the proposal was reviewed by the Carlyle/Eisenhower East Design Review Board (DRB) at six meetings in 2017 and 2018. These meetings were open to the public, with an open public comment period prior to the conclusion of each meeting. Architectural concept submissions and Staff reports with subsequent actions are posted to the City website. At these meetings, the Board discussed the overall massing and architectural articulation for the residential buildings and associated podium, the ground level site improvements and layout, plan for the public plaza, and the design of the podium roof landscaping and amenity spaces. The feedback provided has been incorporated into design to date.

The Stage 1 DSUP, CDD and Eisenhower East Small Area Plan Amendments pertaining to Hoffman Blocks 4 & 5 were reviewed and approved by the Planning Commission and City Council in January 2018. Additionally, when City Council approved the process to update the Eisenhower East Small Area Plan as part of the Long-Range Planning Interdepartmental Work Program, a project web page was created to make materials and updates related to the effort accessible to the public. The summary and results of the land use analysis, fiscal impact analysis and the office competitiveness study for the blocks discussed were presented to Planning Commission and City Council in May and June 2017 for discussion and feedback. Materials for the work sessions were posted to the project website for public review. The conclusion and recommendation as a result of the work sessions supported the land use amendments for several blocks, including Hoffman Blocks 4 & 5.

This development proposal was also presented to the Federation of Civic Associations in January 2018. Concerns from the public were mostly about traffic impacts. Staff notes a Traffic Impact Study (TIS) was included as part of the Stage 1 DSUP approval, and noted in the Staff Report. Referring to the land use changes of the Eisenhower East Small Area Plan Amendments, and the Stage 1 DSUP, the TIS determined that the converted land uses and proposed development plan for Hoffman Blocks 4 & 5 would generally result in improved transportation operations within the Eisenhower East planning area when compared to the originally approved uses.

VI. CONCLUSION

A. Evaluation

In summary, the following items are recommended for additional design refinement, in line with DRB comments and Staff's analysis, and are reflected in the conditions of approval for the project:

- Bring the podium deck landscaping to the building face
- Redesign the “checkerboard” screening wall along Stovall and Mill
- Further refine condo penthouse forms
- Resolve integration of penthouse and building forms on the multifamily building
- Refine building grid rhythm and window expression on senior building
- Redesign treatment of exposed 4th and 5th level garage facades, including material, color and scale of louvers
- Connect east and west podium landscaped deck areas and reorganize spatial use program
- Resolve pedestrian boundary issues at plaza/Mandeville intersection
- Add integrated three-dimensional differentiation to plaza design
- Develop plaza focal features (art & water feature) from current placeholders

While Staff and the Carlyle Eisenhower East Design Review Board (DRB) have been working intensively with the Applicant since the project's inception, there remain several design elements which DRB and/or Staff feel require additional design refinement as the project advances in final design. Staff asks Planning Commission and City Council to provide direction to the Applicant accordingly, via the conditions of approval that have been provided. The design elements requiring further resolution are discussed below in the order: DRB building comments; Staff building comments; Staff landscape comments.

1. DRB asked the Applicant to work with staff with design solutions which bring the green podium deck landscaping to the edge of the structure. This was recommended both to minimize or soften the visual impact of the substantial mass of the podium itself, as well as to make the presence of the extensive landscape on top of the deck visible and apparent from street level. The current proposal shows a six-foot-wide hard surface edge around most of the perimeter, with a pedestrian safety fence along its back edge.
2. DRB asked the Applicant to work with staff with concerning the long podium wall, currently shown running from the proposed anchor tenant sign on Stovall, around the corner along Mill, and extending to the end of the proposed transformer yard on Mill, a total length of nearly 490 feet (including the screening for the transformers) and 55 feet high for most of its length. The consensus was that the strongly expressed “checkerboard” pattern was too dominant; that its visual activity detracts from the architecture of the towers above, and lacks human scale elements. The Applicant was asked to restudy the design approach to this wall, perhaps taking cues from the functions within, which include several large mechanical spaces and a long service corridor, elements which could be used to articulate an expression of a simple, strong

base, without losing a playful quality. Additional discussion centered on looking at ways to make the wall itself a public art element.

3. There was agreement among DRB members that the expression of the penthouse forms on the condo building were not as effective as in the previous submission(s), and Applicant was asked to restudy the formal qualities of these elements, to regain a measure of the strong, iconic form previously seen along Stovall, while continuing to work to integrate them with the overall building massing.
4. In addition to the above refinements, Staff recommends that the Applicant continue working to better integrate the two penthouse forms on the multifamily building into the primary mass. Specific suggestions include using depth (in the form of reveals on the north and west) to break the red brick penthouse along Mill away from the surrounding mass visually, and to study the use of color to bring the main penthouse form down along the east face of the building, using the light gray brick from the penthouse to contrast with the red brick body of the building.
5. Staff recommends the Applicant continue to refine their design in the façade rhythm and fenestration proportions and details on the senior living tower. The goal here, given the visual nod to traditional warehouse buildings, would be to establish a simpler overall rhythm of structural bays and balcony locations such as might be seen in a former industrial building that has been renovated to residential use. During this process, additional detail refinement should occur in the window mullion patterns and penthouse integration and scale.
6. Staff recommends redesign of the exposed 4th and 5th level garage facades along the south side of the west façade near Stovall Street and Mandeville Lane, and to utilize the light cream color through the Condominium tower and associated base, and to study recessing the louvers for depth variation.
7. The plaza at the north side of the intersection of Swamp Fox and Mandeville is a space that was designated in the Small Area Plan for Eisenhower East as a critical aspect to create a vital town center. City Staff have included conditions for further design of the plaza space to ensure that it will succeed as a public space amenity for the neighborhood. In its current design, there are three areas of concern that remain: the perceived boundary between pedestrian plaza and vehicular space; the lack of three-dimensional differentiation within the plaza, and the further development of the plaza's focal water feature.
8. Pedestrian/Vehicular Boundary: The extension of the pavement design into the intersection provides an attractive invitation into the plaza space. However, from the inside of the plaza looking outward to the incoming traffic, the slim boundary of bollards will result in an uncomfortable feel for plaza users. In order to maximize the usable and desirable area of the plaza, a condition is provided that the Applicant continue to work with Staff to enhance the boundary to provide a feeling of security to plaza users while maintaining the permeability of the edge.
9. Three-Dimensional Design: At 14,000 square feet, the plaza is a significant urban open space. Variation of the ground plane to provide three-dimensional differentiation between use area,

features, and others will serve to bring the plaza to a human-scale, enhancing its utility and aesthetics.

10. Focal Feature: A focal feature of public art and a water feature is centered on the plaza and Swamp Fox centerline. In its current iteration, the focal feature is displayed as a basic geometric shape. As this focal feature will contribute significantly to the character of the plaza, the Applicant is conditioned to work with Staff to enrich this feature. The conditions for the plaza are intended to provide flexibility in the design solutions for these few remaining issues as the Applicant works with Staff through their resolution in Final Site Plan.
11. With up to 800 residential units planned for Blocks 4/5, the podium landscape provides a necessary open space for these future residents. Staff has expressed concern regarding the separation of the east and west podium spaces from residents of different towers. Based on these concerns, a condition has been provided for the podium landscape that require the Applicant to work with Staff to explore options to allow for access to all sections of the podium landscape for all residents.

B. Recommendation

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