

Master Plan Amendment #2019-0002

Rezoning #2019-0003

CDD Concept Plan #2019-0003

Development Special Use Permit #2018-0028

TMP Special Use Permit #2019-0033

Eisenhower East Small Area Plan Amendment and WMATA Office Building – Block 15A

Application	General Data	
Project Name: WMATA Office Building – Block 15A	PC Hearing:	June 25, 2019
	CC Hearing:	July 9, 2019
	If approved, DSUP Expiration:	July 9, 2022 (three years)
	If approved, CDD Expiration:	July 9, 2034 (15 years)
	Plan Acreage:	3.13 acres (136,362 SF)
Location: 2393, 2395, 2403, 2415, and 2421 Mill Road	Existing Zone:	OCM(100) / Office Commercial Medium and UT / Utility and Transportation
	Proposed Zone:	CDD #2 / Coordinated Development District #2 and UT / Utility and Transportation
	Proposed Use:	Office Building with above-ground parking
	Gross / Net Floor Area:	425,187 SF / 408,767 SF
Applicant: Washington Metropolitan Area Transit Authority by Jonathan P. Rak, McGuireWoods, LLP	Small Area Plan:	Eisenhower East
	Historic District:	Not applicable
	Green Building:	LEED Silver or equivalent for non-residential

Purpose of Application
The applicant requests approval of a new 14-story, approximately 408,767 square foot (net) office building with parking for 218 vehicles.
Special Use Permits and Modifications Requested:
<ol style="list-style-type: none"> 1. Public Hearing and Consideration of an amendment to the Eisenhower East Small Area Plan Chapter of the Master Plan to divide Block 15 into Blocks 15 and 15A; 2. Amendments to the official zoning map to change the zoning for a portion of 2393 Mill Road from UT/ Utilities and Transportation zone to CDD #2/ Coordinated Development District #2, for 2395 Mill Road from OCM(100)/ Office Commercial Medium (100) zone to CDD #2/ Coordinated Development District #2 and UT/ Utilities and Transportation, for a portion of 2403 Mill Road from OCM(100) /Office Commercial Medium (100) zone and UT/ Utilities and Transportation to CDD #2/Coordinated Development District #2, for a portion of 2415 Mill Road from OCM(100)/ Office Commercial Medium (100) zone to CDD #2/ Coordinated Development District #2, and

for a portion of 2421 Mill Road from OCM(100)/ Office Commercial Medium and UT/ Utilities and Transportation zone to CDD #2/ Coordinated Development District #2 and UT/ Utilities and Transportation;

3. Amendment to Coordinated Development District #2 to add Block 15A;
4. A development special use permit and site plan to construct an office building with above-grade parking and a surface parking lot; and
5. A special use permit for a transportation management plan for Tier 2 (large projects).

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers:

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PLANNING COMMISSION ACTION, JUNE 25, 2019:

On a motion by Commissioner McMahon, and seconded by Commissioner Koenig, the Planning Commission voted to initiate Master Plan Amendment #2019-0002. The motion carried on a vote of 4-0, with Commissioners Goebel, Lyle and Chairman Macek recusing.

On a motion by Commissioner McMahon, and seconded by Commissioner Koenig, the Planning Commission voted to adopt a resolution of the Master Plan Amendment #2019-0002, as amended. The motion carried on a vote of 4-0, with Commissioners Goebel, Lyle and Chairman Macek recusing.

On a motion by Commissioner McMahon, and seconded by Commissioner Koenig, the Planning Commission voted to recommend approval of Rezoning #2019-0003, as submitted. The motion carried on a vote of 4-0, with Commissioners Goebel, Lyle and Chairman Macek recusing.

On a motion by Commissioner McMahon, and seconded by Commissioner Koenig, the Planning Commission voted to recommend approval of Coordinated Development District Concept Plan #2019-0003, Development Special Use Permit #2018-0018 and Transportation Management Plan Special Use Permit #2019-0033, as amended. The motion carried on a vote of 4-0, with Commissioners Goebel, Lyle and Chairman Macek recusing.

Reason: The Planning Commission agreed with the staff analysis, with the recommended changes to DSUP Conditions #90 and #91, and CDD Condition #145 as shown below:

DSUP Condition #90

CONDITION AMENDED BY PLANNING COMMISSION: Contribute \$60,000.00 to the City towards Capital Bikeshare prior to Final Site Plan release. All checks shall be made payable to the City of Alexandria and submitted to the Department of P&Z with a cover letter citing the project name, contribution amount, and the condition being fulfilled. Subject to review that this contribution is permissible according to WMATA's regional compact, to the satisfaction of the Director of Planning and Zoning. (T&ES)

DSUP Condition #91

CONDITION AMENDED BY PLANNING COMMISSION: A voluntary contribution of \$2.00 per gross square feet (per the final site plan) to the Housing Trust Fund would be consistent with the conclusions of the Developer's Housing Contribution Work Group accepted by The Alexandria City Council in December 2013. Subject to review that this contribution is permissible according to WMATA's regional compact, to the satisfaction of the Director of Planning and Zoning. (Housing)***

CDD Condition #145

CONDITION AMENDED BY PLANNING COMMISSION: The applicant will provide public access for open space purposes on parcels identified as 072.04-03-08 and 072.04-03-12. The public access will be provided ~~as an easement or other comparable form of public access~~ through an agreement with the City consistent with Federal regulations, including but not limited to FTA Circular 5010.1I, to be mutually agreed upon by the City and WMATA and will be approved and provided prior to the release of certificate of occupancy permit for the office building.

The public access ~~easement~~ agreement will be for use of passive and/or active open space, entertainment and/or comparable uses for use by the public. The City and/or designee party will be responsible for the design, construction and maintenance of the open space improvements on the designated parcels. The design and construction of the open space will be reviewed by WMATA and will be subject to all applicable WMATA standards and requirements. (P&Z, RPCA)

Discussion: Commissioner McMahon asked staff about the applicants request to remove the affordable housing condition, #91. Tamara Jovovic from the Office of Housing clarified that the City's procedures establish a framework for voluntary contributions related to residential and non-residential development, and to mitigate the impacts of development and to implement the housing master plan. As the proposal is for an office building, with employees that earn a modest living, staff recommended the standard non-residential rate. Any exclusion from the affordable housing contribution, such as recreation center, are more neighborhood-serving in nature and would not apply to an office building.

Commissioner McMahon then asked about the applicants examples of other similar developments in the area that had been approved without required an affordable housing contributions. Ms. Jovovic stated that the contribution is not required for City facilities, as the

City provides resources towards the implementation of the housing master plan goals. Based on City records, the water sanitation authority was asked to contribute but declined, citing a water act that precluded them from providing contributions of this nature. Regarding the National Science Foundation, Planning Director Karl Moritz stated the City paid the housing contribution on their behalf as part of the economic incentive to bring them to the City.

Speakers:

Jonathan Rak, representing the applicant, spoke in favor of the project. Mr. Rak discussed the consolidation efforts by WMATA and the expediated timeline to obtain approvals for construction to begin in October. Regarding conditions, Mr. Rak was in agreement with revisions to CDD Condition #145 per the memo from staff to the Planning Commission. He also discussed his additional language for DSUP Condition #3 regarding shared driveway access. Regarding the voluntary affordable housing contribution, Mr. Rak felt this project is similar to the water sanitation authority project, a special purpose authority, in that there are restrictions in the authority's charter and compact that funds have to be used for transit facilities. Additionally, WMATA is in the processing of raising funds for the ongoing improvements to the system and has commitments to its funding partners to use these funds on critical safety and state of good repair work to restore the system. He noted that use of funds for purposes other than transit would violate its agreements with funding jurisdictions, and an affordable housing contribution would be inappropriate. Similarly, although bikeshare is a transit facility, it is separate and complimentary like the DASH bus system, and they cannot agree to the contribution requested.

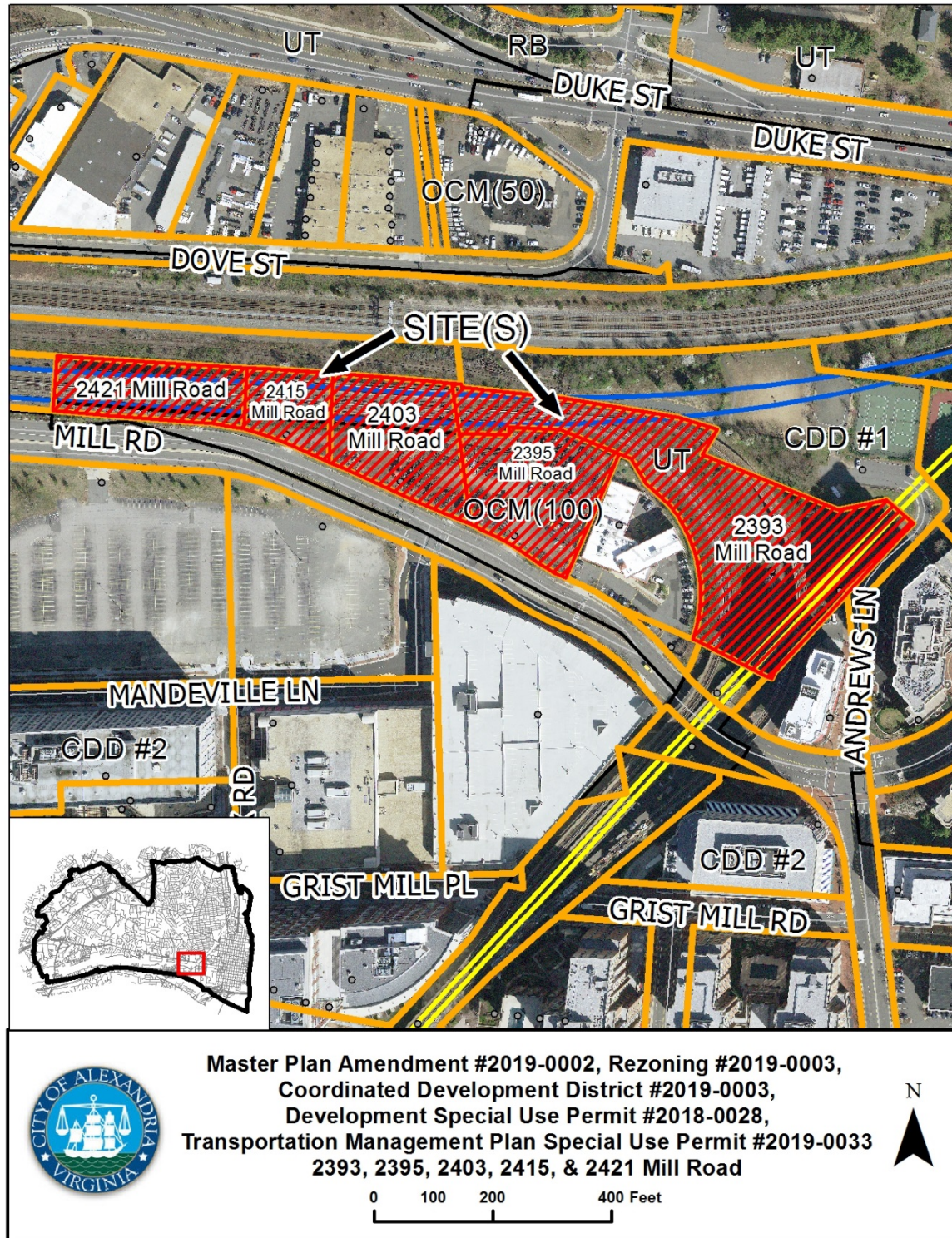
Commissioner Brown questioned the applicant's concern with DSUP Conditions #90 and #91 because WMATA can't comply with them. Mr. Rak said that WMATA feels they are inconsistent with their commitments to their funding partners, but cannot say if it would be unlawful to provide these contributions. Commissioner Brown then asked if the applicant could suggest some language so these two conditions could remain in the approval, but could be subject to a WMATA review and decision regarding the contribution of funds. Mr. Rak felt that something could be worked out, subject to the WMATA Board's consideration. Commissioner Brown felt that these conditions could remain, as they are voluntary, and he had a hard time believing that if the WMATA Board found they were unable to make this voluntary contribution that they would be in violation of the conditions. Mr. Rak referred to a decision that was made that jurisdictions cannot impose a condition of contribution.

Commissioner McMahon discussed how conditions can be written to address unknown items, but it is not in the Planning Commissions purview to require conditions that go against funding restrictions and would be overreach. Commissioner McMahon agreed with Commissioner Brown for language to be added to put it on WMATA to determine if they can or cannot use their funds for this type of contribution.

Vice Chairwoman Wasowski stated she would support the addition of language. As a longtime Metro rider, she understands the concern with using funding from other jurisdictions and that this isn't a standard office building.

Development Chief Robert Kerns suggested a sentence to the end of DSUP Conditions #90 and #91 that says “Subject to review that this contribution is permissible according to WMATA’s regional compact, to the satisfaction of the Director of Planning and Zoning.” Mr. Rak was unable to affirm if WMATA would agree with this language, but if this was included with the approval, they would work on this language prior to the City Council.

Prior to motioning, Mr. Kerns brought to the Planning Commission’s attention staff’s concern with the applicant’s suggested language additions to DSUP Condition #3, which staff believes makes the condition less clear that could give the applicant an “out” to compliance with the condition. Mr. Kerns stated that staff is working very proactively with staff on the shard access and compliance with the condition is not in doubt to be mutually agreeable, but would like to keep the simpler language.



PROJECT LOCATION MAP

I. SUMMARY

A. Recommendation

Staff recommends approval of the requested applications, subject to compliance with the Staff Recommendations. Approval of these applications is contingent upon approval of the Master Plan Amendment (MPA#2019-0006) to divide Block 15 into Blocks 15 and 15A in the Eisenhower East Small Area Plan (EESAP) Chapter of the Master Plan. The proposal provides several public benefits including:

- New office building for the Virginia headquarters of the Washington Metropolitan Area Transit Authority;
- Construction of a new office building on a currently vacant and underutilized site;
- Expansion and increased urban development within Eisenhower East;
- Traffic equipment enhancements to the Mandeville Land and Mill Road intersection;
- Contribution of a public access easement for a neighborhood open space under rail lines;
- Provision of on-site public art (\$75,000 value);
- Improved/new multi-use paths and street trees; and
- Construction of high-quality architecture and compliance with the Green Building Policy.

B. General Project Description & Summary of Issues

The applicant, Washington Metro Area Transit Authority (WMATA), represented by McGuire Woods LLP, is requesting rezoning to Coordinated Development District (CDD) #2 in order to accommodate a new 14-story, approximately 408,767 square foot (net) office building with an above-ground structured parking and a surface parking lot (until a second building can be built in the future) on vacant land WMATA owns within Eisenhower East. The building would contain four levels of above-grade parking, which would be accessed via a driveway along the eastern property line off Mill Road. Two additional curb cuts are proposed off Mill Road: one at the front of the building at the intersection of Mill Road and Mandeville Lane, and one at the western end of the property that staff recommends be eliminated. The project also includes a subdivision request to consolidate the existing five lots into three lots that will reflect the new rezoning boundary lines and project areas.

To construct this project, the applicant has requested approval of:

- A Master Plan amendment to the Eisenhower East Small Area Plan to separate Block 15 into Blocks 15 and 15A;
- A Rezoning Map amendment from OCM(100) and UT to CDD #2 and UT;
- An amendment to Coordinated Development District #2 to include Block 15A;
- Development Special Use Permit with site plan and subdivision plat; and
- A Special Use Permit for a Transportation Management Plan.

Key issues under consideration and discussed in greater detail in this report include:

- Appropriateness of the Master Plan, Rezoning Map, and Coordinated Development District amendment requests;
- Compatibility with the Eisenhower East Design Guidelines;
- Site access and parking;
- Pedestrian and Streetscape Improvements; and
- City Policies and Contributions.

II. BACKGROUND

A. Site Context

The project site is located along the northern side of Mill Road, at the intersection of Mill Road and Mandeville Lane, part of the Eisenhower Station neighborhood within the larger Eisenhower East/Carlyle area. Identified only as Block 15 in the EESAP, as the site was never incorporated into the EESAP design guidelines for future development, the block is made up of six separate lots which are zoned OCM(100) / Office Commercial Medium (100) and UT / Utilities and Transportation. Five of the six lots in the block are undeveloped property owned by WMATA and used for outdoor storage. The sixth lot, which is not included with this proposal, is a City owned lot that is developed as an Alexandria Community Shelter and Drug Abuse Center, originally constructed in 1980. The area where CDD #2 zoning is proposed for new development measures approximately 1.889 acres (82,283 square feet) in area, while the total site area that encompasses the two zoning areas is 5.439 acres (236,915 square feet). The site is located within a quarter mile of the Eisenhower Avenue Metrorail Station, south of Eisenhower Avenue, and within three-quarters of a mile of the King Street Metrorail Station, located to the north.

The northern border of the property is restricted by WMATA train tracks used for the Metro Blue line. North of the site, across several lines of train tracks are lots zoned OCM(50) / Office Commercial Medium(50) outside of the EESAP and developed with a mix of commercial warehouses and businesses. Directly north and east of the subject lots are properties that are within the EESAP, and part of Coordinated Development Districts (CDD) #1 and #2. These CDD properties are separated from the subject lots by the Metro Yellow line train tracks, and are developed with the Carlyle Dog Park, Carlyle Towers III, and the Residence Inn at Carlyle.

To the south, across Mill Road, are Blocks 4, 5 and 14, which are part of the Eisenhower Station neighborhood and have CDD #2 zoning. Block 14 is developed with a nine story parking garage, seven stories above grade and two stories below, that serves the existing uses of the area. Blocks 4 and 5 are currently a surface parking lot, with approval for construction of a mixed-use development consisting of three residential buildings atop a podium building with parking and retail uses, proposed to measure between 15 and 20 stories in height.

B. Project Evolution

The applicant, WMATA, has selected the site within the Eisenhower Station neighborhood for development of their Virginia headquarters as part of Metro's regional office consolidation plan. In addition to the new office building in the City of Alexandria, there will be a new office building in Prince George's County, Maryland, adjacent to the New Carrollton Metrorail Station, and relocation of the existing headquarters (600 5th Street, NW) to a site near L'Enfant Plaza in Washington, D.C.

As WMATA needs to relocate their facilities within an expedited schedule, staff has worked with the applicant to process the subject application ahead of a final recommendation from the Carlyle/Eisenhower East Design Review Board (DRB), a requirement of projects within the EESAP, and ahead of the City's update to the EESAP. As will be discussed within this report, the applicant has been working with the DRB to establish a building design that meets the EESAP Design Guidelines, as well as with City staff to integrate the proposed project into the updated EESAP.

C. Eisenhower East Small Area Plan Update

The Department of Planning and Zoning is currently undergoing a community planning process to update the 2003 Eisenhower East Small Area Plan. Recognizing that market conditions, particularly for retail and office uses, have significantly changed since 2003, this update is considering a framework to enhance flexibility of land uses in order that they may adapt to existing and future market demands. The update will build upon the 2003 Plan's existing goals for an optimal balance of residents and employees to support an 18-hour live-work-play environment, expanded mobility and connectivity, enhanced pedestrian safety and accessibility, and a network of connected, multi-functional open spaces.

The planning process for the Small Area Plan Update is inclusive of Block 15 and envisions further development for the site, including additional development beyond the current office proposal. Development would adhere to the updated plan's principles, such as prioritizing pedestrians, maximizing its proximity to Metrorail, and varying mobility options. The use and heights proposed are also consistent with the framework for the site that is being developed as part of the Eisenhower East plan update. The Eisenhower East update is anticipated for public hearing by the Planning Commission and City Council in the Fall. Staff is comfortable with this proposal preceding the Eisenhower East plan update, because the proposal incorporates the framework elements being discussed as part of the Plan update.

D. Detailed Project Description

The project massing is shaped by two connected office towers atop a four-level parking structure podium. The 48'-6" tall podium consists of a main lobby, conference room space, two loading bays and parking spaces on the first level, and three parking levels above. The three parking levels above the ground level have been designed with a height of 11'-6" for possible future conversion into additional office space. A total of 218 parking spaces are provided onsite, with 184 spaces located

within the parking structure and 34 parking spaces divided among two surface parking areas. The ten-story towers above the podium consist of an open office concept, for a total of 14 stories measuring a maximum 200 feet in height. At the top of the building is a penthouse measuring 20'-6" in height, which would provide access to the roof terrace and a proposed 21,000 square foot green roof area. The total net building size is proposed at 408,767 square feet, with 327,725 square feet (gross) of office space, and 97,482 square feet (gross) of parking space. No below grade parking is provided with this proposal.

The main entrance to the building is at the south west corner, facing the Mill Road and Mandeville Lane intersection (see Graphic #1). Outside the main entrance is a plaza area that provides pedestrian access to the building and vehicle access to the surface lot, shown to be separated by bollards. The driveway at the front of the building, accessed via a new curb cut at the lighted intersection, will feed into a 28-space surface parking lot that was intentionally designed for access into a future second building on the site (see Graphic #3). A driveway at the western side of the property is shown to provide a second access point into the surface parking lot. Staff is not supporting this western driveway and has conditioned it to be removed in order to reduce the amount of curb cuts along Mill Road and to also reduce the pedestrian and bicyclists conflicts along the future multi-use path. A future driveway would be analyzed as part of the development review for a second building on the site.

Access to the parking structure is proposed exclusively via a driveway along the eastern property line. This right-in/right-out driveway is shown to have a security kiosk, which would regulate vehicle access into the parking structure and building. Also accessed from this driveway are two loading bays for trucks and trash pickup along the eastern side of the building, and six surface parking spaces adjacent to the parking structure entrance. Staff is conditioning the driveway be designed to incorporate a public access easement that could be shared with the adjacent City property to the east. The configuration will be determined during final site plan review.

The applicant has indicated that the new office building will be designed to achieve LEED Platinum certification to benefit the environment and reduced long-term operating costs. The design of the building is still under development, having been presented to the DRB on two separate occasions prior to the public hearings. Based upon what has been presented to the DRB, the parking levels will have similar façade appearance and materials as the office levels, with design consideration being made for the possible future conversion of the parking levels to office space.

III. ZONING

A. Current Zoning

Block 15 has been zoned OCM(100) and UT since before the drafting of the EESAP in 2003. The UT zoning will remain over the portions of the property that contain the Metrorail tracks, as these areas are actively used and cannot be developed. The OCM(100) zone is intended for office use, as well as a mix of commercial and residential uses, in areas of the city where higher density is inappropriate due to limited access to transportation options or near residential areas. The maximum allowable floor area

ratio (FAR) is 1.50 for nonresidential uses and the maximum height is 150 feet, with approval of a special use permit.

Additional Zoning Ordinance Provisions

In addition to procedural requirements regarding Master Plan Amendment, rezoning, and CDD requests, several other provisions within the Zoning Ordinance pertain to the current request. Section 11-400 requires approval of a Development Site Plan (DSP) for projects, like the current request, involving new construction or additions that are not specifically exempt. Transportation Management Plan (TMP) SUPs are required pursuant to Section 11-700 of the Zoning Ordinance.

B. Proposed Zoning (CDD #2)

The applicant is requesting rezoning to CDD #2 in order to allow a denser development than the existing OCM(100) zoning district allows. Specifically, the new building exceeds the maximum FAR, proposed with 4.97, and exceeds the maximum height, proposed to 200 feet. Pursuant to a CDD Concept Plan, development controls for CDD #2, including maximum FAR and height requirements, are based on the EESAP. The EESAP currently does not specify for Block 15 the allowable gross floor area, maximum building height, size of public open space or desired amount of ground-level retail space and this has been specified as part of this request to reflect the current one-building proposal. Additionally, some areas require rezoning from UT to CDD #2 and from OCM(100) to UT in order to provide the necessary safety space adjacent to the Metrorail tracks. The remaining area of Block 15, the City lot, will remain zoned OCM(100).

Below is a table that lists the existing and proposed land areas square footages with the existing and proposed zoning, to clarify how the areas for each property are intended to be rezoned. It is based upon these below rezoning square footages that the preliminary subdivision plat has been delineated.

Table #1 – Proposed Rezoning changes with square footage

Subject Lot	Existing Zoning/Area		Proposed Zoning/Area	
	Zone	Area	Zone	Area
2393 Mill Rd	UT	102,872 SF	UT	100,553 SF
			CDD #2	2,319 SF
2395 Mill Rd	OCM(100)	43,679 SF	UT	9 SF
			CDD #2	43,670 SF
2403 Mill Rd	UT	17,102 SF	UT	16,606 SF
	OCM(100)	24,715 SF	CDD #2	25,211 SF
2415 Mill Rd	UT	11,924 SF	UT	11,924
	OCM(100)	6,060 SF	CDD #2	6,060 SF
2421 Mill Rd	UT	20,608 SF	UT	25,540 SF
	OCM(100)	9,955 SF	CDD #2	5,023 SF
Subtotal	UT	152,506 SF	UT	154,630 SF
	OCM(100)	84,409 SF	CDD #2	82,283 SF
TOTAL		236,915 SF		236,913 SF

C. Zoning Tabulations

Table #2: Proposed Zoning Tabulations

Property Address:	2393, 2395, 2403, 2415, and 2421 Mill Road	
Total Site Area:	236,915 square feet (5.439 acres)	
Current Zone:	OCM(100) and UT	
Proposed Zone:	CDD #2 and UT	
Proposed Use:	Office Building	
	Required per EESAP/CDD #2	Proposed
Allowable Gross Floor Area	None listed	425,187 SF
FAR	N/A	4.97
Height	None listed	200 feet
Setbacks	14' from curb 5'-20' setback above a 40'-60' street wall	Approximately 30' Approximately 5' to 20'+ from the podium's street wall
Long-Term Parking*:	544 spaces maximum	184 spaces
Short-Term Parking*:	111 spaces maximum	34 spaces
Total Parking	655 spaces	218 spaces
Loading spaces:	N/A	2 spaces
*The total number of parking spaces proposed to serve the office building are not to exceed the EESAP requirement of 1.66 cars/1000 gross square feet of office for long-term parking, and 0.34 cars/1000 gross square foot of office for short-term parking for structures within 1,500 feet of a Metro station.		

IV. STAFF ANALYSIS

Staff supports the requested MPA, Rezoning, CDD Concept Plan, DSUP with Site Plan, and TMP SUP applications as described in the Summary of Issues. These requests are in support of the Master Plan Amendment (MPA#2019-0002) to divide Block 15 into Blocks 15 and 15A in the Eisenhower East Small Area Plan. Additionally, approval of these applications is necessary to support the construction of a new office building that can be integrated into the Eisenhower Station neighborhood, implements the vision of the EESAP and is consistent with the discussions regarding the EESAP update scheduled this Fall.

A. Master Plan Amendment

An amendment to the Eisenhower East Small Area Plan (MPA #2019-0002) is required for the project in order to divide the block into Block 15 and 15A and add density and building height for Block 15A. Although Block 15 was assigned to this site along with the adjacent City property in the EESAP, the

2003 EESAP did not propose to add additional density or change the OCM-100 zoning for the block. The remaining portion of Block 15, the City owned lot, will be addressed as part of the ongoing EESAP update in the Fall.

The applicant has requested a building size and height consistent with what is currently planned within the area and consistent with the direction of the Eisenhower East Small Area Plan update. The amendment would increase the allowable building height from 150 feet to 200 feet, with 14 stories, and would change the density of the property to an allowable gross floor area (AGFA), which in this case would be the proposed size of the building of 408,767 net square feet. AGFA is defined in the EESAP as the sum of all gross horizontal areas under a roof or roofs for all structures, including above-grade parking structures, which shall be measured from the exterior faces of walls or from the center-line of party walls, less permitted deductions. This proposal size is similar in size to other structures and approvals in the area, which range from 200 to 270 feet in height, and 10 to 20 stories, and averages around 435,425 square feet in size.

Staff is supportive of the amendment to the Eisenhower East Small Area Plan to include the proposed Block 15A. The proposed project would promote the existing development and plans for this area and activate space at the intersection of Mill Road and Mandeville Lane. The addition of a large employer to the area would provide additional population to the area who may choose to live near their work. The proposed application is a realization of the intended goals of the EESAP to create a vibrant, active urban neighborhood.

B. Rezoning

Staff supports the request to rezone (REZ #2019-0003) the property because the proposal is consistent with the Master Plan vision, as discussed above. The request to rezone the property from OCM(100) to CDD #2, which would allow for increased development within an established urban area. As discussed below, the rezoning adheres to the criteria set forth by City Council. These criteria were established to provide guidance for rezoning applications where the proposal would not warrant a new small area plan or study on its own.

1. Consistency with Small Area Plan

The application is consistent with the intent and goals of the 2003 Eisenhower East Small Area Plan. The EESAP Design Guidelines call for expanding the vision for mixed-use, transit-oriented growth within this area. The proposed 14-story office building is consistent with the building height range of 10 to 15 stories for properties across the street per the EESAP Design Guidelines. Even with the increase in size and height, the EESAP encourages a “human-scale” building design that provides a sense of enclosure and safety for pedestrians and cyclists and an inviting streetscape. The building design provides architectural interest from the pedestrian point of view from Mill Road and the intersection with Mandeville Lane, as well as improvements such as a multi-use path and street trees along the roadway. The proposal complies with the setbacks and parking requirements of CDD #2, as noted in Table #2. As Mill Road has been categorized as a “C” street in the EESAP, which is considered the least public and less restrictive in intent, the proposed above-grade parking is consistent with the

design guidelines. As will be discussed in the Building Design and Parking sections of this report, the parking structure façade has been designed to blend with the office building and will be further reviewed by the DRB for compliance with the Design Guidelines.

2. Consistency with Type of Area

The Eisenhower Station neighborhood is typified by a mixture of existing commercial and residential uses and whole blocks still awaiting to begin construction of their approved mixed-use projects. The applicant proposes an office building with a possible future residential or commercial second building on the site where no development was previously planned. An office building will expand the urban character of the area and increase vitality to the Hoffman Town Center with an addition of a large employer.

3. Isolated Parcel

As previously discussed, this project will be taken into account as part of the ongoing EESAP update and any redevelopment in the areas has either already been assessed through amendments to CDD #2 or will be incorporated with the update. Given that majority of the properties in the area have already been reviewed and approved for larger development than the subject application, it is anticipated that impacts on traffic, public benefits, the street network and other amenities will be mitigated by staff's proposed DSUP conditions.

4. Status of Planning for Area

The 2003 Eisenhower East Small Area Plan remains the governing document for the area. City Council approved the FY 2019 Interdepartmental Long Range Planning Work Program, which included an update to the 2003 EESAP. Internal staff work on the update began in the fall of 2018, with the community planning process launching in January 2019. While the update is ongoing, it was determined that rezoning requests would be reviewed on a case-by-case basis.

The applicant approached the City in late 2018 with the idea to build a new office building in advance of the pending Small Area Plan update. Staff determined there was an opportunity to move forward with the redevelopment request in conjunction with, but ultimately, ahead of the Plan. While this is not the typical progression, the proposed project is considered by staff to be an improvement to the area that aligns with the goals and intent of the EESAP. As the planned update to the EESAP is anticipating the proposed new building, if approved, matters such as traffic impacts, building architecture, and open space provisions will be reviewed further during the final site plan process.

5. Application's Consistency with City Goals

In addition to being consistent with the vision in the EESAP, this proposal meets goals articulated in other City policies, including those related to green building, public art, walkability and urban design. As a condition of approval (CDD Condition #145), the applicant would provide a public access easement for a neighborhood open space under the rail lines. This public access easement would be located under the Metrorail Yellow Line tracks between Mill Road and Eisenhower Avenue (see Attachment #1).

C. CDD Concept Plan

As part of the of the request to rezone the property to CDD #2 and create Block 15A , the applicant is required to submit a Coordinated Development District (CDD) Concept Plan (CDD #2019-0003) for the entire district (Section 5-603). For this project, the CDD Concept Plan takes the existing block layout for the Eisenhower East/Carlyle Blocks, and simply separates Block 15 into Block 15A for the subject project, with the rest of the block remaining Block 15. No other changes were proposed to the CDD Concept Plan. It is anticipated that the remaining portion of Block 15 will be addressed with the update to the EESAP.

The Coordinated Development District (CDD) is intended to encourage land assemblage and cooperation between multiple land owners to promote development consistent with the master plan. Developments within a CDD should exhibit a proper integration of uses, the highest quality of urban and architectural design, and harmony with the surrounding areas of the City. The proposed CDD Concept plan provides an update to the existing plan that reflects the proposed project and the rezoning request boundary lines. Approval of this amendment to the plan encourages development that integrates with the surrounding properties and provides improvement to the area. As such, staff supports the proposed CDD Concept Plan request.

D. Preliminary Subdivision Plat

As part of the proposed rezoning and development requests, the applicant has also submitted a preliminary subdivision plat to resubdivide the existing five subject lots into three separate lots. This resubdivision would align with the proposed new boundary between the UT and CDD #2 zones, with the property rezoned to CDD #2 divided between one lot for the proposed new building and one lot for the surface parking lot and future second building. Per Section 11-1704(B), if the required elements of a preliminary plat have been provided with the submitted plans, the City Council approval of the development plans shall act as the preliminary plat approval. The applicant has provided the proposed lot lines and all other information required as part of a preliminary that reflect the proposed rezoning boundary lines and staff recommends approval of this preliminary plat in conjunction with the related DSUP application.

E. Building Design

The proposed building massing and primary functional design consists of two 65-foot-wide “bars” of office space on each typical floor, separated by a roughly triangular core containing building services (stairs, elevators and restrooms). The proposed ten stories of office space sit atop a four-story podium containing garage parking, a lobby and conference area. The southern “bar” facing Mill Road is set back five feet to 20 feet from the podium façade below to address the different program demands of office and parking, and to create more dynamic massing. The northern “bar” facing the train tracks is expressed as a single volume with the podium for the full height of the building, to address the larger-scale environment of the transit corridor. The podium has a ground level of glass that fronts Mill Road, consisting of a recessed two-story glass lobby with a vestibule and conference area, and a usable terrace

area for the fifth-floor office space. The rest of the podium garage parking uses a higher than standard 11'-6" floor to floor height, to allow for future conversion of these levels to office space if parking demand decreases.

The building materials proposed are a combination of glazing and solid faced pieces (see Graphic #2). The façades of the podium, facing either Mill Road and the train tracks, will be either translucent glass panels or architectural louvered screens to allow natural ventilation of the parking garage, while screening parked vehicles from view. These glass or louvered screens will be broken up with terracotta vertical panels that are slightly offset from the level below as this pattern moves up the building. As the parking levels were designed for possible conversion to office space, the exterior façade was designed with this in mind, as the louvered screens could be replaced with glazing in the future.

The west and south facing sides of the southern bar and east and north facing sides of the northern bar will continue this combination of glazing and solid materials, with the solid portion switched to precast concrete panels that will be slightly offset from the level below. This slight shifting of glazing and solid materials provides a visual interest to the building, having been described as the movement of trains as they pass by. The remaining sides of the building, facing east and west, consists entirely of window walls with high performance glazing and metal spandrel panels forming continuous ribbon windows.

The contrast of the patterned main facades of the building with the smaller, side facades of the building results in a high-quality design that appears modern and creative while accommodating the needs of the applicant within the building. As the applicant continues to evolve the design, in keeping with the materials and concepts presented, staff supports the good design of the proposed building that is in keeping with the goals and intent upon established within the EESAP and will enhance the character of this area.

Eisenhower East Design Guidelines

This project has been initially reviewed by staff and the Carlyle/Eisenhower East Design Review Board (DRB) for compliance with the Eisenhower East Design Guidelines. The Board has met twice since the preliminary plan was submitted in April 2019, and future additional meetings will be required as a condition of approval. The general massing and building siting was presented to the DRB at a April 2019 work session, with the proposed building design and materials to be reviewed by the DRB at a June 2019 work session.

The principles of the Eisenhower East Design Guidelines serve to promote an active public realm with mixed uses, high-quality urban spaces, walkability, and transit access. In regard to this project, located on the periphery of the Eisenhower Station neighborhood, the DRB will review the project for high quality building materials and architectural design, standards for garage screening, and enhanced landscaping and streetscape improvements.

Although the full architectural details for the project are still being worked on, based upon the design ideas presented to staff and the DRB, staff believes the applicant has proposed high-quality architecture

that will comply with both the existing and updated EESAP Design Guidelines. Staff has recommended that the final building design and architectural details be subject to review and approval by the DRB, but based upon the drawings presented to the City Council (DSUP Condition #9). This includes providing a materials boards of all proposed materials and finishes prior to the release of the first Final Site Plan to the DRB (DSUP Condition #10).

F. Consistency with City Policies and Contributions

Eisenhower East Open Space Contribution

As previously mentioned, a condition has been recommended as part of the CDD #2 amendments that the applicant provide a public access easement for land area owned by WMATA (CDD Condition #145). This area consists of two parcels (Parcel ID 072.04-03-08 and 072.04-03-12) that are located under the Metrorail Yellow Line tracks between Mill Road and Eisenhower Avenue (see Attachment #1). Per the EESAP, all new development within CDD #2 is required to participate in a program for the equitable distribution of costs associated with the implementation of, among other things, open space, which are improvements necessary to support development in the Eisenhower East area. The proposed public access would allow for the activation of underutilized space for passive and/or active open space, entertainment and/or comparable uses for the public. The City will work with WMATA to design this area for public use in compliance with their standards and requirements, while also providing amenities that will benefit the general public. This is consistent with the direction for open space addressed in the EESAP update to be heard this fall.

Affordable Housing Policy

Consistent with the City's procedures regarding affordable housing contributions on new construction, the City recommended the applicant provide a monetary contribution of \$2.00 per gross square foot (excluding parking) to the Housing Trust Fund (HTF) based on the square footage listed on the final site plan (DSUP Condition #90). Contributions to the HTF help fund the development and preservation of affordable rental housing in the city by leveraging state and private investment and also support a range of other housing programs, including homeownership activities, housing counseling services, and home renovation projects for the elderly, the disabled and low-income families. The project involves a rezoning request and the applicant is increasing the density onsite by almost three times. The applicant currently has not agreed to this contribution and staff continues to recommend it as a condition.

Public Art

The City's Public Art Policy, adopted by City Council in October 2012, established a voluntary monetary contribution for new development projects within the city which would fund new public art and encourage the growth of public art in the community. The contribution may be used for public art on site or dedicated to a fund to further the City's public art efforts in the surrounding community. If the applicant elects for a monetary contribution, instead of direct installation of public art on site, the policy requires a monetary contribution of \$0.30 per gross square foot of development, with a maximum contribution requirement of \$75,000 per building. Staff will continue to work with the applicant through the Final Site Plan process to finalize the public art contribution to either provide a monetary contribution or an on-site art installation. Staff believes the location of the main entrance and visibility

of the development from the intersection of Mill Road and Mandeville Lane provides an opportunity to provide public art in a strategic location. The inclusion of public art could also be important for distinguishing the WMATA Virginia headquarters.

Green Building Policy

The City adopted an updated Green Building Policy this year that established a desired level of green building certification for future development. The applicant has indicated that they will comply with the policy and commit to achieving LEED Platinum Certification for the office building. Among the green building elements that they are exploring, they have indicated providing a green roof, high-performance glazing to provide natural daylight into the office spaces, and the parking structure levels were designed for possible conversion to office space in the future.

Pedestrian and Bicycle Master Plan

The City's Pedestrian and Bicycle Master Plan encourages new developments to contribute towards the implementation of bike share stations within an area. As a condition, staff is recommending a contribution in the amount of \$60,000 towards a Capital Bikeshare station (DSUP Condition #91). This contribution is mutually beneficial to the City and WMATA, as it would go towards enhancement of the Capital Bikeshare system and transportation options that could reduce vehicle congestion, as well as provide the Metro ridership with last mile options to get to and from stations and bus stops. The applicant has not agreed to this condition.

G. Streetscape and Site Access

Pedestrian and Bicycle Enhancements

With the applicant's proposal, the pedestrian experience along this portion of Mill Road will be greatly improved compared to the current experience of narrow, inconsistent concrete or asphalt sidewalks. Per the proposed plan, the area in front of the proposed building will be improved with a 12-foot wide multi-use path with eight new bike racks directly in front of the building. A condition of approval requires the applicant to work with staff during Final Site Plan review to make sure all proposed landscaping in this area is consistent with all City Guidelines. Site improvements will include all streetscape elements such as bollards, bike racks, trash receptacles and street lighting. In conformance with City requirements, a recommended condition is that the proposed project provide at least 70 bicycle spaces, for both short and long-term parking (DSUP Condition #70). Bicycle parking is currently indicated in the plaza outside the main entrance in the building, as well as on the second and third levels of the parking garage.

Site Access

The project proposes three points of access onto the property. Access to the building's parking structure is proposed exclusively via a right-in/right-out driveway along the eastern property line. A second driveway at the front of the building, accessed via a new curb cut at the lighted intersection of Mill Road and Mandeville Lane, will feed into the 28-space surface parking lot. A third right-in/right-out driveway at the western side of the property is shown to provide a second access point into the surface parking lot.

Eastern Driveway and Shared Access

As proposed, the only access to the building's structured parking is from the eastern driveway, which would include access to a two-bay loading area and an additional six space surface parking lot. The plans indicate a security kiosk near the driveway entrance, intended to regulate access to the structured parking area and the building. Staff has asked about the feasibility of adjusting the location of the security kiosk in order to provide a public access easement for the driveway area that would allow shared access to the adjacent City owned lot. As the City intends to redevelop the adjacent parcel, a shared access easement could eliminate one of the two existing curb cuts that currently serve the City property, further reducing the pedestrian and bicyclist conflicts along the multi-use path. Staff has recommended a condition requiring the applicant work with staff to establish the public access easement (DSUP Condition #3).

Proposed Western Driveway and Curb Cut

As noted in the Detail Project Description section, the applicant has proposed a driveway at the western most side of the property into the surface parking lot. This results in three new driveways and curb cuts off Mill Road, and staff does not see the necessity for a third driveway on the property. Two driveways for a small, 28-space surface lot appears excessive for just the occasional customers and clients, and use of the lighted intersection of Mill Road and Mandeville Lane would provide better traffic efficiency. Further a reduction of driveways would decrease the number of conflict points along Mill Road, particularly along the multi-use trail. City Traffic engineers discourage more than two curb cuts for the project. As such, staff recommends a condition limiting the site to two curb cuts, and any future curb cuts would be reviewed in conjunction with new development on the remaining portion of the property (DSUP Condition #35).

H. Parking

The site proposes 218 parking spaces, which includes a 28 space surface parking lot and a six space surface lot at the end of the eastern driveway. A minimum of 75 spaces are required for an office use within an enhanced transit area, with a maximum allowable of 446 spaces. Given the amount of parking provided within the proposed building (184 spaces) and the site's proximity to a Metro station, staff believes the proposed surface parking lot could be removed or significantly reduced.

The EESAP currently recommends underground parking, and discourages above-grade and/or surface parking. Due to the context of the building site, between a railroad corridor to the north and an existing parking structure to the south across Mill Road, flexibility to this recommendation may be allowed. Per the EESAP design guidelines, Mill Road is categorized as a "C" street and above-grade parking structure may be appropriate if designed with facades architecturally treated to be in harmony with the overall building design and to screen interior light fixtures, ceiling pipes, exposed raw concrete, etc. Staff supports above-grade parking for this particular project because the parking has been designed to be convertible to occupied space in the future. With the exterior specifically designed to blend with the architecture with the rest of the building, and accommodate future conversion of this space as was discussed in the Building Design section of this report, the proposed above-grade parking does not

negatively detract from the goals of the EESAP. While the proposed surface parking has been discouraged by staff, the lot is intended to be a placeholder for a future second building on the site, as has been expressed by the applicant as a goal for the site and discussed in DRB meetings (see Graphic #3). Based on this, staff believes the proposed parking as proposed meets the intent of the EESAP and can be supported.

I. Transportation

Gorove/Slade is currently working with City staff on the EESAP update. As part of that update, they are preparing a Traffic Impact Study to evaluate the adequacy of the existing transportation network to support future development of the Eisenhower East area. According to Gorove/Slade, inclusion of the proposed WMATA office building has been considered as part of this analysis. As traffic for the whole area is being considered with the update, City staff had a scoping meeting with Gorove/Slade on May 6, 2019 in order to establish the areas of study that would be included in a Supplemental Transportation Memo specific to the subject project. Based upon the supplemental memos findings, the applicant will be required to address any mitigations or improvements as a condition of the development approval (DSUP Condition #44). Based upon this scoping meeting, staff believes any traffic impacts can be addressed during final site plan review.

Transportation Management Plan Special Use Permit

Per Section 11-700 the applicant is required to participate in the Citywide Transportation Management Plan (TMP) to mitigate traffic impacts through transportation demand management strategies such as utilizing public transportation, walking, biking, carpooling and teleworking. The CDD #2 zoning district currently has TMP requirements that apply to all developments in this district and would be applicable to the subject application, with an estimated contribution of approximately \$107,997 towards the annual TMP fund. However, the applicant has indicated that as a benefit to all employees, WMATA provides use of the Metro transportation system at no cost to the employee. By providing this benefit, WMATA is actively encouraging its own employees to utilize the Metro system, and at a cost to WMATA that exceeds what the City would require for the TMP fund. As WMATA is a transportation agency that has existing resources established that would reduce traffic impacts caused by the proposed new office building, and the site is less than a mile of two Metrorail stations, staff acknowledges this benefit in-lieu of a TMP contribution and has amended the TMP recommended an option that WMATA continue to provide this benefit to employees as long as they are the tenant of the building (DSUP Condition #49).

Alternative Transportation Options

Due to the amount of development and investment that has already occurred within the area, there are a variety of transit options in close proximity to the project site. As previously mentioned, the site is located within a quarter-mile of the Eisenhower Avenue Metrorail Station to the site, and is also three-quarters of a mile from the King Street Metrorail Station to the north. Bus stops are available for multiple DASH and Metrobus routes, with one stop just west of the intersection of Swamp Fox Road with Eisenhower Avenue, two blocks south of the site, as well as along Mill Road and Jamison Avenue, which are two blocks or more to the east of the site. There is also an existing Capital Bikeshare station

located on Eisenhower Avenue, just west of the intersection with Mill Rach Lane. The conditions as recommended by staff will enhance access and expand the network of paths and transportation options that will be of benefit to their employees, customers and the public.

V. COMMUNITY

In coordination with the ongoing update to the EESAP, the applicant has worked with the other property owners in the area, including Hoffman, Stonebridge, Rubinstein and Perseus, on the traffic studies of the update, which includes information about the proposed building size and use. The applicant has been in touch the Eisenhower Partnership about the proposed project. The applicant has requested to meet with the members of the Partnership to address any future concerns that may arise.

The City also provided the Federation of Civic Associations with information regarding the proposed project at its May general meeting.

VI. CONCLUSION

Staff recommends *approval* of the requested MPA amendment, Rezoning, CDD Concept Plan, DSUP with Site Plan, and TMP SUP subject to compliance with all applicable codes and the staff recommended CDD and DSUP conditions.

VII. GRAPHICS

GRAPHIC #1: Site Plan and Ground Floor Plan



GRAPHIC #2: Overall View from Mill Road and Mandeville Lane



GRAPHIC #3: View North of Proposed Building and possible future building



VIII. STAFF RECOMMENDATIONS

DSUP Conditions (DSP #2018-0028)

1. The Final Site Plan shall be in substantial conformance with the preliminary plan dated May 15, 2019 and comply with the following conditions of approval.

A. SITE PLAN

2. 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. The period of validity may be extended upon petition by the applicant and after adequate notice and public hearing. (P&Z)
3. The applicant shall provide a perpetual public access easement for the portion of the drive aisle on the eastern portion of the site to allow vehicular access for future development of city owned property.
4. Submit the plat and all applicable easements prior to the Final Site Plan submission. The plat(s) shall be approved prior to or concurrently with the release of the Final Site Plan. (P&Z) (T&ES) *
5. 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. Utilities shall be located below grade or screened by architectural features or landscaping.
 - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z) (T&ES) (BAR)
6. 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 basic, approved Dominion LED light fixtures.
- e. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
- f. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
- g. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
- h. If site lights are included in the photometric plan to comply with City's lighting standards, then these lights shall be put on photovoltaic switches.
- i. Provide location of conduit routing between site lighting fixtures to avoid conflicts with street trees.
- j. Detail information indicating proposed light pole and any footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view or light poles shall be direct bury.
- k. The lighting for the areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
- l. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
- m. The walls and ceilings in the garage must be light-colored concrete (painted or dyed) to increase reflectivity and improve lighting levels at night.
- n. The lighting for the underground/structured parking garage shall be a minimum of 5.0-foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5-foot candles.
- o. Light fixtures for the underground/structured parking garage shall be designed to not be seen for any areas that can be seen from the public ROW.
- p. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.

- q. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
 - r. Full cut-off lighting shall be used as applicable at the development site to prevent light spill onto adjacent properties.
(P&Z) (T&ES) (Police)(BAR)(Code)
7. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)
8. Provide a georeferenced CAD file in .dwg format of the dimension plan of this project. This information will be used to compile a master CAD reference to ensure all elements are correctly located and will connect. (P&Z) (DPI) *

BUILDING:

9. Building design, including site and landscape design, overall massing and three-dimensional expression, final detailing, and the appearance, color and quality of materials shall be substantially consistent with the design drawings presented at the July 9, 2019 City Council meeting and as further developed through the design review process to be undertaken between the applicant and the Carlyle/Eisenhower East Design Review Board (DRB) following the City Council approval. (P&Z)
10. Final building design and architectural details, including materials and finishes and materials board, shall be subject to review and approval by the Carlyle/Eisenhower East Design Review Board (DRB). (P&Z)
11. 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 prior to the release of the first Final Site Plan and in coordination with the Carlyle/Eisenhower East Design Review Board (DRB). *
 - 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 requires a building permit and shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. **
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z) (Code)
12. 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, 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)
13. Achieve a green building certification level of LEED Silver / LEED Certified / Equivalent to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES pursuant to the City's Green Building Policy. 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 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)

14. 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 (240 volt and at least 40-amp dedicated conduit and power plug) installed for future level 2 electric vehicle chargers.
15. 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: www.epa.gov/WaterSense. (T&ES)
16. The stairwells within structured parking garages shall be visible, without solid walls as code permits. 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)
17. 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)

OPEN SPACE/LANDSCAPING:

18. 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, available online at: www.alexandriava.gov/uploadedFiles/recreation/ParkPlanning/LandscapeGuidelinesFinalv2Final.pdf
19. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails — if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES) (Code) *

TREE PROTECTION AND PRESERVATION:

20. Provide, implement and follow a Tree and Vegetation Protection Plan per the City of Alexandria Landscape Guidelines. (P&Z) (RP&CA)

ARCHAEOLOGY:

21. To ensure that significant information is not lost as a result of the proposed development project, the applicant must hire an archaeological consultant to complete an Archaeological Evaluation of the project area. (A thorough Documentary Study already exists for the Cameron Farm site [44AX182] and therefore is not required for this project.) Contact Alexandria Archaeology to obtain a Scope of Work for this investigation. If significant resources are discovered, the consultant must complete a Resource Management Plan, as outlined in the *City of Alexandria Archaeological Standards*. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Archaeology)
22. 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) *
23. 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)
24. 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)
25. 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) ***

PEDESTRIAN/STREETSCAPE:

26. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z and T&ES:
- a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet.
 - d. Install a 12-foot width asphalt multi-use trail on the north side of Mill Road along the frontage of the property east of the intersection with Mandeville Lane as shown on the Preliminary Site Plan.
 - e. Sidewalks shall be flush across all driveway crossings.
 - f. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - g. 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.
 - h. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
 - i. All crosswalks shall be high-visibility crosswalks [white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)]. All other crosswalk treatments must be approved by the Director of T&ES.
 - j. 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 to minimize any potential visible impacts. *** (P&Z) (T&ES)

PARKING:

27. Parking shall be consistent with the requirements of the Zoning Ordinance in effect at the time of approval by City Council and/or Planning Commission. (P&Z) (T&ES)
28. Parking spaces near the main entrance to the building along the plaza shall be signed for short term loading. (T&ES)
29. Provide wheel stops for all 90-degree and angled vehicle parking spaces adjacent to a sidewalk if the back of the sidewalk is less than seven (7) feet from the curb. (T&ES).

30. Provide a Parking Management Plan with the Final Site Plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the Final Site Plan and comply with the requirements of the Parking Management Plan Template provided in Memo to Industry 01-19. (P&Z) (T&ES)
31. Parking spaces within the parking garage that are required to comply with zoning requirements may be made available for public/off-site parking (separate from daily employee visitor parking) through an administrative special use permit, provided excess parking can be demonstrated. This request shall be to the satisfaction of the Directors of P&Z and T&ES, and subject to the following requirements:
 - a. Provide parking utilization information to show the on-site employee parking demand and the number of spaces that could be made available for public/off-site parking without negatively impacting use of the parking by the building's occupants.
 - b. Update the parking management plan to include, the following:
 - i. An explanation of how garage access to the parking spaces leased to non-employees will be provided. Controlled access to the underground garage shall be maintained.
 - ii. Information on how the garage will be managed, including how spaces will be assigned to employees, visitors, and third-party lease holders.
 - c. Provide a copy of the lease or other agreement to be used for public/off-site parkers. (T&ES) (P&Z)
32. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the Final Site Plan. (P&Z) (T&ES)
33. Provide 70 bicycle parking spaces 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) ***
34. Provide bicycle facilities on the site frontage and through the site per the City's Transportation Master Plan, Pedestrian and Bicycle Mobility Plan, Complete Streets Guidelines and applicable Small Area Plans and Design Guidelines including a 12-foot multi-use trail on the north side of Mill Road along the frontages of the site as shown in the Preliminary Site Plan.
 - a. Provide routing signs on on-street bicycle facilities consistent with guidance from AASHTO and MUTCD. For shared-use paths, signs should be consistent with the City's Wayfinding Program.
 - b. Install sharrows consistent with AASHTO guidelines. (T&ES)

B. TRANSPORTATION

STREETS/TRAFFIC:

35. Initial development of the site shall be limited to two curb cuts. Additional curb cuts to serve the site shall be considered as a part of the review process for any subsequent applications regarding the non-developed, western portion of the site. (T&ES)
36. Maintain a separation of 150 feet between the beginning of street corner radius and any driveway apron radius on arterial and collector roadways, with a minimum of 100 feet permitted, subject to the approval of the Director of T&ES. (T&ES)
37. 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)
38. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff and Code Administration staff to document existing conditions prior to any land disturbing activities. (T&ES) (Code)
39. 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)
40. The maximum desirable slope on parking ramps to garage entrance/exit shall not exceed 16 percent. For slopes 10 percent and greater, provide trench drains connected to a storm sewer to eliminate or diminish the possibility of ice forming. The slope on a ramp with parking or used for egress shall not exceed 6.5 percent. For non-parking ramps with slopes of 12 percent and greater, 11 feet transition slopes at the top and bottom of the ramp shall be required, and the transition slope shall be half of the ramp slope percentage. Slopes greater than 16 percent must be approved by the Transportation and Environmental Services Department. (T&ES)
41. Wall mounted obstructions at the wall end of a parking space shall extend no more than 24 inches from the wall and shall be at least 48 inches from the garage floor. Spaces with obstructions that exceed this requirement will not be counted as usable parking spaces. (T&ES)

42. Furnish and install two 4-inch Schedule 40 PVC conduits with pull wires, and junction boxes located at a maximum interval of 300 feet underneath the sidewalks along the Mill Road Frontage. These conduits shall terminate in an underground junction box at each end of the site. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES)
43. 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)
44. Provide and install updated traffic equipment as enhancements to the Mandeville Land and Mill Road intersection. These enhancements shall include, but may not be limited to, additional mast arms, additional required signal heads, pedestrian signals, and necessary conduit installation. The updated traffic equipment and technology shall be shown on the Final Site Plan to the satisfaction of the Director of T&ES. In lieu of providing and installing updated traffic enhancement equipment, the applicant may provide a contribution of \$50,000.00 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) *
45. Per the discussion during the Supplemental Transportation Memo Scoping Meeting held on Monday, May 06, 2019, the applicant will update scope to include any detailed information that would provide a better understanding of the projected trip generated to/from the site. Once the agreed upon updates are submitted, Traffic Engineering staff will affectively approve the scope with the understanding the outcome of the memo could result in a resubmission of plans to address mitigations or improvements. Any improvements required due to the memo's findings will be set as conditions of the development. The Supplemental Transportation Memo can be submitted no later than the first submittal of the Final Site Plan. (T&ES)

TRANSPORTATION MANAGEMENT PLAN:

LARGE PROJECTS (Tier 2 or 3)

46. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. Below are the basic conditions from which other details originate. (T&ES)
47. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special

use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)

48. The applicant shall integrate into the District Transportation Management Program when it is organized. All TMP holders in the established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES)
49. An annual TMP fund shall be created and managed by the TMP Coordinator, and the funds shall be used exclusively for the approved transportation activities detailed in the attachment. The annual base assessment rate for this development shall be determined as set forth in section 11-708 (TMP Assessments Schedule and Adjustments). The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins. The TMP shall operate on the fiscal year, July 1 to June 30. (T&ES)

Alternatively, in lieu of establishing an annual TMP fund, WMATA shall continue its standard practice of providing all employees of the office building with access to unlimited Metro fare for all work related and private transportation. This exemption from the TMP fund contribution is only applicable to WMATA as long as they are the tenant of the building, and all other future tenants would be required to comply with the City's TMP requirements above.

50. An on-site TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. (T&ES) ***
51. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator or Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site. (T&ES)
52. The TMP Coordinator or Association will submit to the Transit Services Division the following as detailed attachments; biannual fund reports due in July and January

of each fiscal year, and modes of transportation survey, and a TMP Coordinator survey both due in July of each fiscal year. (T&ES)

53. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the use may be required to participate in the Citywide TMP Program, may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the City Council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance. (T&ES)

BUS STOPS AND BUS SHELTERS:

54. Show all existing bus stops in the vicinity of the site on the Final Site Plan. (T&ES) (Code)

C. PUBLIC WORKS

WASTEWATER/SANITARY SEWERS:

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

UTILITIES:

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

SOLID WASTE:

60. If the property is a required user, the development must meet all the minimum street standards for the City to provide solid waste collection service. See Alexandria Virginia Code of Ordinances Title 5 Chapter 1 Solid Waste Control. Collection vehicles must be able to pick up solid waste from private streets without backing up. The containers must be stored inside the units or within an enclosure that completely screens them from view. The official setout location of the containers shall be approved by the Director of T&ES. (T&ES)
61. Provide \$1,402 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 black receptacle with Dome Lid per block face dedicated to trash collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES) *
62. Provide \$1,626 per receptacle to the Director of T&ES for the purchase and installation of one (1) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid, approved dome decals, and approved band per block face dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES)

D. ENVIRONMENTAL

STORMWATER MANAGEMENT:

63. The Virginia Department of Environmental Quality (VDEQ) considers WMATA to be a special or federal entity and has jurisdiction over the approval of the stormwater quality and quantity components of this plan. Prior to plan release, the applicant must submit a copy of the approved VPDES Construction General Permit demonstrating approval of the plan by VDEQ to the City. (SWM)
64. 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) ****

CONTAMINATED LAND:

65. Indicate whether 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)
66. If environmental site assessments or investigations discover the presence of contamination on site, the final [site plan/demo plan/grading plan] shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
 - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review.
 - e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
 - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES) *

67. 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) (Code)
68. 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)

NOISE:

69. All exterior building-mounted loudspeakers shall be prohibited, and no amplified sound shall be audible at the property line. (T&ES)
70. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
71. 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)

AIR POLLUTION:

72. 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)

E. CONSTRUCTION MANAGEMENT

73. 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) *

74. 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 an overall proposed schedule for construction;
 - f. Include a plan for temporary pedestrian circulation;
 - g. Include the location and size of proposed construction trailers, if any;
 - h. 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.
 - 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)
75. Provide off-street parking for all construction workers without charge to the construction workers. 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 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) *

76. Sidewalks adjacent to the site shall remain open during construction. If sidewalks must be closed, pedestrian access shall be maintained adjacent to the site per Memo to Industry #04-18 throughout the construction of the project. The plan for maintenance of pedestrian access shall be included in the Construction Management Plan for approval by T&ES. (T&ES)
77. Bicycle facilities adjacent to the site shall remain open during construction. If a bicycle facility must be closed, Bicycle access shall be maintained adjacent to the site per Memo to Industry #04-18 throughout the construction of the project. The plan for maintenance of bicycle access shall be included in the Construction Management Plan for approval by T&ES. (T&ES)
78. No major construction staging shall be allowed within the public right-of-way. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES) **
79. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of Construction Management & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
80. 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)
81. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of P&Z to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
82. 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)
83. Install a temporary informational sign on the site prior to approval of the Final Site Plan for the project. The sign shall notify the public of the nature of the project and

shall include the name and telephone number of the community liaison, including an emergency contact number for public questions regarding the project. The sign shall be displayed until construction is complete. (P&Z) (T&ES)

84. 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)
85. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. (P&Z) (Code) ***
86. 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)
87. 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) ***
88. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
89. 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)

F. CONTRIBUTIONS

90. **CONDITION AMENDED BY PLANNING COMMISSION:** Contribute \$60,000.00 to the City towards Capital Bikeshare prior to Final Site Plan release. All checks shall be made payable to the City of Alexandria and submitted to the Department of P&Z with a cover letter citing the project name, contribution amount, and the condition being fulfilled. Subject to review that this contribution is permissible according to WMATA's regional compact, to the satisfaction (T&ES)

HOUSING:

91. **CONDITION AMENDED BY PLANNING COMMISSION:** A voluntary contribution of \$2.00 per gross square feet (per the final site plan) to the Housing Trust Fund would be consistent with the conclusions of the Developer's Housing Contribution Work Group accepted by The Alexandria City Council in December 2013. Subject to review that this contribution is permissible according to WMATA's regional compact, to the satisfaction of the Director of Planning and Zoning. (Housing)***

PUBLIC ART:

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

- b. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. The contribution shall be provided prior to the issuance of the first Certificate of Occupancy. (RP&CA) (P&Z) ***

G. USES AND SIGNS

OFFICE USES:

- 93. The applicant shall encourage its employees to use public transportation to travel to and from work. The business shall contact Go Alex at goalex@alexandriava.gov for information on establishing an employee transportation benefits program. (T&ES)
- 94. The applicant shall provide information about alternative forms of transportation to access the site, including but not limited to printed and electronic business promotional material, posting on the business website, and other similar methods. Contact Go Alex at goalex@alexandriava.gov for more information about available resources. (T&ES)

SIGNAGE:

- 95. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
- 96. A freestanding monument sign must comply with Article IX of the Zoning Ordinance. Adjacent plantings should be coordinated with the proposed sign. (P&Z)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning (P&Z)

- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. (P&Z) (T&ES) ****
- C - 2 Tree conservation and protection plans shall identify all trees to be removed, and all trees to be protected / preserved. Construction methods to reduce disturbance within driplines shall also be identified. An on-site inspection of existing conditions shall be held with the City Arborist and Natural Resources Division Staff prior to the preparation of the Tree Conservation and Protection Plan.
- C - 3 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three (3) years after completion. (P&Z) (T&ES) ****

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. A preconstruction conference is recommended for large projects. 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.

Archaeology

- F - 1. Archaeological investigations conducted in the immediate vicinity of the project area (on the south side of Mill Road) include: 1) the eighteenth-century West family cemetery [44AX183]; remnants of an eighteenth through nineteenth-century mill race, and the foundations of Cameron Mills [44AX112], and portions of Cameron Farm, a large, sprawling farmstead that dates back to the late eighteenth century [44AX182]. Based on an examination of historic maps, elements of Cameron Farm are likely present north of Mill Road within the project area. Specifically, a large stable that served both the farm and the mill, also a structure used as a schoolhouse appear to have once stood within the project area. Much of the Cameron Farm site has been investigated archaeologically except for the portions of it located north of Mill Road. Therefore, the project area may contain significant archaeological evidence of Cameron Farm.
- F - 2. 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.

Transportation and Environmental Services (T&ES)

- F - 1. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F - 1. 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 website:
<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 2. 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 - 3. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 4. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 5. 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 - 6. 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 - 7. 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 - 8. 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 - 9. 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 - 10. 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 - 11. 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 - 12. 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 - 13. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 14. 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 - 15. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and shall replicate the existing vehicular and pedestrian routes as nearly as practical. Pedestrian and bike access shall be maintained adjacent to the site per Memo to Industry #04-18. These sheets are to be provided as “Information Only.” (T&ES)
- F - 16. 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 - 17. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate, then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)

- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the stormwater quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed or known flooding area, then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-114 (f) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)
- C - 5 If it is determined that the site is not in compliance with Section 13-1-3 of the City Code, then the applicant shall make additional improvements to adjust lighting levels to the satisfaction of the Director of T&ES to comply with the Code. (T&ES)
- C - 6 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 7 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except

otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)

- C - 8 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 9 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 Bond for the public improvements must be posted prior to release of the site plan. (T&ES)*
- C - 14 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 - 15 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)

- C - 16 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 - 17 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 - 18 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 - 19 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 - 20 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 21 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 22 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 - 23 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 - 24 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 - 25 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 26 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 - 27 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)

AlexRenew Comments

- C – 1. Applicant to include the following notes on the DSP plans and the plans issued for construction:
- a. Contractor shall ensure all discharges are in accordance with City of Alexandria Code Title 5, Chapter 6, Article B.

- b. Dewatering and other construction related discharge limits to the sewer system are regulated by AlexRenew Pretreatment. Contractor is required to contact AlexRenew's Pretreatment Coordinator at 703-549-3382.
- C – 2. The “Sanitary Sewer Outfall Calculations” note on Sheet C11.00 references the Potomac Yard Trunk Sewer along Potomac Avenue. Please revise this note to reflect the correct sewer and location – the Holmes Run Trunk Sewer along Eisenhower Avenue- and confirm that the flows used in the outfall analysis are for the Holmes Run Trunk Sewer along Eisenhower Avenue.
- C – 3. The proposed flows discharge into the Holmes Run Trunk Sewer segment, which surcharges during a 5-year storm event. The developer's submitted outfall analysis does not appear to account for the impact of the Holmes Run Trunk Sewer surcharging during wet weather events and does not show the effect on the sewer's hydraulic grade line. Applicant to submit HGL information with the outfall analysis. Analysis shall assume an HGL elevation of 12 ft at manhole 003528SSMH.

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.
- R - 1. To improve fire department operational capabilities, it is recommended that all stairways extend to the roof level for direct access to the roof.

Police Department

Parking Garage Recommendations:

- R – 1. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R – 2. Only employees with proper electronic access cards should be able to enter the stairwells from the parking garage. This makes the stairwells safer for employees.
- R – 3. 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 - 1. The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.

Parks:

- R - 2. 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.

Asterisks denote the following:

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

CDD Conditions (CDD #2019-0003)

Note: The following CDD conditions have been carried forward from the most recent CDD approval, CDD 2017-0004.

A. GENERAL:

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

footprint of the building(s) and other related factors including the checklist items not previously provided as part of the Stage 1 development special use permit, and in accordance with the Eisenhower East Design Guidelines applicable to the site.

- c. During the review of the Stage 2 development special use permit application, the scale, articulation, footprint, massing, and other architectural and/or design components will be reviewed for compliance with the Eisenhower East Design Guidelines and approved in accordance with the Eisenhower East Design Guidelines, subject to the Paragraph d below.
- d. In the event that the application of the scale, articulation, footprint, massing, and other architectural and/or design components of Eisenhower East Design Guidelines as part of the review of a Stage 2 development special use permit results in the loss of AGFA on the block(s) under review, the applicant shall be permitted to consider an administrative transfer of an equivalent amount of AGFA to such other block(s) within the approved Concept Plan as the applicant proposes. If there is not agreement regarding the administrative transfer of the AGFA as requested, or the applicant chooses not to so request, the AGFA approved pursuant to the Concept Plan and Stage 1 development special use permit shall be permitted for that block and the City and applicant shall work together on the scale, articulation, footprint, massing, and other architectural and/or design components of Eisenhower East Design Guidelines to configure the final massing.
- e. Any other requirement for conformance to the Eisenhower East Small Area Plan and/or the Eisenhower East Design Guidelines hereafter referred to in the conditions for this revised concept plan or any DSUP or TMP SUP approved therewith that affects the development rights approved with the Stage 1 Development Special Use Permit shall mean conformance to the extent not inconsistent with the Concept Plan, TMP SUP #2005-0115; DSUP# 2005-0031; #2005-0032; #2005-0033; #2005-0034; #2005-0035; and #2000-0028. (P&Z)(PC)

7. **CONDITION AMENDED BY STAFF:** Each block within the Concept Plan (excluding Blocks # 1, 6, 7, 8 and 14 and **15A** unless otherwise provided herein) shall obtain approval of a subsequent Stage 2 development special use permit in order to redevelop or develop the site pursuant to the Stage 1 DSUP. If the use, AGFA or number of parking spaces approved in the Stage 1 DSUP for a particular block are amended by a Stage 2 DSUP for that block, to the extent that the amended use, AGFA or number of parking spaces causes an increase in peak am or pm traffic generation in relation to the traffic study prepared by BMI-SG dated October 2005, the applicant shall submit an amendment to the Transportation Management Plan pertaining to the subject of the change to the Stage 1 DSUP. (P&Z)(PC)

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

14. The number of parking spaces within the CDD at all times shall be limited and/or conditioned as follows:
- a. **CONDITION AMENDED BY STAFF:** Structured parking on all development blocks except Blocks ~~1~~ **and 15A** is limited to a maximum of 12,143 parking spaces, unless otherwise defined in this Paragraph.
 - b. **CONDITION AMENDED BY STAFF:** New surface parking on all development blocks, except **for** Block 1, is limited to a maximum of 150 parking spaces on Block 11 and only in conjunction with a grocery store tenant on that Block. **See item g for Block 15A.**
 - c. Surface and structured parking on Block 1 shall not exceed the surface parking existing on January 1, 2006, plus a maximum of 215 additional structured parking spaces to replace those taken by the construction of Ramp A-1 of the Telegraph Road Interchange.
 - d. **CONDITION AMENDED BY STAFF:** Except for those blocks that are governed by DSUP #2000-0028 and Block 1, Block 2, Block 3, **Block 15A**, Block 24 and Block 25A, all parking structures shall have a minimum of two levels of parking below grade.
 - e. **CONDITION AMENDED BY STAFF:** The number of off-street parking spaces within the Concept Plan shall be limited to a maximum number of ~~12,393~~ **12,611** parking spaces (including during interim development).
 - f. On street parking, including the Town Center circle, is excluded from the foregoing maximum number of parking spaces.
 - g. NEW CONDITION BY STAFF: New surface parking on Block 15A of 28 spaces may be permitted until a permanent building can be built. (P&Z)(PC)**

B. BUILDINGS - USES:

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

Block	RETAIL	OFFICE	RESIDENTIAL	HOTEL	SUB-TOTAL	GFA Exclusion	USE GFA	PARKING GFA	AGFA TOTAL (Note 2)	Structured Parking ****	Surface Parking	Height (FT)
1	0	0	0	101,000	101,000	0	101,000	0	101,000	215	100	Existing
2	0	682,515	0	0	682,515	21,129	661,386	**	661,386	995 Note 4	0	260
3	0	193,907	0	0	193,907	6,033	187,874	**	187,874	533	0	210
4	36,950	436,000	0	0	472,950	13,442	459,508	0	459,508	2,201	0	220
5	24,050	0	260,000	0	284,050	9,282	274,768	55,073	329,841	Shared with Block 4	0	220

MPA2019-0002/REZ2019-0003
CDD2019-0003/DSUP2018-0028
TMP SUP2019-0033
WMATA Office Building – Block 15A

6A	36,475	0	663,077	0	699,552	34,000	665,552	0	665,552	115,900*****	Note 3	210
6B	24,565	351,753*****	0	0	376,318	14,252	362,066	0	362,066	0	Note 3	Note 3
6C	7,882	0	0	0	7,882	0	7,882	0	7,882	0	Note 3	Note 3
7*	136,000	0	0	0	136,000	0	136,000	0	136,000	0	0	Note 3
8*	22,175	673,642	0	0	695,817	0	695,817	1,600	697,417	660	0	250
9A	0	0	0	170,000	170,000	8,190	161,810	389,396	551,206	2,172	0	220
9B	30,000	716,142	0	0	746,142	34,658	711,484	67,800	779,284	Shared with Block 9A	0	250
11	54,000	0	660,000	0	714,000	48,000	666,000	11,000	677,000	723	150***	370
12	18,000	0	595,000	0	613,000	35,000	578,000	71,000	649,000	782	0	339
14*	0	0	0	0	0	0	0	Note 3 **	Note 3	2,883	Note 3	Note 3
15A	0	425,187	0	0	425,187	16,420	327,725	97,462	408,767	184	34	200
22	0	0	0	0	0	0	0	0	0	0	0	0
24	0	180,000	230,000	0	410,000	9,074	400,926	**	400,926	600	0	200
25A	0	0	180,000	0	180,000	4,160	175,840	**	175,840	379	0	200
TOTAL	390,097	3,659,146	2,588,077	271,000	6,908,320	253,640	6,573,638	693,331	7,250,549	128,227	284	N/A

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

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

Note 3: Per approved DSUP# 2000-0028

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

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

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

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

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

***** Up to 22,088 NSF of ground-floor only may be used for either office or retail use.

***** With the adaptive reuse of the existing building on Block 6A, above grade parking will not count against the total AGFA.

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

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

17. The urban plazas and open space, shall be governed by the following table, which shall also be reflected in the Concept Plan. (P&Z) (PC)

URBAN PLAZA/OPEN SPACE					
			EESAP Site Area	DSUPs Site Area	Increase (Decrease)
Block	Type	Name	Square Footage	Square Footage	Square Footage
2/3	Neighborhood Square	West Side Gardens	34,800	34,800	0
4/5	Urban Square	Hotel Square	10,900	10,900	
6	Urban Square	Hoffman Town Center	Existing	Existing	
9B	Urban Square*	Eisenhower Station*	28,300	12,000	-16,300
22	Community Park	Eisenhower Park	116,000	116,000	
24/25A	RPA	Eisenhower Park/Meadows	75,000	75,000	
24/25A	Neighborhood Square	South Delaney Gardens	15,300	15,300	
Total			280,300	264,000	-16,300

** Note: 9,200 square feet of the square is located on the adjoining WMATA property; 9,000 square feet is located within the straightened Swamp Fox Rd.*

C. PEDESTRIAN-STREETSCAPE:

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

Eisenhower Avenue

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

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

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

D. STREETS - PUBLIC RIGHTS-OF-WAY:

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

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

Mill Race Lane/Port Street to Mill Road	134**	26
Mill Road to Hooff's Run Drive	146***	38
* 55' north of the centerline shown on DSUP 98-0042 (as previously dedicated as part of the requirements therein). 67'-70' south of the centerline shown in DSUP 98-0042 shall be provided by the Applicant.		
** 67' south of the centerline shown on DSUP 98-0042 shall be provided by Applicant; north side owned by others		
*** 73' south of the centerline shown in the survey titled Boundary and Topographical Survey of Parcel 079.00-01-02 produced by Christopher Consultants and dated 8/21/05 shall be provided by Applicant; north side owned by others		
**** The median size is subject to final engineering, however, in no event shall the Applicant be required to provide more right of way than is shown above.		

	North Side of Eisenhower Avenue	South Side of Eisenhower Avenue
	Sidewalk Area (Feet) **	Sidewalk Area (Feet) **
Stovall Street to Metro Underpass	18	22
Metro Underpass to Mill Race Road*	22	22
Mill Race Road to Mill Road*	22	22
Mill Road to Hooff's Run Drive*	22	22
* North side owned by others		
** The sidewalk size is subject to final engineering, however, in no event shall the applicant be required to provide more right of way than is shown above.		
Note: Width of Sidewalk Area on WMATA property on North and South side to be coordinated with WMATA		

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

23. The following table sets forth the dimensions and elements for all streets other than Eisenhower Avenue. Except as provided herein, all streets in the Concept Plan, except those approved in DSUP 2000-0028 and/or SUB2015-0004, shall be public or provide public access easement, and shall be consistent with the Eisenhower East Small Area Plan and the Eisenhower East Design Guidelines. Any changes to the Eisenhower East Design Guidelines shall require subsequent approval by the Planning Commission.
- a. The following table sets forth the minimum right of way and other conditions that shall be provided for the streets listed, subject to the limitations set forth in the following table.

Street Right of Way, Except Eisenhower Avenue			
Block	Street/Location	ROW Width	Dedicated ROW, Private Road or Public Access Easement
Block 2	N/S interior street	54'	Public Access Easement
	Taylor Street (existing)	54'	Public Access Easement
	Around West Side Gardens	54'	Public Access Easement
Block 3	N/S-E/W interior streets	54'	Public Access Easement
	Around West Side Gardens	54'	Public Access Easement
Block 4/5*	N/S interior street	54'	Public Access Easement
	Around Hotel Square	54'	Public Access Easement
Block 9A/9B	Interior street 9N	66'	Public Access Easement
	Interior street 9E	66'	Public Access Easement
	Interior street 9W	66'	Public Access Easement
	Service road on West side	40'	Public Access Easement

Block 11/12	Dock Street	66'	Public Access Easement
	Port Street	66'/54' **	To be dedicated
Block 24/25A	Dulaney Street	66'	To be dedicated
	Around South Carlyle Square	66'	To be dedicated
Block 22/24/25A	Park Road	66'	To be dedicated
Swamp Fox Road	South of Eisenhower Avenue	9'	To be dedicated
Swamp Fox Road	North of Eisenhower Avenue	Varies ***	To be dedicated
Southern Road	Service Road to Swamp Fox	40.5'	To be dedicated
Southern Road	Anchor Street to Port Street	42.5'	To be dedicated
Anchor Street	All	40'	To be dedicated
Stovall Street	All	Existing	Dedicated
Pershing Avenue	All	Existing	Dedicated
Mandeville Lane	All	Varies ***	Dedication in Process
Grist Mill Place	All	Private Service Road	Private

- * Condition not applicable if developed under option allowing single block with regional destination grocery anchor.
- ** Amount or right of way to be provided from Blocks 11 and 12 to be determined by agreement with adjoining property owner. Total dedication by both property owners must meet minimum street width of 54' - 66'.
- *** As determined by Subdivision 2015-0004 and amended by DSUP2016-00043.

- b. Where a public access easement is provided, it shall be a perpetual public access easement for vehicles and pedestrians.
- c. Mandeville Lane shall be constructed, operational and open to the public for vehicular and pedestrian use at the time of the development of Block 4 or Block 5. In addition, Mandeville Lane shall be constructed, and operational, and open to the public for vehicular and pedestrian use as needed for acceptable traffic circulation as determined necessary by the Director of T&ES and P&Z as part of subsequent Stage 2 approvals except as may be precluded by a Federal Government tenant in Block 6.
- d. Condition deleted
- e. Condition deleted
- f. The North /South interior street for Block 2 or Block 3, and the street around West Side Gardens shall be constructed, operational and the public access easement granted prior to the issuance of the first certificate of occupancy for such Block.
- g. The North/South interior street and the street around the Hotel Square shall be constructed, operational and the public access easement granted prior to the issuance of the first certificate of occupancy for Block 4 or Block 5. (Condition not applicable if developed under option allowing single block with regional destination grocery anchor.)
- h. In the event the City acquires the necessary right of way from WMATA as contemplated herein, the three interior streets on Block 9 (denominated 9N, 9E and 9W in the Table) and the service road on the West side of Block 9 immediately adjacent to each building on block 9 shall be constructed, operational and the public access easement granted prior to the issuance of the certificate of occupancy for the adjacent building.
- i. In the event the City acquires the necessary right of way from WMATA as contemplated herein, the East/West interior street between Block 11 and Block 12 (denominated Dock Street on the Concept Plan) shall be constructed, operational and the public access easement granted prior to the issuance of the first certificate of occupancy for Block 11 or Block 12
- j. The North/South street to the East of Block 9A and Block 9B (adjoining WMATA and denominated Swamp Fox Road in the Concept Plan) shall be constructed, operational and dedicated prior to the issuance of the first certificate of occupancy for Block 9A or Block 9B. The applicant shall dedicate 9 ft. of right of way to this street. The City shall acquire the

remaining 57' for the right of way from WMATA. In the event that WMATA does not provide to the City all or part of the 57' of right of way, the applicant and the City shall revise the Stage 1 DSUP as necessary to reconfigure the surrounding streets and massing on each block to maintain the same use, AGFA, number of parking spaces and levels of underground parking reviewed and approved as part of the Stage 1 development special use permit

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

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

- o. Park Road shall be constructed, operational and dedicated from Eisenhower Avenue to the East end of Block 25A prior to the issuance of the first certificate of occupancy for Block 24 or 25A.
 - p. All other road shall be constructed, operational and dedicated (or a public access easement granted) prior to the issuance of the first certificate of occupancy for the block adjoining the road.
 - q. Dimensions of Mill Road shall be as shown on DSUP 2016-0043 Stage 1 Preliminary Plan, as amended. (P&Z) (T&ES) (PC)
24. The preliminary subdivision plats included in the Stage 1 development special use permit application shall be revised to include all sidewalk and streets areas within the area shall be a dedicated for public right-of-way, unless otherwise specified herein. The validity of the subdivision plats shall be concurrent with the Stage 1 development special use permit in compliance with the subdivision regulations of the Zoning Ordinance. (P&Z)

E. PHASING:

25. The applicant shall dedicate the necessary public right-of-way as set forth in Condition 22 and construct all necessary improvements for Eisenhower Avenue at the time of the redevelopment of each block adjacent to Eisenhower Avenue, subject to the following:
- a. Upon formal request from the City, the applicant shall dedicate the right-of-way required by Condition 22 from Blocks 9, 12 and 19 and shall provide the necessary plats, and accompanying applicable documentation necessary for the City to accept dedication of the property by the City within 60 days.
 - b. Dedication of the right-of-way required to provide the full right-of-way at Blocks 22 and 24 shall be made at time of redevelopment of Block 24 and the applicant shall provide the necessary plats, and accompanying

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

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

F. OPEN SPACE AND LANDSCAPE:

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

of the land for Eisenhower Park adjacent to that block and the construction of a pedestrian connection from Eisenhower Avenue to that portion of the Park, consistent with the Eisenhower Park design plan.

- ii. The applicant shall be required to submit, as part of the first Stage 2 DSUP for any block approved hereunder, a permanent easement to the City for parks, open space and playgrounds, on that portion of Tax Map Parcel 079.00-01-01, beginning at a point which is five feet (5') south of the back of the existing curb line of the surface parking lot behind the buildings located on such parcel, to the christopher consultants, ltd., dated February 24, 2006, titled Proposed Open Space Easement Area Exhibit. Such easement shall contain conditions expressly reserving to the grantor, its successors and/or assigns, all development rights, density (whether floor area, AGFA, or otherwise) and/or any other appurtenant rights that would otherwise be associated with or derived from the land area falling within the bounds of such easement consistent with Condition #87A (12).
 - iii. Construction of the applicable portion of the park shall be completed prior to the certificate of occupancy permit for any development within block 24 and/or 25A, whichever occurs first, provided that construction of the entire park shall be completed before the issuance of a certificate of occupancy permit for any development within the second block to be constructed. (P&Z) (RP&CA) (PC)
31. The applicant shall dedicate land or a perpetual public access easement to the City, on property that is owned by the applicant, which shall provide public access to open space (including, where appropriate, access for bicycle purposes), for the following open spaces and urban squares within the Concept Plan area for Blocks 2, 3, 4, 5, 9A, 9B, 10, 24 and 25A and along the RPA, consistent with the following:
- a. West Side Gardens shall be one or two rectangular shaped urban squares with a minimum of 34,800 sq.ft. located on blocks 2 and/or 3. The primary purpose of this park-open space is to provide a passive open space area lined with street trees, a combination of grassy and hardscape areas and a focal element such as a fountain, monument or statue. The design of the park shall be submitted as part of the Stage 2 development special use permit for Blocks 2 and/or 3. The design of the park shall be prepared and sealed by a Landscape Architect who is certified and licensed to practice in the Commonwealth of Virginia. Construction shall occur in conjunction with the development of Blocks 2 and/or 3, and shall be completed prior to the certificate of occupancy for Blocks 2 and/or 3.
 - b. Block 4 and 5 Square shall be a rectangular shaped urban square with a minimum of 10,900 sq.ft. At least 30% of the area should be designed to accommodate informal community gatherings. Construction shall occur in

conjunction with the development of Blocks 4 and/or 5, and shall be completed prior to the certificate of occupancy for Blocks 4 and/or 5. A structure such as a pavilion may be permitted within the space if approved by the City. The design of the park shall be submitted as part of the Stage 2 development special use permit for Blocks 4 and 5. The design of the park shall be prepared and sealed by a Landscape Architect who is certified and licensed to practice in the Commonwealth of Virginia.

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

G. AFFORDABLE HOUSING:

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

H. TRANSPORTATION MANAGEMENT PLAN:

CONDITION AMENDMED BY STAFF: Note – Conditions 33-34A apply only to development associated with Stage 1 and Stage 2 DSUPs. See separate TMP conditions for Blocks 1, 6, 7, 8, ~~and 14~~ **and 15A**.

33. According to Article XI, Section 11-700 of the City’s Zoning Ordinance, a Tier III Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. (T&ES)
 - a. An on-site TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. (T&ES)
 - b. The applicant shall integrate into the District Transportation Management Program when it is organized. All TMP holders in the established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES)
 - c. Condition deleted
 - d. Condition deleted
 - e. Condition deleted
 - f. Condition deleted
 - g. Condition deleted
 - h. Condition deleted
 - i. Condition deleted
 - j. Condition deleted
 - k. Condition deleted
 - l. Condition deleted
 - m. Condition deleted
 - n. An annual TMP fund shall be created and managed by the TMP Coordinator, and the funds shall be used exclusively for the approved transportation activities detailed in the attachment. The annual base assessment rate for this development in March 2017 dollars shall be \$83.70 per residential unit, \$0.21 per square foot of retail space, \$0.26 per square foot of commercial space, \$41.85 per hotel room and \$0.10 per square foot of industrial/warehouse. The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of

the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins. The TMP shall operate on the City's fiscal year, July 1 to June 30. (T&ES)

- o. Condition deleted
- p. Condition deleted
- q. The TMP Coordinator or Association will submit to the Transit Services Division the following as detailed attachments; biannual fund reports due July 15 and January 15 of each fiscal year, and modes of transportation survey, and a TMP Coordinator survey both due by July 15. (T&ES)
- r. Condition deleted
- s. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator or Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site. (T&ES)
- t. Condition deleted
- u. Condition deleted
- v. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)
- w. Condition deleted
- x. Modifications to approved TMP activities shall be permitted upon approval by the Director of T&ES, provided that any changes are consistent with the goals of the TMP.
- y. If the use, AGFA or number of parking spaces approved in the Stage 1 DSUP for a particular block are amended by a Stage 2 DSUP for that block, to the extent that the amended use, AGFA or number of parking spaces causes an increase in peak am or pm traffic generation in relation to the traffic study prepared by BMI-SG dated October 2005, the applicant shall submit an amendment to the Transportation Management Plan pertaining to the subject of the change to the Stage 1 DSUP.
- z. The TMP coordinator shall allow City transportation demand management staff or their assigns onto the premises to assist in transportation demand management activities. (T&ES)
- aa. Prior to accepting tenancy or ownership from any occupant other than residential, the owner or tenant shall contact the City's transportation demand management program to discuss an employee transportation strategy. The TMP coordinator shall have the correct contact information for the City's transportation demand management program at all times. (T&ES)

- bb. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the use may be required to participate in the Citywide TMP Program, may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the City Council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance.(P&Z) (T&ES) (PC) (City Council)
34. The applicant shall prepare a parking management plan with each stage 2 preliminary development special use permit to the satisfaction of the Director of P&Z and T&ES, which shall at a minimum include the following:
- a. Each building shall contribute to and participate in the management of parking assets within the development, as appropriate for the use of the building.
 - b. Depicts the reallocation of surface parking spaces and the resulting impacts on the adjoining blocks.
 - c. Single occupancy vehicle (SOV) parking at fair market rates. In determining fair market rates, comparable rates should be provided for garages located within two blocks of transit with comparable land use density.
 - d. Reserved, conveniently located, and free vanpool parking spaces.
 - e. Reserved, conveniently located, and discounted carpool parking spaces.
 - f. Planning and implementation of special strategies related to major event parking relating to the requirements of any hotels or community activities within the concept plan.
 - g. Parking rates for the parking within the parking structure shall be consistent with market rates of comparable buildings located in adjoining developments within the City of Alexandria, except that free parking may be provided for retail patrons.
 - h. All office employees shall be required to pay market rates for parking; no parking may be provided free or at reduced rates or with costs reimbursed by the employer unless that employer provides an equivalent benefit to all employees who utilize transit options to commute; i.e., if an employer provides a \$100 parking space to an employee free of cost, that employer must also offer a pretax benefit for transit of \$100 to all transit users.
 - i. Spaces defined as “short-term” parking shall be solely utilized for use by visitors and retail use and shall include all appropriate signage. (P&Z)(PC) (CDD 98-02; Cond. #11)
 - j. All residential parking, both condo and rental, shall be unbundled. Spaces shall be sold at comparable market rates.

- k. Any parking provided in excess of the maximums as governed by the City's Zoning Ordinance or Small Area Plan (whichever is lower) may be reduced without the provision of a DSUP.

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

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

CONCEPT PLAN CONDITIONS PREVIOUSLY DELETED

- 35. Condition deleted (formerly cond. #4 of CDD 98-0002)
- 36. Condition deleted
- 37. Condition deleted (formerly cond. #5 of CDD 98-0002)
- 38. Condition deleted (formerly cond. #6 of CDD 98-0002)
- 39. Condition deleted (formerly cond. #7 of CDD 98-0002)
- 40. Condition deleted (formerly cond. #1 of CDD 98-0002)
- 41. Condition deleted (formerly cond. #2 of CDD 98-0002)

42. Condition deleted (formerly cond. #3 of CDD 98-0002)
43. Condition deleted (formerly cond. #8 of CDD 98-0002)
44. Condition deleted (formerly cond. #9 of CDD 98-0002)

I. GENERAL STAGE 1 PRELIMINARY DEVELOPMENT SPECIAL USE PERMIT CONDITIONS (DSUP #2005-0031, 0032, 0033, 0034 AND 0035); (AMENDED BY DSUP #20146-0043)

- 45A. The Allowable Gross Floor Area (AGFA), height, parking and use shall be governed by the following table, which shall also be reflected in the Concept Plan. (PC)

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

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

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

Note 3: Per approved DSUP# 2000-0028
Note 4: This parking ratio is only for a federal tenant who can meet these ratios.
Note 5: Per EESAP, with the provision of an 85,000 sq. ft. minimum regional destination grocery anchor and 58,100 sq. ft. minimum ground floor retail, Blocks 4 and 5 may be combined into one development block without the mid-block street connection identified in the plan, with above grade parking and modified ratios permitted.
* This block is an existing use under approved DSUP# 2000-0028 and is not the subject of a Stage 1 DSUP. Any re-development of this block will require submission of an amended or new DSUP.
** GFA of the parking structure does not count towards AGFA.
*** Surface parking on Block 11 is permitted solely in conjunction with a grocery store.
**** Structured parking includes both above and below grade parking.
AGFA includes 35,054 sf of loading area on Level P3.

- 45B. The Stage 1 Development Special Use Permits as amended herein, (DSUP2005-0031, DSUP 2005-0032, DSUP 2005-0033, DSUP 2005-0034, DSUP 2005-0035, and DSUP 2014-0027), shall remain valid until December 31, 2020. (PC)
45. Condition deleted
46. The subdivision plat shall be revised to include all sidewalks within the area to be dedicated for public right-of-way as required by the EESAP not within a public access easement. (P&Z)
47. Underground parking shall not be permitted under areas to be dedicated for open space or areas to be dedicated for public streets. (P&Z)
48. As part of the Stage 2 development special use permits, install pedestrian crossing improvements at all intersections. (T&ES)
49. All open space and landscape information shall be prominently located in the General Notes and Tabulations Section of each submission, and referenced on appropriate drawing sheets as part of Stage 2 DSUP. (RP&CA)
50. Landscape plan shall comply with the most current and up to date edition of the Eisenhower East Small Area Plan (EESAP) to the extent the EESAP is not inconsistent with the Concept Plan or the Stage 1 DSUP's approved therewith and Design Guidelines for Eisenhower East as produced by the City of Alexandria, Virginia. Landscape plans shall be prepared and sealed by a Landscape Architect who is certified and licensed to practice in the Commonwealth of Virginia.(RP&CA)
51. Open Space requirements shall be provided with each future submission for each block/development site and at a minimum, include compliance with the most

current and up to date edition of the Eisenhower East Small Area Plan and Design Guidelines for Eisenhower East elements associated with pedestrian areas including sidewalks, crosswalks, depressed curbs, street and site lighting, site furnishings, signals and signs that shall be located and coordinated to maximize accommodation of street and on-site plantings. Horizontal and vertical location of all associated service, footings and foundations shall be adjusted to maximize accommodation of street and on-site plantings. (RP&CA)

52. All pedestrian facilities and public spaces shall comply with applicable ADA accessibility standards and guidelines. (T&ES)
53. Condition deleted
54. Condition deleted
55. Condition deleted
56. Condition deleted
57. On future plan submissions, pertinent information from the TMP plan shall be incorporated into each of the preliminary plans for staff evaluation of transportation amenities and requirements. With the preliminary submission for a Stage II DSUP for Block 2, the applicant shall submit a request to amend the TMP to the standards in place at the time of the application. (T&ES) (T&ES)
58. Condition deleted
59. Condition deleted
60. Condition deleted
61. All private streets and alleys must comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
62. Condition deleted
63. Provide bearings and distances on the new road alignment. (T&ES)
64. Condition deleted
65. Condition deleted
66. Condition deleted
67. Condition deleted
68. Condition deleted

69. The project site lies within the Timber Branch Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed 90 percent of the existing runoff quantities for both the 2-year and 10-year storm events. (T&ES)
70. Condition deleted
71. Condition deleted
72. Condition deleted
73. Condition deleted
74. Condition deleted
75. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. (T&ES)
76. Due to the close proximity of the site to the Metrorail and CSX tracks the following conditions shall be included in the development requirements:
 - a. Applicant shall prepare a noise study identifying the levels of noise that residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD).
 - b. Identify available options to minimize noise exposure to future residents at the site, particularly in those units closest to the Metrorail and the CSX tracks, including: triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES.
 - c. The noise study shall be submitted and approved prior to final site plan approval. (T&ES)
77. The Applicant shall present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:

- a. That Metrorail tracks and other railway operations are located within the immediate vicinity of the project, are permitted to continue indefinitely, and will generate truck traffic, including empty garbage trucks emanating odors, on the public streets surrounding the project.
 - b. That Eisenhower Avenue is a major six-lane arterial and that future traffic is expected to increase significantly as development along Eisenhower Avenue continues. (T&ES)
- 78. All exterior building mounted loudspeakers are prohibited. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. No material may be disposed of by venting into the atmosphere. (T&ES)
- 79. The Applicant shall control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)
- 80. Due to historic uses at the site and potential for contamination, the following condition shall be included:
 - a. The Applicant shall design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Enforcement. (T&ES)
 - b. For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided. (Code Enforcement)
 - c. The internal streets which are located over the underground parking structure shall conform to H-20 loading requirements. (Code Enforcement)
- 81. Condition deleted
- 82. Condition deleted
- 83. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
 - a. The Applicant shall furnish the Homeowner's Association with an Owner Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings

and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.

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

- 84. Condition deleted
- 85. Condition deleted
- 86. Condition deleted
- 87. Condition deleted

IA. LEGAL PROCEDURAL MATTERS:

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

- 1. Existing uses and approvals on the subject property shall be allowed to continue until the redevelopment of the block pursuant to the Stage 2 DSUP and such uses and approvals shall not be invalidated by the approval of this Stage 1 DSUP. Changes in use of existing buildings shall be permitted, subject to compliance with the underlying zoning district.
- 2. Nothing in the Stage 1 DSUP, the Stage 2 DSUP or any amendments thereto shall affect the vested rights status of the existing approval on Block numbers 6, 7, 8 and 14 (DSUP #2000-0028) (Settlement Agreement Condition #8)

3. The city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for the properties to be part of a special taxing district. (Settlement Agreement Condition #10)
4. The city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for vehicular connection between Grist Mill Place and Grist Mill Road (Settlement Agreement Condition #4)
5. Except as otherwise provided in Conditions #23, #25, #27 and #28 of Concept Design Plan #2005-0002, the city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for dedication of right of way on property that is not the subject of the DSUP and all property dedicated for right of way shall be dedicated as part of the physical redevelopment of the block where the property is located and shortly prior to the issuance of the certificate of occupancy for the first building on such block. (Settlement Agreement condition # 5)
6. Except as otherwise provided in Conditions #27 and #30 of the Concept Design Plan (2005-0002), the city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for dedication of open space on property that is not the subject of the DSUP and all property dedicated for open space shall be dedicated as part of the redevelopment of the block where the property is located and prior to the issuance of the certificate of occupancy for the first building on such block.
7. The city and the applicant agree that changes in use or modifications to existing buildings (facades or interiors not increasing floor area) shall be authorized prior to the approval of the Stage 2 Development Special Use Permit and shall not require any dedication of right of way or open space. (Settlement Agreement Condition #5)
8. The city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for a monetary contribution to the Eisenhower East Open Space Fund. (Settlement Agreement Condition #10)
9. Except as otherwise provided in Conditions #25 of Concept Design Plan #2005- 0002 the dedication and/or acquisition of all right-of-way required to widen Eisenhower Avenue shall only be required of/from the applicant/land owner at the time of the physical redevelopment of each block adjacent to Eisenhower Avenue pursuant to the Stage 1 DSUP, prior to the issuance of a certificate of occupancy for the first building constructed on such block.
10. Subject to the maximum parking limits contained in the Concept Plan, no parking ratios shall be applicable.

11. The city and the applicant agree that should the applicant need to locate a government tenant on blocks 2 and 3, such as DoD, in connection with responding to a market opportunity or relocating existing Hoffman tenants, the applicant and City will work in good faith to provide for an alternate development scheme on this site to accommodate the security needs of such tenant (Settlement Agreement Condition #7).
12. The city and the applicant agree that the underlying zoning on the 13.29 acre parcel owned by Hoffman Family, LLC., Tax Map #79.02-01-01, (Parcel 79.02) would provide for density at a 1.0 FAR with a site plan and exclusions from FAR for above grade parking. Development at the underlying zoning level would not require dedication or construction of areas shown as new parks and streets in the EESAP. Development at the underlying zoning level will be located so as not to preclude construction of areas shown in the EESAP as new parks and streets. Upon any adoption of a resolution by City Council authorizing the condemnation of land or buildings on Parcel 79.02 for parks or streets, this restriction precluding development on areas planned for streets and parks shall cease to be effective. Any such resolution condemning all or any portion of Parcel 79.02 and all valuation proceedings thereafter will consider Parcel 79.02 as having an underlying zoning of 1.25 FAR. Above grade parking built on this parcel would be appropriately screened by buildings or otherwise and meet any applicable design guidelines of the EESAP. (Settlement Agreement Condition #2) (PC)

J. BLOCK 2 AND BLOCK 3 (DSUP #2005-0031)

Block 2

88. The grading on the southern portion of the site shall be as level with Eisenhower Avenue to the extent possible to provide a wide sidewalk, landscaping and open space on Eisenhower Avenue to the extent possible. (P&Z)
89. The sidewalk connection on Pershing Avenue on the southern portion of the block shall be extended to the west to connect with the reconfigured Telegraph Road sidewalk to the satisfaction of the Director of P&Z and T&ES as part of the Stage 2 development special use permit. (P&Z)
90. As part of Stage 2 DSUP submission, eliminate the "free-right" hand turn at the intersection of Pershing Avenue and Stovall Street as required by EESAP. The area gained by the elimination of the "free-right" shall be used entirely to increase the size of the adjoining park open space on Block 2. (P&Z)

91. The parking structure shall be located entirely outside the right-of-way for Taylor Drive, unless a subsequent vacation of public right-of-way is approved by the Planning Commission and City Council. (P&Z)
92. Revise narrative on Infrastructure Phasing Plan to address the following:
 - a. Discuss potential utility abandonment or relocation. Note that any modification to the existing utility infrastructure shall be to the satisfaction of the Director of Transportation and Environmental Services.
 - b. Discuss when utilities will be constructed. (T&ES)
93. Stormwater Management Narrative implies that a waiver of the Stormwater Management requirements will be requested. Provide a written waiver request as outlined in Memorandum to Industry No. 2002-0001, dated January 4, 2002. (T&ES)
94. The proposed buildings are shown over existing storm drain easement. No construction will be allowed over an existing sewer line and/or easement. Clarify whether utilities will be abandoned or relocated. (T&ES)
95. The proposed buildings are shown in locations of existing utilities. Provide information regarding treatment of these utilities and Coordinate with the respective utility companies. Clarify whether utilities will be abandoned or relocated. (T&ES)
96. Provide proposed grading along sidewalks and show how the proposed grades tie into the existing grades. Ensure conformance with the ADA requirements for persons with disabilities. (T&ES)
97. Clarify how proposed 28' contour ties into the existing contour at the western side of the parking garage. The applicant shall examine the grading for the overall site as part of Stage 2 DSUP. (T&ES)
98. Provide Emergency Vehicle Easements (EVE) on the roadways between the parking structure and the highrise structures and the highrise structures and Stovall Street. (Code Enforcement)
99. The proposed parking structure is under 50 feet in height. Ladder truck access is not required. Should revisions to the design increase the height of the structure over 50 feet, ladder truck access to the 2 longest sides will be required. (Code Enforcement)

Block 3

100. An additional setback may be required on the western portion of the site to provide screening for the proposed parking structure. (P&Z)

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

K. BLOCKS 4 AND 5 (DSUP #2005-0032)

103. The open space at the southwest portion of block 5 shall be subdivided as a separate parcel. As part of the Stage 2 DSUP for Block 5, explore ways to locate some of the proposed ground level open space on the eastern portion of the block to the open space on the southwestern portion of the site to provide a larger consolidated area of open space. (P&Z)
104. As part of the submission of the Stage 2 preliminary development special use permit for Blocks 4 and 5, the applicant shall explore alternatives to minimize the presence of the proposed loading dock on the eastern portion of the block or explore alternatives to relocate the loading dock to another location-street to minimize its visibility to the satisfaction of the Director of P&Z. (P&Z)
105. The proposed buildings are shown over existing storm drain easement which is to be vacated. Clarify whether utilities will be abandoned or relocated. (T&ES)
106. Remove the existing traffic barricades shown on plan sheet #6. It appears that the barricades are to be removed. (T&ES)
107. Clearly indicate the location of existing sandfilter #1 depicted on the existing conditions plan sheet #5 on the site plan sheet #6. (T&ES)
108. The existing total site area is indicated as 7.54 ac. and the proposed total site is depicted as 6.03 ac. Provide information regarding inter parcel exchange of land and indicate where the deficit or surplus of land has been allocated. (T&ES)
109. Clearly indicate the location of existing tree pit depicted on the existing conditions plan sheet #5 on the site plan sheet #6. (T&ES)
110. Provide additional grading information regarding the existing cross walk on Mandeville Lane as part of Stage 2 DSUP and provide ADA requirements at this location. (T&ES)

- 111. The zoning tabulation provided on sheet 2 indicates that there is structured parking associated with the proposed buildings. Identify the location of such parking and if parking is contained within the buildings, provide information regarding the number of underground parking levels. (T&ES)
- 112. Provide Emergency Vehicle Easements (EVE) on the roadways between the Blocks 4 and 5. (Code Enforcement)
- 113. The roadway barricades on Mandeville Lane restrict ladder truck access to Block 4. Barricades impair ladder truck access and shall be resolved to the satisfaction of the Director of Code Enforcement prior to DSP#2 submission. (Code Enforcement)
- 113A The building face to building face width on the north-south service drive between blocks 4 and 5 shall be a 66', however public access easement right of way shall be 54'. (PC)

L. BLOCKS 9A AND 9B (DSUP #2005-0033)

Blocks 9A and 9B

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

- 119. Multi-level parking garages obstruct fire access to residential, hotel and office towers. This issue requires resolution as part of Stage 2 DSUP submission. (Code Enforcement)
- 120. Provide Emergency Vehicle Easements (EVE) on the roadways between the parking structure and the high rise structures and the high rise structures and Stovall Street. (Code Enforcement)

Block 9A

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

Block 9B

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

M. BLOCKS 11 AND 12 (DSUP # 2005-0034)

- 123. The design and type of screening on the southern portion of the surface parking lot on block 11 shall be submitted and approved as part of the Stage 2 development special use permit for Blocks 11 and 12. (P&Z)
- 124. The surface parking lot shall provide internal landscape islands consistent with the City's Landscape Guidelines, one landscape island for each eleven parking spaces. (P&Z)
- 125. As part of the Stage 2 development special use permit for Block 11, the applicant shall explore the possibility of locating or consolidating some of the garage and loading areas to minimize the impacts on the adjoining public streets. (P&Z)
- 126. The existing features shown on sheet 5 & 6 are not legible. Provide a clearer plans with future submissions. (T&ES)
- 127. The existing total site area is indicated as 6.42 Ac. and the proposed total site is depicted as 5.98 Ac. Provide information regarding inter parcel exchange of land and indicate where the deficit or surplus of land has been allocated. (T&ES)
- 128. The zoning tabulation provided on sheet 2 indicates that there is structured parking associated with the proposed buildings. Identify the location of such

parking and if parking is contained within the buildings, provide information regarding how many levels of underground parking. (T&ES)

- 129. Minimize the amount of curb cuts for the proposed building on Block 11, which shows three proposed loading docks and two garage entrances. (T&ES)
- 130. Clearly indicate the treatment of existing sandfilter depicted on the existing conditions plan sheet #5, it appears that the vault would be removed. Clarify whether it will be relocated or a new one will be provided. (T&ES)

Block 11

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

N. BLOCKS 24 AND 25A (DSUP # 2005-0035)

- 133. There is a label on the existing conditions plan for Ex. 10" San. (RCD), can you clarify what this abbreviation means. (T&ES)
- 134. The existing features shown on sheet 5, 6 & 7 are not legible. Provide clearer plans with future submissions. (T&ES)
- 135. The existing total site area is indicated as 16.26 Ac. and the proposed total site is depicted as 13.29 Ac. Provide information regarding inter parcel exchange of land and indicate where the deficit or surplus of land has been allocated. (T&ES)
- 136. The zoning tabulation provided on sheet 2 indicates that there is structured parking associated with the proposed buildings. Identify the location of such parking and if parking is contained within the buildings, provide information regarding how many levels of underground parking. (T&ES)
- 137. Ensure that the drainage divides shown on sheet 13 forms a closed loop. (T&ES)
- 138. Clearly indicate the location of all proposed sandfilters depicted on the drainage area map sheet #13. (T&ES)

139. There is an existing 20' sanitary sewer easement shown in the location of the proposed building on Block 24 and 25A. Indicate whether the easement is to be vacated or relocated. (T&ES)
140. There is a 22' existing emergency easement and 10' VAWC easement shown in the location of the proposed building on Block 24 and 25A. Indicate whether the easement is to be vacated or relocated. (T&ES)
141. Provide Emergency Vehicle Easements (EVE) on the roadways between the structures in Blocks 24 and 25A. In addition, provide a fire apparatus turn around at the end of the loading access roads in both land blocks. Block 25A may substitute an access point at the end of the loading dock access road near Eisenhower Avenue in lieu of a turn around. (Code Enforcement)

Block 25A

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

O. NEW CONDITION: BLOCK 15A (DSUP # 2018-0028)

144. NEW CONDITION: The structure garage parking shall be designed and constructed for possible future conversion to habitable space.
145. CONDITION AMENDED BY PLANNING COMMISSION: The applicant will provide public access for open space purposes on parcels identified as 072.04-03-08 and 072.04-03-12. The public access will be provided ~~as an easement or other comparable form of public access~~ though an agreement with the City consistent with Federal regulations, including but not limited to FTA Circular 5010.1E, to be mutually agreed upon by the City and WMATA and will be approved and provided prior to the release of certificate of occupancy permit for the office building.

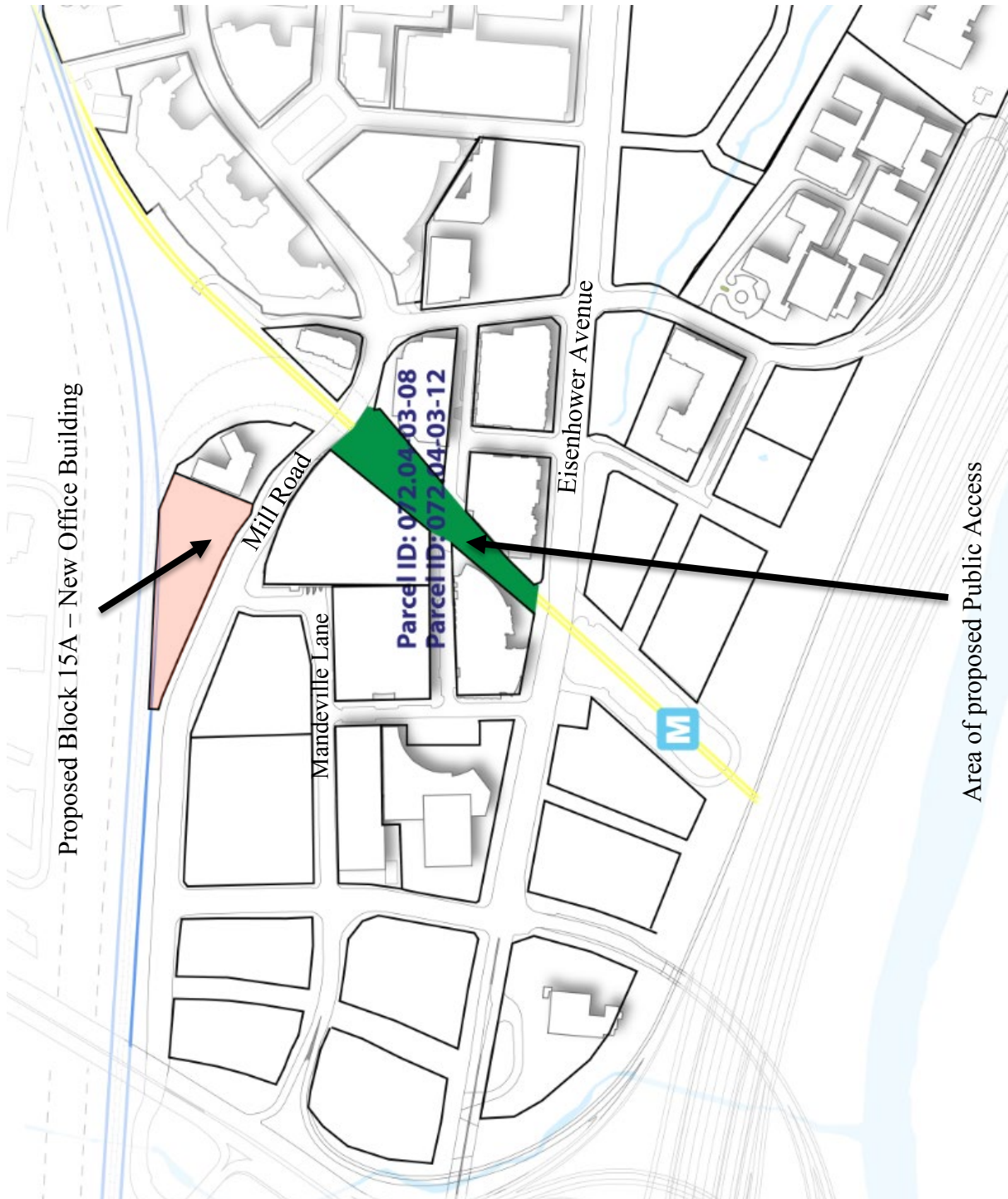
The public access ~~easement~~ will be for use of passive and/or active open space, entertainment and/or comparable uses for use by the public. The City and/or designee party will be responsible for the design, construction and maintenance of the open space improvements on the designated parcels. The design and

MPA2019-0002/REZ2019-0003
CDD2019-0003/DSUP2018-0028
TMP SUP2019-0033
WMATA Office Building – Block 15A

construction of the open space will be reviewed by WMATA and will be subject to all applicable WMATA standards and requirements. (P&Z, RPCA)

IX. ATTACHMENTS

ATTACHMENT #1: Public Access Easement Area for Open Space Contribution



RESOLUTION NO. **MPA 2019-0002**

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City of Alexandria and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, the proposed amendments will amend the **Eisenhower East Small Area Plan** chapter of the 1992 Master Plan;

WHEREAS, the Department of Planning and Zoning has analyzed the proposed revision and presented its recommendations to the Planning Commission; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on **June 25, 2019** with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendments are necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the **Eisenhower East Small Area Plan** section of the City; and
2. The proposed amendments are generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the **Eisenhower East Small Area Plan** section of the 1992 Master Plan; and
3. The proposed amendments show the Planning Commission's long-range recommendations for the general development of the **Eisenhower East Small Area Plan**; and
4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendments to the **Eisenhower East Small Area Plan** chapter of the 1992 Master Plan will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

1. The following amendments are hereby adopted in their entirety as an amendment to the **Eisenhower East Small Area Plan** chapter of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia:
 - a. Figure 3-2 Block Number Key, as amended
 - b. Figure 4-7 Proposed CDD Boundaries, as amended
 - c. Figure 4-8 Block Numbers, as amended
 - d. Figure 4-9 Development Controls CDD 2, as amended

2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the 25th day of JUNE 2019.



Chair, Alexandria Planning Commission

ATTEST:


Karl Moritz, Secretary



APPLICATION

☐ Master Plan Amendment MPA# _____

☐ Zoning Map Amendment REZ# _____

PROPERTY LOCATION: 2395 Mill Road _____

APPLICANT

Name: Washington Metropolitan Area Transit Authority

Address: 600 5th Street NW, Washington DC 20006

PROPERTY OWNER:

Name: Washington Metropolitan Area Transit Authority

Address: 600 5th Street NW, Washington DC 20006

Interest in property:

☒ Owner ☐ Contract Purchaser

☐ Developer ☐ Lessee ☐ Other _____

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

☒ yes: If yes, provide proof of current City business license.

☐ no: If no, said agent shall obtain a business license prior to filing application.

THE UNDERSIGNED certifies that the information supplied for this application is complete and accurate, and, pursuant to Section 11-301B of the Zoning Ordinance, hereby grants permission to the City of Alexandria, Virginia, to post placard notice on the property which is the subject of this application.

Jonathan P. Rak, McGuireWoods LLP

Print Name of Applicant or Agent

Signature

1750 Tysons Blvd., Suite 1800

703-712-5411

703-712-5222

Mailing/Street Address

Telephone #

Fax #

Tysons, Virginia

22102

April 29, 2019

City and State

Zip Code

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Fee Paid: \$ _____

Legal advertisement: _____

ACTION - PLANNING COMMISSION _____

ACTION - CITY COUNCIL: _____

MPA # _____
 REZ # _____

SUBJECT PROPERTY

Provide the following information for each property for which an amendment is being requested. (Attach separate sheets if needed.)

Address Tax Map - Block - Lot	Land Use Existing - Proposed		Master Plan Designation Existing - Proposed		Zoning Designation Existing - Proposed		Frontage (ft.)
							Land Area (acres)
1 72.02-02-14	Vacant/ Storage	Office	EESAP	EESAP	OCM (100)/UT	CDD #2	6,059.11 sf/ 0.13909 ac
2 72.02-02-17	Vacant/ Storage	Office	EESAP	EESAP	OCM (100)/UT	CDD #2	25,211.52 sf/ 0.57878 ac
3 72.02-02-18	Vacant/ Storage	Office	EESAP	EESAP	OCM (100)/UT	CDD #2	43,670.09 sf/ 1.00253 ac
4 72.02-02-19 (portion)	Vacant/ Storage	Office	EESAP	EESAP	OCM (100)	CDD #2	2,319.08 sf/ 0.05324 ac

PROPERTY OWNERSHIP

☐ Individual Owner ☐ Corporation or Partnership Owner

Identify each person or individual with ownership interest. If corporation or partnership owner, identify each person with more than 10% interest in such corporation or partnership.

- Name: Washington Metropolitan Area Transit Authority
 Address: 600 5th Street NW, Washington DC 20006
 Extent of Interest: 100%
- Name: _____
 Address: _____
 Extent of Interest: _____
- Name: _____
 Address: _____
 Extent of Interest: _____
- Name: _____
 Address: _____
 Extent of Interest: _____

MPA # _____

REZ # _____

JUSTIFICATION FOR AMENDMENT

(attach separate sheets if needed)

1. Explain how and why any proposed amendment(s) to the Master Plan are desirable, beneficial to surrounding properties, in character with the applicable Small Area Plan and consistent with City policies:

Please see attached comment response letter and DSUP application for specific details. Generally, this Master Plan amendment will permit the subject property to be brought into the CDD #2 and provide for a beneficial use and development that is superior to the existing use of the property as a storage yard for the property's owner.

2. Explain how and why the proposed amendment to the Zoning Map(s) is consistent with the proposed amendment to the Master Plan, or, if no amendment to the Master Plan is being requested, how the proposed zoning map amendment is consistent with the existing Master Plan:

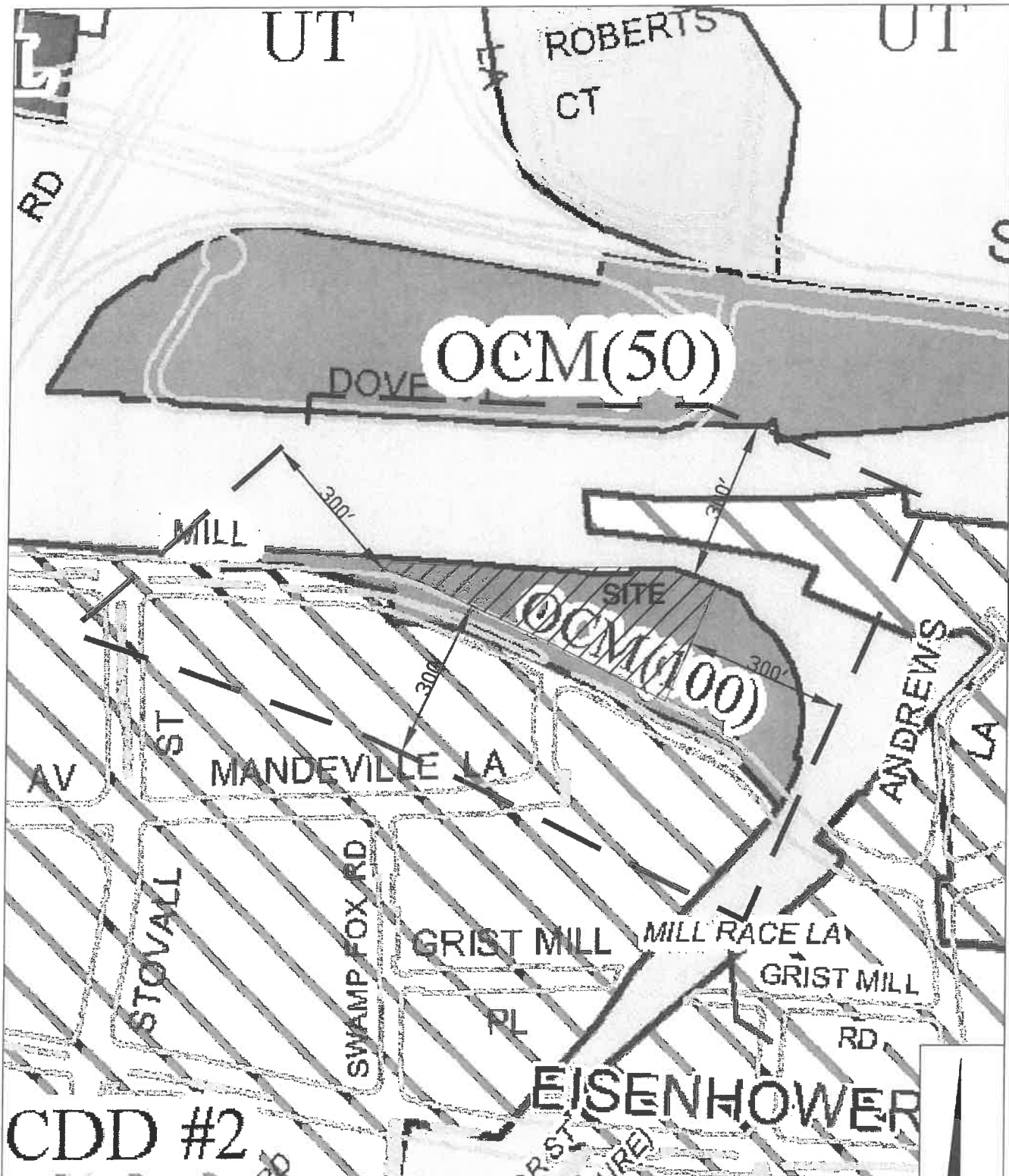
Please see attached comment response letter and DSUP application for specific details. Generally, this Rezoning will permit the beneficial development of the subject property, consistent with the CDD #2 zone, to a beneficial use superior to the existing use of the property as a storage yard for the property's owner.

3. Explain how the property proposed for reclassification will be served adequately by essential public facilities and services such as highways, streets, parking spaces, police and fire, drainage structures, refuse disposal, water and sewers, and schools.

Please see attached comment response letter and DSUP application for specific details.

4. If this application is for conditional zoning approval pursuant to Section 11-804 of the Zoning Ordinance, identify all proffered conditions that are to be considered part of this application (see Zoning Ordinance Section 11-804 for restrictions on conditional zoning):

N/A



Bowman
CONSULTING

13461 Sunrise Valley Drive
Suite 500
Herndon, VA 20171

Phone: (703) 464-1000
Fax: (703) 481-9720
www.bowmanconsulting.com

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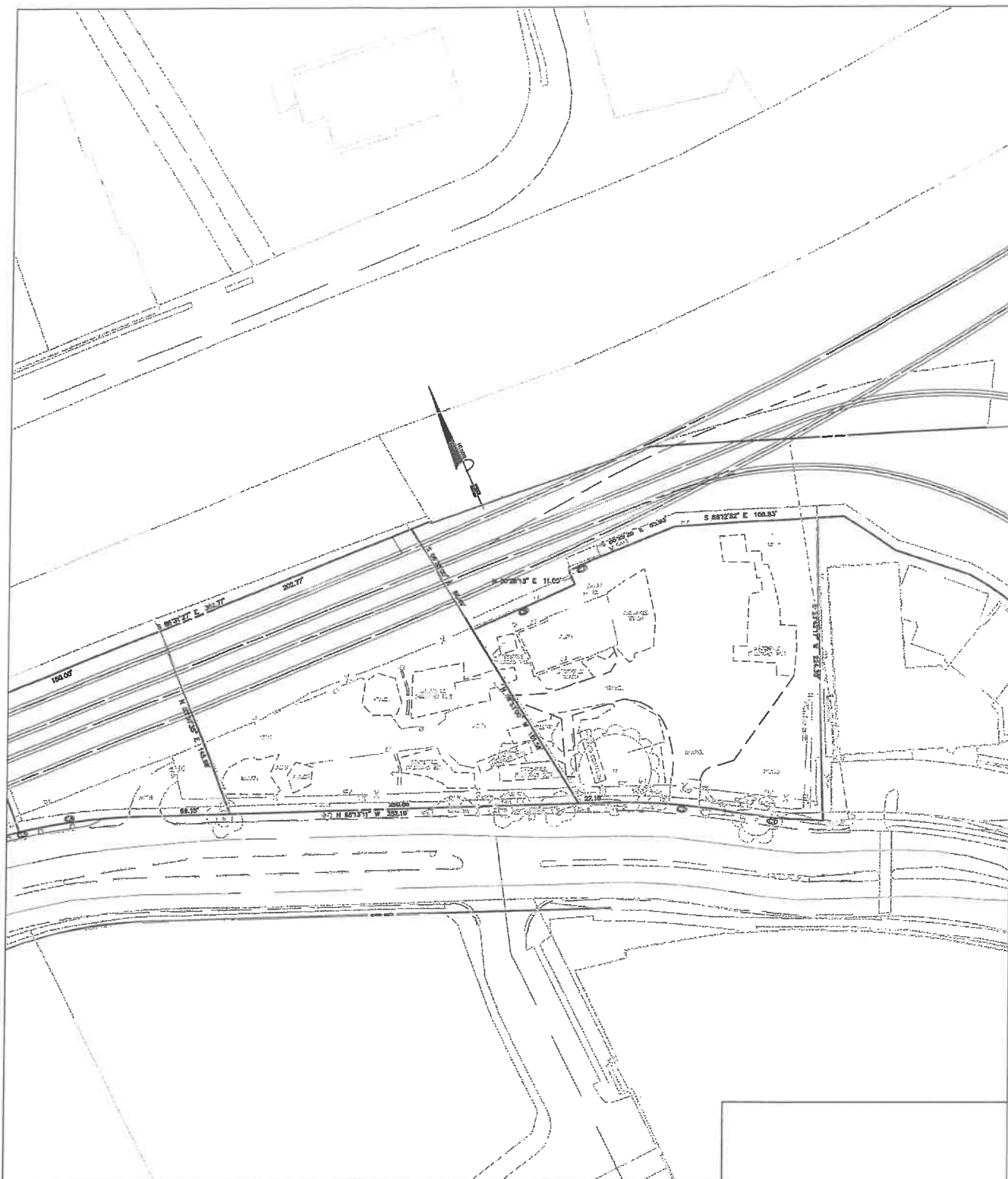
VICINITY MAP

2395 MILL ROAD
ALEXANDRIA, VA

Scale: 1" = 250'

Cad file name : P:\030109 - WMATA 2395-2403-2415 Mill Rd\030109-01-002 (ENC) - 2395 + 2403 Mill Road Site\Engineering\Engineering Plans\Rezoning Plat\VICINITY.dwg

APRIL 8, 2019



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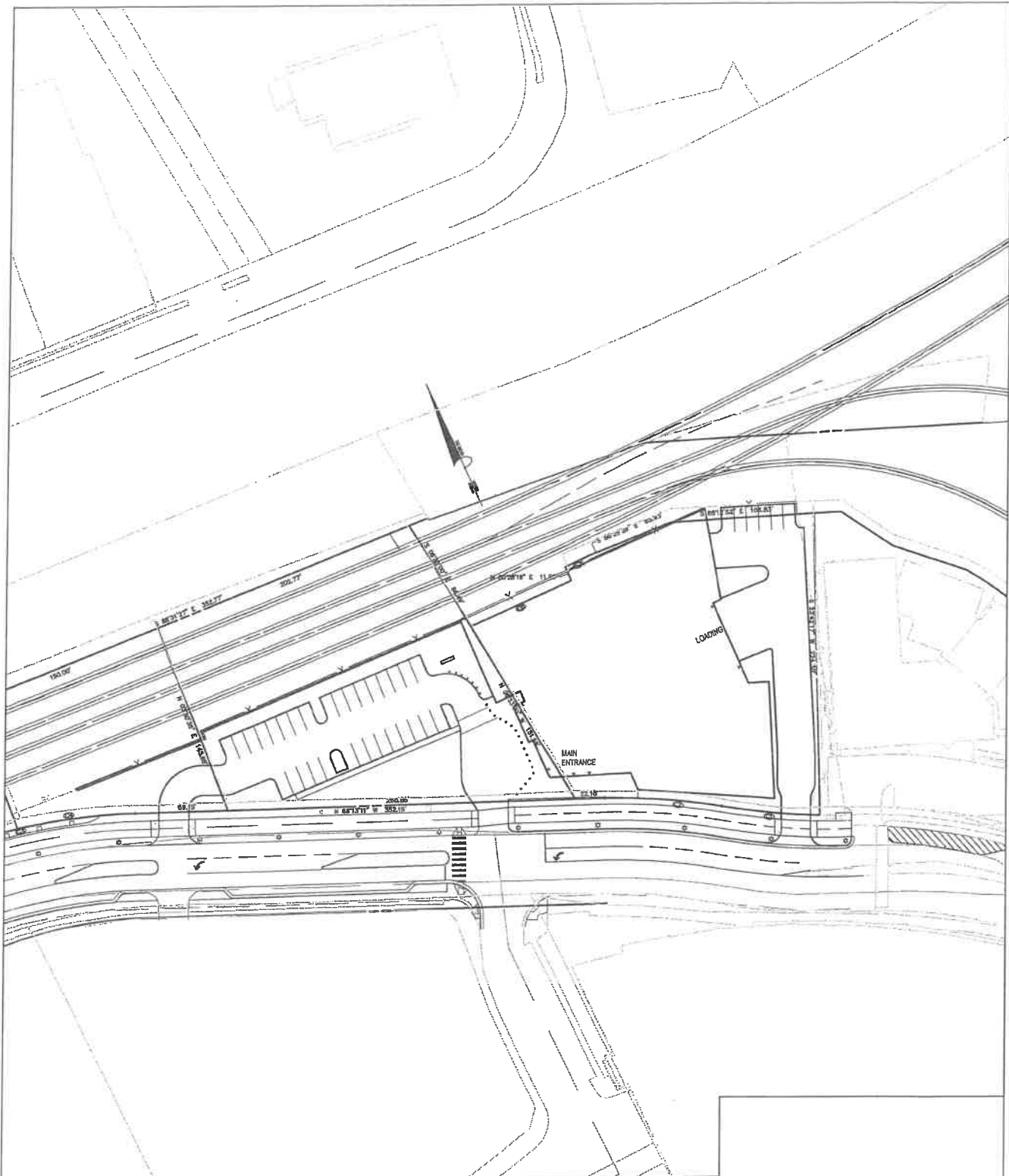
© Bowman Consulting Group, Ltd.

METES AND BOUNDS MAP

2395 MILL ROAD
ALEXANDRIA, VA

Scale: 1" = 100'

Cad file name : P:\030109 - WMATA 2395-2403-2415 Mill Rd\030109-01-002 (ENG) - 2395 + 2403 Mill Road Site\Engineering\Engineering Plans\Rezoning Plat\METES AND BOUNDS.dwg APRIL 8, 2019



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Fax: (703) 481-9720
www.bowmanconsulting.com

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BUILDING AND STRUCTURES MAP

2395 MILL ROAD
ALEXANDRIA, VA

Scale: 1" = 100'

Cad file name : P:\030109 - WMATA 2395-2403-2415 Mill Rd\030109-01-002 (ENG) - 2395 + 2403 Mill Road Site\Engineering\Engineering Plans\Rezoning Plat\BUILDINGS MAP.dwg

APRIL 8, 2019



APPLICATION

CDD DEVELOPMENT CONCEPT PLAN

CDD # _____

[must use black ink or type]

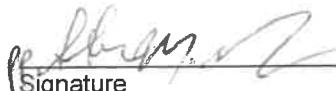
PROPERTY LOCATION: 2395 Mill Road
TAX MAP REFERENCE: 72.02-02-13, -14, -17, -18, and portion of -19 **ZONE:** OCM (100)/UT
APPLICANT'S NAME: Jonathan P. Rak, McGuireWoods LLP
ADDRESS: 1750 Tysons Blvd. Suite 1800, Tysons, VA 22102
PROPERTY OWNER NAME: Washington Metropolitan Area Transit Authority
ADDRESS: 600 5th Street NW, Washington DC 20006
REQUEST: Addition of 72.02-02-13, -14, -17, -18, and portion of -19 to CDD#2.

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

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

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

Jonathan P. Rak, McGuireWoods LLP
Print Name of Applicant or Agent
1750 Tysons Blvd. Suite 1800
Tysons, Virginia, 22102
Mailing/Street Address


Signature
703-712-5411 703-712-5222
Telephone # Fax #
jrak@mcguirewoods.com
Email address

DO NOT WRITE IN THIS SPACE OFFICE USE ONLY

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

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. Washington Metropolitan Area Transit Authority	600 5th Street NW, Washington DC 20006	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 2395 Mill Road (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Washington Metropolitan Area Transit Authority	600 5th Street NW, Washington DC 20006	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. None	None	None
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.

April 29, 2019

Date

Jonathan P. Rak

Printed Name


Signature

Development Site Plan (DSP) # _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

The applicant is: (check one)

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

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

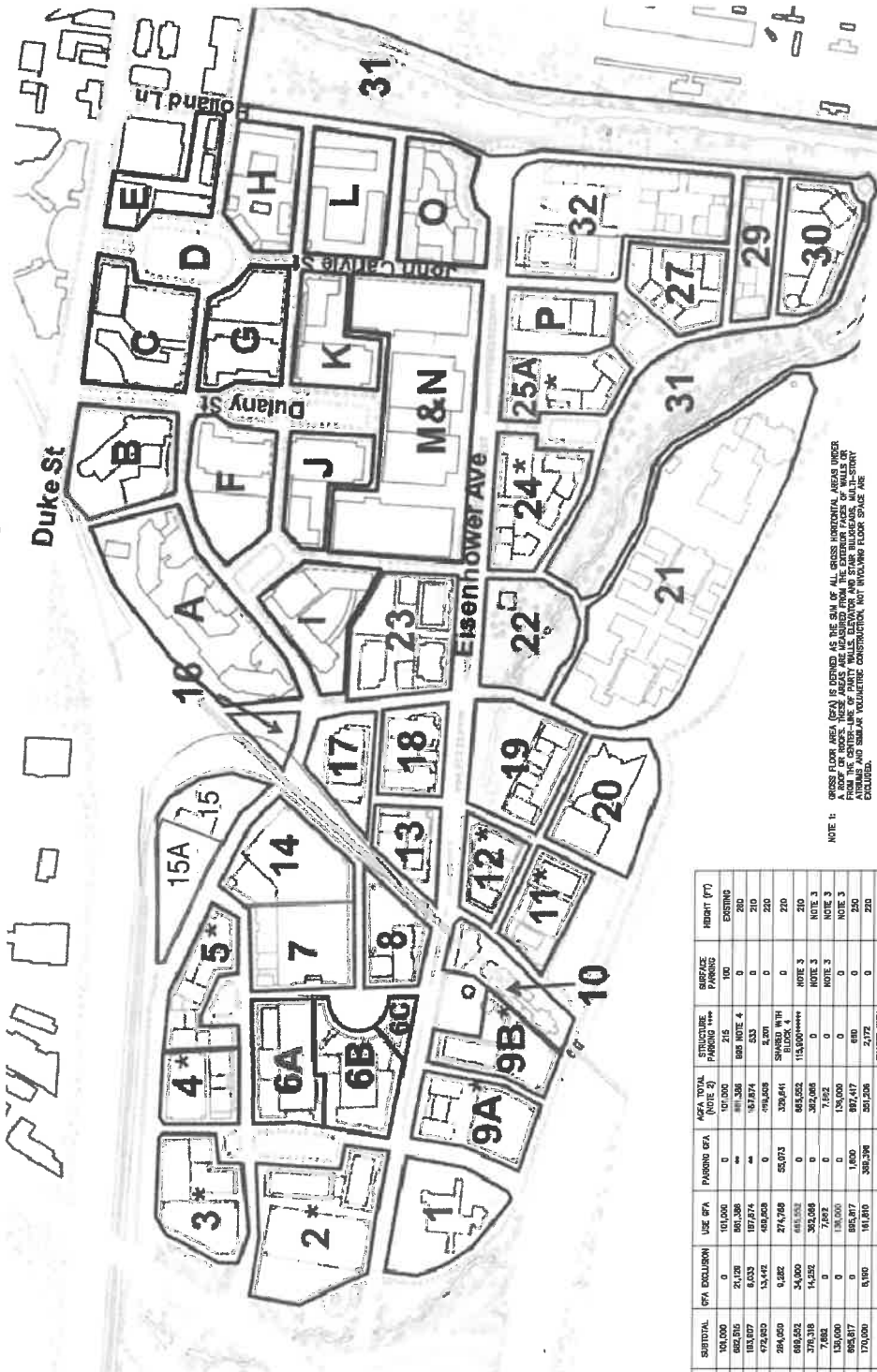
Washington Metropolitan Area Transit Authority

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?

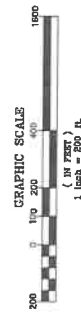
☒ **Yes.** Provide proof of current City business license.

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

Eisenhower East / Carlyle Blocks



- NOTE 1: GROSS FLOOR AREA (GFA) IS DEFINED AS THE SUM OF ALL GROSS UNFURNISHED AREAS UNDER A ROOF OR ROOFS. THESE AREAS ARE EXCLUDED FROM THE EXTERIOR FACES OF WALLS OR CURBS, AND FROM THE AREAS OF STAIRS, LOBBIES, AND STAIRWAYS. MULTI-STORY BUILDINGS SHALL BE MEASURED ON EACH FLOOR. THE TOTAL GFA SHALL BE THE SUM OF THE GFA FOR ALL FLOORS.
- NOTE 2: AGFA TOTALS SHALL BE APPLIED IN ACCORDANCE WITH ESDAP.
- NOTE 3: PER APPROVED DSDP 2003-008
- NOTE 4: THIS BLOCK IS AN EXISTING USE UNDER APPROVED DSDP 2003-008 AND IS NOT THE SUBJECT OF A STAGE 2 DISAP. ANY RE-DEVELOPMENT OF THIS BLOCK WILL REQUIRE SUBMISSION OF AN AMENDED OR NEW DISAP.
- NOTE 5: GFA OF THE PARKING STRUCTURE DOES NOT COUNT TOWARDS AGFA.
- NOTE 6: SURFACE PARKING ON BLOCK 11 IS PERMITTED SOLELY IN CONNECTION WITH A GROCERY STORE.
- NOTE 7: STRUCTURED PARKING INCLUDES BOTH ABOVE AND BELOW GRADE PARKING.
- NOTE 8: UP TO 22,000 SF OF GROUND-FLOOR ONLY MAY BE USED FOR OTHER OFFICE OR RETAIL USE.
- NOTE 9: WITH THE EXISTING ROUSE OF THE EXISTING BUILDING ON BLOCK 11A, ABOVE GRADE PARKING WILL NOT COUNT TOWARDS THE TOTAL AGFA.



BLOCK	RETAIL	OFFICE	RESIDENTIAL	HOTEL	SUBTOTAL	GFA EXCLUSION	USE GFA	PARKING GFA	AGFA TOTAL (NOTE 1)	STRUCTURED PARKING (NOTE 2)	SURFACE PARKING (NOTE 3)	REMBT (F2)
1	0	0	0	101,000	101,000	0	101,000	0	101,000	215	100	EXISTING
2	0	882,515	0	0	882,515	24,128	860,386	0	860,386	808	0	260
3	0	183,007	0	0	183,007	8,033	174,974	0	174,974	533	0	210
4	24,620	436,000	0	0	460,620	13,141	447,479	0	447,479	2,201	0	250
5	24,620	0	261,000	0	285,620	9,882	275,738	55,973	331,711	SHARED WITH BLOCK 6	0	220
6A	24,620	0	83,077	0	107,697	34,000	73,697	0	73,697	15,000	0	210
6B	24,620	0	0	0	24,620	14,352	10,268	0	10,268	0	0	0
7	7,682	0	0	0	7,682	0	7,682	0	7,682	0	0	0
8	24,620	0	0	0	24,620	0	24,620	0	24,620	0	0	0
9	24,620	0	0	0	24,620	0	24,620	0	24,620	0	0	0
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25A	24,620	0	0	0	24,620	0	24,620	0	24,620	0	0	0
25B	24,620	0	0	0	24,620	0	24,620	0	24,620	0	0	0
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82	24,620	0	0	0	24,620	0	24,620	0	24,620	0	0	0
83	24,620	0	0	0	24,620	0	24,620	0	24,620	0	0	0
84	24,620	0	0	0	24,620	0	24,620	0	24,620	0	0	0
85	24,620	0	0	0	24,620	0	24,620	0	24,620	0	0	0
86	24,620	0	0	0	24,620	0	24,620	0	24,620	0	0	0
87	24,620	0	0	0	24,620	0	24,620	0	24,620	0	0	0
88	24,620	0	0	0	24,620	0	24,620	0	24,620	0	0	0
89	24,620	0	0	0	24,620	0	24,620	0	24,620	0	0	0
90	24,620	0	0	0	24,620	0	24,620	0	24,620	0	0	0
91	24,620	0	0	0	24,620	0	24,620	0	24,620	0	0	0
92	24,620	0	0	0	24,620	0	24,620	0	24,620	0	0	0
93	24,620	0	0	0	24,620	0	24,620	0	24,620	0	0	0
94	24,620	0	0	0	24,620	0	24,620	0	24,620	0	0	0
95	24,620	0	0	0	24,620	0	24,620	0	24,620	0	0	0
96	24,620	0	0	0	24,620	0	24,620	0	24,620	0	0	0
97	24,620	0	0	0	24,620	0	24,620	0	24,620	0	0	0
98	24,620	0	0	0	24,620	0	24,620	0	24,620	0	0	0
99	24,620	0	0	0	24,620	0	24,620	0	24,620	0	0	0
100	24,620	0	0	0	24,620	0	24,620	0	24,620	0	0	0
TOTAL	380,087	1,317,242	2,588,077	271,000	6,766,413	252,458	6,513,955	683,331	7,197,286	138,225	284	N/A

THIS PLAN DEMONSTRATES THE ADDITION OF BLOCK 15A TO THE EISENHOWER EAST SMALL AREA PLAN AND CDD #2.

NOT FOR CONSTRUCTION!!! THIS PLAN IS SUBJECT TO CHANGE AND BCG SHALL NOT BE HELD RESPONSIBLE FOR ANY COSTS DUE TO CHANGES.

Bowman
CONSULTING

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Email: info@bowmanconsulting.com

VIRGINIA

PRELIMINARY DEVELOPMENT SPECIAL USE PERMIT

CDD CONCEPT PLAN
2395 MILL ROAD
CITY OF ALEXANDRIA



PLAN STATUS	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-01-02	2019-
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**APPLICATION****DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN****DSUP #** 2018-0028**Project Name:** 2395 Mill Road**PROPERTY LOCATION:** 2395 Mill Road**TAX MAP REFERENCE:** 72.02-02-13, -14, -17, -18, and portion of -19 **ZONE:** OCM (100)/UT**APPLICANT:**

Name: Washington Metropolitan Area Transit Authority

Address: 600 5th Street NW, Washington DC 20006

PROPERTY OWNER:

Name: Washington Metropolitan Area Transit Authority

Address: 600 5th Street NW, Washington DC 20006

SUMMARY OF PROPOSAL Development of a minimum 13 story office building with approximately 379,539 square feet of floor area, including a conference center, office lobby, office space, and three levels of above ground parking.**MODIFICATIONS REQUESTED** Section 6-403(A) modification for building height; and Section 6-403(B) for additional penthouse height.**SUP's REQUESTED** Tier III TMP SUP☒ **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.

Jonathan P. Rak, McGuireWoods LLP

Print Name of Applicant or Agent

1750 Tysons Blvd., Suite 1800

Mailing/Street Address

Tysons, Virginia 22102

City and State

Zip Code

Signature

703-712-5411

Telephone #

703-712-5222

Fax #

jrak@mcguirewoods.com

Email address

April 29, 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 ten percent.

Washington Metropolitan Area Transit Authority

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 ten 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. Washington Metropolitan Area Transit Authority	600 5th Street NW, Washington DC 20006	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 2395 Mill Road (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten 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. Washington Metropolitan Area Transit Authority	600 5th Street NW, Washington DC 20006	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. None	None	None
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.

April 29, 2019

Date

Jonathan P. Rak

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.)

Please see enclosed comment response letter and associated plans. To summarize, the Applicant proposes development of a minimum 13 story office building with approximately 379,539 square feet of gross floor area. The office building shall include a conference center, office lobby, office space, and three levels of above ground parking.

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

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

This will depend on the eventual user of the proposed office building, and cannot be determined at this time. All uses are anticipated to be within standard office building expectations.

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

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

This will depend on the eventual user of the proposed office building, and cannot be determined at this time. All uses are anticipated to be within standard office building expectations.

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

Day	Hours	Day	Hours
See note.			

TBD by eventual user, expected to be within typical office parameters.

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

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

No noise is anticipated beyond the typical noise expected from an office building.

B. How will the noise from patrons be controlled?

In the event that noise presents an issue for neighboring uses, office building tenants, or other office building users or management, would have individuals available to be contacted.

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

Applicant does not contemplate any uses, or associated users, of the proposed office building that would generate odors.

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

- A. What type of trash and garbage will be generated by the use?
Typical types of office use trash generated by an office building.

- B. How much trash and garbage will be generated by the use?
Typical amount for a 379,539 sf office building.

- C. How often will trash be collected?
Trash will be collected 1-2 times per week in a single dumpster located within the loading dock.
Trash will be collected and stored internally in the interim.

- D. How will you prevent littering on the property, streets and nearby properties?
Office tenant and/or building management staff will maintain the property free from litter.

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:

While specifics will be determined based on eventual usage, cleaning products and building maintenance supplies are anticipated to be maintained on-site as appropriate, and at a minimum would be stored in storage areas not meant to be accessed by non-authorized personnel.

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:

Typical cleaning products and building maintenance supplies will be handled and stored by building maintenance staff.

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

Internal building security measures will be in part determined by an eventual user, and will be paired with exterior security measures proposed as part of this application, such as a security kiosk located at the eastern entrance to the site from Mill Road, prior to access to the internal parking garage.

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

☐ Yes. ☒ No.

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

N/A

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?

Per CDD #2, to which this site is proposed to be rezoned, a minimum of 75 spaces (at 0.25 spaces per 1,000 sf) is required. 216 spaces are provided.

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

208	Standard spaces
0	Compact spaces
10	Handicapped accessible spaces
0	Other

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

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

N/A

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

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance?
- B. How many loading spaces are available for the use?
- C. Where are off-street loading facilities located?
One loading bay is provided via the security kiosk-secured easternmost access to the site.
- D. During what hours of the day do you expect loading/unloading operations to occur?
Regular loading dock usage will typically be trash pick-up, timing for which has not yet been determined; potential mail and parcel delivery, and other uses will be scheduled as necessary. All uses should be anticipated during regular working hours.
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
Trash is anticipated 1-2 a week; other uses are dependent on specific business operations which have yet to be determined.

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?

Applicant proposes improvements including streetscapes and reworked access points from Mill Road, intended in part to improve site access and flow to and from the site.



APPLICATION

SPECIAL USE PERMIT

SPECIAL USE PERMIT # _____

PROPERTY LOCATION: 2395 Mill Road

TAX MAP REFERENCE: 72.02-02-13, -14, -17, -18, and portion of -19 **ZONE:** OCM (100)/UT

APPLICANT:

Name: Washington Metropolitan Area Transit Authority

Address: 600 5th Street NW, Washington DC 20006

PROPOSED USE: Office building

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

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

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

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

Jonathan P. Rak, McGuireWoods LLP

Print Name of Applicant or Agent

1750 Tysons Blvd. Suite 1800

Mailing/Street Address

Tysons, Virginia 22102

City and State

Zip Code

Signature

April 29, 2019

Date

703-712-5411

Telephone #

703-712-5222

Fax #

jrak@mcguirewoods.com

Email address

ACTION-PLANNING COMMISSION:

DATE:

ACTION-CITY COUNCIL:

DATE:

SUP # _____

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 2395 Mill Road _____, I hereby
(Property Address)
grant the applicant authorization to apply for the TMP Tier III _____ use as
(use)
described in this application.

Name: _____ Phone: _____
Please Print
Address: _____ Email: _____
Signature: _____ Date: _____

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

☒ **Required floor plan and plot/site plan attached.**

☐ **Requesting a waiver. See attached written request.**

- 2.** The applicant is the (check one):

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

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

Washington Metropolitan Area Transit Authority - 100%

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. Washington Metropolitan Area Transit Authority	600 5th Street NW, Washington DC 20006	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 2395 Mill Road (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Washington Metropolitan Area Transit Authority	600 5th Street NW, Washington DC 20006	100%
2.		
3.		

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

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

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. None	N/A	N/A
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.

April 29, 2019

Date

Jonathan P. Rak

Printed Name


Signature

SUP # _____

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

[✓] Yes. Provide proof of current City business license

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

NARRATIVE DESCRIPTION

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

As part of a DSUP application filed under separate cover, the Applicant seeks an SUP for a Transportation Management Plan (Tier III) to support the proposed 379,539 sf office building.

[illegible]

USE CHARACTERISTICS

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

☒ a new use requiring a special use permit,
☐ an expansion or change to an existing use without a special use permit,
☐ an expansion or change to an existing use with a special use permit,
☐ other. Please describe: _____

5. Please describe the capacity of the proposed use:

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

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

This will depend on the eventual user of the proposed office building, and cannot be determined at this time.
All uses are anticipated to be within standard office building expectations.

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

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

This will depend on the eventual user of the proposed office building, and cannot be determined t this time. All uses
are anticipated to be within standard office building expectations.

6. Please describe the proposed hours and days of operation of the proposed use:

Day:
Please see note.

Hours:

TBD by eventual
user, expected to be
within typical office
parameters.

_____	_____
_____	_____
_____	_____
_____	_____

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

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

No noise is anticipated beyond the typical noise expected from an
office building.

- B. How will the noise be controlled?

In the event that noise presents an issue for neighboring uses, the office
building tenants, building managers, or other office building users can be
contacted.

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

Applicant does not contemplate any uses, or associated users, of the proposed
~~office building that would generate odors.~~

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

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

~~Typical types of office use trash generated by an office building.~~

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

~~Typical for a 379,539 sf office building.~~

- C. How often will trash be collected?

Trash will be collected 1-2 times per week in a single dumpster located within the loading
~~dock. Between trash collection dates, trash will be collected and stored internally.~~

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

Office tenant and/or building management staff will maintain the property free
~~from litter.~~

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

☒ Yes.

☐ No.

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

Cleaning products and building maintenance supplies will be maintained on-site as appropriate,
and will be stored in storage areas not meant to be accessed by non-authorized personnel.

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

☒ Yes. ☐ No.

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

Typical cleaning products and building maintenance supplies will be handled
and stored by building maintenance staff.

- 12.** What methods are proposed to ensure the safety of nearby residents, employees and patrons?
Internal building security measures will be in part determined by an eventual user, and will be paired with exterior security measures such as a security kiosk located at the eastern entrance to the site from Mill Road, prior to access to the internal parking garage.
-
-

ALCOHOL SALES

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

☐ Yes ☒ No

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

N/A

PARKING AND ACCESS REQUIREMENTS

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

208 _____ Standard spaces
 0 _____ Compact spaces
 10 _____ Handicapped accessible spaces.
 0 _____ Other.

Planning and Zoning Staff Only Required number of spaces for use per Zoning Ordinance Section 8-200A _____ Does the application meet the requirement? <input type="checkbox"/> Yes <input type="checkbox"/> No

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

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

N/A

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

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

☐ Parking reduction requested; see attached supplemental form

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

- A. How many loading spaces are available for the use? 1

Planning and Zoning Staff Only Required number of loading spaces for use per Zoning Ordinance Section 8-200 _____ Does the application meet the requirement? <input type="checkbox"/> Yes <input type="checkbox"/> No
--

- B. Where are off-street loading facilities located? One loading bay is provided via the eastern entrance, past the security kiosk.
- C. During what hours of the day do you expect loading/unloading operations to occur?
Regular loading dock usage will typically be trash pick-up, timing for which has not yet been determined; potential mail and parcel delivery, and other uses will be scheduled as necessary. All uses should be anticipated during regular working hours.
- D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
Trash is anticipated 1-2 times a week, with other uses dependent on specific business operations which have yet to be determined.
16. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

Applicant proposes improvements including streetscape and reworked access points from Mill Road, intended in part to improve site access and flow to and from the site.

SITE CHARACTERISTICS

17. Will the proposed uses be located in an existing building? ☐ Yes ☒ No
- Do you propose to construct an addition to the building? ☐ Yes ☒ No
- How large will the addition be? N/A square feet.

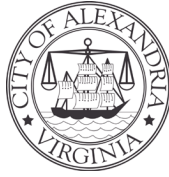
18. What will the total area occupied by the proposed use be?

0 sq. ft. (existing) + 379,539 sq. ft. (addition if any) = 379,539 sq. ft. (total)

19. The proposed use is located in: (check one)

☒ a stand alone building
☐ a house located in a residential zone
☐ a warehouse
☐ a shopping center. Please provide name of the center: _____
☐ an office building. Please provide name of the building: _____
☐ other. Please describe: _____

End of Application



CARLYLE/EISENHOWER EAST DESIGN REVIEW BOARD

DATE: June 25, 2019

TO: Alexandria Planning Commission and Alexandria City Council

FROM: Carlyle/Eisenhower East Design Review Board (Tom Canfield, Roger Lewis, Councilwoman Redella Pepper, and Lee Quill)

SUBJECT: DSUP 2018-00028 – WMATA Office Building – Block 15A

Dear Planning Commissioners, Mayor and City Council:

The Carlyle / Eisenhower East Design Review Board (DRB) serves in an advisory capacity to the City Council and Planning Commission on the design of projects within the Eisenhower East Small Area Plan (EESAP) boundaries. In that role, the new WMATA Office Building, proposed within Block 15 on Mill Road within the Eisenhower East area, was discussed at the DRB meetings in April and Jun 2019.

The DRB first met with this applicant on April 25, 2019 at a work session to review the basic concepts of the project. As this was more of a conceptual review and discussion of the applicant's intent, the DRB provided feedback and general direction on the design, including general assent to the mass, height and design direction. The DRB was encouraged by the applicant's ideas and requested the team to come back with a more developed building design

At a second DRB work session, on June 13, 2019, an evolved proposed office building was presented for discussion. The building's mass/form/height was reevaluated along with new information and considerable effort that had been incorporated into the building's design. The applicant presented detailed plans, elevations and perspectives, along with a three-dimensional model and complete material and finish samples. Based upon the refined design, the DRB discussed with the applicant the building program and use, urban design and site plan solution, and basic massing strategy, including a potential second building on the western portion of the proposed Block 15A. Based on what was presented, the DRB reaffirmed their findings from the April review, that WMATA and their design team have come up with a successful and creative solution.

The consensus of the DRB was that the design for this new WMATA office building has progressed sufficiently and supports the project as presented to be taken to Planning Commission and City Council for approval. The DRB generally likes many of the architectural design attributes of the building, and future reviews would work on the refinement of the architecture.

It is the DRB's understanding that staff is recommending a condition of approval of the project that would allow the DRB to work with the applicant through the design review process following the City Council approval. If the City Council approves the project with staff's recommended conditions and based upon the design drawings presented at the July 9, 2019 public hearing, the final approval of the architecture will be made by DRB in a subsequent meeting or meetings. This alternative review process of the DRB will allow time for the applicant to refine the design and materials further, as well as to respond to the more detailed comments from the DRB.

The members of the DRB look forward to the further review and final approval of this exciting and important addition to the Eisenhower East neighborhood; it is a high-quality design which we believe will only become better through this process.

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 25, 2019

TO: CHAIR MACEK AND MEMBERS OF THE PLANNING COMMISSION

FROM: KARL MORITZ, DIRECTOR; DEPARTMENT OF PLANNING & ZONING

SUBJECT: DSUP#2018-0028 – WMATA OFFICE BUILDING, PUBLIC OPEN SPACE

ISSUE:

The staff report for the subject project was published on Friday, June 14 for the June 25th Planning Commission hearing. Once the report was published, staff was alerted to two issues that we wanted to clarify with the Planning Commission ahead of the public hearing.

Open Space Contribution

As discussed in the staff report, the applicant has agreed to allow public use of an area under the elevated yellow line tracks between Mill Road and Eisenhower Avenue. While the staff report indicated that this would be an easement, this area would not be a recorded easement but an agreement between the City and WMATA for public access, in accordance with Federal regulations. To clarify this point, staff is recommending a revision to CDD Condition #145 as follows:

- 145. NEW CONDITION:** The applicant will provide public access for open space purposes on parcels identified as 072.04-03-08 and 072.04-03-12. The public access will be provided ~~as an easement or other comparable form of public access~~ through an agreement with the City consistent with Federal regulations, including but not limited to FTA Circular 5010.1I, to be mutually agreed upon by the City and WMATA and will be approved and provided prior to the release of certificate of occupancy permit for the office building.

The public access ~~easement~~ agreement will be for use of passive and/or active open space, entertainment and/or comparable uses for use by the public. The City and/or designee party will be responsible for the design, construction and maintenance of the open space improvements on the designated parcels. The design and construction of the open space will be reviewed by WMATA and will be subject to all applicable WMATA standards and requirements. (P&Z, RPCA)

Application of Open Space Contribution

In addition to clarifying the agreement between WMATA and City for public use of the two parcels, staff would also like to clarify the application of this contribution to open space. As the requested application includes a rezoning of the property to allow for increased density and height on the property, allowing the City public access rights to the property in this particular case as an in-lieu contribution fulfills the open space contribution requirement. Due to the importance of these access rights for activation of underutilized space for passive and/or active open space, entertainment, and other uses for the public in the Eisenhower East area, staff has agreed to allow this contribution to apply for the proposed new office building and any future development of the site.

Parking Section of the Staff Report

On page 16, section H of the staff report, discusses the parking associated with the proposed office building project. The first paragraph in this section currently ends as an incomplete sentence. For clarification, this sentence should read:

Given the amount of parking provided within the proposed building (184 spaces) and the site's proximity to a Metro station, staff **believes the proposed surface parking lot could be removed or significantly reduced.**

STAFF:

Karl Moritz; Director, Department of Planning & Zoning

Robert Kerns, AICP; Development Division Chief, Department of Planning & Zoning

Dirk H. Geratz, AICP; Principal Planner, Department of Planning & Zoning

Abigail Harwell; Urban Planner III, Department of Planning & Zoning

June 24, 2019

Via Email

Chairman Nathan Macek and Members
Alexandria Planning Commission
Room 2100
301 King Street
Alexandria, VA 22314

**Re: Master Plan Amendment #2019-0002; Rezoning #2019-003; CDD
Concept Plan #2019-0003; Development Special Use Permit
#2018-0028; and TMP Special Use Permit #2019-0033;
WMATA Office Building**

Dear Chairman Macek and Members of the Planning Commission:

I am writing on behalf of Washington Metropolitan Area Transit Authority ("WMATA") in support of the applications listed above to permit the development of WMATA's new Virginia headquarters within the City of Alexandria. We appreciate the diligent efforts of the city staff to move this forward and to consider our comments, and while both WMATA and city staff were able to come to amicable agreements on a variety of issues, there remain several outstanding concerns which WMATA has with the conditions as proposed. Accordingly, we respectfully request that you consider the following list of revisions to the conditions as proposed in the Staff Report:

DSUP Conditions (DSP #2018-0028)

Section A. Site Plan

3. Prior to the Final Site Plan, the applicant shall coordinate with the city to develop a mutually acceptable proposal to provide, to the extent permissible under applicable law, a perpetual public access easement for the portion of the drive aisle on the eastern portion of the site to allow vehicular access for future development of city owned property. The proposal shall be generally consistent with the attached Exhibit A.

Justification – WMATA and city staff have worked out the general framework for a mutually acceptable proposal for sharing a portion of site access at the easternmost curb cut of the WMATA

site. Further refinement is required to finalize all necessary details, and can be achieved prior to Final Site Plan.

Section F. Contributions

90. — ~~Contribute \$60,000.00 to the City towards Capital Bikeshare prior to Final Site Plan release. All checks shall be made payable to the City of Alexandria and submitted to the Department of P&Z with a cover letter citing the project name, contribution amount, and the condition being fulfilled. (T&ES) Condition removed.~~

Justification – WMATA should not be required to make “developer contributions” for Capital Bikeshare because it is a public authority with the single purpose of providing regional transit facilities. Spending WMATA capital funds on bikeshare is inconsistent with WMATA commitments to its funding partners to spend these limited funds on critical safety and state of good repair work needed to restore the system, and associated WMATA transit facilities and related support facilities such as administrative offices.

91. — ~~A voluntary contribution of \$2.00 per gross square feet (per the final site plan) to the Housing Trust Fund would be consistent with the conclusions of the Developer’s Housing Contribution Work Group accepted by The Alexandria City Council in December 2013. (Housing)*** Condition removed.~~

Justification – WMATA should not be required to make a “voluntary contribution” for affordable housing because it is a public authority with the single purpose of providing regional transit facilities. Spending WMATA capital funds on affordable housing is inconsistent with the WMATA Compact and the Authority’s commitments to its funding partners to spend these limited funds on critical safety and state of good repair work needed to restore the system, and associated WMATA transit facilities and related support facilities such as administrative offices. WMATA is funded by the jurisdictions, which means that any “voluntary contribution” for affordable housing must come from the jurisdictions, including the City of Alexandria.

Furthermore, the adopted City of Alexandria Procedures Regarding Affordable Housing Contributions excludes from contributions “public parks and playgrounds; public and private schools; preschools within a church or school building; non-commercial facilities (including such ones as recreational facilities and community centers designed to serve a neighborhood or other such uses as approved by the City).” The following buildings occupied by public agencies have been approved since adoption of the policy without requiring affordable housing contributions:

- *Alexandria Sanitation Authority Administrative Office*
- *National Science Foundation Headquarters*
- *Alexandria Police Headquarters*
- *City Storage Facility (S. Quaker Lane)*

CDD Conditions (CDD #2019-0003)

Section O. New Condition: Block 15A (DSUP # 2018-0028)

145. NEW CONDITION: The applicant will provide public access for open space purposes on parcels identified as 072.04-03-08 and 072.04-03-12. The public access will be provided ~~as an easement or other comparable~~ through an agreement with the City consistent with Federal regulations, including but not limited to FTA Circular 5010.1E, ~~to be form of public access~~ mutually agreed upon by the City and WMATA and will be approved and provided prior to the release of certificate of occupancy permit for the office building.

The public access ~~easement~~ will be for use of passive and/or active open space, entertainment and/or comparable uses for use by the public. The City and/or designee party will be responsible for the design, construction and maintenance of the open space improvements on the designated parcels. The design and construction of the open space will be reviewed by WMATA and will be subject to all applicable WMATA standards and requirements. (P&Z, RPCA)

Justification – WMATA is subject to certain restrictions on the alienation of property rights in its various properties, including the designated parcels in Condition 145. WMATA cannot offer a completely irrevocable interest for use of the designated parcels in part due to requirements of FTA Circular 5010.1E. WMATA and Staff have previously agreed upon this revised language for this Condition 145, however it was inadvertently not captured in the update of the Staff Report that was published for public consideration.

Thank you for your consideration of these revisions.

Sincerely,



Jonathan P. Rak

cc: Karl Moritz
Jeff Farner

Exhibit A



2395 MILL ROAD OFFICE BUILDING
GROUND FLOOR PLAN - OPTION 1