

***Development Special Use Permit #2020-10022
Victory Center Retail/Commercial Building –
5001 Eisenhower Avenue***

Application	General Data	
Project Name: Victory Center Retail Building	PC Hearing	November 5, 2020
	CC Hearing	November 14, 2020
	If approved, DSUP Expiration	November 14, 2023 ¹
	Plan Acreage	396,379 SF (9.1 acres) – Entire Lot 45,150 SF (1.04 acres) – Project Site
Location: 5001 Eisenhower Avenue	Zone	OCM (100) / Office Commercial Medium (100)
	Existing Use	Surface Parking / Office
	Proposed Use	Retail Shopping Establishment with Drive-Through Facility / Surface Parking / Office
	Net Floor Area	9,000 SF
	Gross Floor Area	9,250 SF
	Small Area Plan:	Eisenhower West
Applicant: 5001 Eisenhower Office Owner LLC, by Kenneth Wire, attorney	Historic District:	Not applicable
	Green Building:	LEED Silver or equivalent + priority performance points

Purpose of Application
The applicant requests approval of a Development Special Use Permit (with site plan) to allow for the construction of a new retail building with a drive-through facility on the southwestern portion of the property shared with an office building and its associated surface parking.
Applications/Special Use Permits/Modifications Requested:
Development Special Use Permit (with site plan) to construct a new retail building including a Special Use Permit for a drive-through facility.

Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Robert M. Kerns, AICP, Division Chief robert.kerns@alexandriava.gov Maya Contreras, Principal Planner maya.contreras@alexandriava.gov Nathan Randall, Urban Planner nathan.randall@alexandriava.gov

¹ The validity period may be extended consistent with City Council guidance for land-use approvals due to the COVID-19 pandemic.

PLANNING COMMISSION ACTION – NOVEMBER 5, 2020:

On a motion by Commissioner Lyle, and seconded by Vice Chair McMahon, the Planning Commission voted to approve DSUP#2020-10022 subject to all applicable codes and ordinances and the staff recommendations. The motion carried on a vote of 5-0-2, with Commissioners Ramirez and Goebel recusing themselves from this case.

Reason: The Planning Commission agreed with the staff analysis. Although it acknowledged concerns from a resident about the automobile-oriented nature of the proposal, it believed that the proposed interim use would support the leasing of the Victory Center office building and would therefore lay the groundwork for future redevelopment in the neighborhood. Commissioner Brown asked staff to provide additional specificity in staff reports when a project does not fully comply with a Small Area Plan. Commissioner Lyle stated that she was pleased to see the proposed interim use at this site and believed it would help move the Eisenhower West SAP forward. She also differentiated this area from other, more walkable areas of the City.

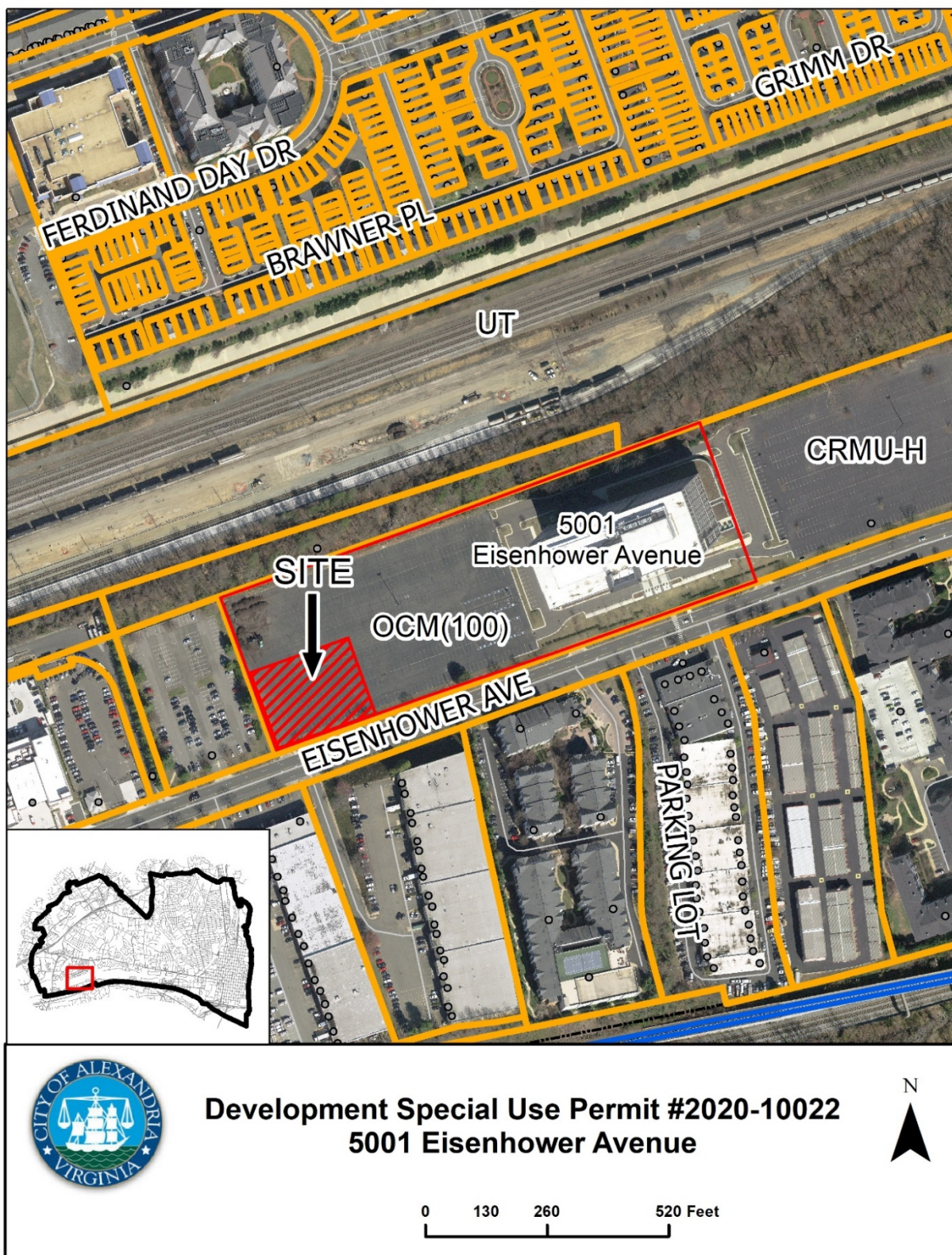
Vice Chair McMahon understood the concern about automobile-oriented uses but noted the potential for future development at the site and the accommodation made now for future streetscape improvements. She expressed hope that future tenants may change elements of the site to make it more pedestrian-friendly. Commissioner Koenig agreed with the Vice Chair's comments and, on balance, supported the proposal. Commissioner Brown expressed support for the project as a helpful first step toward the redevelopment of the site. Chair Macek believed that a compromise position made sense here given the importance of the Victory Center site being an anchor for the neighborhood and Federal leasing requirements. He believed the proposal would be consistent with the overarching goals of the Small Area Plan.

Speakers:

Bill Pugh, resident, expressed concern about the presence of the drive aisle and parking spaces in front of the building as noted in his November 3rd letter to Commission. Although he supported some elements of the project, he believed the proposal was too automobile-oriented and asked for the building to be shifted close to the street for better consistency with the Eisenhower West Small Area Plan and for increased walkability.

Pamela Pitkin, resident, noted her appreciation for the addition of retail uses in this location as well as the drive-through. She noted some concern about trash pick-up and the potential for litter problems around the site.

Ken Wire, representing the applicant, spoke in support of the proposal. He noted that the topic of leasing the nearby Victory Center office building was frequently discussed during the Eisenhower West SAP planning process and that securing a Federal tenant for the building remains the applicant's goal. He spoke about the need for the parking spaces in front of the proposed new retail building and pointed out that most of those spaces have been designed to also be used as outdoor dining. He noted the proposed dumpster location and that the site would be monitored for litter on a regular basis.



I. SUMMARY

A. Recommendation

Staff recommends **approval** of the proposal to construct a new retail building with a drive-through facility. The request would support the leasing of the long-vacant Victory Center office building to a federal tenant or similar use. As an interim use, the proposal is consistent with recommendations in the Eisenhower West Small Area Plan (SAP) as well as Zoning Ordinance requirements and City policies as outlined in this report. The project would provide several benefits for the City and surrounding community, including:

- Dedication of an easement along the property frontage for future streetscape improvements consistent with the SAP;
- Public art contribution (\$2,775);
- Consistency with the City’s 2019 Green Building Policy;
- Improved water quality and reduced stormwater runoff compared to present conditions;
- Contribution consistent with the Eisenhower West / Landmark-Van Dorn Developer Contribution Policy (\$27,630 in 2020 dollars); and
- Voluntary affordable housing contribution (\$20,610).

B. General Project Description

The applicant seeks to construct a new 9,000 square-foot retail building on the southwestern portion of the Victory Center parking lot. The new building would allow for new retail and commercial uses (the exact businesses have not yet determined) as an amenity for future federal tenants of the Victory Center office building. The proposal would replace a portion of the existing parking lot, add new landscaping and stormwater treatment where none exists today, and would include an easement along the Eisenhower Avenue frontage of the property to allow for the future construction of streetscape improvements consistent with the SAP.

II. BACKGROUND

A. Site Context

The project site is located in the City’s Eisenhower Valley, approximately 750 feet east of the Covanta Waste-to-Energy plant and 1/3 of a mile east of the Van Dorn Metro Station. It is located within Neighborhood #5 (also known as the Bush Hill neighborhood) of the Eisenhower West Small Area Plan (SAP) chapter of the Alexandria Master Plan. The SAP recommends that that the property ultimately be redeveloped with mixed-use office/residential with ground-level retail uses in buildings measuring between five and fifteen stories in height.

The project site comprises the southwestern portion of one lot of record. The lot measures 396,379 square feet (9.1 acres) and is currently improved with an 11-story office building known as the Victory Center and large surface parking lots to either side. Existing grade on the lot slopes significant downward to the north, towards Backlick Run, resulting in a difference of

approximately 22 feet from Eisenhower Avenue to the northern property line near the railroad tracks. A Resource Protection Area (RPA) is located at the northern edge of the property and is over 300 feet from the portion of the lot comprising the project site.

The portion of the lot that comprises the project site measures 45,150 square feet (based on the “disturbed area” for the project) and includes approximately 250 feet of frontage along Eisenhower Avenue. Only surface parking areas and a curb cut onto Eisenhower Avenue exist on this smaller portion of the lot that is the focus of this request. Existing grade at the project site is approximately as steep as the larger lot of record, dropping about 10 feet from Eisenhower Avenue to the northern edge of the site.

A mix of residential, institutional, industrial and commercial uses are located nearby, including the Eisenhower Industrial Center, the Reserve at Eisenhower and the Exchange at Van Dorn apartment and condominium complexes, and Atlantic Self-Storage. Commonwealth One Federal Credit Union is located to the east, and the City of Alexandria Fire Station 210 and Police Firing Range are to the west. Norfolk Southern railroad tracks are located to the north, running parallel to Backlick Run. The Cameron Station neighborhood is located on the northern side of Backlick Run.

B. Previous Approvals

The Victory Center office building was constructed in 1973 as a single building on a sixteen-acre lot for use as the Army Material Command Center. The site has been vacant for many years and has gone through several redesigns and development reviews during that time.

In 2005, a Development Site Plan (DSP#2004-0037) was approved to permit a multi-phase office complex to create a site with the necessary design and security elements to make it attractive to a Federal employer. The first phase of the plan was to renovate the existing office building. Two additional office buildings, to be located on the western side of the existing building, and three above-grade parking structures were approved in the requested site plan for future project phases. The renovation of the existing building was completed in 2008 and the site was in contention for the new location of the Washington Headquarters Service. After the Mark Center location was chosen for that tenant, the applicant continued to market the Victory Center site to the Federal Government. The additional office buildings and parking structures were not built.

Five land-use approvals were subsequently granted for various renovations and changes to the site, including DSP#2009-0018, DSP#2010-0011, DSP#2013-0015, and DSP#2014-0030. The most recent DSP approval, DSP#2016-0018, was granted for use of the existing office building in conjunction with construction of a new office building/conference center, one above-ground parking garage, up to 14,000 sq. ft. of retail and a Transportation Management Plan SUP. In July 2016, the U.S. General Services Administration (GSA) awarded the site with a 15-year lease for the new offices of the U.S. Transportation Security Administration (TSA). However, the U.S. Court of Federal Claims ordered the lease voided after a court challenge by a competing bid. GSA reopened the bidding process in Spring 2016 whereby Victory Center was ultimately not selected. DSP#2016-0018 expired in July 2019 with none of the envisioned improvements being constructed.

Planning Commission and City Council approved a Subdivision (SUB#2019-0002) and Rezoning (REZ#2019-0001) for the property in May 2019. The subdivision request divided the property into two new lots. The new 6.9-acre eastern lot, now known as 4901 Eisenhower Avenue, contains only the eastern parking lot. The new 9.1-acre western portion, which continues to be known as 5001 Eisenhower Avenue, contains the existing office building and the western parking lot, on which the requested retail/commercial building would be built. The Rezoning request changed the zone of the new eastern lot at 4901 Eisenhower from OCM(100) to CRMU-H (with proffers) to allow additional zoning flexibility to market a portion of the site for additional types of uses and thereby create opportunities to attract a federal tenant to the site.

In October 2019, Stonebridge bought both properties, owning each under different subsidiary companies. The new owner has continued to market the existing office building to federal tenants. One criterion under which the Federal Government evaluates potential leases is whether various amenities, such as retail/restaurant uses, are in close proximity. The owner has therefore submitted the current request to construct a new retail building on the western side of the existing office building to strengthen its future bids for a lease with a federal office tenant. It has also requested two new approvals on the eastern side of the Victory Center office building.

C. Adjacent Land-Use Requests

4901 Eisenhower - Subdivision

The first of two recent land-use applications that the applicant has submitted to the City at 4901 Eisenhower, the lot that was created last year immediately to the east of the Victory Center office building, is a Subdivision request. In SUB#2020-0002, the applicant is asking to subdivide the one lot at 4901 Eisenhower into two lots, resulting in a new total of three lots at the site historically known as the Victory Center.

Proposed Lot 602 would measure 33,055 square feet and would be located immediately to the east of the existing office building. Proposed Lot 601, located to the east of Proposed Lot 602 and extending to the eastern property line of the Victory Center complex, would measure 267,459 square feet (6.14 acres) in size. Staff has recommended that the applicant dedicate a public access easement on Proposed Lot 602 to allow for the access to Proposed Lot 601. It has also recommended a public access and construction easement measuring 22 feet wide across the entire Eisenhower Avenue frontage of Proposed Lot 602 in order to allow for the construction of future streetscape improvements envisioned in the Eisenhower West SAP.

Like the current request, SUB#2020-0002 is also scheduled to be heard at the November 2020 Planning Commission public hearing.

4901 Eisenhower – New Townhouse Community (Winchester Homes)

The second of the two land-use approvals being sought at 4901 Eisenhower Avenue is a Development Site Plan (DSP#2020-00025) by Winchester Homes to construct new residential townhouses. A total of 139 townhouse units are proposed to be built on the larger and eastern-most of the two lots (Proposed Lot 601) created by the new subdivision request described above. The proposal is currently under staff review and is anticipated to go to public hearing in in early 2021.

III. PROJECT DESCRIPTION

A. Current Request

The applicant has requested approval of a Development Special Use Permit (DSUP) to construct a retail/commercial building with a drive-through facility. The proposed one-story, 9,000 square-foot building would measure 26 feet in height. It would have a rectangular footprint and be clad primarily in brick with metal accents and glass storefront windows. The drive-through queuing lane is proposed along the eastern and northern sides of the property, with the actual drive-through window to be located close to the northwest corner of the building. Given that grade slopes downward to the north to a notable degree across the project site, a retaining wall that varies up to six feet in height is necessary on the northern and eastern sides of the drive-through queuing lane. A new landscape island and several new trees are proposed to the north of the retaining wall.

The applicant also proposes two areas in front of the building that may be used for outdoor seating should restaurants occupy the space in the future. The first area, located near the southeastern corner of the building, is specifically reserved for outdoor seating. Nine of the 11 parking spaces in front of the building are also proposed to be a flexible space that can be used for outdoor dining or parking. This area is proposed to have a flush surface and use special pavers as well.

The construction of the new retail building would necessitate the elimination and reconfiguration of existing parking spaces at the project site. Although a net loss of 73 existing off-street parking spaces is expected, 610 off-street parking spaces would remain (across the lot of record) for both the existing office and new retail uses. As noted later in this report, this provision of parking at the site falls within the range of minimum and maximum allowable parking spaces for both uses.

Aside from the provision of a new off-street loading space and a new dumpster area, the remainder of the area on which the new building would sit would remain unchanged. Although new FAR is proposed in this request and the property was significantly reduced in size last year, the total FAR on the lot (including both the new retail and existing office buildings) is 1.37, less than the maximum 1.5 FAR allowance in the OCM(100).

B. Future Redevelopment

The applicant has also discussed with staff the potential for future, non-interim redevelopment (outside the scope of the current request) of the western Victory Center parking lot, including the current project site. Although no such projects are moving forward at the present time, the applicant has expressed general interest in redeveloping the property in the future with mixed-use development consistent with the Eisenhower West Small Area Plan (SAP). Such redevelopment may include the demolition of the building proposed in this request as well as existing parking areas. It is anticipated that the installation of several streetscape recommendations within the SAP, such as the undergrounding of utilities, new sidewalks and cycle track, and new street trees would occur along the Eisenhower Avenue frontage of the 5001 Eisenhower property as part of that future redevelopment.

IV. ZONING

The lot on which the project site is located is zoned OCM (100) / Office Commercial Medium (100). The OCM (100) zone allows as a range of commercial uses either as permitted or special uses. Pursuant to Section 4-1003(J) of the Zoning Ordinance, drive-through facilities require Special Use Permit approval. The maximum allowable floor area ratio (FAR) in the OCM (100) zone is 1.5. The maximum allowable building height in the zone is 100 feet but may be increased up to 150 feet with Special Use Permit approval.

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. Consistent with standard practice, when a project requiring a site plan also contains an integral element requiring SUP approval, such as a drive-through facility, the project is reviewed as a Development Special Use Permit (DSUP). Additional zoning elements of the project may be found in the table below.

Table #1: Zoning Tabulations

Property Address:	5001 Eisenhower Avenue						
Site Area:	Lot of Record - 396,379 square feet (9.1 acres)* Project Area – 45,150 square feet (1.04 acres)						
Zone:	OCM (100) – Office Commercial Medium (100)						
Current Use:	Surface Parking / Office						
Proposed Use:	Retail Shopping Establishment with Drive-Through Facility / Surface Parking / Office						
	Permitted / Required			Proposed			
<i>FAR</i>	1.5 max			1.37			
<i>Height</i>	100 feet max / 150 feet max (with SUP)			26 feet			
<i>Setbacks</i>	None			<i>Front</i>	<i>Rear</i>	<i>Side (W)</i>	<i>Side (E)</i>
				65.1'	225.8'	64.5'	908.4'
<i>Open Space</i>	None (for non-residential uses)			None			
<i>Crown Coverage</i>	25%			30%*			
<i>Parking</i>	<i>Retail (min/max)</i>	<i>Office (min/max)</i>	<i>Total (min/max)</i>	610 spaces total			
	3 spaces	134 spaces	137 spaces				
	27 spaces	800 spaces	827 spaces				
<i>Loading Spaces</i>	1 space			1 space			

* All zoning information in this table has been calculated using the lot of record, except for the crown coverage calculations, which uses the project site.

V. STAFF ANALYSIS

Staff supports the request to construct a new retail building at a portion of the Victory Center site. The proposed interim use would help support the applicant's ongoing efforts to lease the long-vacant Victory Center. The proposal is consistent with Zoning Ordinance requirements, site plan standards, City policies, and several elements of the Eisenhower West Small Area Plan as described in this report. The drive-through portion of the project, which requires SUP approval, is also supportable in this location in this instance. The collaboration between staff and the applicant to adjust certain elements of this proposal, such as the shifting of the building closer to the street, has been commendable.

A. *Consistency with Master Plan*

Although the Eisenhower West Small Area Plan (SAP) does not directly anticipate the proposed interim use for the project site, the applicant's proposal as recommended by staff is consistent with several objectives within the SAP. The objectives from the Plan highlighted in this report include: land-use recommendations, transportation and streetscape improvements, and environmental sustainability.

1. *Land-Use Recommendations* – Although the plan envisions that the site would ultimately be redeveloped with mixed-use office/residential with ground-level retail, the proposal to construct a small, stand-alone retail building in this location is nonetheless consistent with three overlapping Plan-wide or neighborhood-specific land-use recommendations in the Eisenhower West SAP (see Page 89 and 99 of the EWSAP.)
 - a. The first of these relevant land-use recommendations is to “leverage the recent selection of the Victory Center office building as the future headquarters of the Transportation Security Administration (TSA) by encouraging the location of complementary land uses including commercial/office/institutional and retail nearby.” Although the headquarters was eventually not awarded to the Victory Center site, the recommendation is still broadly relevant to the current request. The establishment of new retail/commercial uses in the proposed new building would complement and support the leasing of the Victory Center.
 - b. Similarly, Implementation Strategy #5, the SAP recommends to: “*attract interim uses to have a catalytic impact on the area by generating activity and drawing new visitors to Eisenhower West.*” Staff finds that the proposal meets this strategy by adding more vitality to the area in two ways: first by introducing new retail/commercial uses along Eisenhower Avenue and second by supporting the future occupancy of the long-vacant Victory Center office building.
 - c. Finally, the third land-use recommendation from the SAP pertinent to this request is that “*ground-level retail such as restaurants/cafes are strongly encouraged along Eisenhower Avenue*” within Neighborhood #5. Although the applicant is not certain at the present time what the final mix of uses will be in within the retail building, it is likely that at least one restaurant will be a tenant here. The addition of the drive-through window and two outdoor dining areas is also intended to encourage the establishment of restaurants in this space.

2. *Transportation & Streetscape Improvements* – The proposal to construct the new retail building would include, as recommended by staff in condition language in this report and agreed to by the applicant, two key transportation/streetscape improvements. The first of these is the installation of a pedestrian crosswalk across Eisenhower Avenue and the second is the dedication of an easement along the Eisenhower Avenue frontage of the projects for the future installation of streetscape improvements.
 - a. The pedestrian crosswalk would provide additional safety for future customers of the retail building who may arrive on foot from other nearby businesses or via public transportation (the Van Dorn Metro Station and a public bus stop are located nearby.) Currently, pedestrians seeking to cross Eisenhower in this area would need to walk approximately 900 feet east to the existing pedestrian crosswalk in front of the Victory Center office building in order to access the area in question – and some of these pedestrians may instead choose to cross Eisenhower unsafely. The proposed crosswalk would be consistent with Plan-wide Principles #2, #4, and #6, which encourage connectivity, safety and high- quality pedestrian realms (EWSAP Page 34).
 - b. The dedication of public access and construction easement along Eisenhower Avenue recommended in condition language in this report would allow for the future construction of a new cycle track, new sidewalk and street trees. The total width recommended for these improvements in the SAP, which is 35 feet as measured from the existing curb line, translates into a width of 22 feet from the applicant’s existing front property line. The actual installation of these improvements is expected to occur to coincide with the future, non-interim redevelopment of the entire Victory Center site. The reservation and future improvements are consistent with Plan-wide Principles #4, #5, and #6, which encourage high-quality pedestrian and bicycle realms. The proposal is also consistent with the Plan-wide and neighborhood-specific vision of Eisenhower Avenue as a “A” or “Great Street” and with the specific streetscape widths recommended to implement that vision (EWSAP Pages 36 and 89).
3. *Environmental Sustainability* – Two environmental sustainability goals in the Small Area Plan are the construction of high-efficiency buildings and the reduction of stormwater pollution. With regard to high-efficiency buildings, as mentioned later in this report, staff has recommended in standard condition language that the project must meet the 2019 City’s Green Building Policy. Second, the applicant has also proposed a stormwater mitigation plan that would improve water quality and reduce stormwater runoff compared to present conditions. Currently, the large surface parking areas on either side of the Victory Center office building are almost entirely impervious, with minimal water quality treatment and no detention or runoff-reducing practices. In the current proposal, the applicant proposes small increases in pervious surfaces and plans to install both underground and green infrastructure stormwater BMPs such as pervious pavers and urban bioretention areas, at the smaller portion of the lot that comprises the project site. It will also provide a monetary contribution to the water quality equivalency fund. The treatment that would be provided in this proposal for the project site is an improvement for water

quality, reduces the amount of stormwater runoff and is consistent with the Eisenhower West SAP.

B. Site & Building Design

The proposed building and site design are both reasonable and appropriate. Although the proposed building is somewhat straightforward in terms of its architectural design and footprint, it is significantly enhanced through the inclusion of high-quality materials. The use of brick on all four sides of the building and the inclusion of brick detailing around each grouping of storefronts are both positive elements of the building design. The use of vertically-oriented gray metal on the façade of the southwestern corner of the building also offers an visually interesting contrast to the horizontally-oriented red brick. Staff has recommended in Condition #10b that the applicant also add windows at the top of each grouping of metal siding on the rear of the building for both aesthetic reasons and to increase the amount of natural daylight entering each tenant space.



Staff has worked with the applicant to improve the site design of the project compared to its early iterations, particularly regarding the positioning of the building on the lot and the treatment of the area north of the drive-through queuing lane. Initially, the applicant submitted a design with a double-loaded drive aisle (parking spaces on each side) between the front building wall and Eisenhower Avenue. Staff subsequently reached a compromise with the applicant in which this drive aisle would be single-loaded only, as shown in the current proposal, and with the option for some of those parking spaces to be converted to outdoor dining areas in the future. The removal of the one row of parking allowed for the entire building and related site features to be shifted about 18-20 feet closer to Eisenhower Avenue. The site design now more closely approximates a street wall that represents good urban planning practice and is more pedestrian friendly.

Bringing the building forward as described above has allowed for two additional improvements to the site design, both of which involve the treatment of the site north of the drive-through queuing lane. In its concept proposal, the applicant had anticipated the need for a retaining wall that varied in height up to a maximum of nine feet in height. Staff believed it was important to reduce this maximum height as much as possible for aesthetic reasons. In addition, the concept proposal was lacking enough trees to meet tree crown coverage requirements. By moving the building closer to the street, the retaining wall would only need to be six feet at its maximum height instead of nine feet. Additional space also became available to add a landscaping area with several new trees, meeting crown coverage requirements for the project site, just to the north of the drive-through queuing lane.

C. Special Use Permit Request

Drive-Through Facility

The Special Use Permit (SUP) component of the applicant's Development Special Use Permit (DSUP) request is to allow the drive-through facility to be constructed as part of the building for a future commercial tenant. Staff believes that the drive-through facility, as an interim use, is acceptable at this site as proposed. Few impacts are anticipated from the drive-through use given its location on the building, the adequate provisions for vehicle queuing, and the geographic distance between the drive-through window and other nearby uses.

SUP Approval Criteria

Staff supports the SUP portion of this request and finds that it meets the following approval criteria listed in Section 11-500 of the Zoning Ordinance:

1. Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use;

The requested Special Use Permit would have no adverse effect on the health or safety of people living or working in the neighborhood. The drive-through window presents a very low potential for impacts on the surrounding area. Adequate provisions for vehicle queuing and pedestrian safety are proposed.

2. Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood;

The requested Special Use Permit would not be detrimental to the public welfare or injurious to property or improvements in the neighborhood. The drive-through window is located far from other uses and would not negatively impact any neighborhood improvements.

3. Will substantially conform to the Master Plan of the City.

Although not consistent with the ultimate vision for the neighborhood, the Eisenhower West SAP recognizes that redevelopment may occur in stages and recommends interim uses (EW SAP Page 99). The proposed new retail building with a drive-through window would be consistent with the Master Plan as an interim use.

D. Traffic

The proposal is not anticipated to present negative traffic impacts. Although the new retail building is expected to create an increase in AM peak hour trips by 29 vehicles and increase PM peak hour trips by 62 vehicles, these small increases would not create any traffic issues. The Zoning Ordinance also recognizes that, as a commercial building less than 10,000 square feet in size, the use is unlikely to create traffic impacts and is exempt from the need for a Transportation Management Plan (TMP) Special Use Permit.

E. Consistency with Other City Policies

Affordable Housing

The applicant has agreed to provide a voluntary monetary contribution of \$20,610 to the Housing Trust Fund in connection with the construction of the new retail building. This contribution is consistent with the “Developer Housing Contribution Work Group Report” accepted by the Alexandria City Council on December 14, 2013 (and adjusted to 2020 dollars) and supports the implementation of the City’s Housing Master Plan goals.

Eisenhower West – Landmark/Van Dorn Developer Contribution

City Council approved the Eisenhower West - Landmark/Van Dorn Developer Contribution Policy in November 2018 to establish a mechanism for funding the infrastructure, open space, and other improvements recommended within these Small Area Plans to serve existing and future residents, workers, and visitors, and to transform the area into a more walkable, connected, transit-oriented series of neighborhoods. Staff has recommended, and the applicant has agreed, to contribute \$27,630 (in 2020 dollars) toward funding the recommended improvements, which has been calculated using the “catalyst phase” contribution rate of \$3.07/square foot (in 2020) for this 9,000 square-foot building. The project represents the first instance of a contribution being required since the approval of the Policy.

Green Building Policy

The applicant proposes to comply with the City’s 2019 Green Building Policy for the new construction of the new retail building. The Policy continues to recommend that a new privately-developed, non-residential building should achieve Leadership in Energy and Environmental Design (LEED) Silver Certification from the United States Green Building Council (USGBC), or equivalent, plus performance points.

Public Art

The City’s Public Art Policy, adopted on December 13, 2014, established a requirement for new development projects requesting DSUP approval within the City to provide new public art and encourage the growth of public art in the community. The contribution may be fulfilled by providing on-site public art or as a monetary contribution to a fund to further the City’s public art efforts. The applicant has elected to provide a monetary contribution, which is calculated at \$0.30 per gross square foot of development and results in a total contribution of \$2,775 for the project.

VI. COMMUNITY

The applicant has notified civic associations in the area about the project, including the Cameron Station Civic Association, Summer’s Grove Homeowners’ Association, and the Exchange at Van Dorn residential community. They also presented the project to the Eisenhower West/Landmark-Van Dorn Implementation Advisory Group on September 15th. Staff has not received comments from the community, either directly or through the applicant, regarding the current request.

VII. CONCLUSION

Staff recommends approval of the DSUP request to construct a new retail building with drive-through facility subject to all applicable codes, ordinances, and the recommended conditions contained in Section VIII of this report.

Staff: Robert Kerns, AICP, Division Chief, Development;
Maya Contreras, Principal Planner; and
Nathan Randall, Urban Planner III

VIII. STAFF RECOMMENDATIONS

1. The Final Site Plan shall be in substantial conformance with the preliminary plan dated August 26, 2020 and comply with the following conditions of approval.

A. SITE PLAN

2. Per Section 11-418 of the Zoning Ordinance, the development site plan shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval (plus any extensions per the July 7, 2020 City Council Docket Item 15.a. due to the COVID-19 emergency) 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. 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) *
4. The plat shall be recorded, and a copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit. (P&Z) (T&ES) **
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.
 - 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 recessed into the ceiling 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/layers are correctly located and will connect. (P&Z) (DPI) *

B. BUILDING:

9. The building design, including the appearance, color and quality of materials, final detailing, and three-dimensional expression shall be consistent with the elevations dated August 26, 2020 and the following conditions. (P&Z)
10. Provide the following building refinements to the satisfaction of the Director of P&Z:
 - a. Windows shall correctly reflect the architectural style, building type and period that is referenced by the building design.
 - b. Replace the top portion of the vertical-ribbed metal panel on the rear building elevation with windows to the satisfaction of the Director of Planning & Zoning.
 - c. Any ventilation for retail/commercial uses shall be integrated with the overall building design, reviewed and approved to the satisfaction of the Director of Planning and Zoning.
 - d. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to both placement and color.
11. Provide detailed drawings (enlarged and coordinated plan-section-elevation studies, typically at 1/4"=1'-0" scale, in color, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections) in color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the Final Site Plan review. Separate design drawings shall be submitted for each building typology or different bay type. (P&Z)
12. 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. The applicant shall complete the following actions to assist in the Director's review the materials, finishes and architectural details of the building:
 - a. Provide a materials board that includes all proposed materials and finishes at first Final Site Plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.

 - c. Inform staff of the installation of façade materials on the proposed building within 48 hours of the start of said installation. (P&Z) (Code)
13. Achieve a green building certification level of LEED Silver / Equivalent to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES 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 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. The applicant shall work with the City's Green Building Policy for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES) (P&Z)
15. Provide level 2 electric vehicle charger installation for one of the required parking spaces. (T&ES)
16. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. 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)

C. OPEN SPACE/LANDSCAPING:

17. 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
18. Develop a palette of site furnishings in consultation with staff.
- a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of P&Z and T&ES.
 - b. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, and other associated features. (P&Z) (T&ES)

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) *

D. ARCHAEOLOGY:

20. 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)
21. 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)

E. PEDESTRIAN/STREETSCAPE:

22. 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 five feet.
 - d. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - e. 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.
 - f. Depict on the final site plan, and install at the site prior to the approval of the first Certificate of Occupancy for the project, a signalized pedestrian crosswalk across Eisenhower Avenue at a location and designed to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services. Alternatively, if requested by the Directors, the applicant shall provide an in-lieu monetary contribution in an amount equivalent to the cost of installing said signalized pedestrian crosswalk prior to the approval of the first Certificate of Occupancy for the project. *, ***
 - g. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
 - h. All crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. High-visibility crosswalks [white, thermoplastic ladder crosswalks as shown in the Manual on

- Uniform Traffic Control Devices (MUTCD)] may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.
- i. 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)
23. Prior to the release of the final site plan, the applicant shall dedicate a public access and construction easement to the City, for future streetscape improvements, measuring 22 feet in width as measured northward from the front property line, and across the entire width of the lot of record (5001 Eisenhower Avenue), to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services, for future streetscape improvements as recommended in the Eisenhower West Small Area Plan. (P&Z) (T&ES)
- *

F. PARKING:

24. Parking for the commercial uses 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)
25. 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).
26. Provide 4 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) ***

G. TRANSPORTATION

STREETS/TRAFFIC:

27. 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)
28. 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)
29. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)

30. Show turning movements of standard vehicles in the 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)
31. 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)

BUS STOPS AND BUS SHELTERS:

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

H. PUBLIC WORKS

WASTEWATER/SANITARY SEWERS:

33. The sewer connection fee must be paid prior to release of the final site plan. (T&ES) *
34. 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:

35. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
36. No transformer and switch gears shall be located in the public right of way. (T&ES)

SOLID WASTE:

37. Provide \$1402 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) *
38. Provide \$1626 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)

I. ENVIRONMENTAL

STORMWATER MANAGEMENT:

39. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
40. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance. The project must use hydrologic soil group "D" in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES)
41. All stormwater Best Management Practices (BMPs) must be designed to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs. This includes site specific plan views, cross sections, planting plans, and complete design calculations for each BMP. (T&ES)
42. Provide a BMP table with a separate listing for each individual BMP that includes the name of the practice, total area treated (acres), pervious area treated (acres), impervious area treated (acres), phosphorous removal efficiency (percentage), phosphorous removal efficiency (percentage), phosphorous removed by the practice (lbs.), and latitude and longitude in decimal degrees (NAD83). (T&ES)
43. Construction inspection checklists and associated photographic documentation must be completed for each stormwater best management practice (BMP) and detention facility during construction. Prior to the release of the performance bond, the applicant must submit all documents required by *The City of Alexandria As-Built Stormwater Requirements* to the City including as built plans, CAD data, BMP certifications and completed construction inspection checklists. (T&ES)
44. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his

designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:

- a. Constructed and installed as designed and in accordance with the released Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES) ****
45. Surface-installed stormwater Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
46. Submit two (2) originals of the stormwater quality BMP Maintenance Agreement, to include the BMP Schedule and Guidelines Addendum with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the Final Site Plan. (T&ES) *
47. The Applicant/Owner shall be responsible for installing and maintaining stormwater Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years and develop an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. (T&ES) ****
48. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division on digital media prior to release of the performance bond. (T&ES) ****
49. 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) ****

WATERSHED, WETLANDS, & RPAs:

50. The stormwater collection system is located within the Cameron Run watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall

be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

51. Provide Environmental Site Assessment Notes that clearly delineate the individual components of the RPA (where applicable) as well as the total geographic extent of the RPA, to include the appropriate buffer, in a method approved by the Director of Transportation and Environmental Services. The Environmental Site Assessment shall also clearly describe, map or explain intermittent streams and associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15 percent in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)

CONTAMINATED LAND:

52. 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)
53. 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) *

54. 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)
55. 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)

SOILS:

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

NOISE:

57. All exterior building-mounted loudspeakers shall be prohibited, and no amplified sound shall be audible at the property line after 9:00 PM. (T&ES)
58. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
59. All roof top HVAC and other mechanical equipment shall be equipped with appropriate noise reducing devices such as (but not limited to) silencers, acoustic plenums or louvers or enclosures, if required, in order to comply with the City noise limit at the property lines for that building. (T&ES)
60. 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:

61. 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)

J. CONSTRUCTION MANAGEMENT

62. Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to Final Site Plan release. The plan shall:

- a. No street lights shall be removed without authorization from the City of Alexandria.
- b. If street lights are to be removed from the public right of way, then temporary lights shall be provided until the installation and commissioning of new lights.
- c. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed.
- d. Provide a detailed sequence of demolition and construction of improvements in the public right of way along with an overall proposed schedule for demolition and construction;
- e. Include 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)

63. 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) *

64. 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)
65. 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)
66. 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) **
67. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of the stop at on Eisenhower Avenue, a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES as well as with the transit agency which provides service to the bus stop. Signs noting the bus stop closure and location of the temporary bus stop must be installed at all bus stops taken out of service due to construction. (T&ES)
68. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of Infrastructure Right of Way prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
69. 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)
70. 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)
71. 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)

72. 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)
73. 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)
74. 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) ***
75. 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)
76. 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) ***
77. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
78. 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)

K. CONTRIBUTIONS

GENERAL

79. Pursuant to the Eisenhower West-Landmark/Van Dorn Developer Contribution Policy, a “catalyst” phase monetary contribution of \$3.07/square foot in 2020 dollars (\$27,630 in 2020 dollars) is required for the development proposed in DSUP2020-10022. Contribution rates are subject to an annual escalation clause equivalent to the CPI-U for the Washington Metro area. Contribution rates shall be recalculated January 1st of each year. The Phase I developer contribution will be paid prior to the Certificate of Occupancy permit for the approved development.
80. All checks shall be made payable to the City of Alexandria with the applicable fund reference code and submitted to the Department of Planning and Zoning with a cover letter citing the project name, contribution amount, and the condition being fulfilled. Payments shall be made prior to the release of the first certificate of occupancy.
81. Contribute \$2,500.00 to the City prior to Final Site Plan release to install a bike share station as part of a coordinated bike share program. In the event a bike share station cannot be located along the site frontage due to space constraints or impacts to operational efficiency, an alternate off-site location within a two-block radius of the project may be selected. (T&ES)

HOUSING:

82. A voluntary contribution of \$20,610 to the Housing Trust Fund would be consistent with the conclusions of the Developer Housing Contribution Work Group, accepted by the Alexandria City Council in December 2013. (Housing)***

PUBLIC ART:

83. 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. The contribution shall be provided prior to the issuance of the first Certificate of Occupancy. In the event public art is provided on-site, the public art shall be of an equivalent value. (RP&CA) (P&Z)***

L. USES AND SIGNS

RETAIL USES:

84. Provide documentation (lease agreement or similar) to future retail tenants requiring 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 at a Silver level.
85. Ensure the following requirements are met for the development, to the satisfaction of the Director of P&Z:
 - a. Provide a minimum 15 feet floor to floor height.
 - b. The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the lease for each tenant. (P&Z)

SIGNAGE:

86. Design and develop a coordinated sign plan, which includes a color palette, for all proposed commercial signage. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Director of P&Z.*
 - a. Commercial signs shall employ variety and creativity of design. Tenant designers shall bring a sculptural and dimensional quality to their signs.
 - b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc.
 - c. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged. Tenants with main storefront entrances on Street(s) shall incorporate a projecting or under-canopy sign.
 - d. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
87. Design and develop a sign plan for wayfinding and directional signage, including all signage within the parking lot immediately around the proposed new building and within the proposed drive-through area. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Director of T&ES. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances * (T&ES)

88. Internally illuminated box signs are prohibited. Explore the use of exterior illumination.
(P&Z)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning (P&Z)

- R-1 For all first-floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- C-1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. (P&Z) (T&ES) ****
- C-2 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three (3) years after completion. (P&Z) (T&ES) ****

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 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-7 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-8 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. 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-2 The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's website:
<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F-3 The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer,

or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)

- F-4 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F-5 Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F-6 All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F-7 All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4-inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 inch or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)
- F-8 Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18 inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved, then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)

- F-9 Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18 inches for sanitary sewer and 12 inches for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6-inch clearance shall be encased in concrete. (T&ES)
- F-10 No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F-11 Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved, then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F-12 Any rip rap used at the site shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)
- F-13 Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F-14 Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F-15 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F-16 All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F-17 A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and 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-18 The following notes shall be included on all Maintenance of Traffic Plan Sheets: (T&ES)
- a. The prepared drawings shall include a statement “FOR INFORMATION ONLY” on all MOT Sheets.
 - a. 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.
 - b. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. *
- F-19 Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- F-20 All overhead power and communication lines fronting the development all around shall be undergrounded as part of future redevelopment projects. (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. (T&ES)
- C-3 Per the requirements of Article 13-114 (f) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C-4 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)

- C-5 If it is determined that the site is not in compliance with Section 13-1-3 of the City Code, then the applicant shall make additional improvements to adjust lighting levels to the satisfaction of the Director of T&ES to comply with the Code. (T&ES)
- C-6 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C-7 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C-8 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C-9 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)
- C-10 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C-11 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental

Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: www.alexandriava.gov/solidwaste or by contacting the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov. (T&ES)

- C-12 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C-13 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: www.alexandriava.gov/solidwaste or by calling the Solid Waste Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)
- C-14 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C-15 Bond for the public improvements must be posted prior to release of the site plan. (T&ES)*
- C-16 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan. (T&ES) *
- C-17 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C-18 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To 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-19 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani

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

- C-20 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C-21 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C-22 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C-23 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C-24 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C-25 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
 - a. Monday Through Friday from 7 AM To 6 PM and
 - b. Saturdays from 9 AM to 6 PM.
 - c. No construction activities are permitted on Sundays and holidays.
Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours:
 - d. Monday Through Friday from 9 AM To 6 PM and
 - e. Saturdays from 10 AM To 4 PM
 - f. No pile driving is permitted on Sundays and holidays.
Section 11-5-109 restricts work in the right of way for excavation to the following:
 - g. Monday through Saturday 7 AM to 5 pm
 - h. No excavation in the right of way is permitted on Sundays. (T&ES)
- C-26 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C-27 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C-28 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the Final Site

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

- C-29 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

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 703-549-3381 x2020.

Police Department

- 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.
- R-2 It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.
- R-3 It is recommended that all the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air.

Asterisks denote the following:

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



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # _____ Project Name: _____

PROPERTY LOCATION: _____

TAX MAP REFERENCE: _____ ZONE: _____

APPLICANT:

Name: _____

Address: c/o Stonebridge, 7200 Wisconsin Ave. #700 Bethesda, MD 20814

PROPERTY OWNER:

Name: _____

Address: c/o Stonebridge, 7200 Wisconsin Ave. #700 Bethesda, MD 20814

SUMMARY OF PROPOSAL _____

MODIFICATIONS REQUESTED _____

SUP's REQUESTED _____

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

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

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

Print Name of Applicant or Agent

K. A. W.
Signature

Mailing/Street Address

Telephone #

Fax #

City and State

Zip Code

Email address

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: _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)
The Owner Contract Purchaser Lessee or Other: _____ of
the subject property.

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

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. *Wire Gill LLP is on file with City records
No. The agent shall obtain a business license prior to filing application, if required by the City Code.

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. 5001 Eisenhower Office Owner LLC	c/o Stonebridge 7200 Wisconsin Avenue #700	
2. Rockwood Capital Non-U.S. Real Estate Partners Fund X, L.P.	Bethesda, MD 20814	Greater than 3%
Rockwood Capital Real Estate Partners		Greater than 3%
3. Fund X		
SA 5001 Eisenhower, LLC		Greater than 3%

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at _____ 5001 Eisenhower Ave. _____ (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. 5001 Eisenhower Office Owner LLC	c/o Stonebridge 7200 Wisconsin Ave. #700	
2. Rockwood Capital Non-U.S. Real Estate Partners Fund X, L.P.	Bethesda, MD 20814	Greater than 3%
Rockwood Capital Real Estate Partners		Greater than 3%
3. Fund X		
SA 5001 Eisenhower, LLC		Greater than 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. 5001 Eisenhower Office Owner LLC Stonebridge	None None	None None
2. Rockwood Capital Non-U.S. Real Estate Partners Fund X, L.P.	None	None
3. Rockwood Capital Real Estate Partners Fund X SA 5001 Eisenhower, LLC	None	None

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

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

Date

Kenneth W. Wire, Wire Gill LLP

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.)

3. How many patrons, clients, pupils and other such users do you expect?
Specify time period (i.e., day, hour, or shift).

4. How many employees, staff and other personnel do you expect?
Specify time period (i.e. day, hour, or shift).

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

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

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

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

B. How will the noise from patrons be controlled?

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

8. Provide information regarding trash and litter generated by the use:
- A. What type of trash and garbage will be generated by the use?
 - B. How much trash and garbage will be generated by the use?
 - C. How often will trash be collected?
 - D. How will you prevent littering on the property, streets and nearby properties?
9. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

Yes. No.

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

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

Yes. No.

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

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

ALCOHOL SALES

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

Yes. No. ***Unknown at this time***

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

PARKING AND ACCESS REQUIREMENTS

13. Provide information regarding the availability of off-street parking:

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

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

_____ Standard spaces

_____ Compact spaces

_____ Handicapped accessible spaces

_____ Other

Outdoor Seating Spaces

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

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

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

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance?
- B. How many loading spaces are available for the use?
- C. Where are off-street loading facilities located?
- D. During what hours of the day do you expect loading/unloading operations to occur?
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

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?

November 3, 2020

Mr. Nate Macek
Chair
Planning Commission
City of Alexandria

Re: DSUP2020-10022, proposed drive-through retail at 5001 Eisenhower Ave

I am submitting the below comments on my own behalf as an Alexandria resident. Note that I serve on the City's Environmental Policy Commission, as its member with an urban planning background, and am the representative of the EPC to the Eisenhower West/Landmark-Van Dorn Implementation Advisory Group. At the September Advisory Group meeting, I expressed my personal concern regarding the proposed auto-oriented site plan, especially in close proximity to a Metro station.

Internal driveway and parking should not separate the building and patio from the street and sidewalk:

I am not opposed to drive-through retail at this site, rather I am asking the Planning Commission to require the building to front the street, as has been standard urban design practice for urban, transit-oriented and/or neighborhood main street locations for the last three decades. Even an interim use should fulfill basic City goals and objectives to foster walkable and transit-accessible mixed-use neighborhoods near our Metro stations, and the Small Area Plan provides clear guidance. Fundamentally, uses only 0.3 mile from Metro stations should not be auto-oriented in design, as is the case with the current site plan.

In this particular case, the large site allows lots of flexibility to re-orient the drive-through lanes and parking so they do not separate the use from the street (see site plan excerpt, page 3). If this interim use is intended in part to support future occupancy of the Victor Center building as stated in the staff report, then the use needs to provide safe, convenient and attractive pedestrian access for building occupants (and also for the new townhome residents on the east side of the Victory Center property) as well as for neighborhood pedestrians and bicyclists in general. Currently, the site plan does not do this. With some refinements to the site plan, this use can provide needed retail while still signaling to the community that Eisenhower West is transforming into a more attractive, walkable, urban setting, not a suburban auto-oriented strip.

Relevant Small Area Plan provisions:

Interim uses:

- "New interim buildings will be required to be located adjacent to the street with the parking behind the building." (p. 99)

- Only mentions of potential “auto-oriented” interim uses are in Clermont Exchange Neighborhood at far easter edge of plan area, far from the Metro station, and these generally are made in context of accommodating big box retail. (pp. 92-93)

Policies for Primary Streets, which include Eisenhower Avenue:

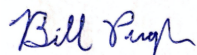
- “Buildings will front the street”
- “No driveways, curb cuts, or service alleys will be in view.”

Van Dorn Metro Center Neighborhood (and also Bush Hill Neighborhood, site is on border)

- Principles: “Create a high-quality and inviting public realm to encourage pedestrian and bicycling activity to and from Neighborhood 4 and the Van Dorn Metrorail Station.” (consistent language for Neighborhood 5)
- Building Form and Character: “New buildings will be configured to be parallel to the adjoining street and define the adjoining street and open spaces by establishing an urban street wall.”

Overall Goals, include: “Eisenhower West will be a transit-oriented community”

I applaud the other features of the proposed use, such as the stormwater management improvements and green building features. If designed effectively, this use will be a nice amenity and provide needed retail in the neighborhood. Thank you for considering my comments above.

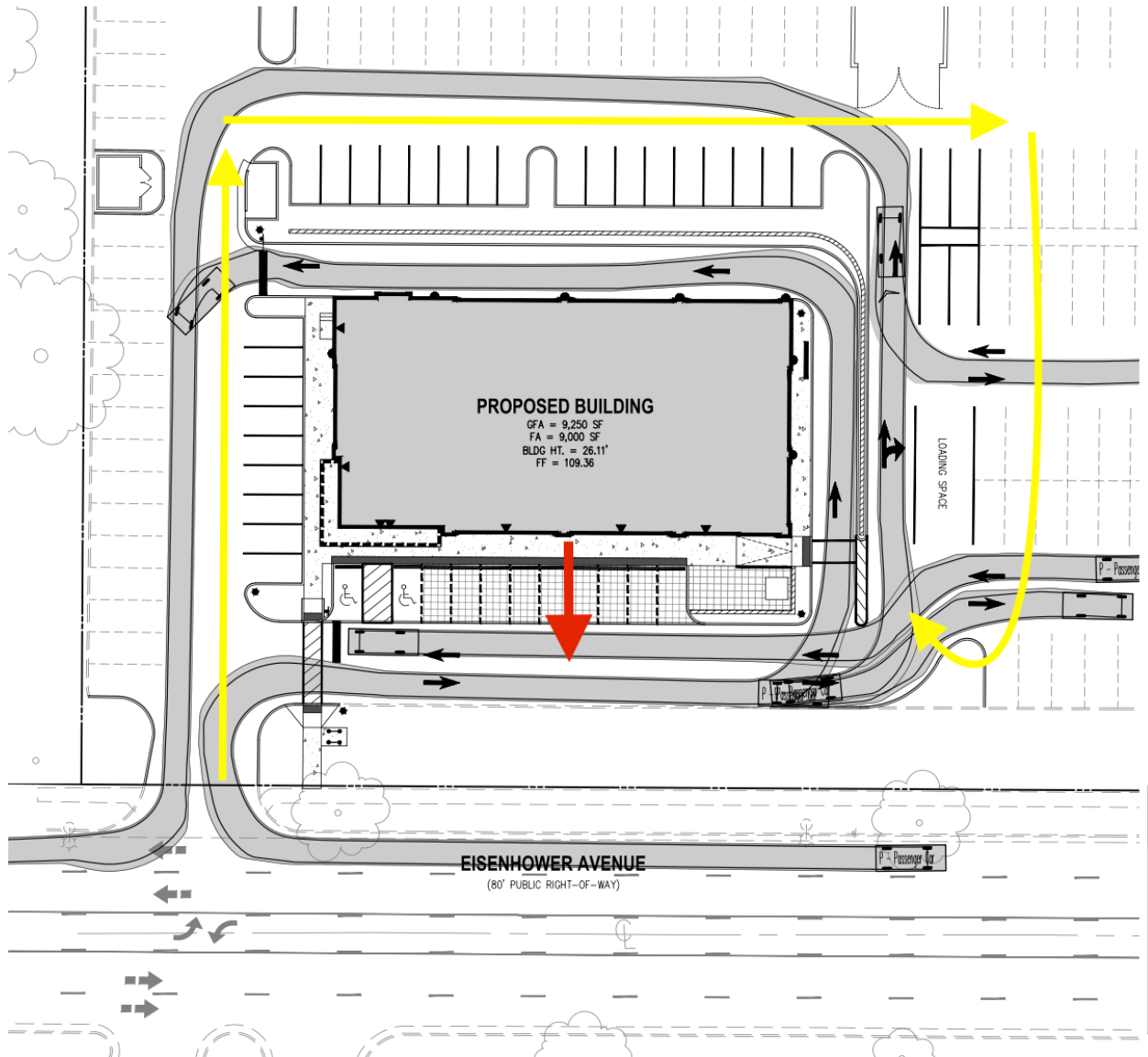


Bill Pugh, AICP CTP

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Alexandria, VA 22302
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202-821-3226

Attachment: Site Plan Excerpt

Site Plan Excerpt (Sheet P-1101)



- As designed, use is isolated by driveways and parking from street, sidewalks, and public realm.
- Yellow lines added by me to show rough, indicative possible idea for alternate vehicular circulation that could allow building to front the street and retain drive-through.
- Red line indicates building and outdoor seating area shifted to front sidewalk.