

DOCKET ITEM #16

**Hoffman Block 2 - TSA**  
**Stage I Development Special Use Permit 2014-0027**  
**Master Plan Amendment 2014-0009**  
**CDD Concept Plan CDD Amendment 2014-0004**

<b>Application</b>	<b>General Data</b>	
<b>Project Name:</b> Hoffman Block 2 - TSA  <b>Location:</b> 301 and 315 Stovall Street (Block 2); 312 and 314 Taylor Drive  <b>Applicant:</b> Hoffman Management, Inc. Represented by Mike Perine, Hoffman Town Center	PC Hearing:	November 6, 2014
	CC Hearing:	November 15, 2014
	If approved, DSUP Expiration:	December 31, 2020*
	Plan Acreage:	3.865 Acres
	Zone:	CDD #2
	Proposed Use:	Office with Parking Deck
	Gross Floor Area:	Total – 661,386 AGFA**
	Small Area Plan:	Eisenhower East
	Green Building:	Compliance with Green Building Policy – LEED Silver

<b>Purpose of Application</b>
<p>Approval of a request to transfer approximately 310,000 square feet of floor area from Hoffman Blocks 4 and 9, to Hoffman Block 2, and to allow for an increase in building height from 210 feet to 260 feet. The application also includes approval of request to transfer 70 parking spaces from Block 4 to Block 2. The request includes the following applications:</p> <ol style="list-style-type: none"> <li>1. Stage I Development Special Use Permit with Site Plan;</li> <li>2. Master Plan Amendment;</li> <li>3. CDD Plan Amendment;</li> </ol> <p>* Expiration date per Condition 5 of CDD  ** Allowable Gross Floor Area (AGFA)</p>

<b>Staff Recommendation: APPROVAL WITH CONDITIONS</b>
<b>Staff Reviewers:</b> Gary Wagner, RLA <a href="mailto:gary.wagner@alexandriava.gov">gary.wagner@alexandriava.gov</a> Trey Akers, LEED AP <a href="mailto:trey.akers@alexandriava.gov">trey.akers@alexandriava.gov</a>

**CITY COUNCIL ACTION, NOVEMBER 15, 2014:** City Council approved the Planning Commission recommendation.

**PLANNING COMMISSION ACTION, NOVEMBER 6, 2014:** On a motion by Commissioner Macek, seconded by Commissioner Lyman, the Planning Commission voted to adopt the resolution and recommend approval of Master Plan Amendment #2014-0009 as amended. The motion carried on a vote of 7 to 0.

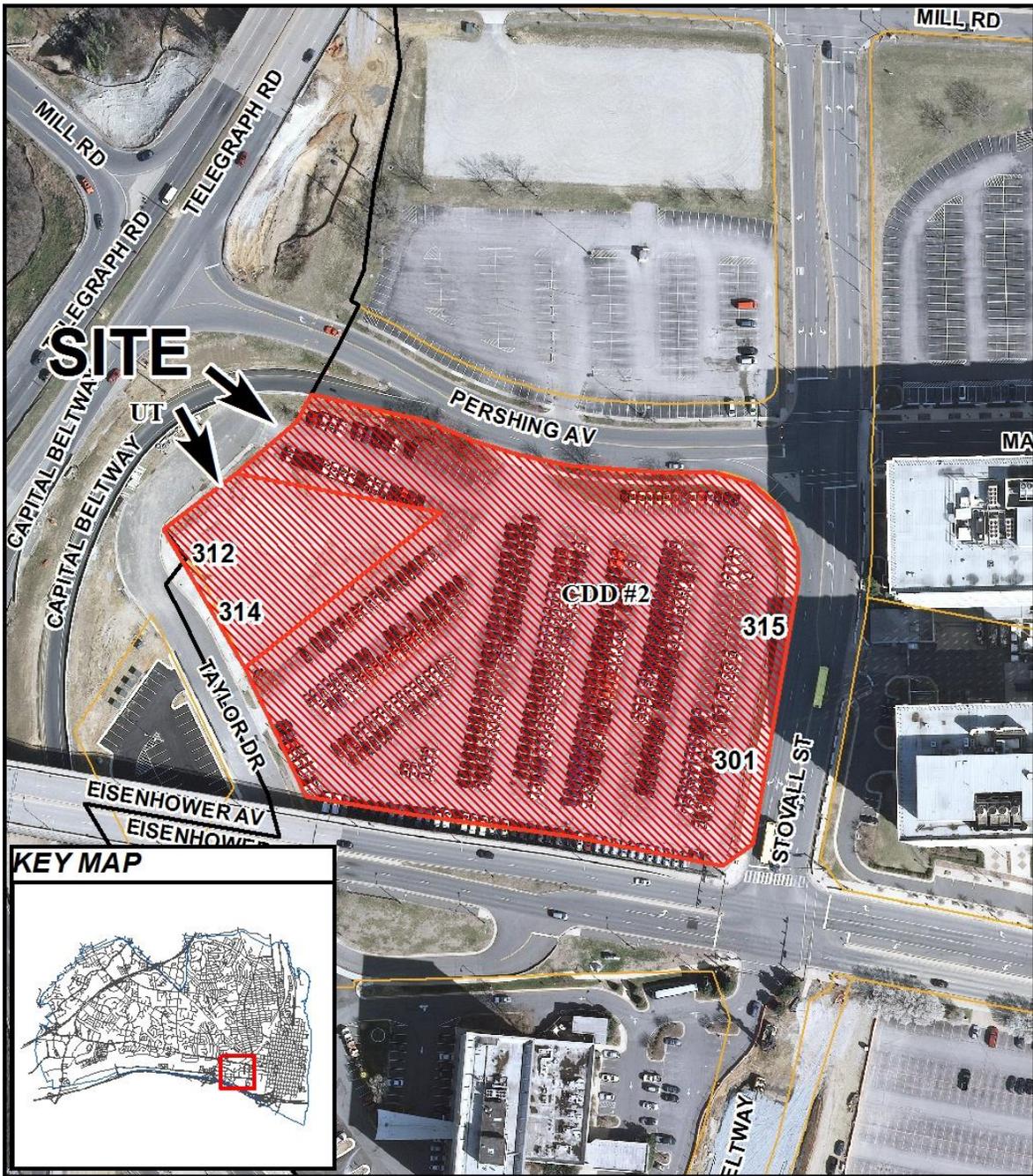
On a motion by Commissioner Macek, seconded by Commissioner Lyman the Planning Commission voted to recommend approval of Stage I DSUP #2014-0027 and CDD#2014-0004; subject to compliance with all applicable codes, ordinances, and conditions. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission agreed with staff analysis and recommendations.

Speakers:

Mike Perine, representing the applicant, answered questions from the Commission.

301 & 315 Stovall Street; 312 & 314 Taylor Drive  
MPA #2014-0009, DSUP #2014-0027, & CDD #2014-0004



MPA #2014-0009, DSUP #2014-0027, &  
CDD #2014-0004  
301 & 315 Stovall Street; 312 & 314 Taylor Drive



## **I. SUMMARY**

### ***A. Recommendation and Summary of Issues***

Staff recommends *approval* of the Hoffman Company's applications, subject to compliance with the staff recommendations. Approval of these applications will allow for existing floor area to be transferred from Blocks 4 and 9 to Block 2, and an increase in building height in the hopes of attracting a federal tenant – specifically, the Transportation Security Administration (TSA), which, under the federal General Services Administration (GSA) has issued a Request for Lease Proposals for a new leased office site in the near future. Initial submissions were due and submitted by owners of several sites in the region, including the Hoffman Company, on August 15, 2014, for a headquarters building for occupancy by the agency starting no later than August 2017 and completed by February 2018. Interim and/or a call for final offers are expected prior to the end of the year, with a lease award in the first quarter of 2015. Construction is anticipated to start in August of 2015.

Staff believes the request is consistent with the Eisenhower East Small Area Plan and the development that has occurred in the vicinity. In a previous application for the National Science Foundation (NSF) on Block 8, approximately 200,000 square feet of density was transferred from Blocks 2 and 3 to Block 8, leaving Block 2 with approximately 352,000 sf of floor area. For this application, approximately 310,000 sf of floor area is proposed to be shifted from Blocks 4 and 9 to Block 2 to accommodate the TSA, with the great majority of that square footage coming from Block 4

There are several key issues that were considered with this proposal as discussed in more detail later in the report, including:

- Consistency with the Eisenhower East Small Area Plan (EESAP);
- Justification for approving a transfer of floor area;
- Providing adequate parking in appropriate locations;
- Addressing potential traffic issues; and
- Providing open space consistent with the EESAP.

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

The applicant, Hoffman Company, has requested approval of several applications that would allow them to transfer approximately 310,000 sf of floor area among their properties in CDD #2 (from Blocks 4 and 9 to Block 2). The additional floor area would bring the overall floor area for the 3.86 acre site to approximately 661,386 AGFA. The proposed building will reach 19 stories and include office space, a fitness center, cafeteria, credit union, and conference center; the site will also feature a six level, 985 space parking garage. To document the transfer of floor area and the change to the original Stage I Development Special Use Permit (DSUP), the applicant has requested approval of the following applications:

- Stage I DSUP Amendment;
- Master Plan Amendment;
- CDD Plan Amendment;

## **II. BACKGROUND**

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

As mention above, a Stage I Development Special Use Permit (DSUP), Master Plan amendment and CDD amendment are necessary in order to transfer an appropriate amount of density to the site, and to add building height to accommodate TSA needs. A CDD amendment is also requested to transfer 70 parking spaces from Block 4 to Block 2.

The Hoffman blocks have an approval process that was created out of a settlement agreement between Hoffman Company and the City in 2006. As a result, a Stage I & II DSUP process was established outside the normal City DSUP process. A Stage I DSUP was approved by the City Council for all the Hoffman blocks at that time, which established certain site design parameters such as access, parking and loading, open space, sidewalk widths and building footprints, along with the allowable floor area, building heights and parking for each block in conformance with the Master Plan and CDD.

In this case, the Stage I DSUP is be amended, along with the Master Plan and CDD to reflect the density transfer and additional building height and to address some of the requirements of TSA (such as setbacks, access, and building footprint) to accommodate their program. After these amendments are acted on, the applicant will apply for a Stage II DSUP for final site and building design. Because of the short turnaround required by the TSA to start construction (August 2015), the applicant will be filing a Stage II DSUP shortly following this application. And, the applicant may also be requesting that the Carlyle/Eisenhower East Design Review Board (DRB) have final approval of the building design, similar to the Carlyle II project, depending on how quickly architectural plans can be produced. This request will be considered at the time of the Stage II DSUP application.

The applicant submitted building elevations, floor plans and perspectives to the City on September 15, 2014 for DRB review at a public hearing on October 2, 2014. However, because of site design and access issues, which are discussed below, the building orientation and site design may need significant changes. The DRB noted the importance of this site visually as a gateway to Eisenhower East as well as its visual prominence from the Beltway. The DRB also noted some adjustments to the positioning of the building on the site that could make it a better neighbor. However, the DRB also took note that the competition for the TSA headquarters is based on cost and focused their suggestions on design improvements that would not be excessively expensive. The DRB is tentatively scheduled to review the building design again at a work session on October 30, 2014, and a full hearing on November 20, 2014.

In order to help expedite the review of the Stage II DSUP, staff is recommending many of the City's current standard conditions for approval of a Stage II DSUP be applied to the Stage I DSUP application. These DSUP conditions will supersede many of the previously approved Stage I DSUP conditions. Staff is comfortable with this approach given the short timeframe needed to process a final site plan and building permits subsequent to this application, if it is approved.

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

The 3.86 acre site is located on the north side of Eisenhower Avenue and is bounded by Stovall St. to the east, Pershing Ave. to the north, and an I-495 off-ramp to the west. The two blocks from

where floor area will be transferred are Block 4 (northernmost in the Hoffman Town Center area and bounded by Stovall St., Mill Rd., and Mandeville Ave.), and Block 9 (bounded by Eisenhower Avenue to the north, the Eisenhower Avenue Metrorail station to the east, and an I-495 off-ramp to the south and west). Both of these blocks are currently surface parking lots, although they each have Stage 1 DSUP approval for future office and residential uses.

Directly to the site's south, across Eisenhower Avenue, Block 1 contains an existing hotel site that also hosts access to Block 2 via Taylor Drive, a roadway passing underneath Eisenhower Avenue, which becomes elevated just west of Stovall St. as it crosses Telegraph Rd.

To the east of Block 2, across Stovall St., is the Hoffman Town Center with two office buildings, ground floor retail, a movie theater and a parking garage totaling approximately 1 million sf. The southernmost building was recently renovated as Class A commercial office space. Block 8, also located in this area, is currently under construction for the new National Science Foundation Headquarters.

To the site's north and northwest, Blocks 3 and 4 currently serve as surface parking areas. Each block received approval for a Stage 1 DSUP in 2006. Block 3 was amended as part of CDD 2011-0004 for Hoffman Town Center Block 8. Under these plans Block 3 is intended to host office, park space and a parking garage; Block 4 plans call for office, retail, and a parking deck to be shared with Block 5. To the west, the site abuts ROW owned by the Virginia DOT in support of the I-495 off-ramp and Telegraph Road.

The site is also located less than a quarter mile from the Eisenhower Avenue Metro Station to the east. Pedestrian access from the station would be along Eisenhower Avenue and Stovall Street. In addition, a major pedestrian and bike trail runs along the south side of Eisenhower Avenue from points east and west that provide good access to the site. Two ramps from the I-495 Beltway provide direct access to the site; one from eastbound I-495 that intersects with Stovall Street and Eisenhower Avenue, and one from westbound I-495 that ends directly onto Pershing Street.

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

As mentioned earlier, a Stage 1 DSUP was approved for Block 2 in 2006 by City Council for approximately 450,000 square feet. Subsequently, a Master Plan and CDD amendment was approved in 2012 that transferred approximately 100,000 square feet from Block 2 to Block 8 to accommodate the National Science Foundation. This left Block 2 with approximately 350,000 square feet of floor area. In order to accommodate the TSA, approximately 310,000 square feet of additional floor area is needed. To meet the needed square footage, the applicant is requesting to transfer approximately 225,000 square feet of above-grade structured parking square footage from Block 4 and 85,000 square feet of office from Block 9B. By transferring all the above-grade structured parking from Block 4 to Block 2, any application for development of Block 4 in the future will be required to provide all parking below grade. The EESAP does allow developers to utilize the full AGFA, including the parking GFA, on a block for active uses, if all the parking is provided in a below grade parking structure.

In addition, the proposal includes a request to transfer 70 parking spaces from Block 4 to the Block 2 parking structure for a total of 985 parking spaces. The parking structure was approved with the

Stage I DSUP as a predominantly above grade structure facing Telegraph Road. There is one level of parking below grade.

### III. ZONING

Property Address:	315 Stovall Street	
Total Site Area:	3.86 Acres (209,061 sf)	
Zone:	CDD #2	
Current Use:	Surface Parking Lot	
Proposed Use:	Office building with parking deck	
	Permitted/Required*	Proposed
Floor Area	Office – 351,958 sf	Office – 661,386 sf <i>(increase of 310,387 sf above permitted sf)</i>
Height	210 feet	260 feet
Open Space**	Per the Eisenhower East Small Area Plan	34,800 sf
Parking (maximum)	915 spaces	985 spaces <i>(increase of 70 spaces)</i>
Loading spaces	Min. 2 loading spaces	Min. 2 loading spaces
* Per CDD Concept Plan and Eisenhower East Small Area Plan		
** Per the Eisenhower East Small Area Plan, Blocks 2 and 3 will jointly host the West Side Gardens open space area for a joint share open space area value of 34,800 sf.		

### IV. STAFF ANALYSIS

#### A. *Master Plan and CDD Amendment*

In order to document the transfer of floor area from Blocks 4 and 9 to Block 2, an amendment to the Eisenhower East Small Area Plan is required. Specifically “Figure 4-9: Development Controls CDD 2” must be revised to show additional floor area, building height, and parking capacity on Block 2; reduced floor area on Blocks 4 and 9; and reduced parking capacity on Block 4, as shown below. The corresponding table in the Eisenhower East Design Guidelines (page 9) would also be modified with the same information.

Block	Existing Allowable Gross Floor Area (per Figure 4-10)	Change	Proposed Allowable Gross Floor Area*	Maximum Tower Height (in feet)
2	351,958 sf	+ 310,387 sf	661,386 sf	260
4	685,078 sf	- 225,570 sf	459,508 sf	220
9B	863,142 sf	- 83,858 sf	779,284 sf	250

The Plan allows for transfers of floor area as long as they are within the same CDD and the overall balance of uses (residential vs. office) remains the same. In this case, Blocks 2, 4, and 9 are all within CDD 2. Additionally, all three blocks are approved for office floor area, thus the overall balance of uses remains constant.

Furthermore, transfers of parking capacity and adjustments in building height are also permitted. The proposed increase in parking capacity to 985 on Block 2 results in 1.49 parking spaces per 1,000 sf of office space, which is below the maximum parking standard of 1.66 cars per 1,000 sf of office space listed in the EESAP (Section 4-17) for structures located with 1500 feet of the Eisenhower Metro station. The plan allows for specific building heights to change in response to specific urban conditions in Eisenhower East. Any future proposed building for Block 2 that would be constructed by this amendment (260 feet) would be well within the range of permissible heights identified in the EESAP, specifically those sites immediately adjacent to the Metrorail station. Given Block 2's potential to host a major federal tenant with very prescriptive workforce commuting requirements (i.e. a high non-single-occupant vehicle mode share), shifting additional floor area to Block 2, is an appropriate request and consistent with the principles of the Plan. The total distance between the Metro and Block 2 building entrance would be less than 0.25 miles.

In evaluating proposed transfers, staff takes into account proximity to Metro (development of Metro-proximate sites should get capacity from sites farther away from Metro – that is, the general flow of density should be *toward* Metro when possible. However, another principle is that every block should retain sufficient density to support a market-feasible building.

Staff has evaluated the viability of the density remaining on Blocks 4 and 9 after this density transfer. Both of these blocks will retain sufficient density and parking capacity to allow for projects that will meet the goals of the Eisenhower East Small Area Plan in terms of use, mass, and urban character. Although the resulting AGFA for Blocks 4 and 9B are reduced, the parcels still remain viable development blocks after the transfer (see table above). The proposed AGFA for Blocks 4 and 9B are still fairly high and an appropriate density for blocks located either at the outer edge of the Eisenhower East planning area boundary or directly adjacent to the metro station.

### ***B. Consistency with the Eisenhower East Small Area Plan***

The proposed amendment must be consistent with the goals and objectives of the Eisenhower East Small Area Plan. Staff believes that the proposed development as amended is compatible with the intent of the Plan and is not in conflict with any of the goals and objectives the Plan established.

In addition to being consistent with the Plan's overarching goal of promoting higher density near metro stations, the development as amended complies with the following specific aspects of the Plan:

- Capitalizes on a key economic recruitment opportunity with a major federal tenant within a designated urban office district;
- Does not exceed the maximum parking ratio for an office use;
- Will enhance the entrance to the area's western gateway on the north side of Eisenhower Avenue with high quality architecture;
- Will be required to provide an affordable housing contribution in conformance with current standards at the DSUP II stage;

- Will be required to comply with an updated TMP for the building at the DSUP II stage;
- Will provide pedestrian improvements along Eisenhower Avenue, Stoval Street and Pershing Avenue (i.e. sidewalks and street trees);
- Will comply with the open space requirements for the design and construction of West Side Gardens.

### ***C. Building Design/Architecture***

In the current design proposal, the building has been sited at the corner of Eisenhower Avenue and Stovall Street, with particular emphasis given to the eastern face of the tower. This has been achieved both through geometry (the chevron-like form which points east, towards the Potomac River and the Eisenhower Metro Station) and skin treatment. The large parking structure has been sited “behind” (to the west of) the building, consistent with the Stage I DSUP (except for the elimination of the N-S street between the building and the parking garage for security reasons). The building is primarily clad in two colors of precast concrete, with a prominent glass corner accent facing towards the Metro Station and the Eisenhower/Stovall intersection. This design is analyzed in a staff sketch, which also suggests some potential design refinements (see Fig. 1).

As currently represented, however, the design falls short of putting its best elements forward in several key areas. As well-proportioned and detailed as the two-story entry feature is that wraps around the arrival space on the northeast corner of the site, the three story projecting element that holds the streetwall at Eisenhower and Stovall appears in contrast to be almost utilitarian in character. There are similar concerns about the more prominent faces and corners of the large above-grade parking structure, as well as the western façade of the office tower. All of these seem to have been suppressed in favor of the prominent east tower façade, but in fact all of them will be highly visible, and merit additional study and refinement.

These issues were discussed in detail by the Carlyle/Eisenhower East Design Review Board (DRB) at the hearing on October 2, and suggestions for refinements to the building design were made. It is anticipated that significant changes will be made to the design for the next DRB meeting, currently scheduled as a work session, to be held on October 30th.

The DRB’s comments were unanimous, and generally covered the following points:

- The applicant’s team needs to pay greater attention to the “back” sides of this project, for it really has no back: people will in fact approach the building from every direction, and it will be seen in oblique views which will encompass multiple building facades at once. As a result, the second skin type, facing Telegraph Road, should be more highly developed, even though it is secondary to the eastern façade.
- The projecting three-story wing which faces the primary pedestrian orientation seems to be the plainest section of the entire building: it looks more like a utility building, in contrast to a highly refined tower façade.
- The garage has also received too little design attention, given its visual prominence; one suggestion was to “verticalize” its expression – perhaps dividing it into a simple series of repetitive bays, to create a more human scale. Staff also suggested using some of the devices that were employed in the BRAC-133 collector garage, including glassy stair/elevator towers, possibly green screen or other planting strategies, and the use of color.

- It was suggested that the applicant study unifying the garage, building base, and possibly the west wall into a single typology/skin type, to simplify the overall composition.
- Staff and the Board raised concerns about vehicular site access as shown, and suggested flipping the office tower footprint, to potentially eliminate the garage access from Pershing Street and open the site plan up to the corner of Eisenhower and Stovall. There would then be a direct entrance and exit to the lobby/dropoff area from Stovall, which could connect with the south garage access off of Taylor Drive. Staff explored this concept in sketch form (see Fig's. 2 and 3), and the Board generally felt it to be a much more positive relationship to the urban fabric. Since the park space (WestSide Garden), would then become more of a forecourt to the new building, and it was thought that the balance of the public open space could be recaptured on Block 3.
- The applicant mentioned the TSA requirement for a full site enclosure fence, but stated that their team has already started to look at other options, including the incorporation of a continuous well, or moat around the building, which has the added benefit of bringing more daylight into the large lower level that is already part of the design. Their team is also studying options to move the building closer to Stovall to improve the overall site relationships, and stated that they would also study the implications of flipping the plan, as discussed above.

#### ***D. Green Building***

Staff is recommending that the applicant comply with the City's Green Building Policy. Since this is an office building, the applicant would be required to obtain a minimum rating of LEED Silver, or an equivalent rating system. Given the location adjacent to a Metro station and the provision of parking below the parking maximum for the site, the site is well suited to obtain this level of certification. Furthermore, as the applicant is pursuing a federal tenant, often GSA requires this level of green building certification for consideration for leasing the space.

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

Because the building is within 1500 feet of the Eisenhower Avenue Metro station, a parking maximum of 1.66 vehicles per 1,000 sf of gross floor area is permitted. Accounting for the increase of 70 parking spaces from Block 4 to Block 2, for a total of 985, the envisioned 661,386 sf office building would feature a ratio of 1.49 spaces per 1,000 square feet. Although these parking ratios are well below the maximum standards in the EESAP, staff is comfortable with the amount of parking for two reasons.

First, the potential federal tenant features very prescriptive workforce commuting requirements, which entails a higher number of non-single occupancy vehicle trip share. When combined with such a tenant's security constraints, which do not permit non-visitors to park on-site, the number of parking spaces proposed is not unreasonable given the anticipated tenant's specifications.

Second, and more importantly, the building is two blocks, or 0.18 mi., from the existing Eisenhower Avenue Metro station. The close proximity to the Metro station provides a great opportunity to support low parking ratios to encourage users to take public transit.

It is important to note that the maximum number of parking spaces for each block was included in the original CDD plan approval. As part of the amendment, the CDD plan will be updated to reflect the additional 70 spaces for Block 2 and the equivalent reduction of spaces on Block 4.

#### ***F. Traffic and Transportation Management Plan***

Staff believes that the increase of 70 parking spaces, along with very prescriptive workforce commuting requirements (i.e. a high non-single-occupant vehicle mode share), would not unduly impact the area traffic patterns. Additionally, a potential federal tenant, especially one with heightened security requirements, would likely limit the amount of visitor access via private vehicles to the site, thereby reducing the frequency of uncertain movements.

However, Block 2 remains a challenging site to access based on the elevated Eisenhower Avenue bridge to the south, high-speed I-495 off ramp to the west and north, and security requirements for government office buildings. The proposed location of the entrance off of Pershing Avenue creates a potential safety issue for vehicles coming from the I-495 off-ramp. The potential volume of cars that will attempt to enter the site in the A.M. could cause a queue on Pershing Avenue that would present a dangerous situation along Pershing Avenue. Also, vehicles exiting onto Pershing Avenue will have a limited sight distance of vehicles coming off of the I-495 off ramp that are traveling at high speeds.

Per the staff recommendations, any reconfiguration must satisfactorily address the significant safety concerns pertaining to ingress and egress movements throughout the site but especially along Pershing Avenue at the time of the Stage II DSUP review.

#### ***G. Affordable Housing***

The CDD affordable housing condition has been updated for this application to meet current standards. For a development this size, it is anticipated that for the Stage II DSUP, the recommended contribution will be approximately \$1.2 million.

#### ***H. Open Space***

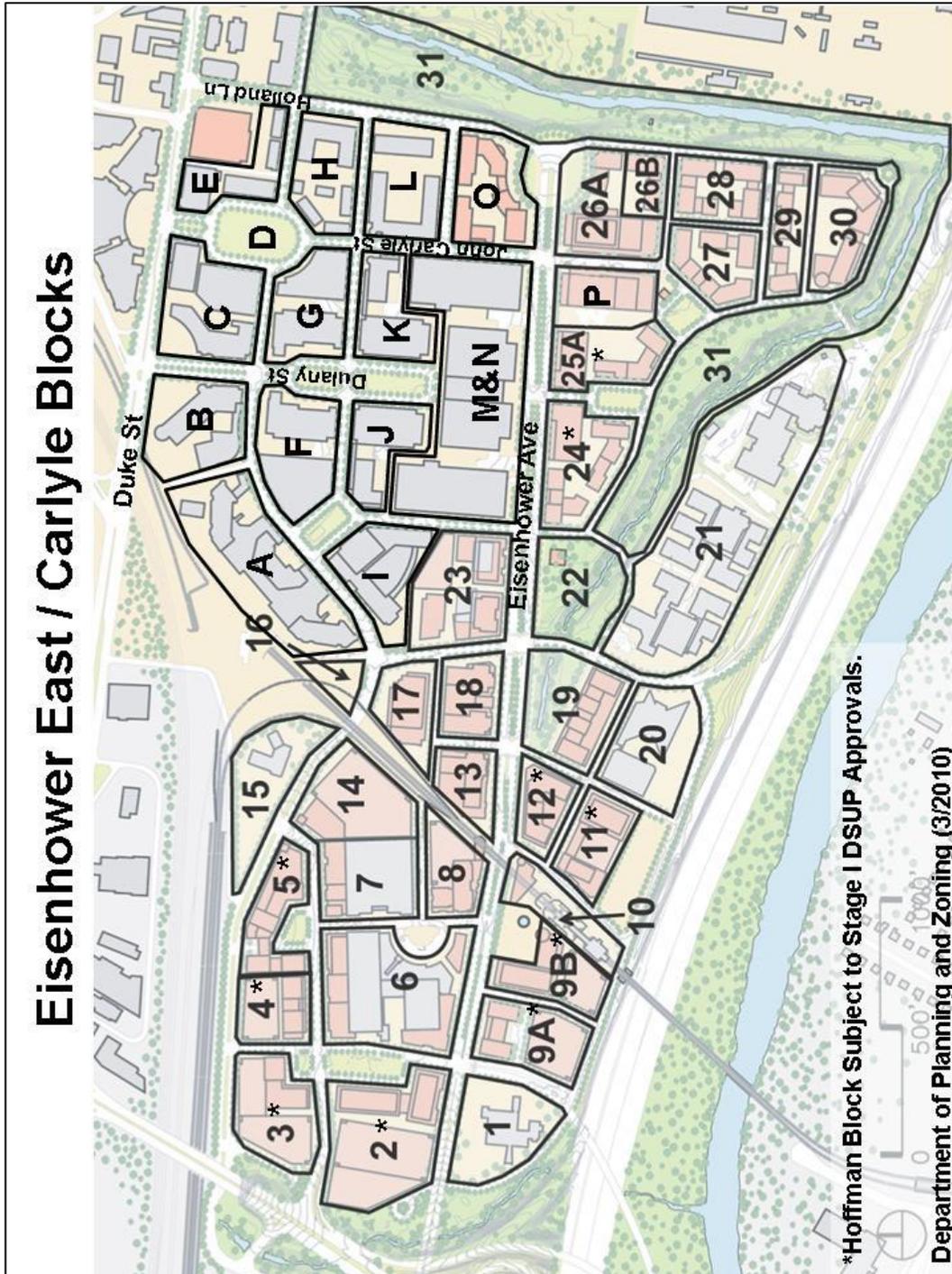
Most development in Eisenhower East is required to provide a contribution to the Eisenhower East Open Space Fund. However, as part of the Hoffman Settlement Agreement approved in 2005, the City agreed to count the overall planned dedication of land for the open spaces identified in the EESAP as the only open space contribution required for any of the Hoffman blocks (Paragraph #10 of the Settlement Agreement). In this case, since the development is occurring on Block 2 and the additional floor area is being provided by Blocks 4 and 9, all three of which are Hoffman blocks, no additional monetary contribution for open space is required.

Additionally, the EESAP envisioned a contiguous open space of approximately 35,000 square feet known as West Side Gardens to encompass both Blocks 2 and 3. The shared character of this space, extending along Stovall St. and bifurcated by Pershing Avenue, affords flexibility in allocating open space specifically to Block 2. The proposed site design currently allocates approximately 13,000 sf of open space along Stovall St., which may serve as both buffer between the building and roadway as well as a passive recreation area for building occupants. Based on several potential site configurations, discussed above in the Building Section of the report, some portion of the open space could be provided at the southeast corner of Block 3, to make that park larger.

Therefore, under a range of scenarios, these two blocks working in tandem will be able to meet the intent and requirements of open space as identified in the EESAP.

## **V. CONCLUSION**

Staff recommends **approval** of the development special use permit with site plan and all related applications subject to compliance with all applicable codes and the following staff recommendations.



**VI. GRAPHICS**

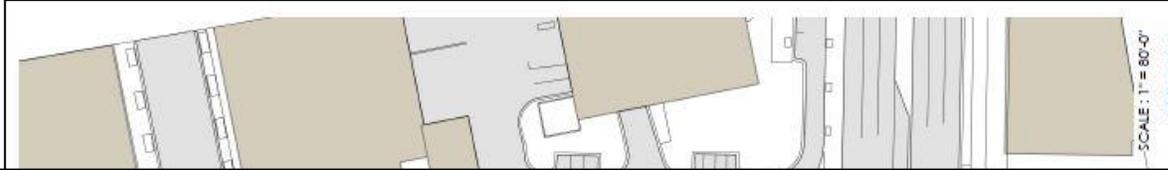
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*Eisenhower East and Carlyle Blocks*



Site Plan Context

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301 & 315 Stovall Street; 312 & 314 Taylor Drive  
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*Northeast Corner Perspective*



Figure 1.  
(View from Hoffman Block 1, Looking North across Eisenhower Avenue)



*Figure 2.*  
*(View from Hoffman Block 1, Looking North across Eisenhower Avenue)*

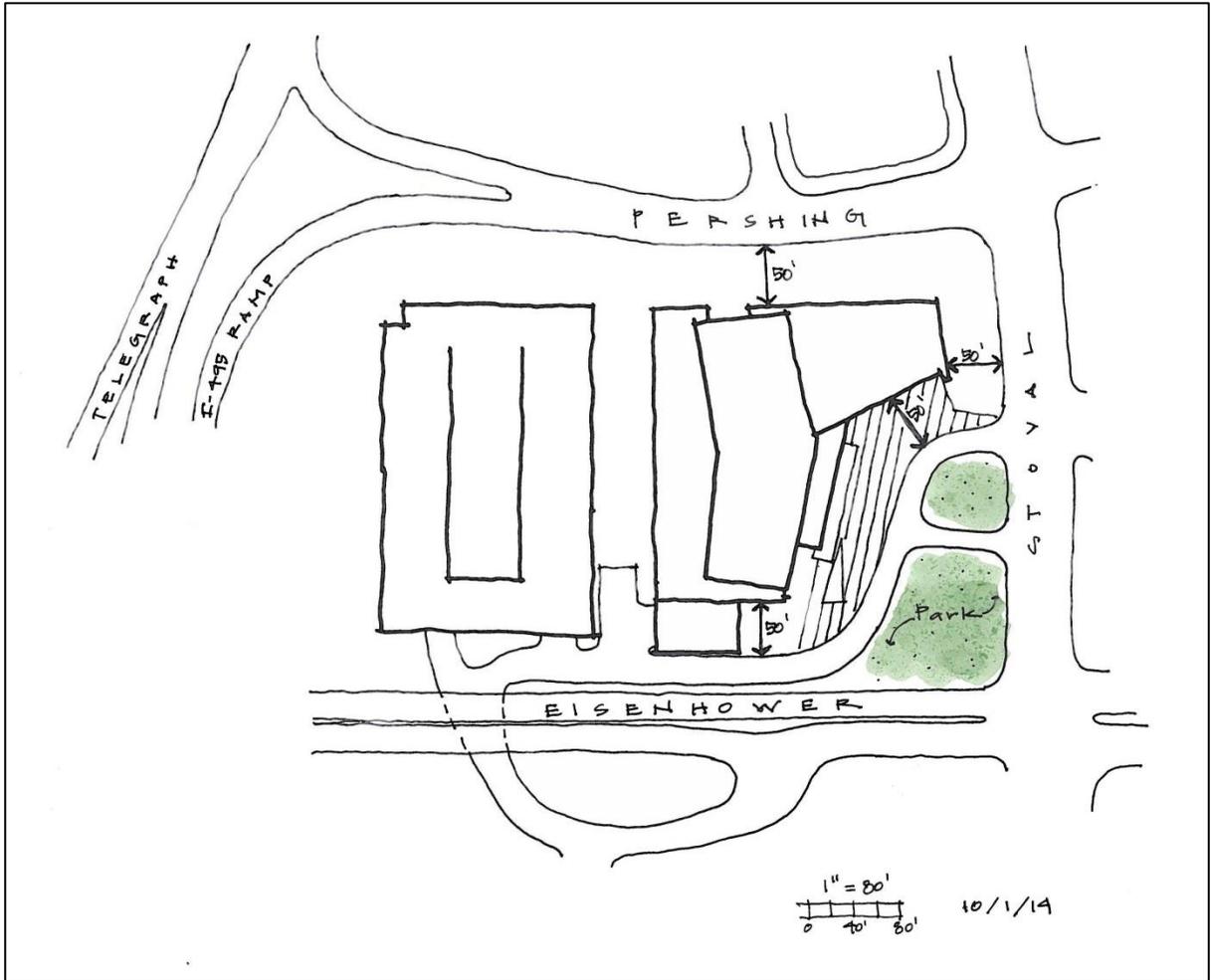


Figure 3.  
(Plan View of Alternate Access from Stovall Street)

## **STAFF RECOMMENDATIONS TABLE OF CONTENTS**

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## **STAFF RECOMMENDATIONS:**

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

### **CDD CONDITIONS (CDD 2014-0004)**

*Note: The following CDD conditions have been carried forward from the most recent CDD approval, CDD 2011-0020, with amendments to Conditions 15 and 31a, 32.*

#### **A. GENERAL:**

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

- b. As part of its Stage 2 development special use permit application, the applicant shall submit the final massing, design, scale, articulation, and footprint of the building(s) and other related factors including the checklist items not previously provided as part of the Stage 1 development special use permit, and in accordance with the Eisenhower East Design Guidelines applicable to the site.
  - c. During the review of the Stage 2 development special use permit application, the scale, articulation, footprint, massing, and other architectural and/or design components will be reviewed for compliance with the Eisenhower East Design Guidelines and approved in accordance with the Eisenhower East Design Guidelines, subject to the Paragraph d below.
  - d. In the event that the application of the scale, articulation, footprint, massing, and other architectural and/or design components of Eisenhower East Design Guidelines as part of the review of a Stage 2 development special use permit results in the loss of AGFA on the block(s) under review, the applicant shall be permitted to consider an administrative transfer of an equivalent amount of AGFA to such other block(s) within the approved Concept Plan as the applicant proposes. If there is not agreement regarding the administrative transfer of the AGFA as requested, or the applicant chooses not to so request, the AGFA approved pursuant to the Concept Plan and Stage 1 development special use permit shall be permitted for that block and the City and applicant shall work together on the scale, articulation, footprint, massing, and other architectural and/or design components of Eisenhower East Design Guidelines to configure the final massing.
  - e. Any other requirement for conformance to the Eisenhower East Small Area Plan and/or the Eisenhower East Design Guidelines hereafter referred to in the conditions for this revised concept plan or any DSUP or TMP SUP approved therewith that affects the development rights approved with the Stage 1 Development Special Use Permit shall mean conformance to the extent not inconsistent with the Concept Plan, TMP SUP #2005-0115; DSUP # 2005-0031; #2005-0032; #2005-0033; #2005-0034; #2005-0035; and #2000-0028. (P&Z)(PC)
7. Each block within the Concept Plan (excluding Blocks # 1, 6, 7, 8 and 14 unless otherwise provided herein) shall obtain approval of a subsequent Stage 2 development special use permit in order to redevelop or develop the site pursuant to the Stage 1 DSUP. If the use, AGFA or number of parking spaces approved in the Stage 1 DSUP for a particular block are amended by a Stage 2 DSUP for that block, to the extent that the amended use, AGFA or number of parking spaces causes an increase in peak am or pm traffic generation in relation to the traffic study prepared by BMI-SG dated October 2005, the applicant shall submit an amendment to the Transportation Management Plan pertaining to the subject of the change to the Stage 1 DSUP. (P&Z)(PC)
  8. Block 1 shall be limited to the building configuration existing on January 1, 2006, and any alteration to the existing building (except interior alterations and alterations to the exterior facade) shall be subject to the Eisenhower East Small Area Plan and

the Eisenhower East Design Guidelines, except that a parking structure with a maximum of 215 parking spaces may be constructed by Virginia Department of Transportation (VDOT) if necessary for the replacement of those spaces taken for the Stovall ramp realignment. (P&Z) (PC)

9. Prior to submitting a Stage 2 preliminary development special use permit application, the applicant shall submit a conceptual site plan for review by the City at least 90 days prior to submission of the preliminary development special use permit application for each block(s). (P&Z)
10. Each Stage 2 development special use permit application shall be subject to review by the Eisenhower East Design Review Board or successors prior to consideration of the preliminary development special use permit by the Planning Commission and City Council. The applicant shall submit architectural elevations, massing studies and other applicable information deemed necessary by the Director of P&Z for such review as part of the submission materials for review. (P&Z)
11. The applicant may transfer Gross Floor Area (GSF) of a use approved in the Concept Plan and a pro rata share of the Gross Floor Area (GSF) of the parking from that block from one block to another block as part of a Stage 2 development special use permit, subject to approval by the Director of P&Z and subject to the following:
  - a. Change in the primary use of the property may be permitted within each CDD during the development approval process provided that the change is consistent with the principles and intent of the EESAP
  - b. A change of use that results in the transfer of an equal amount of square footage from one parcel to another may be done administratively. A change that increases the amount of building area on a parcel shall be made as an amendment to the Master Plan. (P&Z)
12. All proposed and existing above grade utility lines for each block within the Concept Plan (excluding the VEPCO transmission lines) shall be placed below grade with the development and/or redevelopment of each block(s). The cost of locating the utility lines below grade shall be the sole responsibility of the applicant and/or its successors. All proposed and existing above-grade utility lines (excluding the VEPCO transmission lines) shall be located below grade prior to the certificate of occupancy permit for each building or structure. (P&Z) (T&ES)
13. The names of each public street dedicated for public use or a street with a public access easement within the Concept Plan shall require subsequent approval by the Planning Commission. (P&Z)
14. The number of parking spaces within the CDD at all times shall be limited and/or conditioned as follows:
  - a. Structured parking on all development blocks except Block 1 is limited to a maximum of 12,143 parking spaces, unless otherwise defined in this Paragraph.

- b. New surface parking on all development blocks except Block 1 is limited to a maximum of 150 parking spaces on Block 11 and only in conjunction with a grocery store tenant on that Block.
- c. Surface and structured parking on Block 1 shall not exceed the surface parking existing on January 1, 2006, plus a maximum of 215 additional structured parking spaces to replace those taken by the construction of Ramp A-1 of the Telegraph Road Interchange.
- d. Except for those blocks that are governed by DSUP #2000-0028 and Block 1, Block 2, Block 3, Block 24 and Block 25A, all parking structures shall have a minimum of two levels of parking below grade.
- e. The number of off-street parking spaces within the Concept Plan shall be limited to a maximum number of 12,393 parking spaces (including during interim development).
- f. On street parking, including the Town Center circle, is excluded from the foregoing maximum number of parking spaces. (P&Z) (PC)

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

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

301 & 315 Stovall Street; 312 & 314 Taylor Drive  
MPA #2014-0009, DSUP #2014-0027, & CDD #2014-0004

Block	RETAIL	OFFICE	RESIDENTIAL	HOTEL	SUBTOTAL	GFA Exclusion	USE GFA	PARKING GFA	AGFA TOTAL (Note 2)	Structured Parking ****	Surface Parking	Height (Feet)
1	0	0	0	101,000	101,000	0	101,000	0	101,000	215	100	Existing
2	0	363,573 682,515	0	0	363,573 682,515	11,615 21,129	351,958 661,386	--**	351,958 661,386	915 985 Note 4	0	210 260
3	0	193,907	0	0	193,907	6,033	187,874	--**	187,874	533	0	210
4	36,950	436,000	0	0	472,950	13,442	459,508	225,570 0	685,078 459,508	2,281 2,211	0	220
5	24,050	0	260,000	0	284,050	9,282	274,768	55,073	329,841	Shared with Block 4	0	220
6*	33,500	1,002,000	0	0	1,035,500	0	1,035,500	0	1,035,500	0	0	Note 3
7*	136,000	0	0	0	136,000	0	136,000	0	136,000	0	0	Note 3
8*	22,175	673,642	0	0	695,817	0	695,817	1,600	697,417	660	0	250
9A	0	0	0	170,000	170,000	8,190	161,810	389,396	551,206	2,172	0	220
9B	30,000	800,000 741,193	0	0	830,000 741,193	34,658 29,709	795,342 711,484	67,800	863,142 779,284	Shared with Block 9A	0	250
11	54,000	0	660,000	0	714,000	48,000	666,000	11,000	677,000	723	150***	370
12	18,000	0	595,000	0	613,000	35,000	578,000	71,000	649,000	782	0	339
14*	0	0	0	0	0	0	0	0	0	2,883	0	Note 3
22	0	0	0	0	0	0	0	0	0	0	0	0
24	0	180,000	230,000	0	410,000	9,074	400,926	--**	400,926	600	0	200
25A	0	0	180,000	0	180,000	4,160	175,840	--**	175,840	379	0	200
<b>TOTALS</b>	<b>354,675</b>	<b>3,649,122</b>	<b>1,925,000</b>	<b>271,000</b>	<b>6,199,797</b>	<b>179,454</b>	<b>6,020,343</b>	<b>821,439 595,869</b>	<b>6,841,782</b>	<b>12,143</b>	<b>250</b>	<b>N/A</b>

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

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

Note 3: Per approved DSUP# 2000-0028

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

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

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

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

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

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

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

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

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

**C. PEDESTRIAN-STREETScape:**

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

*Eisenhower Avenue*

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

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

- a. A 14 ft. wide brick Sidewalk Area on both sides, which shall consist of a tree well/street tree area and an unobstructed sidewalk.

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

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

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

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

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

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

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

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

<b>Street Right of Way, Except Eisenhower Avenue</b>			
<b>Block</b>	<b>Street/Location</b>	<b>ROW Width</b>	<b>Dedicated ROW, Private Road or Public Access Easement</b>
Block 2	N/S interior street	54'	Public Access Easement
	Taylor Street (existing)	54'	Public Access Easement
	Around West Side Gardens	54'	Public Access Easement
Block 3	N/S-E/W interior streets	54'	Public Access Easement
	Around West Side Gardens	54'	Public Access Easement
Block 4/5	N/S interior street	54'	Public Access Easement
	Around Hotel Square	54'	Public Access Easement
Block 9A/9B	Interior street 9N	66'	Public Access Easement
	Interior street 9E	66'	Public Access Easement
	Interior street 9W	66'	Public Access Easement
	Service road on West side	40'	Public Access Easement
Block 11/12	Dock Street	66'	Public Access Easement

<b>Street Right of Way, Except Eisenhower Avenue</b>			
<b>Block</b>	<b>Street/Location</b>	<b>ROW Width</b>	<b>Dedicated ROW, Private Road or Public Access Easement</b>
	Port Street	66'/54' *	To be dedicated
Block 24/25A	Dulaney Street	66'	To be dedicated
	Around South Carlyle Square	66'	To be dedicated
Block 22/24/25A	Park Road	66'	To be dedicated
Swamp Fox Road	South of Eisenhower Avenue	9'	To be dedicated
Southern Road	Service Road to Swamp Fox	40.5'	To be dedicated
Southern Road	Anchor Street to Port Street	42.5'	To be dedicated
Anchor Street	All	40'	To be dedicated
Stovall Street	All	Existing	Dedicated
Pershing Avenue	All	Existing	Dedicated
Mandeville Lane	All	Existing	Private
Grist Mill Place	All	Private Service Road	Private
* Amount or right of way to be provided from Blocks 11 and 12 to be determined by agreement with adjoining property owner. Total dedication by both property owners must meet minimum street width of 54' - 66'.			

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

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

- d. Condition deleted
- e. Condition deleted
- f. The North /South interior street for Block 2 or Block 3, and the street around West Side Gardens shall be constructed, operational and the public access easement granted prior to the issuance of the first certificate of occupancy for such Block.
- g. The North/South interior street and the street around the Hotel Square shall be constructed, operational and the public access easement granted prior to the issuance of the first certificate of occupancy for Block 4 or Block 5.
- h. In the event the City acquires the necessary right of way from WMATA as contemplated herein, the three interior streets on Block 9 (denominated 9N, 9E and 9W in the Table) and the service road on the West side of Block 9 immediately adjacent to each building on block 9 shall be constructed, operational and the public access easement granted prior to the issuance of the certificate of occupancy for the adjacent building.
- i. In the event the City acquires the necessary right of way from WMATA as contemplated herein, the East/West interior street between Block 11 and Block 12 (denominated Dock Street on the Concept Plan) shall be constructed, operational and the public access easement granted prior to the issuance of the first certificate of occupancy for Block 11 or Block 12
- j. The North/South street to the East of Block 9A and Block 9B (adjoining WMATA and denominated Swamp Fox Road in the Concept Plan) shall be constructed, operational and dedicated prior to the issuance of the first certificate of occupancy for Block 9A or Block 9B. The applicant shall dedicate 9 ft. of right of way to this street. The City shall acquire the remaining 57' for the right of way from WMATA. In the event that WMATA does not provide to the City all or part of the 57' of right of way, the applicant and the City shall revise the Stage 1 DSUP as necessary to reconfigure the surrounding streets and massing on each block to maintain the same use, AGFA, number of parking spaces and levels of underground parking reviewed and approved as part of the Stage 1 development special use permit
- k. The North/South street to the West of Block 11 and Block 12 (adjoining WMATA and denominated Anchor Road in the Concept Plan) shall be constructed, operational and dedicated prior to the issuance of the first certificate of occupancy for Block 11 or Block 12. The applicant shall dedicate 40 ft. of right of way to this street. The City shall acquire the

remaining 26 feet of right of way from WMATA. In the event that WMATA does not provide to the City all or part of the 26' of right of way, the applicant and the City shall revise the Stage 1 DSUP as necessary to reconfigure the surrounding streets and massing on each block to maintain the same use, AGFA, number of parking spaces and levels of underground parking reviewed and approved as part of the Stage 1 development special use permit.

- l. In the event the City acquires the necessary right of way from WMATA as contemplated herein, the North/South street East of Block 11 and Block 12 (denominated Port Road in the Concept Plan) shall be constructed, operational prior to a certificate of occupancy for Block 11 or Block 12. The street shall be 66 ft. from Eisenhower Avenue to Dock Lane and 54 feet from Dock Lane to Southern Street.
- m. The North/South interior street and the street around South Dulaney Gardens shall be constructed, operational prior to the issuance of the first certificate of occupancy for Block 24 or Block 25A.
- n. Southern Road from Port Street to the service drive at the West side of Block 9A shall be constructed, operational and dedicated prior to the issuance of the first certificate of occupancy for Block 9A or 9B, provided the City acquires the necessary right-of-way from WMATA. Southern Road from Port Street to Swamp Fox Road shall be constructed, operational and dedicated prior to the issuance of the first certificate of occupancy for Block 11 or 12, provided the City acquires the necessary right-of-way from WMATA. The applicant shall dedicate 40.5 ft. of right-of-way for this street between the service drive at the West side of Block 9A and the Metro underpass. The applicant shall dedicate 42.6 ft. of right-of-way for this street between the Metro underpass East to Port Street. The City and the Applicant shall negotiate with VDOT for the dedication of the remaining right-of-way to achieve a full right of way width of not less than 50 ft. The surface parking lot on block 11 shall comply with the surface parking lot landscaping requirements in Section 11-410(cc)(6) of the Zoning Ordinance, except as may be modified by the Planning Commission or City Council in the Stage 2 DSUP for Blocks 11 and 12. If the landscape or right-of-way requirements in the Stage 2 DSUP result in fewer than 160 surface parking spaces on Block 11, the applicant may convert up to 35,000 square feet of retail space to residential use on Block 11. As part of the construction of Southern Road, the applicant shall be required to coordinate with VDOT to provide plantings and landscaping within the adjoining VDOT right-of-way. If approved by VDOT, the applicant shall be required to prepared a landscape plan and install landscape screening as approved by the City and VDOT. The landscape plan shall accompany the block within the CDD, which requires the construction of Southern Road and shall be reviewed and approved by the Planning Commission and City Council as part of the Stage 2 development special use permit process for the applicable block.

- o. Park Road shall be constructed, operational and dedicated from Eisenhower Avenue to the East end of Block 25A prior to the issuance of the first certificate of occupancy for Block 24 or 25A.
  - p. All other road shall be constructed, operational and dedicated (or a public access easement granted) prior to the issuance of the first certificate of occupancy for the block adjoining the road.
  - q. Dimensions of Mill Road shall be as shown on DSUP 2000-0028. (P&Z) (T&ES) (PC)
24. The preliminary subdivision plats included in the Stage 1 development special use permit application shall be revised to include all sidewalk and streets areas within the area shall be a dedicated for public right-of-way, unless otherwise specified herein. The validity of the subdivision plats shall be concurrent with the Stage 1 development special use permit in compliance with the subdivision regulations of the Zoning Ordinance. (P&Z)

**E. PHASING:**

25. The applicant shall dedicate the necessary public right-of-way as set forth in Condition 22 and construct all necessary improvements for Eisenhower Avenue at the time of the redevelopment of each block adjacent to Eisenhower Avenue, subject to the following:
- a. Upon formal request from the City, the applicant shall dedicate the right-of-way required by Condition 22 from Blocks 9, 12 and 19 and shall provide the necessary plats, and accompanying applicable documentation necessary for the City to accept dedication of the property by the City within 60 days.
  - b. Dedication of the right-of-way required to provide the full right-of-way at Blocks 22 and 24 shall be made at time of redevelopment of Block 24 and the applicant shall provide the necessary plats, and accompanying applicable documentation necessary for the City to accept dedication of the property.
  - c. Dedication of the right-of-way required to provide the full right-of-way at Block 25A shall be made at the time of redevelopment of Block 25 and the applicant shall provide the necessary plats, and accompanying applicable documentation necessary for the City to accept dedication of the property. (T&ES) (P&Z) (PC)
26. If the Eisenhower Avenue improvements including but not limited to the Sidewalk Area, travel lanes and median are funded by the City and constructed by the City or a designee, the applicant shall, as a condition to approval of stage 2 preliminary development special use permit for Block 9B, Block 12, Block 24 and/or Block 25A , the applicant shall provide a payment to the City equivalent to the actual cost of construction of the improvements that would have been the responsibility of the applicant at the cost incurred at the time of construction. (P&Z) (T&ES) (PC)

27. As part of the submission of the first Stage 2 development special use permit for Blocks 9A, Block 9B, Block 11 or Block 12, whichever occurs first, the applicant shall prepare a plan for the construction of the improvements for the vehicle and bus loop and the eastern portion of Eisenhower Station Park improvements described in Condition #31C. ("Bus Loop Plan"). The applicant shall coordinate with the City and WMATA in that design and to explore the possibility of eliminating and/or relocating the "Kiss and Ride" surface parking lot as part of the Bus Loop Plan. The final design and configuration of the streets, plaza and pedestrian circulation in the Bus Loop Plan shall be approved as part of the Stage 2 development special use permit for either block 9 or blocks 11 and 12.. Provided that the City acquires all necessary rights of way from WMATA , the Bus Loop Plan improvements shall be constructed by the applicant, operational and dedicated prior to the issuance of the first certificate of occupancy permit for Blocks 9A, Block 9B, Block 11 or Block 12, whichever occurs first. (P&Z)(T&ES) (PC)
28. As part of the submission of the first Stage 2 development special use permit for Block 9A or 9B, the applicant shall submit a design for the construction of the Southern Street connection along the southern portion of the Block 9A and Block 11, including a connection to Eisenhower Avenue on the East side of Block 11 and Block 12 (denominated Port Street on the Concept Plan). The applicant shall also coordinate with the adjoining property owner for Block 20 to explore the possibility of connecting the Southern Road to Mill Road at the time Southern Street is required to be constructed by the applicant. The connection to Eisenhower Avenue shall be constructed prior to a certificate of occupancy permit is issued either for, Block 11 or Block 12. (P&Z) (T&ES) (PC)
29. The first Stage 2 development special use permit application pursuant to the Concept Plan shall be accompanied by an Infrastructure and Open Space Phasing Plan (Phasing Plan), which shall be revised, updated and resubmitted with each subsequent Stage 2 development special use permit application. The Phasing Plan is intended to inform the City regarding the applicant's projected timing and nature of infrastructure and open space construction activities, and to ensure that the construction of the infrastructure and open space is completed in a comprehensive manner for the entire Concept Plan. Each Phasing Plan shall include the following:
  - a. A general outline for each block, infrastructure and open space element, including the most up-to-date projection of the times when construction of the different blocks, uses (i.e., office, retail, hotel and residential), open space and infrastructure are likely to commence.
  - b. An outline of the events required to coordinate, design and manage the implementation of the infrastructure shown in the CDD Phasing Plan in a comprehensive manner.
  - c. Notwithstanding the foregoing, the applicant shall not be bound by the order or phasing in the Phasing Plan. (P&Z)
  - d. Condition deleted. (City Council)

**F. OPEN SPACE AND LANDSCAPE**

30. The portions of Eisenhower Park located on property owned by the applicant shall be improved and dedicated to the City consistent with the Eisenhower East Small Area Plan and with the following:
- a. Eisenhower Park - The Meadows (Block 22 and Block 31), shall consist of amenities such as a recreational trail and a meadow for active sports and passive recreation in conformance with the Eisenhower East Small Area Plan and the Eisenhower East Design Guidelines.
  - b. All improvements shall be installed and completed by the applicant and accepted by the City, prior to the space being dedicated to the City.
  - c. Relocate Park Drive to the north consistent with the EESAP alignment.
  - d. Dedication of the land required for Eisenhower Park from Block 22 shall take place at the same time as required in these conditions for dedication of the land required for Eisenhower Park from Block 24.
  - e. Dedication and construction of Eisenhower Park shall occur in conjunction with the development of each of the adjoining blocks (Block 24, Block 25A), pursuant to the following:
    - i. The Stage 2 development special use permit application for Block 24 and/or Block 25A shall be accompanied by a design plan for Eisenhower Park, which shall be reviewed and approved as part of the Stage 2 DSUP. The approval of a Stage 2 DSUP for either block 24 or 25A shall also require the construction and dedication of that portion of the land for Eisenhower Park adjacent to that block and the construction of a pedestrian connection from Eisenhower Avenue to that portion of the Park, consistent with the Eisenhower Park design plan.
    - ii. The applicant shall be required to submit, as part of the first Stage 2 DSUP for any block approved hereunder, a permanent easement to the City for parks, open space and playgrounds, on that portion of Tax Map Parcel 079.00-01-01, beginning at a point which is five feet (5') south of the back of the existing curb line of the surface parking lot behind the buildings located on such parcel, to the christopher consultants, ltd., dated February 24, 2006, titled Proposed Open Space Easement Area Exhibit. Such easement shall contain conditions expressly reserving to the grantor, its successors and/or assigns, all development rights, density (whether floor area, AGFA, or otherwise) and/or any other appurtenant rights that would otherwise be associated with or derived from the land area falling within the bounds of such easement consistent with Condition #87A (12).
    - iii. Construction of the applicable portion of the park shall be completed prior to the certificate of occupancy permit for any development within block 24 and/or 25A, whichever occurs first, provided that construction of the entire park shall be completed before the issuance of a certificate of occupancy permit for any development within the second block to be constructed. (P&Z) (RP&CA) (PC)

31. **CONDITION AMENDED BY STAFF:** The applicant shall dedicate land or a perpetual public access easement to the City, on property that is owned by the applicant, which shall provide public access to open space (including, where appropriate, access for bicycle purposes), for the following open spaces and urban squares within the Concept Plan area for Blocks 2, 3, 4, 5, 9A, 9B, 10, 24 and 25A and along the RPA, consistent with the following:
- a. West Side Gardens shall be one or two rectangular shaped urban squares with a minimum of 34,800 sq.ft. located on blocks 2 and/or 3. The primary purpose of this park-open space is to provide a passive open space area lined with street trees, a combination of grassy and hardscape areas and a focal element such as a fountain, monument or statue. The design of the park shall be submitted as part of the Stage 2 development special use permit for Blocks 2 and/or 3. The design of the park shall be prepared and sealed by a Landscape Architect who is certified and licensed to practice in the Commonwealth of Virginia. Construction shall occur in conjunction with the development of Blocks 2 and/or 3, and shall be completed prior to the certificate of occupancy for Blocks 2 and/or 3.
  - b. Block 4 and 5 Square shall be a rectangular shaped urban square with a minimum of 10,900 sq.ft. At least 30% of the area should be designed to accommodate informal community gatherings. Construction shall occur in conjunction with the development of Blocks 4 and/or 5, and shall be completed prior to the certificate of occupancy for Blocks 4 and/or 5. A structure such as a pavilion may be permitted within the space if approved by the City. The design of the park shall be submitted as part of the Stage 2 development special use permit for Blocks 4 and 5. The design of the park shall be prepared and sealed by a Landscape Architect who is certified and licensed to practice in the Commonwealth of Virginia. OK
  - c. Eisenhower Station - shall be an urban plaza and open space area at the Eisenhower Metrorail Station, divided by Swamp Fox Road, with a minimum area of 12,000 sq.ft. on the western portion of the street and 9,200 sq.ft. on the eastern portion of Swamp Fox Road. This space shall be designed as a civic center, with at least 50% of the area suitable to accommodate informal community gatherings and events. As one of the principal focal areas of Eisenhower East, the Eisenhower Station plaza shall be created with the highest quality materials, paving, design and amenities. With the Stage 2 development special use permit application for Blocks 9A and 9B, consideration shall be given to providing a decorative paving material for Swamp Fox Road to visually connect the two areas of open space. The eastern portion of the park shall be constructed with the metro bus loop road which is required to be constructed as part of the first Stage 2 development special use permit for Blocks 11 and 12 or 9A and 9B, whichever occurs first. Final design and construction of the western plaza shall be in conjunction with a Stage 2 development special use permit for Blocks 9A and 9B. The western portion of the park shall be constructed with Block 9B.
  - d. South Dulany Gardens - shall be a rectangular shaped urban square with a minimum of 15,300 sq.ft. and surrounded by Dulaney Street and Park Drive.

The primary purpose of this park- open space is to provide a passive open space area lined with street trees, a combination of grassy and hardscape areas and a focal element such as a fountain, monuments, or statue. The design of the park shall be submitted as part of the Stage 2 development special use permit for Blocks 24 and/or 25A. Construction, will occur in conjunction with the development of Blocks 24 and/or 25A, and shall be completed prior to the certificate of occupancy for Blocks 24 and/or 25A. (P&Z) (RP&CA) (PC)

**G. AFFORDABLE HOUSING:**

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

**H. TRANSPORTATION MANAGEMENT PLAN:**

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

33. The applicant shall create a program and implement a reporting system to encourage the use of mass transit, carpooling, teleworking, and ride-sharing and to discourage the use of single occupancy vehicles to the satisfaction of the Directors of P&Z and T&ES, which at a minimum shall consist of the following:
- a. A TMP coordinator with experience in this occupation shall be designated for the project. The TMP coordinator shall have an on-site office, and the name, location and telephone number of the coordinator will be provided to the City at that time, and the City will be notified at the time of any changes. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project, and for providing biannual reports to the Office of Transit and Programs in the Department of T&ES. The biannual reports will include an assessment of the effects of the previous six month's TMP activities on carpooling, vanpooling, and transit ridership; an accounting of receipts and disbursements for any TMP accounts, and a work program for the subsequent six months.. The TMP coordinator shall be provided for the individual project until the overall TMP for Eisenhower East is implemented.
  - b. The applicant shall participate with other developments in Eisenhower East in a mutually agreed upon cooperative planning and implementation of projects and/or programs to reduce the use of single-occupant vehicles for travel to, from and within the Eisenhower East area.
  - c. Transit, ridesharing, staggered work hours/compressed work weeks, parking restrictions, the elements of the parking management plan and the other program elements shall be promoted to prospective tenants, residents and to employers.

Information about all transit, ridesharing, and other TMP elements shall be distributed and displayed to residents, employers, and employees—including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be provided in a prominent location within each building and a web site with this information and appropriate links to transit providers will be provided and maintained.

- d. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.
- e. A Guaranteed Ride Home Program shall be established and promoted as part of the ridesharing and transit marketing efforts.
- f. A share car program shall be established and marketed as part of the ridesharing and transit marketing efforts for all blocks and buildings. These spaces should be in a convenient location for tenants and residents and the TMP Coordinator will arrange with any of the carshare companies for placement of vehicles in this project. (Currently, Zipcar and Flexcar both have vehicles in the Alexandria area.). For those individuals that take transit, carpool/vanpool, walk, or bike to work the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.
- g. Discounted bus and rail fare media shall be sold on-site to employees and residents of the project including during hours that are convenient for residents who work. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees and/or the Office of Transit Services and Programs. The availability of this fare media will be prominently advertised.
- h. The project shall have an overall goal of a 30% non single-occupant-vehicle travel. Individual parcel goals shall be 10% to 40%, depending on specific use and proximity to the Eisenhower Metro Rail Station. The project shall have a goal of a minimum of 32 % of the employees using transportation other than single-occupancy vehicles during the peak time periods.
- i. At full occupancy of each building, a survey of residents and employees for each block shall be conducted to determine the number of employees, their place of residence/employment, modes of transportation, arrival and departure times, willingness and ability to use carpooling and public transit, and such additional information as the City may require. This survey will be conducted annually.
- j. The applicant shall provide annual reports to OTS&P, including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, the results of the annual survey, and a work program for the

following year. The initial report shall be submitted one year from the time of initial occupancy of any new building.

- k. The applicant and/or building tenants shall encourage use of a staggered work hour program for office workers including the promotion of the program among existing and prospective employees, the registration of staggered work hour participants, issuing stickers and/or electronic cards to verify vehicles participating in the program and monitoring the program.
- l. The applicant shall participate in Ozone Action Days and other regionally sponsored clean air, transit, and traffic mitigation promotions by advertising such promotions in a manner and at such locations within the building acceptable to the applicant.
- m. The applicant shall fund at an annual rate of \$ .15 per occupied square foot of commercial space and \$60 per residential unit use, with an annual increase consistent with the CPI Index, a transportation management account to be used exclusively for the transportation activities listed above. As determined by the Director of T&ES and P&Z, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for similar uses.
- n. The applicant shall be participate in the provision of a separate shuttle(s) for the proposed development and/or an Eisenhower East bus-shuttle service as required by the City.
- o. The applicant will provide semi-annual reports to the Office of Transit Services and Programs on the TMP fund. These reports will provide a summary of the contributions to the fund and all expenses. The first report will be due six months following the issuance of the first certificate of occupancy.
- p. Any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or may be paid to the City for use in TMP support activities which benefit the site. The Director of T&ES may require that the funds be paid to the City upon determination that the applicant has not made reasonable effort to use the funds for TMP Programs.
- q. Bicycle racks shall be provided in quantities sufficient to meet demand. Personal amenities (showers, lockers etc.) shall be provided for those who wish to walk, run, or bike to work.
- r. That the shall applicant prepare, as part of its leasing agreements, appropriate language to inform tenants of the transportation management plan special use permit and conditions therein, prior to any lease agreements.

- s. Modifications to approved TMP activities shall be permitted upon approval by the Director of T&ES, provided that any changes are consistent with the goals of the TMP.
  - t. If the use, AGFA or number of parking spaces approved in the Stage 1 DSUP for a particular block are amended by a Stage 2 DSUP for that block, to the extent that the amended use, AGFA or number of parking spaces causes an increase in peak am or pm traffic generation in relation to the traffic study prepared by BMI-SG dated October 2005, the applicant shall submit an amendment to the Transportation Management Plan pertaining to the subject of the change to the Stage 1 DSUP. (P&Z) (T&ES) (PC) (City Council)
34. The applicant shall prepare a parking management plan with each stage 2 preliminary development special use permit to the satisfaction of the Director of P&Z and T&ES, which shall at a minimum include the following:
- a. Each building shall contribute to and participate in the management of parking assets within the development, as appropriate for the use of the building.
  - b. Depicts the reallocation of surface parking spaces and the resulting impacts on the adjoining blocks.
  - c. Single occupancy vehicle (SOV) parking at fair market rates.
  - d. Reserved, conveniently located, and free vanpool parking spaces.
  - e. Reserved, conveniently located, and discounted carpool parking spaces.
  - f. Planning and implementation of special strategies related to major event parking relating to the requirements of any hotels or community activities within the concept plan.
  - g. Parking rates for the parking within the parking structure shall be consistent with market rates of comparable buildings located in adjoining developments within the City of Alexandria, except that free parking may be provided for retail patrons.
  - h. All office employees shall be required to pay market rates for parking; no parking may be provided free or at reduced rates or with costs reimbursed by the employer unless that employer provides an equivalent benefit to all employees who utilize transit options to commute; i.e., if an employer provides a \$100 parking space to an employee free of cost, that employer must also offer a pretax benefit for transit of \$100 to all transit users.
  - i. Spaces defined as “short-term” parking shall be solely utilized for use by visitors and retail use and shall include all appropriate signage. (P&Z)(PC) (CDD 98-02; Cond. #11)

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

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

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

**I. General Stage 1 Preliminary Development Special Use Permit Conditions(DSUP #2005-0031, 0032, 0033, 0034 and 0035); (Amended by DSUP #2014-0027)**

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

Note: The following Stage 1 DSUP conditions have been carried forward, with amendments to 45A, 45B, and 57,

301 & 315 Stovall Street; 312 & 314 Taylor Drive  
MPA #2014-0009, DSUP #2014-0027, & CDD #2014-0004

Block	RETAIL (GFA)	OFFICE (GFA)	RESIDENTIAL (GFA)	HOTEL (GFA)	SUBTOTAL (GFA)	GFA Exclusion	TOTAL GFA	PARKING GFA	AGFA TOTAL (Note 2)	Structured Parking ****	Surface Parking	Height (Feet)
2	0	363,573	0	0	363,573	11,615	454,452	--**	454,452	915	0	210
		682,515			682,515	21,129	661,386		661,386	985		260
										Note 4		
3	0	300,000	0	0	300,000	9,633	290,367	--**	290,367	675	0	210
		193,907			193,907	6,033	187,874		187,874	533		
4	36,950	436,000	0	0	472,950	13,442	459,508	225,570	685,078	2,281	0	220
								0	459,508	2,211		
5	24,050	0	260,000	0	284,050	9,282	274,768	55,073	329,841	Shared with Block 4	0	220
9A	0	0	0	170,000	170,000	8,190	161,810	389,396	551,206	2,172	0	220
9B	30,000	800,000	0	0	830,000	34,658	795,342	67,800	863,142	Shared with Block 9A	0	250
	741,193	741,193			29,709	711,484	779,284					
11	50,000	0	430,000	0	480,000	19,968	460,032	166,424	626,456	924	160***	250
	54,000		660,000		48,000	666,000	11,000	677,000	723	150***	370	
12	15,000	0	445,000	0	460,000	16,536	443,464	102,298	545,762	238	0	250
	18,000		595,000		35,000	578,000	71,000	649,000	782	339		
22	0	0	0	0	0	0	0	0	0	0	0	0
24	0	180,000	230,000	0	410,000	9,074	400,926	--**	400,926	600	0	200
25A	0	0	180,000	0	180,000	4,160	175,840	--**	175,840	379	0	200
TOTALS	156,000	2,186,000	1,545,000	170,000	4,057,000	140,491	3,916,509	1,006,561	4,923,070	8,327	0	N/A
	163,000	2,533,615	1,925,000		4,461,615	184,019	4,277,596	594,269	4,871,865	8,385		

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

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

Note 3: Per approved DSUP# 2000-0028

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

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

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

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

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

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

45. **CONDITION DELETED (Superseded by updated standard condition language in DSUP2014-00027):** Landscape plan(s) will be provided with each future submission for each block/development site and at a minimum, include the following:
- a. ~~Landscape plan will be provided, designed, developed, detailed, executed and maintained to the satisfaction of the Directors of Planning & Zoning, Transportation & Environmental Services and Recreation, Parks & Cultural Activities.~~
  - b. ~~Landscape plan shall be provided in accordance with Landscape Guidelines for the City of Alexandria, Virginia and shall include:~~
    - i. ~~Reference Standards and Specifications/Notes~~
    - ii. ~~Protection and Preservation of Existing Vegetation~~
    - iii. ~~Specification and Location of All Plant Material~~
    - iv. ~~Street Trees and Plantings in Parking Areas~~
    - v. ~~Crown Coverage Calculations~~
    - vi. ~~Bioretention Plantings~~
    - vii. ~~Maintenance Standards and Requirements~~
  - c. ~~Landscape plan shall comply with the most current and up to date edition of the Eisenhower East Small Area Plan and Design Guidelines for Eisenhower East as produced by the City of Alexandria, Virginia.~~
  - d. ~~Landscape plan shall be prepared and sealed by a Landscape Architect who is certified and licensed to practice in the Commonwealth of Virginia.~~
  - e. ~~Specification and Grading of all plant material shall be in accordance with The American Standard for Nursery Stock (ANSI Z60.1) latest and most current edition as produced by the American Association of Nurserymen; Washington, DC.~~
  - f. ~~In the absence of more strenuous specifications, plantings shall be installed in accordance with Landscape Specification Guidelines as produced by the Landscape Contractors Association of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland.~~
  - g. ~~Proposed plantings shall be coordinated with on-site utilities. Horizontal and vertical location of all site utilities including storm and sanitary sewer, water, electrical, gas, and associated appurtenances shall be adjusted to maximize accommodation of street and on-site plantings.~~
  - h. ~~Project elements associated with pedestrian areas including sidewalks, crosswalks, depressed curbs, street and site lighting, site furnishings, signals and signs shall be~~

- ~~located and coordinated so as maximize accommodation of street and on-site plantings. Horizontal and vertical location of all associated service, footings and foundations shall be adjusted to maximize accommodation of street and on-site plantings.~~
- ~~i. All planted areas, with exception of roof areas, shall have fully external on-site building access for maintenance equipment, personnel and associated materials.~~
  - ~~j. All plantings associated with surface parking areas for development sites and those associated with the Eisenhower Metro Station shall comply with Landscape Guidelines for the City of Alexandria, Virginia.~~
  - ~~k. All planted areas shall be served by an irrigation and water management system that is designed, developed, detailed, executed and maintained to the satisfaction of the Directors of Planning & Zoning, Transportation & Environmental Services and Recreation, Parks & Cultural Activities.~~
  - ~~l. Irrigation and water management plans shall be prepared and sealed by an Irrigation Designer who is class certified for work of this complexity and licensed to practice in the Commonwealth of Virginia.~~
  - ~~m. Every effort to retain existing trees and vegetation shall be made dependent upon development site and specific site conditions. Preservation methods and/or removal of all existing trees and vegetation shall be performed with prior approval by the City Arborist, and in accordance with Landscape Guidelines for the City of Alexandria, Virginia.(RP&CA)~~
46. The subdivision plat shall be revised to include all sidewalks within the area to be dedicated for public right-of-way as required by the EESAP not within a public access easement. (P&Z)
47. Underground parking shall not be permitted under areas to be dedicated for open space or areas to be dedicated for public streets. (P&Z)
48. As part of the Stage 2 development special use permits, install pedestrian crossing improvements at all intersections. (T&ES)
49. All open space and landscape information shall be prominently located in the General Notes and Tabulations Section of each submission, and referenced on appropriate drawing sheets as part of Stage 2 DSUP. (RP&CA)

50. Landscape plan shall comply with the most current and up to date edition of the Eisenhower East Small Area Plan (EESAP) to the extent the EESAP is not inconsistent with the Concept Plan or the Stage 1 DSUP's approved therewith and Design Guidelines for Eisenhower East as produced by the City of Alexandria, Virginia. Landscape plans shall be prepared and sealed by a Landscape Architect who is certified and licensed to practice in the Commonwealth of Virginia.(RP&CA)
51. Open Space requirements shall be provided with each future submission for each block/development site and at a minimum, include compliance with the most current and up to date edition of the Eisenhower East Small Area Plan and Design Guidelines for Eisenhower East elements associated with pedestrian areas including sidewalks, crosswalks, depressed curbs, street and site lighting, site furnishings, signals and signs that shall be located and coordinated to maximize accommodation of street and on-site plantings. Horizontal and vertical location of all associated service, footings and foundations shall be adjusted to maximize accommodation of street and on-site plantings.(RP&CA)
52. All pedestrian facilities and public spaces shall comply with applicable ADA accessibility standards and guidelines. (T&ES)
53. Expand "Approval Process Note" on Cover Sheet to read as follows: "Utility layout, pipe sizes, BMP locations, etc, shown as part of DSUP #1 are approximate and for informational purposes only. Preliminary utility layout, pipe sizes, material, BMP location and size, etc., will be provided during the DSUP #2 and finalized during the Final Site Plan process. All items related to utilities will be reviewed and approved by the City during the DSUP #2 process." (T&ES)
54. Add a note to Drainage Area Map that states that "Storm sewer pipes and BMPs shown are preliminary and are for information only. Final location and design will be determined during DSUP #2 and Final Site Plan review and approval." (T&ES)
55. **CONDITION DELETED (Superseded by updated standard T&ES Code Requirement in DSUP2014-00027):** ~~55. Plan must demonstrate to the satisfaction of the Director of T&ES that adequate stormwater outfall is available to the site or the developer is to design and build on site or off site improvements to discharge to an adequate outfall. (T&ES)~~
56. **CONDITION DELETED (Superseded by updated standard T&ES Code Requirement in DSUP2014-00027):** ~~If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of Article XIII of Alexandria Zoning Ordinance shall be met. (T&ES)~~
57. **CONDITION AMENDED BY STAFF:** On future plan submissions, pertinent information from the TMP plan shall be incorporated into each of the preliminary plans for staff evaluation of transportation amenities and requirements. With the preliminary submission for a Stage II DSUP for Block 2, the applicant shall

submit a request to amend the TMP to the standards in place at the time of the application. (T&ES) (T&ES)

58. **CONDITION DELETED (Superseded by updated standard condition language in DSUP2014-00027):** ~~Provide slopes for all ramps within the garage. Note that ramps shall not exceed 8% Applicant shall provide bike racks in the garage. Quantity to be determined based on square footage of office, retail and/or residential space.~~ (T&ES)
59. **CONDITION DELETED (Superseded by updated standard condition language in DSUP2014-00027):** 59. ~~Provide a lighting plan with the future stages of the development site plan process to verify that lighting meets City standards. The plan shall be to the satisfaction of the Director of T&ES in consultation with the Chief of Police.~~ (T&ES)
60. **CONDITION DELETED (Superseded by updated standard condition language in DSUP2014-00027):** 60. ~~All private utilities are to be located outside of public right of way and public utility easements.~~ (T&ES)
61. All private streets and alleys must comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
62. **CONDITION DELETED (Superseded by updated standard condition language in DSUP2014-00027):** 62. ~~Provide handicap ramps as needed across driveways entrances and all pedestrian thoroughfare.~~ (T&ES)
63. Provide bearings and distances on the new road alignment. (T&ES)
64. **CONDITION DELETED (Superseded by updated standard condition language in DSUP2014-00027):** ~~The submitted plan does not indicate whether or not there are any known areas of groundwater contamination associated with the project site as is required with all preliminary submissions. Should any unanticipated contamination or underground storage tanks, drums and containers be encountered at the site, the applicant shall immediately notify the City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality.~~ (T&ES)
65. **CONDITION DELETED (Superseded by updated standard condition language in DSUP2014-00027):** ~~The storm water collection system is part of the Taylor Run watershed. All on-site storm water curb inlets and public curb inlets located 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)
66. **CONDITION DELETED (Superseded by updated standard condition language in DSUP2014-00027):** 66. ~~Provide BMP narrative and complete pre and post development drainage maps that include adequate topographic information, locations of existing and proposed storm drainage systems affected~~

by the development, all proposed BMP's and a completed Worksheet A or B, as applicable. (T&ES)

67. **CONDITION DELETED (Superseded by updated standard condition language in DSUP2014-00027):** 67. Provide mechanisms to control water quality volume and runoff. Should this be impossible applicant is referred to City of Alexandria, Article XIII, Environmental Management Ordinance, Section 13-110(A), *Alternate stormwater management equivalency options and establishment of the Alexandria Water Quality Improvement Fund*. To employ either option, applicant shall follow the guidance provided in Section 13-110(D) and submit a letter to Bill Skrabak, Director of Department of Environmental Quality, 301 King Street, Room 3900, Alexandria, VA 22314 outlining his intent. (T&ES)
68. **CONDITION DELETED (Superseded by updated standard condition language in DSUP2014-00027):** 68. Provide how this development will incorporate the use of green/sustainable building technology including low impact development (LID) measures, green roof technology, and energy efficient materials into the design. (T&ES)(P&Z)
69. The project site lies within the Timber Branch Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed 90 percent of the existing runoff quantities for both the 2-year and 10-year storm events. (T&ES)
70. **CONDITION DELETED (Superseded by updated standard condition language in DSUP2014-00027):** 70. Comply with the City of Alexandria's storm water management regulations regarding water quality including phosphorus removal requirement and water quality volume default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
71. **CONDITION DELETED (Superseded by updated standard condition language in DSUP2014-00027):** 71. Provide BMP narrative and complete pre and post development drainage maps that include areas that contribute surface runoff from beyond project boundaries and includes adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMP's and a completed Worksheet A or B and Worksheet C, as applicable. Submit this information with the Stage 2 DSUP. (T&ES)
72. **CONDITION DELETED (Superseded by updated standard condition language in DSUP2014-00027):** 72. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:

- ~~a. Constructed and installed as designed and in accordance with the approved Final Site Plan.~~
- ~~b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES)~~
- 73. **CONDITION DELETED (Superseded by updated standard condition language in DSUP2014-00027):** ~~73. Surface-installed storm water Best Management Practice (BMP) measures, i.e. Bio Retention Filters, Vegetated Wwales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)~~
- 74. **CONDITION DELETED (Superseded by updated standard condition language in DSUP2014-00027):** ~~74. The Applicant shall submit a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Stage 2 DSUP. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.(T&ES)~~
- 75. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. (T&ES)
- 76. Due to the close proximity of the site to the Metrorail and CSX tracks the following conditions shall be included in the development requirements:

  - a. Applicant shall prepare a noise study identifying the levels of noise that residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD).
  - b. Identify available options to minimize noise exposure to future residents at the site, particularly in those units closest to the Metrorail and the CSX tracks, including: triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES.
  - c. The noise study shall be submitted and approved prior to final site plan approval. (T&ES)

77. The Applicant shall present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:
- a. That Metrorail tracks and other railway operations are located within the immediate vicinity of the project, are permitted to continue indefinitely, and will generate truck traffic, including empty garbage trucks emanating odors, on the public streets surrounding the project.
  - b. That Eisenhower Avenue is a major six-lane arterial and that future traffic is expected to increase significantly as development along Eisenhower Avenue continues. (T&ES)
78. All exterior building mounted loudspeakers are prohibited. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. No material may be disposed of by venting into the atmosphere. (T&ES)
79. The Applicant shall control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)
80. Due to historic uses at the site and potential for contamination, the following condition shall be included:
- a. The Applicant shall design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Enforcement. (T&ES)
  - b. For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided. (Code Enforcement)
  - c. The internal streets which are located over the underground parking structure shall conform to H-20 loading requirements. (Code Enforcement)
81. **CONDITION DELETED (Superseded by updated standard condition language in DSUP2014-00027):** 81. ~~A "Certified Land Disturber" shall be named on all Erosion & Sedimentation Control sheets prior to the pre-construction meeting or commencement of demolition or construction activity in accordance with the Virginia Department of Conservation and Recreation guidelines. (T&ES)~~

82. **CONDITION DELETED (Superseded by updated standard condition language in DSUP2014-00027):** ~~During the construction phase of this development, the site developer, their contractor, certified land disturber, or owner's other agent shall implement a waste and refuse control program. 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 Transportation and Environmental Services and Code Enforcement. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)~~
83. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
- a. The Applicant shall furnish the Homeowner's Association with an Owner Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
  - b. The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowner s Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners. (T&ES)
  - c. Otherwise the following condition applies:
    - i. The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)
84. **CONDITION DELETED (Superseded by updated standard condition language in DSUP2014-00027):** ~~84. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the City on digital media. (T&ES)~~

85. **CONDITION DELETED (Superseded by updated standard condition language in DSUP2014-00027):** ~~85. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations and that they are functioning as designed and are unaffected by construction activities. 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)~~
86. **CONDITION DELETED (Superseded by updated standard condition language in DSUP2014-00027):** ~~86. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:~~
- ~~a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.~~
  - ~~b. Submit a Risk Assessment indicating any risks associated with the contamination.~~
  - ~~c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "Clean" backfill shall be used to fill utility corridors.~~
  - ~~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.~~
87. **CONDITION DELETED (Superseded by updated standard condition language in DSUP2014-00027):** ~~Applicant shall submit 5 copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES)~~

**IA. Legal Procedural Matters:**

- 87A: The following legal/procedural conditions apply to and be approved with all of the DSUPs as applicable:
- 1. Existing uses and approvals on the subject property shall be allowed to continue until the redevelopment of the block pursuant to the Stage 2 DSUP and such uses and approvals shall not be invalidated by the approval of this Stage 1 DSUP. Changes in use of existing buildings shall be permitted, subject to compliance with the underlying zoning district.
  - 2. Nothing in the Stage 1 DSUP, the Stage 2 DSUP or any amendments thereto shall affect the vested rights status of the existing approval on Block numbers 6, 7, 8 and 14 (DSUP #2000-0028) (Settlement Agreement Condition #8)

3. The city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for the properties to be part of a special taxing district. (Settlement Agreement Condition #10)
4. The city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for vehicular connection between Grist Mill Place and Grist Mill Road (Settlement Agreement Condition #4)
5. Except as otherwise provided in Conditions #23, #25, #27 and #28 of Concept Design Plan #2005-0002, the city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for dedication of right of way on property that is not the subject of the DSUP and all property dedicated for right of way shall be dedicated as part of the physical redevelopment of the block where the property is located and shortly prior to the issuance of the certificate of occupancy for the first building on such block. (Settlement Agreement condition # 5)
6. Except as otherwise provided in Conditions #27 and #30 of the Concept Design Plan (2005-0002), the city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for dedication of open space on property that is not the subject of the DSUP and all property dedicated for open space shall be dedicated as part of the redevelopment of the block where the property is located and prior to the issuance of the certificate of occupancy for the first building on such block.
7. The city and the applicant agree that changes in use or modifications to existing buildings (facades or interiors not increasing floor area) shall be authorized prior to the approval of the Stage 2 Development Special Use Permit and shall not require any dedication of right of way or open space. (Settlement Agreement Condition #5)
8. The city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for a monetary contribution to the Eisenhower East Open Space Fund. (Settlement Agreement Condition #10)
9. Except as otherwise provided in Conditions #25 of Concept Design Plan #2005-0002 the dedication and/or acquisition of all right-of-way required to widen Eisenhower Avenue shall only be required of/from the applicant/land owner at the time of the physical redevelopment of each block adjacent to Eisenhower Avenue pursuant to the Stage 1 DSUP, prior to the issuance of a certificate of occupancy for the first building constructed on such block.

10. Subject to the maximum parking limits contained in the Concept Plan, no parking ratios shall be applicable
11. The city and the applicant agree that should the applicant need to locate a government tenant on blocks 2 and 3, such as DoD, in connection with responding to a market opportunity or relocating existing Hoffman tenants, the applicant and City will work in good faith to provide for an alternate development scheme on this site to accommodate the security needs of such tenant (Settlement Agreement Condition #7).
12. The city and the applicant agree that the underlying zoning on the 13.29 acre parcel owned by Hoffman Family, LLC., Tax Map #79.02-01-01, (Parcel 79.02) would provide for density at a 1.0 FAR with a site plan and exclusions from FAR for above grade parking. Development at the underlying zoning level would not require dedication or construction of areas shown as new parks and streets in the EESAP. Development at the underlying zoning level will be located so as not to preclude construction of areas shown in the EESAP as new parks and streets. Upon any adoption of a resolution by City Council authorizing the condemnation of land or buildings on Parcel 79.02 for parks or streets, this restriction precluding development on areas planned for streets and parks shall cease to be effective.  
Any such resolution condemning all or any portion of Parcel 79.02 and all valuation proceedings thereafter will consider Parcel 79.02 as having an underlying zoning of 1.25 FAR. Above grade parking built on this parcel would be appropriately screened by buildings or otherwise and meet any applicable design guidelines of the EESAP. (Settlement Agreement Condition #2) (PC)

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

**Block 2**

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

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

### **Block 3**

100. An additional setback may be required on the western portion of the site to provide screening for the proposed parking structure. (P&Z)
101. Provide an Emergency Vehicle Easement (EVE) on the roadway between the parking structure and the highrise structure. (Code Enforcement)

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

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

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

112. Provide Emergency Vehicle Easements (EVE) on the roadways between the Blocks 4 and 5. (Code Enforcement)
113. The roadway barricades on Mandeville Lane restrict ladder truck access to Block 4. Barricades impair ladder truck access and shall be resolved to the satisfaction of the Director of Code Enforcement prior to DSP#2 submission. (Code Enforcement)
- 113A The building face to building face width on the north-south service drive between blocks 4 and 5 shall be a 66', however public access easement right of way shall be 54'. (PC)

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

**Blocks 9A and 9B**

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

**Block 9A**

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

**Block 9B**

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

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

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

**Block 11**

131. Provide Emergency Vehicle Easements (EVE) on Dock, Port, Southern and Anchor Streets. (Code Enforcement)
132. Provide information on overhead power lines as to whether they will remain overhead or be undergrounded, Overhead lines in proximity to proposed location of Block 11

structure eliminates ladder truck access that cannot be considered for the South building face. (Code Enforcement)

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

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

**Block 25A**

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

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

CITY DEPARTMENT CODE COMMENTS

Legend: C - code requirement R - recommendation S - suggestion F- finding

**Transportation and Environmental Services: (Superseded by T&ES Code Requirements in DSUP2014-00027)**

- ~~C-1— A performance Bond to guarantee installation of the required public improvements must be posted prior to release of a development plan.~~
- ~~C-2— All downspouts must be connected to a storm sewer by continuous underground pipe.~~
- ~~C-3— The sanitary sewer tap fee must be paid prior to release of the plan. Sanitary sewer fee rate is determined by City Council authorized rates at time of first final site plan submission.~~
- ~~C-4— All easements and/or dedications must be recorded prior to release of the plan.~~
- ~~C-5— 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.~~
- ~~C-6— All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.~~
- ~~C-7— All utilities serving this site to be placed underground.~~
- ~~C-8— Provide site lighting plan to meet minimum city standards.~~
- ~~C-9— Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control.~~
- ~~C-10— Provide a phased erosion and sediment control plan consistent with grading and construction per City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4.~~
- ~~C-11— The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law.~~
- ~~C-12— 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.~~

- ~~C-13 The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management.~~
- ~~C-14 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must 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 VSMP permit for land disturbing activities greater than 2500 SF.~~

**Code Enforcement: (Superseded by Code Administration Code Requirements in DSUP2014-00027)**

- ~~F-1 The type of ownership will affect parcels and fire separation requirements and shall be addressed as early as possible in Phase 2 of the DSP process. The applicant shall indicate whether ownership of the parking structure and office building will be a sole owner or a separate ownership for each structure proposed.~~
- ~~F-2 The design of the parking structure shall include location of handicap parking spaces adjacent to elevator access and shall be addressed in Phase 2 of the DSP process. Handicap persons shall not be required to cross travel lanes to access elevator lobbies and shall be addressed in Phase 2 of the DSP Process.~~
- ~~F-3 Submit the required Fire Access Study and general hydrant locations or general locations of Emergency Vehicle Easements shown as part of Phase 1 DSP requirements.~~
- ~~F-4 Submit utility and infrastructure information as part of Phase 2 DSP. The existing total site area is indicated as 7.5 acres and the proposed total site area is depicted as 7.79 acres, clarify discrepancy or correct numbers. (T&ES)~~
- ~~R-1 As part of Phase 2 DSP submission, 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-1 Provide two Siamese connections located to the satisfaction of the Director of Code Enforcement.~~
- ~~C-2 A separate tap is required for the building fire service connection. Show tap location and size of fire lines.~~
- ~~C-3 Buildings over 50 feet in height are required to have ladder truck access to the front and the rear of the buildings by public roads or recorded emergency vehicle easements~~

~~(eve). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. The face of the building may not articulate back into the mass of the building more than 7 feet horizontally in the first 75 feet of vertical dimension of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case-by-case basis.~~

- ~~C 4 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within one hundred (100) feet of each FDC; d) on-site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement.~~
- ~~C 5 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).~~
- ~~C 6 Prior to submission of the Final Site Plan #1 and as part of Phase 2 of the DSP Process, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered.~~
- ~~C 7 The final site plans shall show placement of fire easement signs.~~
- ~~C 8 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement 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 9 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property.~~
- ~~C 10 These structures contain mixed use groups and is subject to the mixed use and occupancy requirements of USBC 302.3.~~
- ~~C 11 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Handicapped accessible bathrooms shall also be provided.~~
- ~~C 12 The public parking garage floor must comply with USBC 406.2.6 and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code (USBC 2901). This parking garage is classified as an S-2, Group 2, public garage.~~

- ~~C-13 Enclosed parking garages must be ventilated in accordance with USBC 406.4.2.~~
- ~~C-14 This underground garage is required to have an automatic sprinkler system throughout the structure in compliance with USBC 406.4.1 and 903.2.11.~~
- ~~C-15 The proposed buildings must comply with the requirements of HIGH RISE building (USBC 403).~~
- ~~C-16 The applicant of any building or structure constructed in excess of 10,000 square feet; or any building or structure which constructs an addition in excess of 10,000 square feet shall contact the City of Alexandria Radio Communications Manager prior to submission of final site plan. The proposed project shall be reviewed for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:~~
- ~~a) The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.~~
  - ~~b) The building or structure design shall support a minimal signal transmission strength of -95 dBm within 90 percent of each floor area.~~
  - ~~c) The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.~~
  - ~~d) The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.~~
- ~~C-17 If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager.~~

**AMENDED STAGE I DSUP CONDITIONS;  
DSUP #2014-0027**

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

**A. *PEDESTRIAN/STREETScape:***

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

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

**B. PUBLIC ART:**

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

**C. OPEN SPACE/LANDSCAPING:**

- 72. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and/or RP&CA. At a minimum the Landscape Plan shall:
  - a. Provide an enhanced level of detail for plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
  - b. Ensure positive drainage in all planted areas.
  - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
  - d. Provide detail sections showing above and below grade conditions for plantings above a structure.
  - e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
  - f. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used

to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.

- g. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
  - h. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and all planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. (P&Z)(RP&CA)
73. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA, P&Z and Code Administration.
- a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
  - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible, external water hose bib on all building sides at a maximum spacing of 90 feet apart.
  - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
  - d. Install all lines beneath paved surfaces as sleeved connections.
  - e. Locate water sources and hose bibs in coordination with City Staff. (P&Z)(RP&CA)
74. Develop a palette of site furnishings in consultation with staff.
- a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, and/or P&Z and T&ES.
  - b. Site furnishings shall include benches, bicycle racks, trash and recycling receptacles, drinking fountains and other associated features. (RP&CA)(P&Z)(T&ES)
75. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate

with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, and/or P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)

76. For Blocks 2 & 3, identify open space on the plan and provide an approximate tabulation of the open space square footage. If reorientation of the building footprint causes the West Side Gardens open space to be relocated, the open space shall be consolidated on Block 3. (RP&CA)
77. Ensure that the open space acreage meets the requirements of the Hoffman Stage I DSUP for Block 2/3, otherwise called West Side Gardens. (RP&CA)
78. The open space design of West Side Gardens shall be vetted and approved by the Park and Recreation Commission prior to the release of the final site plan. (RP&CA)

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

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

***E. BUILDING:***

82. The location and maximum footprints of the future office building and parking structure shall be generally consistent with the Stage I DSUP as amended. The final design of the buildings, including the height and floor area, shall be per the Eisenhower East Design Guidelines; and, portions of the garage that are highly visible to public rights-of-way, particularly the façade facing Telegraph Road, shall be designed with high quality materials.
83. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver (for non-residential buildings), LEED Certified (for residential buildings), or Equivalent, to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:

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

***F. SIGNAGE:***

85. Design and develop a coordinated sign plan in conformance with the Hoffman Coordinated Sign Program, and which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics, business signs, and interpretive signage that highlights the history and archaeology of the site. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of Archaeology, P&Z, and/or RP&CA, and T&ES.\*
- a. Business signs shall employ variety and creativity of design.

- b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc. (Arch) (P&Z) (RP&CA) (T&ES)
86. Design business and identification signs to relate in material, color and scale to the building on which the sign is displayed to the satisfaction of the Director of P&Z.
- a. The business and identification signs shall be designed of high quality materials and sign messages shall be limited to logos and names.
  - b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
87. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
88. A freestanding monument or identification sign shall be prohibited. (P&Z)
89. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.\* (P&Z)(T&ES)

**G. HOUSING:**

The applicant shall make a voluntary monetary housing contribution in accordance with the conclusions of the Report of the Developer Housing Contribution Policy Work Group accepted by the City Council on ~~June 8, 2005~~ in December 2013. (Housing)(PC)

**H. PARKING:**

90. For Block 2, locate a maximum of 985 parking spaces in the parking garage. This allocation is approved for a federal tenant only. (P&Z)(T&ES)
91. Provide bicycle parking space(s) per Alexandria's current Bicycle Parking Standards for each Stage 2 DSUP. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: [www.alexandriava.gov/bicycleparking](http://www.alexandriava.gov/bicycleparking). Provide bicycle parking both in the parking garage and outside at ground level. Bicycle parking outside shall be covered. (T&ES)
92. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan and shall at a minimum include the following:

- a. Provide controlled access into the garage for vehicles and pedestrians.
- b. A plan of the garage facility – including the number of lanes of traffic for entering / exiting, indicating any reversible lanes.
- c. Total capacity and a breakdown of parking types (standard, compact, tandem, accessible, etc.).
- d. A description of access control equipment and an explanation of how the garage will be managed. Include information on hours of operation, and accommodation for the various users of the garage (short and long term parking, car and vanpools, bicycles, etc.).
- e. Information on proposed staffing needs for peak, non-peak and overnight hours.
- f. How rates will be determined and details of validation program if proposed.
- g. Details of appropriate signage for the retail parking indicating hours which are reserved for retail patrons.\* (P&Z)(T&ES)

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

93. Show all existing and proposed bus stops with associated features, to include shelters, canopies, and benches in the vicinity of the site on the final site plan. Any proposed features shall be ADA compliant; all bus shelters shall include a bench, illumination (solar or electric), and the ability to accommodate future real time bus information LED screens and electric connections to the satisfaction of the Director of T&ES. The final bus shelter, bus canopy, and bus stop bench design shall meet City standards and the approval of the Director of T&ES. Design and specifications for the City standard bus shelter can be found at <https://www.alexandriava.gov/tes/info/default.aspx?id=6548> (T&ES)
94. For Block 2, provide an ADA compliant bus stop area on Southbound Stovall Street between Pershing Avenue and Eisenhower Avenue. Bus stop should be located along Stovall Street so that buses serving the stop have sufficient time and distance to maneuver into appropriate lane to make left hand turn (outermost lane) onto Eastbound Eisenhower Avenue. (T&ES)
95. For Block 2, make the new bus stop on Stovall Street between Pershing Avenue and Eisenhower Avenue ADA compliant. ADA compliance includes:
  - a. Install an unobstructed eight (8) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, bus stop passenger loading pad. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The loading pad's cross slope shall be less than 2%. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads

shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. (T&ES )

96. Street trees in close proximity to bus stop approaches or directly adjacent to travel lanes shall be:
- a. Located to avoid conflict with vehicles, specifically:
    - i. Trees shall be excluded from a 40 ft. zone which represents the length of the bus as it is serving the stop.
    - ii. Trees within both the 10 ft. departure zone and the 20 ft. approach zone (on either side of the 40 ft. zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses.
  - b. Subject to the character of the adjacent area and relevant design guidelines for spacing, distance from the curb and species selection. In general, trees shall be of the same species along the entire block face.
  - c. Selected from upright branching species in areas where relevant design guidelines do not otherwise specify
  - d. Installed with a minimum six feet of clear stem and gradually pruned to reduce conflict with vehicles, under consultation from a certified arborist. Pruning of street trees is part of the regular maintenance required of applicants under the City's bond for public improvements.
  - e. Set back from the curb edge where the width of sidewalk and adjacent conditions allow. (T&ES)

**J. *SITE PLAN:***

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

99. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RP&CA in consultation with the Chief of Police and shall include the following:
- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
  - b. If existing lighting does not meet minimum standards within the City right-of-way adjacent to the site, additional lighting must be provided so that the lighting meets City standards or to the satisfaction of the Director of T&ES.
  - c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
  - d. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
  - e. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
  - f. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
  - g. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
  - h. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
  - i. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
  - j. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
  - k. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
  - l. The lighting for the underground/structured parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
  - m. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
  - n. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
  - o. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)

**K. CONSTRUCTION MANAGEMENT:**

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

will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.

- b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
  - c. If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. \* (P&Z)(T&ES)
103. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
104. No major construction staging shall be allowed within the public right-of-way on Pershing Ave, Stovall Street and Eisenhower Avenue. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. \*\* (T&ES)
105. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of any stops, a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES Office of Transit Services at 703-746-4075 as well as with the transit agency which provides service to the bus stop. Signs noting the bus stop closure and location of the temporary bus stop must be installed at all bus stops taken out of service due to construction. (T&ES)
106. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Construction Management & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
107. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
108. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)

109. 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)
110. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
111. 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)
112. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)
113. 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)
114. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
115. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)

**L. WASTEWATER / SANITARY SEWERS:**

116. The applicant shall submit a letter to the Director of Transportation & Environmental Services prior to release of the final site plan acknowledging that this property will participate, if the City adopts a plan prior to release of the building permit, to require equal and proportionate participation in an improvements plan to mitigate wet weather surcharging in the Holmes Run Trunk Sewer sanitary sewer shed. (T&ES)

**M. STREETS / TRAFFIC:**

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

- b. The volume of cars that will attempt to enter the garage in the A.M. could cause a queue on Pershing Avenue that would present a dangerous situation along Pershing Avenue.
- c. Vehicles exiting onto Pershing Avenue will have a limited sight distance of vehicles coming off of the I-495 off ramp that are traveling at high speeds. (T&ES)

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

- d. Relocate the entrance towards the intersection with Stovall Street in conformance with Condition #117 above.
  - e. Prohibit the left turn movement from Pershing Avenue onto the road in front of the main entrance to the building. This left turn would be too close to the Stovall Street and Pershing intersection.
  - f. Prohibit the left turn from Pershing Avenue into the site, as it would cross the ramp off of I-495. (T&ES)
121. 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)
122. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction Management & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
123. Provide an update to the previous traffic study that shows additional trips generated by the proposed use on Block 2 and includes queues and additional turning movements into the parking structure and internal circulation. All Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. Additional improvements to the satisfaction of the Director of T&ES may be required based on the results of the update to the traffic study. (T&ES)
124. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
125. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)

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

**N. UTILITIES:**

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

**O. STORMWATER MANAGEMENT:**

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

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

***P. CONTAMINATED LAND:***

136. Indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. (T&ES)
137. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
  - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
  - b. Submit a Risk Assessment indicating any risks associated with the contamination.

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

***Q. NOISE:***

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

***R. AIR POLLUTION:***

- 139. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
- 140. No material may be disposed of by venting into the atmosphere. (T&ES)
- 141. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

***S. CONTRIBUTIONS:***

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

**T. ARCHAEOLOGY:**

143. Historical maps indicate that this area was once a low terrace adjacent to a tributary stream of Cameron Run. Native American sites have been discovered in comparable settings. It is therefore possible that this site could yield archaeological resources that could provide insight into Native American activities prior to the arrival of Europeans in the area. Previous historical and archaeological investigations have indicated that this area may have potential to provide insight into 18th and 19th-century activities and into occupation by Native Americans. The 18th-century Town of Cameron was situated on Hunting Creek near the upstream limits of navigation, but its exact location has never been found. To the north, the 18th-century West family cemetery, two 18th- and 19th-century mills (one of which was converted for use by the Alexandria Water Company) and the 19th-century Roberts' farm were excavated.
144. A 1998 Archaeological Assessment report produced by R. Christopher Goodwin and Associates recommends limited mechanized trenching for the property.
145. Hire an archaeological consultant to consult with Alexandria Archaeology in order to devise a Statement of Work for limited mechanized trenching as monitored by a qualified professional archaeologist. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Archaeology)
146. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place to recover significant resources in concert with construction activities. \* (Archaeology)
147. 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)
148. 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)

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

**U. FIRE:**

152. Plans should show location of all existing fire hydrants in and around site and existing fire department connections so that a determination can be made regarding the impact of construction and the ability of the fire department to provide a water supply.
153. All new fire hydrants on property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance, and service. This will be evaluated on a case by case basis.
154. The applicant shall provide a separate Fire Service Plan which illustrates where applicable: a) emergency ingress/egress routes to the site; b) one fire department connection (FDC) for buildings under 5 stories or 55 feet or two sufficiently remote FDC's for buildings over 5 stories or 55 feet; c) all existing and proposed fire hydrants where fire hydrants are located between forty (40) and one hundred (100) feet of each required FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a minimum width of twenty-two (22) feet; f) the location and size of the separate fire line(s) for the building fire service connection and fire hydrants.
155. The applicant shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan. This information will determine if item C-3 requirements apply.
156. If building or structure is over 50 feet in height, it is required to have ladder truck access to 48% perimeter of the buildings by public roads or recorded emergency vehicle easements (EVE). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. Equivalency may be demonstrated through methods outlined in the City Fire Prevention Code Appendix D. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings.

157. The applicant shall provide two wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The three copies shall be submitted to Alexandria Fire Department, Fire Prevention, C/O A. Maurice Jones, Jr. 900 Second Street, Alexandria, Va. 22314.
158. A Knox Box Rapid Entry key access system shall be installed to facilitate building entry by fire department personnel during an emergency. The size and number of Knox Boxes, number of key sets, and required keys or access devices shall be determined by Alexandria Fire Department personnel.
159. The applicant of any building or structure constructed in excess of 10,000 square feet; any building or structure which constructs an addition in excess of 10,000 square feet; or any building where there is a level below grade shall contact the City of Alexandria Radio Communications Manager in the Department of Emergency Communications prior to submission of a final site plan. The proposed project shall be reviewed for compliance with the radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:
  - a. The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
  - b. The building or structure design shall support a minimum signal transmission strength of -95 dBm within 90 percent of each floor area.
  - c. The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.
  - d. Areas deemed critical by the City of Alexandria, such as fire control rooms, exit stairways, and exit passageways shall provide 99 percent coverage exceeding -95 dbm when transmitting or receiving.
  - e. The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.

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

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

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

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

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

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

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



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

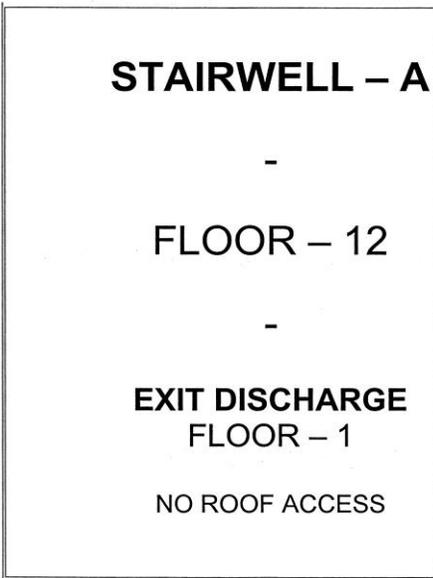
Tower 203 Turning Specifications

- Turning Radius – Wall to Wall = 54.98 feet + / - 2 feet  
Curb to Curb = 51.33 feet + / - 2 feet  
Inside turning radius = 37.73 feet + / - 2 feet
- Overall Length – 47' – 4 1/2"
- Overall Width – 98"
- Wheel Bases from front axle to both rear axles – 240"
- Tandem axle spacing – 56" CL of axle to CL of axle
- Gross Weight – As built with no equipment or water gross weight = 66,000#
- Angle of Approach – 13 Degrees
- Angle of Departure – 11 degrees
- Ramp Break Over – Break over angle is 9°

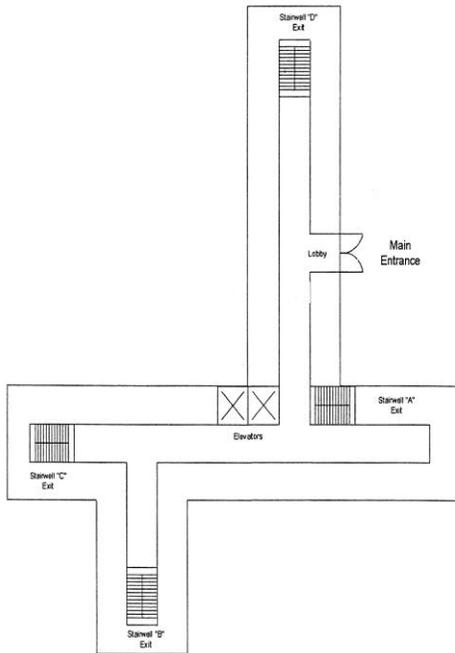
162. Provide Stairway Identification. Stairway identification signs shall be provided at each landing in all interior exit stairways connecting more than three stories. Stairways shall be identified by letter designation starting next to the main entrance with "A" and continuing in a clockwise or left to right pattern using consecutive letters of the alphabet for each additional stairway. Two copies of the stairway signs shall be submitted to the fire official for approval before occupancy.

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

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



Example Stairway Identification Sign



Example Building Footprint Sign

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

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

Transportation and Environmental Services

- R - 1. The current site plans provide for a 962 square foot trash room adjacent to a single loading dock. While this trash room meets the storage space requirements for solid waste and recycling, its configuration does not allow for the most efficient collection of these materials. (T&ES- Resource Recovery)
- R - 2. The total square footage for this office building is listed at approximately 684,000 square feet. This level of occupancy will generate between 1.5 and 3 tons of solid waste per day in most circumstances. This volume of solid waste would best be handled using a pair of compactors for both trash and recyclable materials which the current trash room does not allow for. (T&ES- Resource Recovery)
- R - 3. At maximum occupancy, this building may require multiple collections per day for both trash and recyclables using a standard 8cy front load container. The use of compactors would be a much more efficient collection method for a building of this size although it would require more dedicated loading dock space. (T&ES- Resource Recovery)
- R - 4. DASH has in its annual Transit Development Plan and Long Range Expansion plan to implement a new Eisenhower Circulator, currently programmed for implementation in FY2017. The provision of space for a bus stop would enable an extension of the Eisenhower Circulator to service new developments west of Eisenhower Metro Station along Stovall Street and Pershing Avenue. A bus shelter is planned for the bus stop in FY2017. (T&ES/DASH)
- R - 5. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the

same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)

- R - 6. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:

<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>

- R - 7. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- R - 8. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- R - 9. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- R - 10. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration (T&ES)
- R - 11. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- R - 12. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe

materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)

- R - 13. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)
- R - 14. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)
- R - 15. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- R - 16. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)

- R - 17. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- R - 18. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- R - 19. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- R - 20. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- R - 21. A Traffic Control Plan shall be provided within the Construction Management Plan and replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. These sheets are to be provided as "Information Only". (T&ES)
- R - 22. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line

(HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)

- C - 4 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Floodplain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)
- C - 5 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 6 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C - 7 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 8 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 06-14, New Sanitary Sewer Connection and Adequate Outfall Analysis, effective July 1, 2014. The sanitary sewer adequate outfall analysis is required as part of the Preliminary Site Plan submission. The memorandum is available at the following web address of the City of Alexandria (T&ES)
- <http://alexandriava.gov/uploadedFiles/tes/info/MemoToIndustry06-14.pdf>
- C - 9 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access:

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

- C - 10 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: [www.alexandriava.gov/solidwaste](http://www.alexandriava.gov/solidwaste) or by contacting the City's Solid Waste Division at 703-746-4410, or via email at [commercialrecycling@alexandriava.gov](mailto:commercialrecycling@alexandriava.gov). (T&ES)
- C - 11 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 12 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: [www.alexandriava.gov/solidwaste](http://www.alexandriava.gov/solidwaste) or by calling the Solid Waste Division at 703.746.4410 or by e-mailing [CommercialRecycling@alexandriava.gov](mailto:CommercialRecycling@alexandriava.gov). (T&ES)
- C - 13 Bond for the public improvements must be posted prior to release of the site plan.\* (T&ES)
- C - 14 The sewer tap fee must be paid prior to release of the site plan.\* (T&ES)
- C - 15 All easements and/or dedications must be recorded prior to release of the site plan.\* (T&ES)
- C - 16 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.\* (T&ES)
- C - 17 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 18 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were

used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)

- C - 19 The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 20 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 21 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 22 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 23 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 24 The applicant shall comply with the City of Alexandria’s Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 25 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the water quality volume default and stormwater quantity management. (T&ES)
- C - 26 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 27 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a Virginia Stormwater Management Program General Construction Permit for land disturbing activities greater than one acre.

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

Alexandria Renew Enterprises:

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

Virginia American Water Company:

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

Fire Department

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

Code Administration (Building Code):

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

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

### Police

#### Parking Garage Recommendations

- R - 1. It is recommended that the section of the underground garage dedicated to the residents is gated off from the retail section and is controlled by electronic means. This should help alleviate unwanted persons tampering with resident's vehicles and other crimes.
- R - 2. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R - 3. Only residents with proper electronic access cards should be able to enter into the stairwells from the underground parking garage. This makes the stairwells safer for residents.
- R - 4. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

#### Landscape Recommendations

- R - 5. The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.

Parks

- R - 6. It is recommended that the applicant choose a style bench that has an armrest in the middle of the bench to deter unwanted sleeping and skateboarding on the benches.

Miscellaneous

- R - 7. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.
- R - 8. It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air.
- R - 9. It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Archaeology

- F - 1. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.
- C - 1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.  
Asterisks denote the following:

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- \* Condition must be fulfilled prior to release of the final site plan
- \*\* Condition must be fulfilled prior to release of the building permit
- \*\*\* Condition must be fulfilled prior to release of the certificate of occupancy
- \*\*\*\* Condition must be fulfilled prior to release of the bond