



*DOCKET ITEM #11
 Development Site Plan #2010-0011
 5001 Eisenhower Avenue – Victory Center Amendment*

Application	General Data	
Project Name: Victory Center	PC Hearing:	June 1, 2010
	If approved, DSP Expiration:	June 1, 2013
	Plan Acreage:	16 acres or 696,960 sq. ft.
Location: 5001 Eisenhower Avenue	Zone:	Office Commercial Medium (100) /OCM (100)
	Proposed Use:	Office
	Dwelling Units:	N/A
	Floor Area Ratio:	1.5
Applicant: Arthur C. Frye, Eisenhower Real Estate Holdings, LLC, represented by Mr. Kenneth Wire, McGuire Woods	Small Area Plan:	Landmark/Van Dorn Plan
	Historic District:	NA
	Green Building:	LEED Silver Certification

Purpose of Application
The applicant is proposing to amend this property’s preliminary development site plan (DSP2004-0037) to reconfigure the previously approved additional density of 512,537 square feet of office space into two separate buildings instead of one and to eliminate one of the three previously approved parking garages.
Special Use Permits and Modifications Requested:
None
Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewer(s): Maya Contreras, maya.contreras@alexandriava.gov Colleen Rafferty, AICP, colleen.rafferty@alexandriava.gov



DSUP #2010-0011 06/01/10



I. SUMMARY

A. Recommendation

Staff recommends **approval** of an amendment to the previously approved development site plan (DSP 2004-0037) to construct approximately 512,537 sq. ft. of additional office space (in addition to the existing building on the site) in two separate buildings and to eliminate one of the three approved parking garages.

II. BACKGROUND

A. Site Context

The project is located within the Eisenhower Valley at 5001 Eisenhower Avenue, on a long, narrow, sixteen-acre, paved site, zoned Office Commercial Medium (100) /OCM (100). To the south is a combination of residential, industrial and office uses, including the Eisenhower Industrial Center, the Reserve at Eisenhower and the Exchange at Van Dorn apartment complexes, and Atlantic Self-Storage. The Florida Institute of Technology is located to the east, and the City of Alexandria impound lot and the Covanta plant are to the west. The long northern edge of the site is bordered by WMATA and CSX tracks, which are parallel to Backlick Run, with Cameron Station on the other side of the Run. The western end of the parcel is within a quarter-mile radius of the Van Dorn Metro.

B. Background

The Victory Center property went through the development review process during 2005 (DSP#2004-0037) to design a multi-phase plan that would renovate the existing office building, and add a new office building with three above-grade parking structures. The primary goal of the project was to ultimately create a campus with design and security elements that would make it attractive for a potential Federal employer.

The renovation of the existing building, approved as Phase 1, was completed in 2008 and the remainder of the buildout was put on hold until tenants could be secured. The site was in contention for the new location of the Washington Headquarters Service, and continued to be marketed to the Federal Government after the Mark Center location was chosen.

Due to the proximity to the Metro, an amendment to clarify the minimum parking requirement for the entire campus (DSP#2009-0018) was approved in December 2009. The maximum parking allowed for the full buildout of the campus remained at the previously approved 3,056 parking spaces. The amendment, however, established a ratio of one parking space per 600 square feet of above-grade Floor Area (plus basements) of office space. The goal of this amendment was to allow for and encourage a smaller number of parking spaces consistent with the site's proximity to Metro. This action

supports the Eco-City Alexandria Environmental Action Plan which encourages the use of mass transit, ride sharing, and alternative modes of transportation.

III. PROJECT DESCRIPTION

The current amendment is in response to the applicant's request for flexibility in design and buildout to meet the needs of two potential Federal tenants. If the applicant is successful in securing these tenants, final site plans will be submitted in June, 2010. Construction on Building 2 would begin approximately January, 2011, with proposed delivery in February 2012; delivery for Building 3 is estimated for May, 2013.

The previous approval called for a parking garage at the western edge of the property, and one large, sub-divided building (Buildings 2 & 3) adjacent to the existing Building 1. Two additional parking garages were approved at the eastern end of the site and they continue to be shown in this plan. In the new configuration, the parking structure at the western end will be removed and the previously approved new building is separated into two distinct footprints. The existing Building 1 height is 121 feet; Building 2 is proposed at 65.4 feet and Building 3 at 100 feet. In total, these three buildings would have approximately 1,045,440 sq. ft., which is identical to the previously approved DSP. Full buildout of the site anticipates approximately 6,000 employees.

A 40-foot landscaped building separation previously approved between the existing Building 1 and the proposed Building 2 will be retained and repeated between Buildings 2 and 3. While the details for the elevations for the proposed buildings will be reviewed as part of the final site plan approval, they will be generally similar to the glass and precast design used in the renovations of Building 1. Details for the elevations of the parking structures will be reviewed during the final site plan process.

All loading services will be in the rear of the building, and high quality landscaping will be used to screen these uses from Cameron Station. Any queuing required for security inspections will be done on-site. Under the proposed plan with the two potential Federal tenants, one of the two parking garages at the eastern end of the site would be eliminated. This approval request retains the option to construct a second garage, in the event that alternate tenants may require additional parking spaces.

Staff will continue to work with the applicant through the final site plan to refine site layout and building design, including the amount of and screening of surface parking proposed in front of Buildings 2 and 3 along Eisenhower Avenue, potential intrusions into the RPA, and reducing light spillover issues from the garages and during construction. Additional items, including fencing and other security requirements may be adjusted, depending on the needs of the tenants, and in consultation with the City. All of the previously approved conditions regarding parking, environmental sensitivities and the Transportation Management Plan remain in place.

IV. ZONING

Table 1. Zoning Tabulations

Property Address:	5001 Eisenhower Avenue		
Total Site Area:	16 acres or 696,960 sq. ft.		
Zone:	OCM (100)		
Current Use:	Office/Vacant		
Proposed Use:	Office		
	Permitted/Required	Previously Approved	Proposed
FAR	1.5	1.5	1.5
Setbacks	Not applicable		
Open Space	Not applicable		
Building Height	100 feet or 150 feet with SUP	100 feet	Existing Building 1: 121.54 ft. Building 2: 65.40 ft. Building 3: 100 ft. Parking Garage 1: 62 ft. Parking Garage 2: 62 ft.
Parking			
Standard	518		749
Compact	1,554		2,246
Accessible (including van accessible)	83		61
Loading Spaces	0	1	7
Total Spaces	2,072 (1,633 existing spaces)	3,056	3,056

V. STAFF ANALYSIS

Staff finds that the proposal maintains compliance with the Eisenhower East Small Area Plan and the OCM (100) zoning and is generally in keeping with the previously approved plan. When the building was originally constructed in 1973 as the Army Material Command, it was designed as a single building on a sixteen-acre parking lot, with its adjacency to the 495-Beltway serving as the primary transportation option. The site has been vacant since 2005 as it underwent design and security alterations and while the applicant engaged in a search for a tenant.

Redevelopment of this site with a Federal tenant transforms the existing parking lot into an employment center. Many of the action items of the Eco-City Alexandria Environmental Action Plan and the City's economic goals are supported with this in-fill development, as employment, streetscape enhancements, and energy efficient building policies are incorporated on a site within a quarter-mile radius of the Van Dorn Metro.

The buildings will be LEED-Silver. Federal tenants are required to build to a LEED-Silver standard, which is the same standard that the City of Alexandria applies to its own public buildings and which the Green Building Policy recommends for non-residential buildings. A Transportation Management Plan (TMP) will be put in place, including a dedicated employee shuttle to the Metro during peak demand periods.

The proposed design changes further refine the previous approval. By replacing a parking structure with an office building on the western end of the site, employees rather than cars will be at the corner nearest the Metro. Separating the single proposed structure into two distinct buildings breaks up the massing and lowers the overall heights, which makes them less visible from Cameron Station and provides a more appropriate site design. The applicant and staff will work on refinements to the design of the proposed office buildings and parking garages during final site plan to ensure a high quality development.

The eastern side of the site either will have two parking structures, or one structure and a landscaped surface parking lot, depending upon the needs of the tenant(s). Unlike the current situation, this surface lot would be designed in compliance with City standards, including green parking lot islands, shade trees, and reduction in light spillover. Staff will work with the applicant to assure that any spillover lighting issues from the new parking garage(s) or lot that may affect residents in Cameron Station will be resolved with the use of cut-off lighting, light shields and landscaping features.

Additional site enhancements include better pedestrian walkways with wider sidewalks along Eisenhower Avenues, streetscape improvements for the entire frontage of the property and pedestrian connections to Backlick Run and a future trail. New trees will be planted around the perimeter of the property and a \$20,000 contribution has been made towards the installation of 35-40 trees within the Cameron Station linear park. The applicant is maintaining all of the previously approved open space and is making improvements to the existing stormwater management. Due to the age of the site, it currently has limited stormwater management capabilities. This has been a challenge, given the amount of impervious pavement and the close proximity to Backlick Run. The applicant has committed to improve the stormwater runoff currently impacting the stream.

It should also be noted that, with the approval of this current amendment, the validity of the application would be extended to June 1, 2013.

VI. COMMUNITY

The applicant has notified Cameron Station Civic Association about this amendment at their May 5, 2010 meeting and received support. The Association mentioned concerns about light spill-over during construction and the applicant has committed to mitigating any lighting issues throughout the construction process.

The applicant has confirmed that, while they were not able to meet with the full Summers Grove Association due to time constraints, they have received support for the site plan

amendment and the potential tenants from the Association President. Further meetings will be held with both Associations to keep them informed of tenants and construction schedules.

The applicant has confirmed that they have also received support for the proposal from the Eisenhower Partnership.

VII. CONCLUSION

Staff recommends **approval** of an amendment to the previously approved development site plan (DSP 2004-0037) to allow construction of approximately 512,537 sq. ft. of office space in two separate buildings instead of one and the elimination of one of the three approved parking garages, subject to compliance with all applicable codes and the following staff recommendations.

Staff: Faroll Hamer, Director of Planning and Zoning;
Gwen Wright, Division Chief, Development;
Maya Contreras, Urban Planner; and
Colleen Rafferty, AICP, Urban Planner.

VIII. STAFF RECOMMENDATIONS

Staff recommends **approval** subject to compliance with all applicable codes and ordinances and the following conditions (please note deleted items are shown with a ~~strikethrough~~ and added items are shown with an underline):

1. **[CONDITION ADDED BY STAFF]** The Final Site shall be in substantial conformance with the preliminary plan dated April 30, 2010, and comply with the following conditions of approval.
2. **[CONDITION ADDED BY STAFF]** Continue to work with staff to finalize design and engineering of the plans to the satisfaction of the Directors of P&Z, T&ES and Code.

TRANSPORTATION MANAGEMENT PLAN

3. The applicant shall create a program and implement incentives to encourage the use of mass transit, carpooling, teleworking, and ridesharing and discouraging the use of single occupancy vehicles to the satisfaction of the Directors of P&Z and T&ES by providing the following:
 - a. The applicant shall fund a transportation management account at an annual rate of \$0.18 per occupied square foot of commercial space, which shall increase annually in an amount equal to the CPI Index to be used exclusively for the transportation activities listed below. 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 use. (DSP#2004-0037)
 - b. Discounted bus and rail fare media shall be sold on-site to employees 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. (DSP#2004-0037)
 - c. Dedicated shuttle service to and from the Van Dorn Metro Station during peak periods shall be provided with Building # 1(DSP#2004-0037)
 - d. The project shall have a goal of a minimum of 20% of the employees using transportation other than single-occupancy vehicles during the peak time periods. (DSP#2004-0037)
 - e. A carshare program shall be established and marketed as part of the ridesharing and transit marketing efforts for all buildings. At a minimum at least two parking spaces should be reserved for the location of carshare vehicles. 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. (DSP#2004-0037)
- f. The applicant shall provide 1 bicycle rack per 7,500 square feet, or portion thereof, of office floor area. (DSP#2004-0037)
 - g. The applicant shall provide 3 showers and a minimum of 10 clothes storage lockers per gender, per building (60 total). The lockers shall be accessible to all tenants of the building to the satisfaction of the Director of T&ES. (DSP#2004-0037)
 - h. 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. (DSP#2004-0037)
 - i. The applicant shall participate and cooperate with other developments in the Eisenhower West area in a mutually agreed upon cooperative planning and implementation of transportation activities. (DSP#2004-0037)
 - j. The applicant shall implement transit, ride sharing, staggered work hours/compressed work weeks and parking restrictions and shall be promoted to prospective tenants, employers and employees, including the registration of staggered work hour participants, issuing stickers and/or electronic cards to verify vehicles participating in the program and monitoring the program. (DSP#2004-0037)
 - k. All 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. (DSP#2004-0037)
 - l. A Guaranteed Ride Home Program shall be established and promoted as part of the ridesharing and transit marketing efforts. (DSP#2004-0037)
 - m. At full occupancy of each of each building, a survey of employees 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. (DSP#2004-0037)
 - n. Information about all transit, ridesharing, and other TMP elements shall be distributed and displayed to 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. (DSP#2004-0037)
 - o. A TMP coordinator with experience in this occupation shall be designated for the project upon application for the certificate of occupancy permit for the first building. 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. (P&Z) (T&ES) (DSP#2004-0037)

PARKING

4. **[CONDITION AMENDED BY STAFF]** The applicant shall provide a parking management plan to the satisfaction of the Directors of P&Z and T&ES. At a minimum the plan shall include:
 - a. Parking rates for the surface parking and the parking structure(s) when constructed shall be consistent with market rates of comparable buildings within the City of Alexandria, except that free parking may be provided for short-term office visitor parking. 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 the 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. (DSP#2004-0037)
 - b. A minimum of 5% of parking spaces for carpool and vanpool vehicles that shall be conveniently located adjacent to garage entrances and exits, and/or elevator locations. (DSP#2004-0037)
 - c. "Short-term" parking for use by visitors shall be provided at a ratio of 0.16 sp/1,000 gross square feet. Parking spaces defined as "short-term" parking shall be solely utilized for use by visitors and shall include all appropriate signage. (DSP#2004-0037)
 - d. Subject to the approval of building tenants, up to 500 parking spaces shall be provided within the surface parking lots and/or parking structure(s) when constructed, which shall be for the use of the general public for recreational-special events in the evening and weekends if deemed necessary by the Directors of P&Z, RP&CA and T&ES subject to the reasonable review of the building tenant and with appropriate security measures taken. The applicant shall make best efforts to secure the tenant's approval of the use of the parking for this purpose, to the satisfaction of the Directors of P&Z, RP&CA, and T&ES. The on-site public parking provided pursuant to this condition may be provided at a reasonable fee. (DSP#2004-0037)
 - e. The applicant shall provide controlled access into the parking structures. (DSP#2004-0037)

- f. The controlled access to the parking structures for short-term spaces shall be designed to allow convenient access for employees, visitors-short-term parking. (DSP#2004-0037)
- ~~g. A photometric lighting plan shall demonstrate that sufficient lighting is being provided in the garages to the satisfaction of the Police Chief and the Director of T&ES. (DSP#2004-0037)~~
- h. The headroom within the parking structure shall not exceed 7' 6" in height. (DSP#2004-0037)
- i. The applicant agrees to provide off-street parking for all construction workers without charge to the workers or shall provide subsidy for the construction workers in order that they may use Metro, DASH, provide a van for vanpooling, or another method of providing for construction workers to arrive at the site. Compliance with this condition shall be based on a plan, which shall be submitted to the Department of P& Z and T&ES prior to the issuance of the Excavation/Sheeting, and Shoring or building permit. This plan shall set forth 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 Metro, carpooling, vanpooling, and other similar efforts. The plan shall also provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes, and carpooling and vanpooling information. If the plan is found to be violated during the course of construction, a correction notice will be forwarded to the applicant. If the violation is not corrected within ~~ten (10)~~ five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z)(PC) (DSP#2004-0037)

PEDESTRIAN - STREETSCAPE

5. **[CONDITION AMENDED BY STAFF]** The applicant shall provide pedestrian streetscape improvements that at a minimum shall provide the level of improvements depicted on the preliminary site plan and shall provide the following, to the satisfaction of the Directors of P&Z and RP&CA:
 - a. A 10 ft. wide concrete sidewalk on Eisenhower Avenue with a 5 ft. wide continuous landscape strip between the curb and the sidewalk. If the sidewalk encroaches onto the applicant's property, an access easement shall be granted to the City. (DSP#2004-0037)
 - b. The sidewalks on Eisenhower Avenue shall continue over the proposed curb cuts to provide an uninterrupted concrete sidewalk. (DSP#2004-0037)
 - c. Furnish and install two 4" conduits with pull wires, and junction boxes located at a maximum interval of 300' underneath the sidewalks along the Eisenhower Avenue frontage. These conduits shall terminate in an underground junction box at each of the four street corners of the site. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES)

- ~~d. Two (4") continuous conduits for future traffic signals shall be installed. (DSP#2004-0037)~~
 - ~~e. Two decorative bus shelters and benches shall be installed on Eisenhower Avenue. One shelter shall be installed with the certificate of occupancy permit for **Building #1** and one shelter shall be installed with the certificate of occupancy permit for **Building #2**. (DSP#2004-0037)~~
 - f. Show all existing bus stop locations adjacent to the site.
 - g. All bus stop locations along the Eisenhower Avenue frontage shall be made ADA compliant, include a 7' concrete pad, parallel to the roadway, which connects the back-face of the curb with the sidewalk.
 - h. Provide one bus shelter with transit passenger waiting amenities such as a City of Alexandria approved designed ADA compliant bus shelter, a real time transit information LED sign and connections to be installed inside of the bus shelter, and solar illumination within the bus shelter at the bus stop located across the roadway from 4926B Eisenhower Ave, east of the existing crosswalk. The bus shelter shall be installed on a concrete pad, located behind the sidewalk and an easement shall be provided for access to and from the bus shelter.
 - i. The applicant shall contribute \$1,150/ea to the Director of T&ES for the purchase and installation of two City standard street cans (Model SD-42, Bethesda series litter receptacle) along the frontage of Eisenhower Avenue adjacent to the bus shelters. (DSP#2004-0037)
 - j. Decorative pedestrian scale acorn lights shall be provided along Eisenhower Avenue frontage on the northern portion of the sidewalk. Decorative pedestrian scale black acorn lights shall also be provided for the on-site walkways and drive aisles. (DSP#2004-0037)
 - k. A pedestrian countdown signal shall be provided for the pedestrian crossing at the adjoining signalized intersections. (DSP#2004-0037)
 - l. The width of the north-south paths shall be 10 ft. wide and shall be concrete. The pathways shall also include pedestrian scale lighting. (DSP#2004-0037)
 - m. The sidewalk on the western portion of **Building #3** shall be increased to a minimum of 6 ft. wide. (DSP#2004-0037)
 - n. A minimum 6 ft. wide sidewalk shall be provided for the parallel parking in front of the buildings. (DSP#2004-0037)
 - o. Relocate the existing pedestrian traffic signal and associated pedestrian crosswalk on Eisenhower Avenue to terminate at a non-secure access point on the site.
 - ~~p. Applicant shall install two City standard street cans (Model SD-42, Bethesda series litter receptacle) in close proximity to the main entrances of each building. (T&ES) (DSP#2004-0037)~~
 - q. All pedestrian improvements shall be reflected on an overall pedestrian circulation plan. (P&Z) (DSP#2004-0037)
6. If Phase #2 and Phase #3 are implemented, the applicant shall contribute \$1.50 per gross square foot (approximately \$793,000, based on the current proposed gross square footage of 528,376 for Buildings #2 and #3) for the Eisenhower

Improvement Fund prior to release of the final site plan for Phase #2 and Phase #3 respectively; however, streetscape and landscape improvements (not including traffic signal funding or conduit) required per the conditions shall be credited towards the applicant's contribution to the Fund. The applicant shall illustrate these improvements on the final site plans and provide costs for these improvements prior to the release of the final site plans. If for any reason, these improvements are not completed during Phase #2 and #3 of the project, the applicant shall contribute to the Fund in full, \$1.50 per gross square foot, minus the cost of completed improvements. (T&ES) (DSP#2004-0037)

7. The applicant shall make a contribution in the amount of \$50,000 at the time of the issuance of the Certificate of Occupancy for Building #2 and \$50,000 at the time of the issuance of the Certificate of Occupancy for Building #3 to the Eisenhower Improvement Fund for the purposes of off-site improvements.(T&ES) (DSP#2004-0037)
8. **[CONDITION AMENDED BY STAFF]** Prior to occupancy of Building #2, the applicant will resubmit a warrant study evaluating the need for a traffic signal at the eastern and westernmost site entrances. Based on the results of the study, the Director of Transportation and Environmental Services will determine if signals are needed at the site entrances prior to occupancy of Buildings #2 or #3. If signals are needed, the applicant is responsible for the cost of the installation to the satisfaction of the Director of T&ES. The revised warrant study shall also identify the security checkpoints and address how any queuing issues caused by the security checkpoints will be mitigated. Include proposed traffic circulation patterns within the site to minimize potential spillover of queued vehicles onto Eisenhower Avenue. (Transportation) (T&ES) (DSP#2004-0037)
9. The courtyard-plaza adjacent to the primary entrance for all buildings shall be designed to provide the level of detail and amenities depicted on the preliminary plan and shall also provide amenities to encourage their use to the satisfaction of the Director of P&Z and RP&CA including the following:
 - a. Special paving surfaces and landscaping. (DSP#2004-0037)
 - b. A focal element, such as a sculpture or fountain, that is an appropriate scale for the space shall be provided in front of Building #2 and #3 only. The focal element shall be permanently mounted within each space. (DSP#2004-0037)
 - c. Provide decorative benches and trash receptacles. (DSP#2004-0037)
 - d. Additional trees, shrub plantings shall provide seasonal color and be arranged to provide visual interest and harmony within the public space as well as be complimentary to the design of the public space and its proposed use. (DSP#2004-0037)
 - e. Low scale pathway or bollard lighting. (DSP#2004-0037)
 - f. Where walls or planters are necessary they shall be precast, brick or stone. (P&Z) (DSP#2004-0037)

10. All pedestrian crossings (including curb ramps) shall be located closer to the intersection, as opposed to being set back. Additionally, all curb ramps must be shown on the plans and adhere the City's policy on ADA compliant curb ramps. All curb ramps shall be ADA compliant and adhere to the City Standards. (T&ES) (DSP#2004-0037)
11. **[CONDITION ADDED BY STAFF]** Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided 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 Final Site Plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets. (T&ES)
12. ~~**[CONDITION DELETED BY STAFF]** Provide a traffic control plan for the site, which includes details regarding pavement markings, signage, and signal control to clarify the internal traffic circulation throughout the site. (T&ES) (DSP#2004-0037)~~

OPEN SPACE - LANDSCAPING

13. The public access points on the western and eastern portion of the site shall be accessible to the public and shall provide amenities to encourage its use. In addition the connections shall provide the following to the satisfaction of the Director of P&Z and RP&CA:
 - a. The applicant shall record a reservation of the public access easement for the approximately 20 ft. x 360 ft. area on the western and eastern portion of the site in a form satisfactory to the City Attorney, and the Directors of P&Z, RP&CA, and T&ES prior to the release of the certificate of occupancy permit for Building #1. This recordation of the reservation of the public access easement shall run with the land and be binding on future owners, and the City shall have the right to call the easement into being. The pathways and improvements shall be completed prior to the issuance of the certificate of occupancy permit for Building #3 or at a time when a public pedestrian-sidewalk-trail connection is provided on the northern portion of the site, whichever is first. (DSP#2004-0037)
 - b. The pathways shall be 10 ft. wide concrete trails-sidewalks and shall include the following:
 - i. The landscaping adjacent to the path shall be provided as indicated on the landscape plan and shall also provide an additional 10-15 additional trees, which shall include a mix of evergreen and deciduous trees on each side of the path. The shade trees shall be space approximately 25 ft. on-center while the evergreen trees shall be spaced approximately 15 ft. on-center. (DSP#2004-0037)
 - ii. Decorative black pedestrian scale lighting for each pathway. (DSP#2004-0037)

- iii. One bench for each pathway. (DSP#2004-0037)
 - iv. A 15 ft x 15 ft concrete terminus shall be provided at the northern portion of each pathway where the pathway until a future connection is provided.
 - v. The grass pavers-EVE on the northern portion of the site shall include sod. (DSP#2004-0037)
 - vi. A decorative pedestrian scale sign shall be added to identify each pedestrian connection as a public open space area / path. (DSP#2004-0037)
 - vii. The paths, landscaping and amenities within the public access easement shall be privately maintained. (DSP#2004-0037)
 - viii. The path connections shall be fully open to the public following the hours and guidelines established by the Department of Parks, Recreation and Cultural Activities during hours normally associated with residential uses. (P&Z) (DSP#2004-0037)
14. A final landscape plan shall be provided, which shall include the level of landscaping depicted on the preliminary landscape plan and shall also at a minimum provide the following to the satisfaction of the Directors of P&Z and RP&CA.
- a. A continuous double row of street trees on-center on Eisenhower Avenue that shall consist of the following:
 - i. Ornamental trees between the sidewalk and the curb space 15-20 ft. on-center. The trees shall be extended to the curb cuts on Eisenhower Avenue. (DSP#2004-0037)
 - ii. On the northern portion of the sidewalk, a continuous row of ornamental trees shall be provided 15-20 ft. on-center. (DSP#2004-0037)
 - iii. The ornamental street trees shall be 8 to 10 feet in height at the time of planting. (DSP#2004-0037)
 - iv. The street trees along Eisenhower shall be continuous except for the breaks in trees, which are intended to visually reinforce the north south "streets." (DSP#2004-0037)
 - v. A combination of continual evergreen shrubs to provide a continual screening for the parking, fencing and security wall, except where necessary to visually reinforce the north south streets. (DSP#2004-0037)
 - vi. All landscaping and trees adjacent to Eisenhower shall be irrigated. (DSP#2004-0037)
 - b. The applicant shall make a contribution to the City in the amount of \$20,000 at the time of the issuance of the Certificate of Occupancy for Building #2 towards the installation of additional 35-40 trees within the Cameron Station linear park. (DSP#2004-0037)
 - c. The applicant shall provide a continual row of shade trees and evergreen trees on the northern portion of buildings #2 and #3. (DSP#2004-0037)
 - d. Evergreen screen plantings shall be provided on the northern portion of all buildings. (DSP#2004-0037)

- e. Evergreen and deciduous trees shall be provided on the southern and eastern portion of the eastern parking structure. (DSP#2004-0037)
- f. A continual row of trees on the western portion of the western parking garage spaced 10-15 ft. on-center. The type of evergreen trees shall be varied to provide a more natural appearance of plantings-screening. (DSP#2004-0037)
- g. A variety of evergreen and deciduous trees on the western portion of the site adjacent to the proposed trail connection. (DSP#2004-0037)
- h. Ornamental trees or shade trees for the entry plaza-courtyard areas for the buildings.
- i. Groundcover for the perimeter of the buildings. (DSP#2004-0037)
- j. Turf shall be provided for all grass ring - grass paver areas. (DSP#2004-0037)
- k. All utility structures (except fire hydrants) shall be clustered where possible and located so as not to be visible from a public right-of-way or property. When such a location is not feasible, such structures shall be located behind the front building line and screened subject to the approval of the applicable utility company. (DSP#2004-0037)
- l. Crown coverage which denotes street trees under a separate tabulation. (DSP#2004-0037)
- m. All plant specifications shall be in accordance with the current and most up to date edition of the *American Standard For Nursery Stock* (ANSI Z60.1) as produced by the American Association for Nurserymen; Washington, D.C. (DSP#2004-0037)
- n. All work shall be performed in accordance with *Landscape Specifications Guidelines* current and up-to-date edition as produced by the Landscape Contractors Association (LCA) of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland. (DSP#2004-0037)
- o. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space. (DSP#2004-0037)
- p. The location of all light poles shall be coordinated with the street trees. (DSP#2004-0037)
- q. As trees mature they are to be limbed up as necessary to maintain traffic sign visibility. Trees are not to be planted under or near light poles. (DSP#2004-0037)
- r. The maximum height for the shrubs is 36 inches. (DSP#2004-0037)
- s. No shrubs higher than three feet shall be planted within six feet of walkways. (DSP#2004-0037)
- t. Demonstrate that the proposed grading will not negatively impact the existing trees to be retained on the adjoining site on the northern portion of the site. (DSP#2004-0037)
- u. All landscaping shall be maintained in good condition and replaced as needed. (P&Z) (RP&CA) (DSP#2004-0037)

PHASING - CONSTRUCTION

15. **[CONDITION AMENDED BY STAFF]** Pursuant to Section 11-418 (A) of the Zoning Ordinance, the approval shall be valid for:
- a. **Phase I:** Commencement of substantial construction must occur within 18 months after initial Planning Commission approval, or Council approval in case of an appeal.
 - b. **Phase II:** Commencement of substantial construction must occur within 24 months of substantial completion of Phase I construction.
 - c. **Phase III:** Commencement of substantial construction must occur within 24 months of substantial completion of Phase II construction.

For the purposes of the validity of the approval, Phase I shall constitute the renovation completion of the existing building, Phase II shall constitute the construction/completion of ~~the left section of the east garages and~~ Building #2, and Phase III shall constitute the construction/completion of ~~the west garage, Building #3 and the right section of the east garage.~~ Adequate parking shall be provided throughout the duration of the project. (P&Z) (DSP#2004-0037)

16. **[CONDITION AMENDED BY STAFF]** The applicant shall prepare and submit a phasing plan that delineates a detailed phasing plan and construction management plan for each portion of the project to which the final site plan relates for review by the Directors of P&Z, T&ES, Code Enforcement prior to the release of the final site plan. At a minimum the plan shall include the following:

Building # 1

- a. Prior to the issuance of a certificate of occupancy permit for Building #1, the applicant shall complete the following improvements.
- b. The pedestrian improvements including, sidewalks, one bus shelter, and streetscape improvements adjacent to Eisenhower for the entire frontage of the property. The streetscape improvements as part of Phase I shall consist of a pedestrian area that shall consist of the following for the entire length of the Eisenhower frontage:
 - vii. 5 ft. wide landscape strip adjacent to the curb. (DSP#2004-0037)
 - viii. 10 ft. wide concrete sidewalk. (DSP#2004-0037)
- c. If the parking structure(s) are not substantially constructed within 48 months of the occupancy of the building, the applicant shall provide landscape islands. (DSP#2004-0037)
- d. Recordation of reservation of the public access easement. (DSP#2004-0037)

Building # 2

- e. No later than issuance of a certificate of occupancy permit for Building #2, or 48 months following the occupancy of Building #1, the applicant shall complete the following improvements.
- f. The remainder of the pedestrian improvements, landscaping, the second bus shelters, traffic signal conduits and streetscape improvements adjacent to Eisenhower Avenue for the entire frontage of the property. The streetscape improvements as part of Phase II shall complete a 31.5 ft. wide

pedestrian area with the following for the entire length of the Eisenhower frontage:

- ix. 16.5 ft. wide grass area on the northern portion of the sidewalk. (DSP#2004-0037)
- x. Two continual rows of ornamental trees shall be planted, one row between the curb and the sidewalk and one row on the north side of the sidewalk. The spacing for the trees shall be 15-20 ft. on center. (DSP#2004-0037)

Building # 3

- g. Prior to the issuance of a certificate of occupancy permit for Building # 3, the applicant shall complete the following site improvements.
 - h. Public access points on the western and eastern portions of the site. (DSP#2004-0037)
 - i. Remainder of improvements (DSP#2004-0037)
 - j. A Traffic Control Plan detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging. (DSP#2004-0037)
 - k. A plan for temporary pedestrian and vehicular circulation during construction and each phase. (DSP#2004-0037)
 - ~~l. A parking plan for construction workers will be prepared that provides on-site parking for workers. Only after best efforts are made to provide sufficient parking on-site for the construction workers. (DSP#2004-0037)~~
 - m. Provisions in the event construction is suspended for 6 months or more for:
 - xi. temporary streetscape improvements
 - xii. removal of debris
 - xiii. screening and barrier protection of construction areas and interim open space improvements. (DSP#2004-0037)
 - n. Notwithstanding the above, in the event that: 1) the construction of Building 2 begins prior to the issuance of a Certificate of Occupancy for Building 1, the improvement obligations for Building 1 can be performed no later than the issuance of a Certificate of Occupancy permit for Building 2; or 2) if Building 2 and 3 are under construction at the same time, the improvement obligations for Building 1, 2 and 3 can be completed prior to the issuance of a Certificate of Occupancy permit for Building 3.
17. Submit a construction phasing plan to implement a process that will allow for the review, approval and partial release of final site plans to the satisfaction of the Director of T&ES. 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. (P&Z) (T&ES)(PC) (DSP#2004-0037)
18. **[CONDITION ADDED BY STAFF]** The sidewalks shall remain open during construction except when closures, including duration, are approved by T&ES. Pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)

19. **[CONDITION ADDED BY STAFF]** No major construction staging shall be allowed within the public right-of-way along Eisenhower Ave. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
20. Provide a traffic circulation plan for the proposed development. (T&ES) (DSP#2004-0037)
21. 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. (Code) (DSP#2004-0037)
22. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with all adjoining property owners, including Cameron Station, to review the hauling routes, 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. Copies of plans showing the hauling route, construction worker parking and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor before they commence work on the project. (P&Z) (DSP#2004-0037)
23. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site, and to the Directors of P&Z and T&ES. (P&Z)(T&ES) (DSP#2004-0037)
24. Temporary construction 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 certificate of occupancy permit for the building. (P&Z) (DSP#2004-0037)
- ~~25. **[CONDITION DELETED BY STAFF]** Prior to the release of the final site plan, provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging. (T&ES) (DSP#2004-0037)~~
26. 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) (DSP#2004-0037)

27. A temporary informational sign shall be installed on the site prior to approval of the first final site plan for the project and shall be displayed until construction is complete or replaced with a marketing 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) (DSP#2004-0037)
28. **[CONDITION ADDED BY STAFF]** Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

SECURITY ELEMENTS

29. The security fencing shall be a maximum height of 7 ft. and shall be decorative black metal open vertical pickets. The security fence and security bollards shall be placed in a location as generally shown on the landscape plans with allowance for relocation to comply with the 100 foot setback requirement for secure government buildings. There shall be variation in the fence, and the landscaping required by the landscape conditions shall be placed between the fence and the adjoining sidewalk. (DSP#2004-0037)
30. The applicant shall provide more information regarding the proposed security kiosk when a tenant is secured for the buildings for staff to evaluate the traffic operations near the garage and site access. (T&ES) (DSP#2004-0037)
31. The proposed materials for any retaining walls visible from public rights-of-ways adjacent to pedestrian areas or other public areas within the project development shall be brick, precast or stone and/or an alternative high-quality material satisfactory to the Director of P&Z. (P&Z) (DSP#2004-0037)
32. All security gates shall be designed to allow access by emergency vehicles, to the satisfaction of the Director of Code Enforcement. (Code) (DSP#2004-0037)
33. The developer shall coordinate any exterior building security measures with City staff in order to limit or mitigate any adverse impacts that these measures may have on the project's urban design and streetscape. All exterior building security and site plan measures shall be depicted and labeled as a separate sheet of the final site plan and depicted on the final building elevations. (P&Z) (DSP#2004-0037)

BUILDING

34. **[CONDITION AMENDED BY STAFF]** The massing, articulation and general design of the office buildings (Buildings #1, #2 and #3) shall be generally consistent with the drawings and renderings submitted with this application. The final design of each building shall be in compliance with the drawing and renderings and shall incorporate the following to the satisfaction of the Director of P&Z:

General:

- a. Buildings #2 and #3 shall be generally consistent with Building #1. The new buildings will generally share the material palette and detailing ~~planned for the renovation~~ of the existing building, creating a unified composition. (DSP#2004-0037)
- b. Glass spandrel panels shall complement the window patterns, and shall not be of contrasting colors. (DSP#2004-0037)
- c. The proposed facade of the existing and proposed buildings shall have a traditional horizontal base, middle and top organization. (DSP#2004-0037)
- d. The vertical center portion of each building shall be taller and shall have vertical windows multi-story in height, giving the entry a monumental presence. (DSP#2004-0037)
- e. The top two-stories of the center portion of each building shall be made of a contrasting material, and have a broad cornice to distinguish the center entry piece. (DSP#2004-0037)
- f. Color architectural elevations (front, side and rear) shall be submitted with the final site plan. (DSP#2004-0037)
- g. The buildings shall be entirely masonry (brick, precast concrete, or stone) materials for the front, side and rear facades, exclusive of metal detailing, fenestration and screening of the mechanical equipment. (DSP#2004-0037)
- ~~h. Condition deleted. (PC) (DSP#2004-0037)~~
- i. Consider refining the proportions of the cornice, including the possible introduction of horizontal banding. (DSP#2004-0037)
- j. **Building #2 and Building #3** shall have a comparable solid to void ratio as proposed by **Building #1**. (DSP#2004-0037)
- k. Continue to work with staff to integrate the new penthouses into the building form in terms of mass, material, and detail.
- l. Continue to work with staff to improve the building design's overall articulation.

Parking Structures:

- m. The facades shall have an upgraded precast mix to resemble cast stone. The precast will be similar to the office buildings in order to tie the project together as a unified whole. (DSP#2004-0037)
- n. The facades shall have detailing in the precast mix with horizontal and vertical reveals for visual relief. (DSP#2004-0037)

- o. The garages shall be designed as generally depicted in Attachment # 2, except that on Eisenhower Avenue the vertical precast or metal columns, subject to the approval of the Director of P&Z, shall be spaced at an approximately 20 ft. to 30 ft. between each column. (DSP#2004-0037)
 - p. The vertical columns shall project above the horizontal plane of the parking structures to reduce the perceived length of each façade. (DSP#2004-0037)
 - q. The parking structures shall incorporate a rusticated base, which shall be a different color than the body of the parking structure. (DSP#2004-0037)
 - r. The stair towers shall be designed as a combination of open and glass elements that are integrated as part of each parking structure. (DSP#2004-0037)
 - s. The use of freestanding light poles on the top level shall be minimized and the height shall be prohibited. The use of bollard lighting or similar light sources other than freestanding poles shall be encouraged. (DSP#2004-0037)
 - t. The height of the parking structure shall not be increased above what is generally represented on the preliminary plans. (DSP#2004-0037)
 - u. The applicant shall consult with the Director of P&Z and the Cameron Station Civic Association to continue to refine the design of the garages. (P&Z)(PC) (DSP#2004-0037)
35. ~~[CONDITION DELETED BY STAFF] The applicant shall hire a LEED certified consultant as a member of the design and construction team. The consultant shall work with the team to incorporate sustainable design elements and innovative technologies into the project wherever possible so that elements can be incorporated into the site and each building with the goal of achieving as many points as possible towards a possible LEED certification under the U.S. Green Building Council's system. (T&ES)(P&Z) (DSP#2004-0037)~~
36. [CONDITION ADDED BY STAFF] Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver to the satisfaction of the Directors of P&Z, RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
- v. Provide evidence of the project's registration with LEED with the submission of the first final site plan.*
 - w. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) prior to issuance of a certificate of occupancy. ***
 - x. Provide evidence of submission of materials for Construction Phase credits to USGBC within six months of obtaining a final certificate of occupancy.
 - y. Provide documentation of LEED Silver Certification from USGBC within two years of obtaining a final certificate of occupancy.
 - z. Failure to achieve LEED Silver for the commercial project will be evaluated by City staff, and if staff determines that a good faith,

reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staff's determination will apply. (P&Z)(RP&CA)(T&ES)

37. Buildings and parking structures are over 50 feet in height and as such 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), except as specifically approved by the Director of Code Enforcement on a case by case basis when building alternatives demonstrate a level of equivalency to this condition. 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. Prior to Final #1, a turning movement diagram utilizing the City of Alexandria Fire Apparatus Specifications for Truck 204 and Truck 208 shall be provided to demonstrate that both vehicles can maneuver around the fountain and achieve proper placement of the aerial ladder truck in compliance with this fire access requirement. (Code) (DSP#2004-0037)
38. The proposed buildings and structures are in excess of 10,000 square feet. Prior to the submission of a final site plan for each building or structure, contact the City of Alexandria Radio Communications Manager to review the buildings and structures for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager. 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. (DSP#2004-0037)
 - b. The building or structure design shall support a minimal signal transmission strength of -95 dBm within 90 percent of each floor area. (DSP#2004-0037)
 - 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. (DSP#2004-0037)
 - 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. (DSP#2004-0037)
39. 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. (Code) (DSP#2004-0037)

40. Provide two stairs to each building roof unless the applicant can demonstrate to the satisfaction of the Director of Code Enforcement that there is not a significant amount of equipment located on the roof. (Code) (DSP#2004-0037)

SITE PLAN

41. The colors and materials of signs shall be designed to be integrated into the architecture of the building and relate in materials, color and scale to the building. Facilities for all recyclables shall be located within the building; the screening for the loading area shall be faced with materials to match the precast material for the building.
42. **[CONDITION AMENDED BY STAFF]** ~~Handicap~~ Accessible parking needs to be provided closer to the building entrances, not just within the parking garages.
43. **[CONDITION AMENDED BY STAFF]** Provide additional ~~handicap~~ accessible parking spaces within the curbside parking near the main building entrances. (T&ES)
44. All signs must comply with the zoning ordinance requirements; (DSP#2004-0037)
45. Sign messages shall be limited to logos, names and street address information; (DSP#2004-0037)
46. Walls signs; and no freestanding signs other than traffic/directional signs shall be permitted (P&Z) (DSP#2004-0037)
47. **[CONDITION ADDED BY STAFF]** Provide a lighting plan with the first 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 RP&CA in consultation with the Chief of Police and shall include the following:
 - b. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - 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 lighting for the parking garage shall meet Code requirements. The fixtures should not be flush against the ceiling, unless there are no cross beams, but should hang down at least to the crossbeam to provide as much light spread as possible.
 - l. 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)
48. ~~[CONDITION DELETED BY STAFF] Provide a lighting plan with the first final site plan 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 and shall include the following:~~
- a. ~~Clearly show location of all existing and proposed streetlights and site lights, shading back less relevant information;~~
 - b. ~~(DSP#2004-0037)~~
 - c. ~~A lighting schedule that identifies each type and number of fixtures, mounting height, and strength of fixture in Lumens or Watts; (DSP#2004-0037)~~
 - d. ~~Manufacturer's specifications and details for all proposed fixtures; and(DSP#2004-0037)~~
 - e. ~~A photometric plan with lighting calculations that includes 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. (T&ES) (DSP#2004-0037)~~
49. Provide additional detail needs related to the various types of paving (i.e. - special paving) and the type of curb (e.g. - mountable?) throughout the site. (T&ES) (DSP#2004-0037)
50. ~~[CONDITION DELETED BY STAFF] The diagonal bus/truck/heavy vehicle parking area in the rear of the site has sight distance limitations due to the offset of the adjacent building. Provide sight distance and turning movement diagrams to show if there potential problems. Identify type and location of solid waste collection. (T&ES) (DSP#2004-0037)~~

51. **[CONDITION AMENDED BY STAFF]** Identify type and location of solid waste collection. All proposed dumpsters and recycling facilities shall be shown on the final site plan. Such facilities shall be located in locations not visible from public rights-of-ways to the extent possible, and shall be screened to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES) (DSP#2004-0037)
52. The site is located on marine clay areas as delineated on the City map of marine clay areas. Provide a geotechnical report including recommendations from a geotechnical professional for proposed cut slopes, embankments and any soil improvement required. (T&ES) (DSP#2004-0037)
53. **[CONDITION DELETED BY STAFF]** ~~Provide a two phase erosion control plan and include the drainage divides.~~ (T&ES) (DSP#2004-0037)
54. **[CONDITION DELETED BY STAFF]** ~~All roof drains are to be tied into the storm sewer system. All storm and sanitary sewers to be labeled by size and class, the minimum class allowed is Class IV. Provide a profile sheet for all sanitary and storm sewers labeled with the inverts in and out.~~ (T&ES) (DSP#2004-0037)
55. **[CONDITION DELETED BY STAFF]** ~~Label all of the curb and gutter and entrances city standard. The entrances are to be CSES 1A with 9 inches of concrete.~~ (T&ES) (DSP#2004-0037)
56. Provide the location of the utilities that are existing and proposed. (T&ES) (DSP#2004-0037)
57. The applicant shall submit a final as-built site plan (with landscape plan) and interior layout of the parking garage prior to issuance of a certificate of occupancy permit. (P&Z) (DSP#2004-0037)
58. The applicant shall be allowed to make minor adjustments to the building location if the changes do not result in an increase in building height or increase in floor area. (P&Z) (DSP#2004-0037)
59. If applicant pursues connection to or relocation of the nearby sanitary sewer owned by Fairfax County, written proof that approval has been obtained from Fairfax County for the sewer connection and/or relocation must be provided. (T&ES) (DSP#2004-0037)
60. Provide dimensions of parking spaces, aisle widths, etc. within the parking garages. Note that dimensions shall not include column widths. (T&ES) (DSP#2004-0037)
61. To insure that significant information is not lost as a result of the current development project, the applicant must hire an archaeological consultant to complete a Documentary Study and an Archaeological Evaluation. Contact

Alexandria Archaeology to obtain a scope of work for this investigation. If significant resources are discovered, the consultant must complete a Resource Management Plan, as outlined in the **City of Alexandria Archaeological Standards**. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (DSP#2004-0037)

62. The applicant shall not allow any other metal detection to be conducted on the property, unless authorized by Alexandria Archaeology. (Archaeology) (DSP#2004-0037)

STREETS / TRAFFIC:

63. **[CONDITION ADDED BY STAFF]** 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)
64. **[CONDITION ADDED BY STAFF]** A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction and Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
65. **[CONDITION ADDED BY STAFF]** All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
66. **[CONDITION ADDED BY STAFF]** Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of standard vehicles in the parking garage and also, of tractor with trailer for loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
67. **[CONDITION ADDED BY STAFF]** In locations where parking is proposed on the garage ramp slope, the ramp slope shall not exceed 5 percent to the satisfaction of the Director of T&ES. Where parking is not proposed, the ramp slope shall not exceed 12%. For slopes between 10% and 12%, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)
68. **[CONDITION ADDED BY STAFF]** All 90 degree vehicle parking spaces adjacent to a sidewalk less than seven feet wide shall have wheel stops. (T&ES)

STORMWATER-ENVIRONMENT

69. The applicant is advised that all stormwater designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures

must be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES) (DSP#2004-0037)

70. The Plan must demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES) (DSP#2004-0037)
71. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of Article XIII of AZO shall be met. (T&ES) (DSP#2004-0037)
72. Provide a narrative describing how the project will comply with the stormwater quantity and quality requirements of Article XIII of the Zoning Ordinance. (T&ES) (DSP#2004-0037)
73. Provide pre and post development, two and ten year storm water computations for the entire site. (T&ES) (DSP#2004-0037)
74. The storm water collection system is located within the Backlick Run watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES) (DSP#2004-0037)

SANITARY SEWER

75. [CONDITION ADDED BY STAFF] The Applicant shall participate and/or make monetary contribution to the satisfaction of the Director, Transportation and Environmental Services (T&ES) for any improvements which may be implemented and/or constructed by the City of Alexandria to alleviate wet weather surcharge conditions in Holmes Run Trunk Sewer. (T&ES)

WATER QUALITY

76. The applicant must comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control, which includes requirements of pollutant load reductions and treatment of the Water Quality Volume Default (WQV). (T&ES) (DSP#2004-0037)
77. The Applicant shall provide at Final Site Plan #1 documentation regarding the source of onsite wetland delineation and a description of any actions to be taken to minimize and/or mitigate the impact of the development on existing wetlands as required by Article XIII of the City of Alexandria Zoning Ordinance. (T&ES) (DSP#2004-0037)

78. The project location contains several areas that require a buffer to protect water quality. Several water features originate at culverts located along the northern edge of the parcel before flowing into a perennial tributary of Cameron Run. According to the 2004 Phase I Stream Assessment to determine stream classification, the western most water feature scored as perennial but the easternmost did not. All perennial streams require a 100 foot vegetated buffer to protect water quality. Staff from the Department of Transportation and Environmental Services (T&ES) met with the Williamsburg Environmental Group (WEG) to discuss the field delineation of these RPA features. According to WEG, the western water feature does not meet the perennial criteria. City staff acknowledges that this feature does not strongly meet the criteria for a perennial stream but that it more closely meets the criteria for an intermittent stream and shall be protected by a 50 foot buffer, or an alternative method pursuant to Section 13-109(E)(6)(c) of the Zoning Ordinance. City Staff has determined that the eastern most feature is an intermittent stream/wetland system and shall also be protected by in the manner required by Section 13-109(E)(6)(c). The applicant shall prepare a Water Quality Impact Assessment for all proposed disturbance in both the 100 foot and 50 foot buffer areas. (T&ES) (DSP#2004-0037)
79. **[CONDITION AMENDED BY STAFF]** The Applicant is required to mitigate any impacts on water quality of the development by encroachment into and/or destruction of an existing resource protection area (RPA) and mapped wetland area. Should revisions to the previous approval be required the applicant shall provide an updated Water Quality Impact Assessment at Final Site Plan 1 outlining impacts and the combination of mitigation measures to the satisfaction of the Director of the Office of Environmental Quality and the Director of Transportation and Environmental Services. These mitigations measures may include: ~~by the following methods to the satisfaction of the Director of Transportation and Environmental Services:~~
- ~~a. Restoring streams subject to historic erosion damage, (DSP#2004-0037)~~
 - ~~b. Increasing vegetation onsite and/or performing offsite plantings. (DSP#2004-0037)~~
 - ~~e. Contribution to T&ES / DEQ funds to stream restoration / water quality projects. (DSP#2004-0037)~~
 - ~~d. These mitigation efforts shall be quantified and tabulated against encroachments as follows:~~
 - ~~i. Wetlands destruction shall be mitigated at a ratio of 2:1 and offsite at 3:1.~~
 - ~~ii. Resource Protection Area Encroachments shall be mitigated at a ratio of 2:1 onsite or 3:1 offsite.~~
 - ~~iii. Any enhancements to existing areas, wetlands, or vegetated RPAs, shall be double the aforementioned ratios. (T&ES) (DSP#2004-0037)~~
 - a. Contribution to the Water Quality Improvement Fund for stream restoration / water quality improvement projects, at a rate not to exceed \$5.00 per square foot of RPA which is not restored to its natural vegetative state or is not replaced on-site or off-site.

- b. Resource Protection Area Encroachments shall be mitigated according to the guidelines suggested in the "Riparian Buffers Modification & Mitigation Guidance Manual" by the Chesapeake Bay Local Assistance Department.
 - c. Notwithstanding paragraph 80 b, if revisions to the previous approval are not required, then the RPA Encroachments shall be mitigated at a ratio of 2:1 onsite or 3:1 offsite.
 - d. If the RPA encroachment is generally consistent with the encroachments shown on the DSP#2010-0011, sheet C4.A (revised as of 4/30/2010), then the Applicant shall upgrade the on-site storm water BMPs for drainage areas 4 and 5 as shown on sheet C4.A to have a minimum phosphorus removal efficiency of 50%.
 - e. The above mitigation measures shall be implemented in phases in accordance with Condition 16 which addresses the project phasing.
80. Water quality impacts shall be mitigated by stream restoration / stabilization equal to the linear distance to that of the linear encroachment into the RPAs on-site. (T&ES) (DSP#2004-0037)
81. 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) (DSP#2004-0037)
82. To limit encroachment into the RPA, the applicant shall shift the grasscrete drive that is intended for emergency vehicle access along the back of the western parking garage and the parking garage approximately three feet farther south on the site. The applicant shall depict this on the final site plan. (P&Z) (DSP#2004-0037)
83. 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 Worksheet A or B and Worksheet C, as applicable. The applicant states that they are sending all water quality volume generated by impervious surfaces on the site through aquaswirl BMPs. The reviewer can not verify this information with the details provided. (T&ES) (DSP#2004-0037)
84. 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. (DSP#2004-0037)
 - 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) (DSP#2004-0037)
85. The Applicant shall submit a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. 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) (DSP#2004-0037)
86. 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) (DSP#2004-0037)
87. 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) (DSP#2004-0037)
88. 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) (DSP#2004-0037)

ENVIRONMENTAL

89. Plan does not indicate whether or not there is any known 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, Division of Environmental Quality. (T&ES) (DSP#2004-0037)
90. All exterior building mounted loudspeakers are prohibited. (T&ES) (DSP#2004-0037)
91. 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) (DSP#2004-0037)
92. **[CONDITION AMENDED BY STAFF]** A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of Construction & 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)
93. ~~**[CONDITION DELETED BY STAFF]**—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) (DSP#2004-0037)

LEGAL/PROCEDURAL

94. Plats of consolidation, resubdivision and/or dedication shall be submitted for final review and approval by P&Z, T&ES and the City Attorney prior to release of any final site plans for the project. (P&Z) (DSP#2004-0037)
95. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z) (DSP#2004-0037)
96. Temporary structures for construction shall be permitted and the period such structures are to remain on the site, size and site design for such structures shall be subject to the approval of the Director of P&Z. (P&Z) (DSP#2004-0037)
97. Final location surveys for each building and parking garage shall be submitted by the applicant to the Department of P&Z for each building prior to issuance of a certificate of occupancy permit. (P&Z) (DSP#2004-0037)
98. Modifications to building footprints, locations and/or other design features shall be permitted so long as the changes are generally consistent with this development plan approval, does not significantly impact designated tree planting areas, as determined by the Directors of P&Z, T&ES and PR&CA. (P&Z) (DSP#2004-0037)
99. The applicant is advised to provide all site applicable details with the final plans. (T&ES) (DSP#2004-0037)
100. The proposed curb alignment along Eisenhower Avenue has encroached into the travelway reducing the westbound curbside travel lane 7.7 feet. The applicant shall reconfigure the two driveway entrances and curb face to match the existing travelway. (T&ES) (DSP#2004-0037)

101. The alignment of curbs, orientation of intersections, and physical obstructions within the network shall be redesigned to resolve concerns related to sight distance, conflict points, pedestrian access, and the maneuverability of heavy vehicles to the satisfaction of the Director of T&ES. The proposed curb alignment at all proposed entrances shall not encroach into the existing travel lanes and curb line (i.e maintain existing travel lanes and curb line). (T&ES) (DSP#2004-0037)
102. In accordance with *City of Alexandria Landscape Guidelines*, identify the location of existing vegetation to be removed or retained/preserved. (RP&CA) (DSP#2004-0037)
103. All proposed improvements, including limits of site disturbance adjacent to the north property line shall be approved by the City Arborist prior to final site plan approval. (RP&CA) (DSP#2004-0037)
104. Provide paved landings (unobstructed by trees) directly adjacent to building exits. (T&ES) (DSP#2004-0037)

HOUSING

105. The applicant agrees to make a voluntary offer of \$1.50/sq.ft. on the gross square footage of the new buildings (Buildings #2 & #3, (528,857 sq.ft.), for a total voluntary contribution of \$793,286. Payments of the voluntary contribution shall be made in phases, prior to the issuance of each certificate of occupancy". (DSP#2004-0037)

ARCHAEOLOGY

106. Call Alexandria Archaeology immediately (703-838-4399) 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)
107. 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)

IX. CITY DEPARTMENT COMMENTS

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

Planning and Zoning (P&Z)

- F-1. **[FINDING ADDED BY STAFF]** The final site plan shall comply with all applicable zoning ordinance requirements including, but not limited to, building height, penthouse height, floor area ratio, and parking.

Transportation and Environmental Services (T&ES)

- F - 1. **[FINDING ADDED BY STAFF]** The final site plan shall be prepared per the requirements of the Memorandum to Industry 02-09, December 3, 2009. A copy of this Memorandum is available at the following address of the City of Alexandria website:
<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 2. **[FINDING ADDED BY STAFF]** The plan may be subject to review by Alexandria Sanitation Authority (ASA) since the sanitary flows are discharged into Holmes Run Trunk Sewer, which is surcharged during wet weather.
- F - 3. **[FINDING ADDED BY STAFF]** The City is currently in the process of redesigning the City standard bus shelter and will have a new designed bus shelter by December 2010. This location shall include the new selected City design bus shelter.
- C-1. **[CODE REQUIREMENT AMENDED BY STAFF]** A performance Bond to guarantee installation of the required public improvements must be updated and any additional bonding required shall be posted prior to release of a development plan. (DSP#2004-0037)
- C-2. All downspouts must be connected to a storm sewer by continuous underground pipe. (DSP#2004-0037)
- C-3. The sanitary sewer tap fee must be paid prior to release of the plan. (DSP#2004-0037)
- C-4. All easements and/or dedications must be recorded prior to release of the plan. (DSP#2004-0037)
- 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. (DSP#2004-0037)

- C-6. All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval. (DSP#2004-0037)
- C-7. **[CODE REQUIREMENT DELETED BY STAFF]** ~~All utilities serving this site to be placed underground. (DSP#2004-0037)~~
- C-8. **[CODE REQUIREMENT ADDED BY STAFF]** 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. Transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- ~~C-9. **[CODE REQUIREMENT DELETED BY STAFF]** All utilities serving this site to be placed underground. (DSP#2004-0037)~~
- ~~C-10. **[CODE REQUIREMENT DELETED BY STAFF]** Provide site lighting plan to meet minimum city standards. (DSP#2004-0037)~~
- C-11. 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. (DSP#2004-0037)
- C-12. 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. (DSP#2004-0037)
- C-13. 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. (DSP#2004-0037)
- C-14. 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. (DSP#2004-0037)
- C-15. 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. (DSP#2004-0037)
- C-16. 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. (DSP#2004-0037)

- C-17. **[CODE REQUIREMENT ADDED BY STAFF]** 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-18. **[CODE REQUIREMENT ADDED BY STAFF]** 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-19. **[CODE REQUIREMENT ADDED BY STAFF]** 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. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. (T&ES)
- C-20. **[CODE REQUIREMENT ADDED BY STAFF]** 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-21. **[CODE REQUIREMENT ADDED BY STAFF]** Americans with Disability Act (ADA) ramps shall comply with the requirements of Memorandum to Industry No. 03-07 on Accessible Curb Ramps dated August 2, 2007 with truncated domes on the end of the ramp with contrasting color from the rest of the ramp per the latest requirements of the Code of Virginia in effect at the time of approval of the site plan or construction. A copy of this Memorandum is available on the City of Alexandria website. (T&ES)
- C-22. **[CODE REQUIREMENT ADDED BY STAFF]** The applicant shall provide storage space for solid waste and recyclable 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 a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)

- C-23. **[CODE REQUIREMENT ADDED BY STAFF]** The applicant shall be responsible to deliver the 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-24. **[CODE REQUIREMENT ADDED BY STAFF]** The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle.
- C-25. **[CODE REQUIREMENT ADDED BY STAFF]** 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.
- C-26. **[CODE REQUIREMENT ADDED BY STAFF]** 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-27. **[CODE REQUIREMENT ADDED BY STAFF]** 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-28. **[CODE REQUIREMENT ADDED BY STAFF]** 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.
- C-29. **[CODE REQUIREMENT ADDED BY STAFF]** All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C-30. **[CODE REQUIREMENT ADDED BY STAFF]** All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)

Code Enforcement

The following are repeat comments. Updated comments in **BOLD**.

- F - 1. Building Code Analysis is incomplete. Average grade and building height above average grade plane are not provided for Garages A and B on Sheet A0.00. **Condition met. Information provided.** (DSP#2004-0037)
- F - 2. Emergency vehicle easements are not shown on site plan. They are provided on fire lane marking exhibit but need to be shown on site plan sheets. **Condition not met.** (DSP#2004-0037)
- F - 3. Locations of all building entrances and exits are not shown on all structures (existing and proposed). **Condition met.** (DSP#2004-0037)
- F - 4. Size of existing water lines used to tie into proposed water lines are not provided. **Condition met.** (DSP#2004-0037)
- F - 5. Fire Department Connections and Fire Hydrants are not shown for Garage A (East and West) **Condition met, FDCs and hydrants provided.** (DSP#2004-0037)
- F - 6. Turning radii is not provided for hardscape and grasscrete roadways. **Condition met, radii provided.** (DSP#2004-0037)
- F - 7. Ladder truck access is required for all structures at this site. There is insufficient access as proposed. Ladder truck access shall be provided to all structures over 50 feet in height. **The revised design complies with agreed upon conditions by**

Code Enforcement except for the area in front of the fountain. The submitted diagrams show the ladder truck deployed partially in the fountain to access buildings 2 and 3 on the South side of the structures. This issue shall be resolved prior to Final #1. Provide a turning movement diagram utilizing Alexandria Ladder Truck Specifications for Truck 204 and Truck 208 to demonstrate that both vehicles can maneuver around the fountain and achieve placement of the aerial ladder in compliance with this finding. (DSP#2004-0037)

- F - 8. **The applicant shall resolve fire access versus security access. The current proposed security plan does not fully detail fire access. In the event of a power failure how will the knox box and key pad receive power? Will there be a manual method for lowering the barricades and if so, how many people are required to perform such an action? (DSP#2004-0037)**
- F - 9. **Fireflow calculations provided on cover sheet are insufficient. Provide fire flow calculations as provided in C-9 below. Condition met, resubmitted fire flow approved on 8/12/05. (DSP#2004-0037)**
- F - 10. **General notes are not provided with this submission. Condition met, notes provided. (DSP#2004-0037)**
- F - 11. **Handicap parking spaces listed on Sheet A0.00 fall below requirements of the 2000 USBC. Add 1 additional handicap parking space in Garage A for a total of 33 handicap spaces. Add 1 additional handicap parking space in Garage B for a total of 15 handicap parking spaces. Condition not met. Handicap spaces not shown on Sheets A1.01-A1.03. (DSP#2004-0037)**
- F - 12. **Fire Department Connection for Garage B on Sheet C3.A exceeds 100 feet from the nearest hydrant as measured along the travel way. Hydrant provided. Fire line not shown for underground portion of garage requiring a sprinkler system. (DSP#2004-0037)**
- F - 13. **There is insufficient ladder truck access to East and South sides of Garage B. Condition met. On next submission, provide details and locations of markers that will denote limits of grass pave from ordinary sod. (DSP#2004-0037)**
- F - 14. **All Entrances and Exits are not shown for Garage B on Sheet C3.A Entrances shown, handicap curb cuts and accessibility not provided. (DSP#2004-0037)**
- F - 15. **Garage B requires a second Fire Department Connection located on an opposite side of the structure. FDC provided but location exceeds 100 feet from nearest hydrant as measured along the travelway. (DSP#2004-0037)**
- F - 16. **All Entrances and Exits are not shown for Building 3 on Sheet C3.A. Entrances shown however, stairwell location is not compliant per the USBC. At least**

one stairwell shall discharge directly to the exterior of the building. Handicap curb cuts and accessibility not provided. (DSP#2004-0037)

- F - 17. There is insufficient ladder truck access to West, East and South sides of Building 3. **Ladder truck access has been achieved except for area around fountain. See F-7. (DSP#2004-0037)**
- F - 18. All Entrances and Exits are not shown for Building 2 on Sheet C3.B. **Entrances shown however, stairwell location is not compliant per the USBC. At least one stairwell shall discharge directly to the exterior of the building. Handicap curb cuts and accessibility not provided. (DSP#2004-0037)**
- F - 19. There is insufficient ladder truck access to West, East and South sides of Building 2. **Ladder truck access has been achieved except for area around fountain. See F-7. (DSP#2004-0037)**
- F - 20. Show size of existing water line running between Buildings 1 & 2 on Sheet C3.B. **Condition met. (DSP#2004-0037)**
- F - 21. All Entrances and Exits are not shown for Building 1 on Sheet C3.C. **Entrances shown, handicap curb cuts and accessibility not provided. (DSP#2004-0037)**
- F - 22. There is insufficient ladder truck access to all sides of Building 1. **Condition met. (DSP#2004-0037)**
- F - 23. There is no fire hydrant located within 100 feet of the rear Fire Department Connection as measured from the travel way. (Sheet C3.C). **Condition met. (DSP#2004-0037)**
- F - 24. Provide size of existing waterline that ties in to the proposed water line on the North side of Building 1 on Sheet C3.C. **Condition met. (DSP#2004-0037)**
- F - 25. Show clearance height of pedestrian bridge on sheet C3.C. **Condition met. (DSP#2004-0037)**
- F - 26. Two Fire Department Connections are required for Garage A (West). FDCs shall be located on opposite sides of the structure. (Sheet C3.D) **Condition met. (DSP#2004-0037)**
- F - 27. Fire hydrants are required for FDCs mentioned in F26 above. Hydrants shall be located no more than 100 feet from FDCs as measured in the vehicle travelway. (Sheet C3.D). **Condition met. (DSP#2004-0037)**
- F - 28. Two Fire Department Connections are required for Garage A (East). FDCs shall be located on opposite sides of the structure. (Sheet C3.E) **Condition met(DSP#2004-0037)**

- F - 29. Fire hydrants are required for FDCs mentioned in F28 above. Hydrants shall be located no more than 100 feet from FDCs as measured in the vehicle travelway. (Sheet C3.E). **Condition met.** (DSP#2004-0037)
- F - 30. All Entrances and Exist are not shown for Garage A (East and West) (Sheets C3.D and C3.E). **Entrances shown, handicap curb cuts and accessibility not provided.** (DSP#2004-0037)
- F - 31. There is insufficient ladder truck access to East and South sides of Garage A. **Sheet C3.D shows bollards and security fencing in roadway of EVE at Southwest corner of Garage A. This is an obstruction to fire access.** (DSP#2004-0037)
- F - 32. Architectural drawings (A1.01) are misleading concerning handicap parking. Detail 2 indicates 3 handicap parking spaces provided on each level for P1, P2, P4, P5, P6, P7, and P8 indicating a combined total of 26 handicap parking spaces for Garage B. Sheet A0.00 lists 14 handicap spaces for Garage B, of which 15 spaces are required per the 2000 USBC. **Condition not met, handicap parking not shown.** (DSP#2004-0037)
- F - 33. Architectural drawings (A1.02 and A1.03) are misleading concerning handicap parking. Detail 2 indicates 5 handicap parking spaces provided on each level for P2, P3, P4, and P5 indicating a combined total of 42 handicap parking spaces for Garage B. Sheet A0.00 lists 32 handicap spaces for Garage A, of which 33 spaces are required per the 2000 USBC. **Condition not met, handicap parking not shown.** (DSP#2004-0037)
- F - 34. Vehicle clearance under Pedestrian bridge on Sheet A3.03, Detail 3 does not line up with shown clearance and indicates actual clearance is less than 14 feet. **Condition met.** (DSP#2004-0037)
- C-1. 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 on 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. (DSP#2004-0037)
- C-2. Provide two Siamese connections located to the satisfaction of the Director of Code Enforcement for each structure. **Condition met.** (DSP#2004-0037)
- C-3. Provide a minimum clearance of 14 feet below the proposed pedestrian bridge. **Condition met.** (DSP#2004-0037)

- C-4. New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). **Add to General Notes.** (DSP#2004-0037)
- C-5. Alterations to the existing structure must comply with the current edition of the Uniform Statewide Building Code (USBC). **Add to General Notes.** (DSP#2004-0037)
- C-6. A separate tap is required for the building fire service connection. **Tap, fire line and size of fire line not provided for Garage B.** (DSP#2004-0037)
- C-7. 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) floor area per floor ; e) fire protection plan. **Condition met.** (DSP#2004-0037)
- C-8. The final site plans shall show placement of fire easement signs. **Acknowledged, not shown.** (DSP#2004-0037)
- C-9. Prior to submission of the Final Site Plan #1, 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. Fire Flow shall be submitted on 8 ½ x 11 sheets of paper and not as part of a plan sheet. **Condition met, approved on 8/12/05.** (DSP#2004-0037)
- C-10. A soils report must be submitted with the building permit application. **Acknowledged by applicant.** (DSP#2004-0037)
- C-11. Certification is required from the owners or owner's agent that the existing building has been inspected by a licensed asbestos inspector for the presence of asbestos (USBC 112.1.4). **Acknowledged by applicant.** (DSP#2004-0037)
- C-12. The applicant must obtain a Certificate of Occupancy prior to occupancy (use) of each structure (USBC 119.1). **Acknowledged by applicant.** (DSP#2004-0037)
- C-13. These structures contain mixed use groups [A, Assembly; B, Business], and are subject to the mixed use and occupancy requirements of USBC 302.3. **Acknowledged by applicant.** (DSP#2004-0037)
- C-14. Required exits, parking, and facilities shall be accessible for persons with disabilities. **Condition not met, curb cuts, parking and access not shown.** (DSP#2004-0037)
- C-15. 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. **Acknowledged by applicant.** (DSP#2004-0037)

- C-16. The proposed buildings must comply with the requirements of HIGH-RISE building (USBC 403). **Acknowledged by applicant.** (DSP#2004-0037)
- C-17. Fire suppression systems shall be installed in building and structures of Use Group B, when > 50' in height. Building height shall be measured from the point of the lowest grade level elevation accessible by fire department vehicles at the building or structure to the floor of the highest occupiable story of the building or structure (USBC 905.2.12.3). **Acknowledged by applicant.** (DSP#2004-0037)
- C-18. A fire protective signaling system is required in the B, Business use group area (offices) which are located two or more stories above the lowest level of exit discharge (USBC 907.2.2). **Acknowledged by applicant.** (DSP#2004-0037)
- C-19. 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 taken to prevent the spread of rodents from the construction site to the surrounding community and sewers. **Add note to General Notes.** (DSP#2004-0037)
- C-20. Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. **Acknowledged by applicant.** (DSP#2004-0037)

C. Housing

~~S-1 [CONDITION DELETED BY STAFF] The applicant agrees to make a voluntary offer of \$1.50/sq.ft. on the gross square footage of the new buildings (Buildings #2 & #3, (528,857 sq. ft.), for a total voluntary contribution of \$793,286. Payments of the voluntary contribution shall be made in phases, prior to the issuance of each certificate of occupancy. (DSP#2004-0037)~~

D. Archaeology

F - 1. [FINDING DELETED BY STAFF] This property has the potential for containing significant archaeological resources. The lot was probably part of an 18th-century plantation, Bush Hill, owned first by Josiah Watson and sold to Richard Marshall Scott in 1797. The main house of Bush Hill, constructed in 1763, was situated on the south side of Eisenhower Avenue, just southeast of this parcel. Foundations of outbuildings and other structural remains (such as wells, privies, or cisterns) as well as concentrations of artifacts associated with the 18th and early 19th-century occupation could be present on this property. In addition, the parcel has the potential to yield significant information about the prehistory of Alexandria. Native American camp sites were often situated on the bluffs and terraces of streams in setting similar to this overlooking the banks of Cameron Run. (DSP#2004-0037)

F - 2. **[FINDING ADDED BY STAFF]** This property may have been part of an 18th-century plantation, Bush Hill, owned first by Josiah Watson and sold to Richard Marshall Scott in 1797. The main house of Bush Hill, constructed in 1763, was situated on the south side of Eisenhower Avenue, just southeast of this parcel. Foundations of outbuildings and other structural remains (such as wells, privies, or cisterns) as well as concentrations of artifacts associated with the 18th and early 19th-century occupation could be present on the property. In addition, the parcel was deemed to have the potential to yield significant information about the pre-Colonial period in Alexandria. Native American camp sites were often situated on the bluffs and terraces of streams in settings similar to this overlooking the banks of Cameron Run. Testing completed on this lot indicated that there has been a great deal of surface disturbance on this lot and that deep features (such as wells or privies, if they were present) are the only remnants of past uses that are likely to remain intact. No additional field work was recommended.

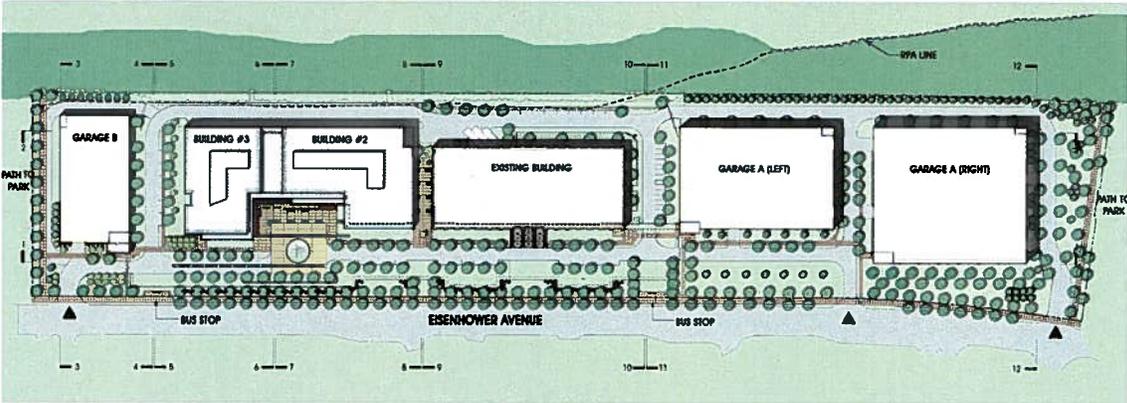
Asterisks denote the following:

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

Existing Site:



DSP#2004-0037:



DSP#2010-0011:





APPLICATION

DEVELOPMENT SITE PLAN

DSP 2010-0011

Project Name: Victory Center

PROPERTY LOCATION: 5001 Eisenhower Avenue, Alexandria, Virginia

TAX MAP REFERENCE: 068.04-01-05 **ZONE:** OCM (100)

APPLICANT

Name: Eisenhower Real Estate Holdings, L.L.C.

Address: c/o Spaulding and Slye Investments, 1801 K Street NW, Suite 1000, Washington DC 20006

PROPERTY OWNER

Name: SAME AS ABOVE

Address: SAME AS ABOVE

PROPOSED USE: Applicant requests approval for an amendment to the approve site plan (DSP 2004-0037) which would 1) eliminate the garage on the west portion of the property and 2) would divide the remaining approved FAR, which is currently in one structure, into two smaller buildings. These changes will allow the applicant to meet the setback requirements of tenants compelled to meet DoD security standards.

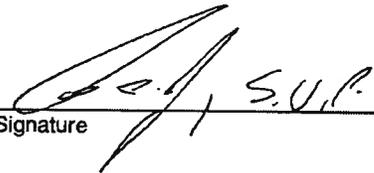
THE UNDERSIGNED hereby applies for Development Site Plan approval in accordance with the provisions of Section 11-400 of the Zoning Ordinance of the City of Alexandria, Virginia.

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

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

Eisenhower Real Estate Holdings LLC

By: Arthur C. Frye
Print Name of Applicant or Agent
1801 K Street NW
Suite 1000


Signature

(202) 719-5669/312-416-5379

Mailing/Street Address
Washington DC 20006
City and State Zip Code

Telephone # Fax #
artnur.frye@ssiinvests.com
Email address
4/30/10
Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY	
Application Received: _____	Received Plans for Completeness: _____
Fee Paid and Date: _____	Received Plans for Preliminary: _____
ACTION - PLANNING COMMISSION: _____	

ALL APPLICANTS MUST COMPLETE THIS FORM.**The applicant is: (check one)**

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

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

Prudential Insurance Company of America (approximately 65%)

c/o Prudential Real Estate Investors

8 Campus Drive

Parsippany NJ 07054

5001 Eisenhower 2004, LLC (approximately 35%)

c/o Spaulding and Slye Investments

1801 K Street NW

Suite 1000

Washington DC 20006

Attn: Arthur C. Frye

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

Yes. Provide proof of current City business license.

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

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Kenneth W. Wire
Direct: 703.712.5362

McGUIREWOODS

*DC Docket Item # 11
DSP 2010-011*

Land Use and Environmental
kwire@mcguirewoods.com

May 27, 2010

VIA EMAIL to faroll.hamer@alexandriava.gov

John Komoroske, Chairman and Members of the Planning Commission
City Hall
301 King Street, Suite 2100
Alexandria, VA 22314

RE: Victory Center, Docket Item #11, DSP 2010-011

Dear Chairman Komoroske and Members of the Planning Commission:

On behalf of our client, Eisenhower Real Estate Holdings, LLC (the "Applicant"), we are requesting that the Planning Commission make the following revisions to the staff recommended conditions of approval for DSP #2010-011:

Condition 5(o) – ~~Relocate the existing pedestrian traffic signal and associated pedestrian crosswalk on Eisenhower Avenue to terminate at a non-secure access point on the site.~~

Condition 29 - The security fencing shall be a maximum height of 7 ~~8~~ft. and shall be decorative black metal open vertical pickets. The security fence and bollards shall be placed in a location as generally shown on the landscaped plans with allowance for relocation to comply with the 100 foot setback requirement for secure government buildings. There shall be variation in the fence, and the landscaping required by the landscaping conditions shall be placed between the fence and the adjoining sidewalk. (DSP#2004-0037)

Condition 75 – ~~[CONDITION ADDED BY STAFF] The Applicant shall participate and/or make monetary contribution to the satisfaction of the Director, Transportation and Environmental Services (T&ES) for any improvements which may be implemented and/or constructed by the City of Alexandria to alleviate wet weather surcharge conditions in Holmes Run Trunk Sewer. (T&ES)~~

CITY DEPARTMENT COMMENT, C-23 – ~~[CODE REQUIREMENT ADDED BY STAFF] The applicant shall be responsible to deliver the 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)~~

May 27, 2010
Page 2

We also note that for City Department comments C-17 through C-30, the applicant will comply with any and all requirements of the City Code to the extent they are not amended or altered by the Department comments.

We look forward to discussing this amendment to the DSP and our requested changes to the staff recommended conditions of approval with the Planning Commission at its June 1, 2010 public hearing. Please let me know if you have any questions or comments regarding this amendment or the above changes.

Sincerely,

A handwritten signature in black ink, appearing to read "Kenneth W. Wire". The signature is fluid and cursive, with a long horizontal stroke at the end.

Kenneth W. Wire

cc: Art Frye, Spauling and Slye
Barbara Gloeckner, Jones Lang LaSalle
Gwen Wright, Chief, Development Division
James Banks, City Attorney

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