

Docket Item #3

Development Site Plan #2009-0018

5001 Eisenhower Avenue Victory Center – Amendment

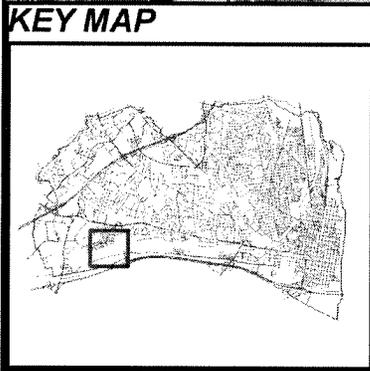
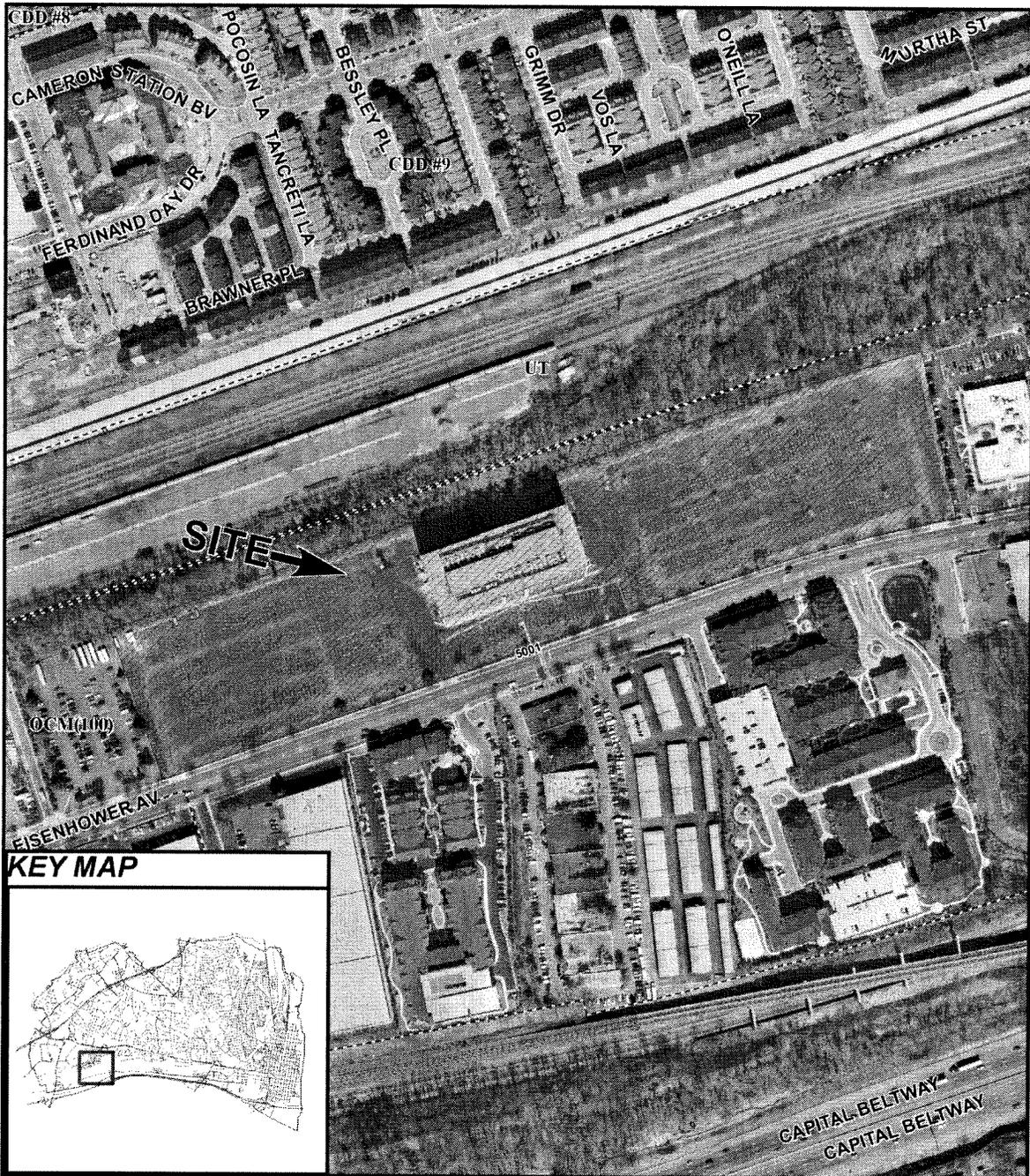
CONSENT AGENDA ITEM

If no one asks to speak about this case prior to the hearing, it will be approved without discussion as part of the Consent Agenda.

Application	General Data	
Project Name: Victory Center-Amendment	PC Hearing:	December 1, 2009
	Plan Acreage:	Site: 696,960 SF (16acres)
Location: 5001 Eisenhower Avenue	Zone:	OCM - 100
	Approved Use:	Office Building Campus – 3 Office Buildings 2 Parking Structures
	Gross Floor Area:	Existing: 612,153 SF Total Approved: 1,257,589 SF
Applicant: Eisenhower Real Estate Holdings LLC	Small Area Plan:	Landmark – Van Dorn
	Historic District:	N/A
	Green Building:	NA

Purpose of Application
Request for an amendment to DSP 2004-0037 to clarify that the minimum parking requirement for the entire campus is one (1) parking space per 600 square feet of above grade Floor Area plus basements of office space and the maximum parking allowed for the full build out of the campus is the previously approved 3,056 parking spaces.

Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Patricia Escher, AICP, Patricia.Escher@alexandriava.gov



DSP #2009-0018

12/01/09



I. SUMMARY

A. Recommendation

Staff is recommending approval of a new DSP condition clarifying the parking space minimum and maximum for the entire Victory Center campus, with the continuation of the previous conditions from DSP2004-0037 and TMP 2005-0057.

II. BACKGROUND

A. Site Context

The site is located at 5001 Eisenhower Avenue, just east of the City's impound lot and the Covanta Facility. Norfolk Southern rail lines are located directly to the north, AMC Credit Union to the east and a mixture of commercial and residential uses across Eisenhower Avenue to the south.

B. Background

The Victory Center property went through the development review process during 2005 to redevelop the site by renovating the existing office building, adding two new office buildings and constructing two above grade parking structures. One of the goals for the project was to create a series of buildings that would function as a campus and would have design aspects and other elements that would make it attractive for a potential Federal employer. The site design included a potential secure perimeter around the campus with retractable bollards and guard house. While the site was not chosen for the new location of the Washington Headquarters Service, the site is still being marketed to the Federal Government and is an excellent location for a Federal employer given its proximity to Metro and site layout.

Additionally, during the review process, there was discussion about the amount of parking required by the City's ordinance and the amount of parking that the applicant was providing. The City code requires a specific number of parking spaces per square foot of office space; however the site lies within two parking districts – Parking District #4 and Parking District #6 which require differing amounts of parking spaces.

In 2005, the applicant proposed more parking than required by the City's ordinance. Staff was concerned about this proposal and discussed these concerns in the staff report, but ultimately supported the request for 3,056 parking spaces.

III. PROJECT DESCRIPTION

The parking requirements for the site is complicated as the site lies within two parking districts. The parking requirement for Parking District #4 is one space per 475 square feet of usable office space and the parking requirements for Parking District #6 is one space per 600 square feet of usable office space. The fewer parking spaces required for Parking District #6 is a result of being located within a 2,000 feet of a metro station.

The approved number of parking spaces for this site as part of DSP 2004-0037 was one space for 475 square feet of office space with approximately 15% additional visitor spaces for a total of 3,056 parking spaces or one space per 421 sq ft of office.

At this time, the applicant is requesting the ability to potentially construct fewer parking spaces. Upon additional study of the redevelopment of the site as a campus with multiple buildings served by one shuttle system, the applicant is asking that the entire campus be governed by the parking requirements of Parking District #6 – or one space per 600 square feet. Thus the minimum number of parking spaces that would be provided is 2097 and the maximum number is 3,056.

IV. ZONING

Table 1: Zoning Table (revised to include Parking District #6 parking ratios)

Property Address:	5001 Eisenhower Avenue	
Total Site Area:	16 Acres (696,960 Square Feet)	
Zone:	OCM 100	
Current Use:	Office	
Approved Use:	Office	
	Permitted/Required	Approved
FAR	1.5	1.5
Setbacks		
Front	NA	NA
Side	NA	NA
Rear	NA	NA
Parking	2,097 Spaces minimum	3,056 Spaces maximum
Loading spaces:	0 Spaces	1 Space

V. STAFF ANALYSIS

A. Eco-City Alexandria Environmental Action Plan

Since the 2005 approval, the City has adopted an Eco-City Alexandria Environmental Action Plan. The plan set goals for the City to become more sustainable and encourages the reduction of green house gasses. One of the primary goals of the plan is to make land use development more transit oriented and less dependant on single occupancy vehicles usage.

One way to encourage the use of mass transit is to include a Transportation Management Plan (TMP) as part of the development approval process. The Victory Center 2005 approval included a TMP which requires parking demand reduction techniques such as:

- Providing a shuttle to and from the site during peak periods;
- Providing the opportunity for flex cars on site;
- Providing bicycle parking and showers and;
- Providing a guaranteed ride home.

The Victory Center shuttle will be provided with the Certificate of Occupancy for Building 1 and will expand its service to the later phases upon their completion.

B. Parking

In the previous approval, staff supported the 3,056 parking spaces requested at that time and compared the Victory Center development with the Eisenhower East Small Area Plan parking ratios for projects that are more than 2,000 feet from a metro station and other commercial developments within the City. It was asserted that the ratio of one space per 475 plus additional visitor parking was aligned with these previous approvals. While there is merit to using these assumptions, staff believes that the site needs to be reviewed in a more holistic manner than what was done with the previous approval.

As discussed previously in the report, the site contains two parking districts – Parking District #4 and Parking District #6. Staff believes that, since the site should be viewed as a whole campus, it is within the 2,000 foot proximity to metro, justifying the one space per 600 square feet of office. The preferred lower parking ratio of one space per 600 sq ft of office is aligned with the City's recently adopted goals to become more sustainable and incentivize the use of mass transit.

Further validation to support the reduced ratio is that the Victory Center campus has an approved TMP that will provide traffic reducing measures by encouraging mass transit and alternate forms of transportation usage. In discussions with T&ES on this current proposed amendment, it was noted that if the minimum number of parking spaces is ultimately constructed, then there will need to be less emphasis on subsidizing free parking for tenants and more emphasis on vigorously implementing the approved TMP.

However, since the site's actual tenant is still undetermined, the applicant has requested the ability to not preclude a tenant that may actually need the additional parking as previously approved. Given that there is an approved site plan, staff concurs that if a future tenant requires those previously approved parking spaces at final build out that they would be allowed to construct them.

Staff is recommending that the parking for the entire Victory Center campus be based on a minimum of one parking space per 600 square feet of above-grade Floor Area plus basements of office, as the campus is within 2,000 feet of the Van Dorn Metro. However, as the campus achieves full build out of all three phases, the applicant may choose to construct up to a maximum of 3056 parking spaces, as approved in DSP 2004-0037.

VI. COMMUNITY

The applicant has notified Cameron Station Civic Association about this amendment and received support.

The applicant has discussed this amendment with the Eisenhower Partnership at their November 18th meeting and they support the proposal.

VII. CONCLUSION

Staff recommends **approval** of the clarification of parking minimum/maximum for the entire site subject to compliance with all applicable codes and the following staff recommendations.

Staff: Faroll Hamer, Director, Planning and Zoning;
 Gwen Wright, Chief, Development;
 Patricia Escher, AICP, Principal Planner;

VIII. STAFF RECOMMENDATIONS:

1. The parking for the entire Victory Center campus shall be based on a minimum of one (1) parking space per 600 square feet of above-grade Floor Area plus basements of office building, as the campus is within 2,000 feet of the Van Dorn Metro. However, as the campus achieves full build out of all three phases, the applicant may choose to construct up to a maximum of 3056 parking spaces, as approved by DSP #2004-0037.
2. Conditions listed below shall be brought forward from the previous approved development site plan and transportation management plan. (DSP #2004-0037 and TMP #2005-0057)

TRANSPORTATION MANAGEMENT PLAN:

3. The applicant shall create a program and implement a 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.
 - 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.
 - c. Dedicated shuttle service to and from the Van Dorn Metro Station during peak periods shall be provided with *Building # 1*
 - 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.
 - 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.
 - f. The applicant shall provide 1 bicycle rack per 7,500 square feet, or portion thereof, of office floor area.

- 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.
- 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.
- 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.
- 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.
- 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.
- l. A Guaranteed Ride Home Program shall be established and promoted as part of the ridesharing and transit marketing efforts.
- 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.
- 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.
- 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 and TMP #2005-0057)

PARKING:

4. 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.
 - 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.
 - 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.
 - 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.
 - e. The applicant shall provide controlled access into the parking structures.
 - 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.
 - 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.
 - h. The headroom within the parking structure shall not exceed 7' 6" in height.
 - i. The applicant agrees to provide 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) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z)(PC) (DSP #2004-0037 and TMP #2005-0057)

PEDESTRIAN - STREETSCAPE:

5. 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.
 - b. The sidewalks on Eisenhower Avenue shall continue over the proposed curb cuts to provide an uninterrupted concrete sidewalk.
 - c. Two (4") continuous conduits for future traffic signals shall be installed.
 - d. 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*.
 - e. The applicant shall contribute \$1,000/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.
 - f. 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.
 - g. A pedestrian countdown signal shall be provided for the pedestrian crossing at the adjoining signalized intersections.
 - h. The width of the north-south paths shall be 10 ft. wide and shall be concrete. The pathways shall also include pedestrian scale lighting.
 - i. The sidewalk on the western portion of *Building #3* shall be increased to a minimum of 6 ft. wide.
 - j. A minimum 6 ft. wide sidewalk shall be provided for the parallel parking in front of the buildings.

- k. 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)
 - l. All pedestrian improvements shall be reflected on an overall pedestrian circulation plan. (P&Z) (DSP #2004-0037 and TMP #2005-0057)
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 and TMP #2005-0057)
 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 and TMP #2005-0057)
 8. 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. (T&ES) (DSP #2004-0037 and TMP #2005-0057)
 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.
 - 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.
 - c. Provide decorative benches and trash receptacles.
 - 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.
 - e. Low scale pathway or bollard lighting.

- f. Where walls or planters are necessary they shall be precast, brick or stone. (P&Z) (DSP #2004-0037 and TMP #2005-0057)
- 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 and TMP #2005-0057)
- 11. 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 and TMP #2005-0057)

OPEN SPACE - LANDSCAPING:

- 12. 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.
 - 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 spaced approximately 25 ft. on-center while the evergreen trees shall be spaced approximately 15 ft. on-center.
 - ii. Decorative black pedestrian scale lighting for each pathway.
 - iii. One bench for each pathway.
 - 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.

- vi. A decorative pedestrian scale sign shall be added to identify each pedestrian connection as a public open space area / path.
 - vii. The paths, landscaping and amenities within the public access easement shall be privately maintained.
 - 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 and TMP #2005-0057)
13. 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.
 - ii. On the northern portion of the sidewalk, a continuous row of ornamental trees shall be provided 15-20 ft. on-center.
 - iii. The ornamental street trees shall be 8 to 10 feet in height at the time of planting.
 - 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."
 - 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.
 - vi. All landscaping and trees adjacent to Eisenhower shall be irrigated.
 - 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.
 - c. The applicant shall provide a continual row of shade trees and evergreen trees on the northern portion of buildings #2 and #3.
 - d. Evergreen screen plantings shall be provided on the northern portion of all buildings.
 - e. Evergreen and deciduous trees shall be provided on the southern and eastern portion of the eastern parking structure.
 - 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.
 - g. A variety of evergreen and deciduous trees on the western portion of the site adjacent to the proposed trail connection.
 - h. Ornamental trees or shade trees for the entry plaza-courtyard areas for the buildings.

- i. Groundcover for the perimeter of the buildings.
- j. Turf shall be provided for all grass ring - grass paver areas .
- 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.
- l. Crown coverage which denotes street trees under a separate tabulation.
- 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.
- 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.
- o. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space.
- p. The location of all light poles shall be coordinated with the street trees.
- 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.
- r. The maximum height for the shrubs is 36 inches.
- s. No shrubs higher than three feet shall be planted within six feet of walkways.
- 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.
- u. All landscaping shall be maintained in good condition and replaced as needed. (P&Z) (RP&CA) (DSP #2004-0037 and TMP #2005-0057)

PHASING - CONSTRUCTION:

14. Pursuant to Section 11-418 (A) of the Zoning Ordinance, the approval shall be valid for:
Phase I: Commencement of substantial construction must occur within 18 months after initial Planning Commission approval, or Council approval in case of an appeal.
Phase II: Commencement of substantial construction must occur within 24 months of substantial completion of Phase I construction.
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 of the existing building, Phase II shall constitute the construction of the left section of the east garages and Building #2, and Phase III shall constitute the construction of the west garage, Building #3 and the right section of the east garage. (P&Z) (DSP #2004-0037 and TMP #2005-0057)

15. 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.
- i. 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:
 - 5 ft. wide landscape strip adjacent to the curb.
 - 10 ft. wide concrete sidewalk.
 - ii. If the parking structure(s) are not substantially constructed within 48 months of the occupancy of the building, the applicant shall provide landscape islands.
 - iii. Recordation of reservation of the public access easement.

Building # 2

- b. 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.
- i. 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:
 - 16.5 ft. wide grass area on the northern portion of the sidewalk.
 - 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.

Building # 3

- c. Prior to the issuance of a certificate of occupancy permit for Building # 3, the applicant shall complete the following site improvements.
- i. Public access points on the western and eastern portions of the site.
 - ii. Remainder of improvements
- d. A Traffic Control Plan detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging.
- e. A plan for temporary pedestrian and vehicular circulation during construction and each phase.
- f. 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.

- g. Provisions in the event construction is suspended for 6 months or more for:
 - i. temporary streetscape improvements
 - ii. removal of debris
 - iii. screening and barrier protection of construction areas and interim open space improvements.
 - h. 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 and TMP #2005-0057)
16. Provide a traffic circulation plan for the proposed development. (T&ES) (DSP #2004-0037 and TMP #2005-0057)
 17. 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 and TMP #2005-0057)
 18. 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 and TMP #2005-0057)
 19. 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 and TMP #2005-0057)
 20. 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 and TMP #2005-0057)
 21. 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 and TMP #2005-0057)

22. 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 and TMP #2005-0057)
23. 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 and TMP #2005-0057)

SECURITY ELEMENTS:

24. 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 and TMP #2005-0057)
25. 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 and TMP #2005-0057)
26. 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 and TMP #2005-0057)
27. 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 and TMP #2005-0057)
28. 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 and TMP #2005-0057)

BUILDING:

29. 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. The new buildings will generally share the material palette and detailing planned for the renovation of the existing building, creating a unified composition.
- b. Glass spandrel panels shall complement the window patterns, and shall not be of contrasting colors.
- c. The proposed facade of the existing and proposed buildings shall have a traditional horizontal base, middle and top organization.
- 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
- 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.
- f. Color architectural elevations (front, side and rear) shall be submitted with the final site plan.
- 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.
- h. Condition deleted. (PC)
- i. Consider refining the proportions of the cornice, including the possible introduction of horizontal banding.
- j. *Building #2* and *Building #3* shall have a comparable solid to void ratio as proposed by *Building #1*.

Parking Structures:

- k. 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.
- l. The facades shall have detailing in the precast mix with horizontal and vertical reveals for visual relief.
- m. 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.
- n. The vertical columns shall project above the horizontal plane of the parking structures to reduce the perceived length of each façade.
- o. Eisenhower Avenue the parking structures shall incorporate a rusticated base, which shall be a different color than the body of the parking structure.
- p. The stair towers shall be designed as a combination of open and glass elements that are integrated as part of each parking structure.

- q. 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.
 - r. The height of the parking structure shall not be increased above what is generally represented on the preliminary plans.
 - s. 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 and TMP #2005-0057)
30. 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 and TMP #2005-0057)
31. 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 and TMP #2005-0057)
32. 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:
1. The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
 2. The building or structure design shall support a minimal signal transmission strength of -95 dBm within 90 percent of each floor area.
 3. 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.
 4. The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications

Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.

If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design, which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager. (Code) (DSP #2004-0037 and TMP #2005-0057)

33. 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 and TMP #2005-0057)

SITE PLAN:

34. 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. Handicap parking needs to be provided closer to the building entrances, not just within the parking garages. Provide additional handicap parking spaces within the curbside parking near the main building entrances. (T&ES)
 - a. All signs must comply with the zoning ordinance requirements;
 - b. Sign messages shall be limited to logos, names and street address information;
 - c. Walls signs; and no freestanding signs other than traffic/directional signs shall be permitted (P&Z) (DSP #2004-0037 and TMP #2005-0057)
35. 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. A lighting schedule that identifies each type and number of fixtures, mounting height, and strength of fixture in Lumens or Watts;
 - c. Manufacturer's specifications and details for all proposed fixtures; and
 - d. 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 and TMP #2005-0057)

36. 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 and TMP #2005-0057)
37. 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 and TMP #2005-0057)
38. 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 and TMP #2005-0057)
39. 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 and TMP #2005-0057)
40. Provide a two-phase erosion control plan and include the drainage divides. (T&ES) (DSP #2004-0037 and TMP #2005-0057)
41. 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 and TMP #2005-0057)
42. 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 and TMP #2005-0057)
43. Provide the location of the utilities that are existing and proposed. (T&ES) (DSP #2004-0037 and TMP #2005-0057)
44. 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 and TMP #2005-0057)
45. 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 and TMP #2005-0057)
46. 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 and TMP #2005-0057)

47. 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 and TMP #2005-0057)
48. 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 and TMP #2005-0057)
49. The applicant shall not allow any other metal detection to be conducted on the property, unless authorized by Alexandria Archaeology. (Archaeology) (DSP #2004-0037 and TMP #2005-0057)

STORMWATER-ENVIRONMENT:

50. 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 and TMP #2005-0057)
51. 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 and TMP #2005-0057)
52. 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 and TMP #2005-0057)
53. 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 and TMP #2005-0057)
54. Provide pre and post development, two and ten year storm water computations for the entire site. (T&ES) (DSP #2004-0037 and TMP #2005-0057)
55. 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 and TMP #2005-0057)

WATER QUALITY:

56. 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 and TMP #2005-0057)
57. The Applicant shall provide 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 and TMP #2005-0057)
58. 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 and TMP #2005-0057)
59. 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 areas (RPA's) and mapped wetland area by the following methods to the satisfaction of the Director of Transportation and Environmental Services:
- a. Restoring streams subject to historic erosion damage,
 - b. Increasing vegetation onsite and/or performing offsite plantings.
 - c. Contribution to T&ES / DEQ funds to stream restoration / water quality projects.
- 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 RPA's, shall be double the aforementioned ratios. (T&ES) (DSP #2004-0037 and TMP #2005-0057)
58. Water quality impacts shall be mitigated by stream restoration / stabilization equal to the linear distance to that of the linear encroachment into the RPA's on-site. (T&ES) (DSP #2004-0037 and TMP #2005-0057)
59. 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 and TMP #2005-0057)
60. 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 and TMP #2005-0057)
61. 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 BMP's 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 and TMP #2005-0057)
62. 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:
- i. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - ii. 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 and TMP #2005-0057)
63. 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 and TMP #2005-0057)

64. 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 and TMP #2005-0057)
65. 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 and TMP #2005-0057)
66. 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 and TMP #2005-0057)

ENVIRONMENTAL:

67. 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 and TMP #2005-0057)
68. All exterior building mounted loudspeakers are prohibited. (T&ES) (DSP #2004-0037 and TMP #2005-0057)
69. 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 and TMP #2005-0057)
70. 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 and TMP #2005-0057)

LEGAL/PROCEDURAL:

71. 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 and TMP #2005-0057)
72. 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 and TMP #2005-0057)
73. 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 and TMP #2005-0057)
74. 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 and TMP #2005-0057)
75. 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 and TMP #2005-0057)
76. The applicant is advised to provide all site applicable details with the final plans. (T&ES) (DSP #2004-0037 and TMP #2005-0057)
77. 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 and TMP #2005-0057)
78. 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 and TMP #2005-0057)
79. 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 and TMP #2005-0057)
80. 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 and TMP #2005-0057)

81. Provide paved landings (unobstructed by trees) directly adjacent to building exits. (T&ES)
(DSP #2004-0037 and TMP #2005-0057)

HOUSING:

82. 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 and TMP #2005-0057)

CITY DEPARTMENT COMMENTS

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

Transportation and Environmental Services (T&ES):

- C-1 A performance Bond to guarantee installation of the required public improvements must be posted prior to release of a development plan.
- C-2 All downspouts must be connected to a storm sewer by continuous underground pipe.
- C-3 The sanitary sewer tap fee must be paid prior to release of the plan.
- C-4 All easements and/or dedications must be recorded prior to release of the plan.
- C-5 Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan.
- C-6 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-7 All utilities serving this site to be placed underground.
- C-8 Provide site lighting plan to meet minimum city standards.
- C-9 Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control.
- C-10 Provide a phased erosion and sediment control plan consistent with grading and construction per City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4.
- C-11 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.
- C-12 The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management.
- C-13 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law.

C-14 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF.

Code Enforcement

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.**
- 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.**
- F-3 Locations of all building entrances and exits are not shown on all structures (existing and proposed). **Condition met.**
- F-4 Size of existing water lines used to tie into proposed water lines are not provided. **Condition met.**
- F-5 Fire Department Connections and Fire Hydrants are not shown for Garage A (East and West) **Condition met, FDCs and hydrants provided.**
- F-6 Turning radii is not provided for hardscape and grasscrete roadways. **Condition met, radii provided.**
- 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.**
- 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?**

- 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.**
- F-10 General notes are not provided with this submission. **Condition met, notes provided.**
- 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.**
- 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.**
- 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.**
- 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.**
- 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.**
- 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.**
- 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.**
- 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.**
- 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.**
- F-20 Show size of existing water line running between Buildings 1 & 2 on Sheet C3.B. **Condition met.**

- 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.**
- F-22 There is insufficient ladder truck access to all sides of Building 1. **Condition met.**
- 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.**
- 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.**
- F-25 Show clearance height of pedestrian bridge on sheet C3.C. **Condition met.**
- 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.**
- 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.**
- 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**
- 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.**
- F-30 All Entrances and Exits are not shown for Garage A (East and West) (Sheets C3.D and C3.E). **Entrances shown, handicap curb cuts and accessibility not provided.**
- 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.**
- F-31 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.**
- F-32 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.**

- F-33 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.**
- 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.
- C-2 Provide two Siamese connections located to the satisfaction of the Director of Code Enforcement for each structure. **Condition met.**
- C-3 Provide a minimum clearance of 14 feet below the proposed pedestrian bridge. **Condition met.**
- C-4 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). **Add to General Notes.**
- C-5 Alterations to the existing structure must comply with the current edition of the Uniform Statewide Building Code (USBC). **Add to General Notes.**
- 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.**
- 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.**
- C-8 The final site plans shall show placement of fire easement signs. **Acknowledged, not shown.**
- 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.**
- C-10 A soils report must be submitted with the building permit application. **Acknowledged by applicant.**
- 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.**

- C-12 The applicant must obtain a Certificate of Occupancy prior to occupancy (use) of each structure (USBC 119.1). **Acknowledged by applicant.**
- 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.**
- C-14 Required exits, parking, and facilities shall be accessible for persons with disabilities. **Condition not met, curb cuts, parking and access not shown.**
- 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.**
- C-16 The proposed buildings must comply with the requirements of HIGH-RISE building (USBC 403). **Acknowledged by applicant.**
- 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.**
- 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.**
- 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.**
- C-20 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. **Acknowledged by applicant.**

Housing:

- S-1 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".

Archaeology:

- F-1 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.



**APPLICATION
DEVELOPMENT SITE PLAN**

DSP # 2009-0018

Project Name: Victory Center

PROPERTY LOCATION: 5001 Eisenhower Avenue

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

APPLICANT

Name: Eisenhower Real Estate Holdings LLC

Address: 1801 K Street, NW, Suite 1000, Washington, DC 20006

PROPERTY OWNER

Name: Eisenhower Real Estate Holdings LLC

Address: 1801 K Street, NW, Suite 1000, Washington, DC 20006

PROPOSED USE: Request for an amendment to DSP 2004-0037 to incorporate a condition clarifying that the parking requirement is a range from 1 parking space per 600 usable square feet up to the 3,056 parking spaces approved with the DSP.

[] **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.

Joanna C. Frizzell, Esquire
Print Name of Applicant or Agent
McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
Mailing/Street Address
McLean, VA 22102
City and State Zip Code


Signature
(703) 712-5349 (703) 712-5217
Telephone # Fax #
jfrizzell@mcguirewoods.com
Email address
Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____	Received Plans for Completeness: _____
Fee Paid and Date: _____	Received Plans for Preliminary: _____
ACTION - PLANNING COMMISSION: _____	

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 (approx 65%)

c/o Prudential Real Estate Investors

8 Campus Drive

Parsippany, NJ 07054

Attn: Lynn deCastro

5001 Eisenhower 2004, LLC (Managing Member)(approx 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.