

11, 12, 13, 14
9-14-02



MILL RACE

Planning Commission, September 3, 2002

CDD CONCEPT PLAN #2002-0001

2310 & 2318 MILL RD and 2201 EISENHOWER AV

MILL RACE

Consideration of a request for approval of a Coordinated Development District (CDD) Concept Plan; zoned CDD-2/Coordinated Development District, Eisenhower Avenue. Applicant: TC MidAtlantic Inc., by Jonathan P. Rak, attorney.

DEVELOPMENT SPECIAL USE PERMIT #2002-0002

2310-2318 MILL RD

MILL RACE (office and retail)

Consideration of a request for a development special use permit, with site plan, for construction of an office and retail project; zoned CDD-2/Coordinated Development District, Eisenhower Avenue. Applicant: TC MidAtlantic Inc., by Jonathan P. Rak, attorney.

DEVELOPMENT SPECIAL USE PERMIT #2002-0003

2201 EISENHOWER AV

MILL RACE (residential and retail)

Consideration of a request for a development special use permit, with site plan, for construction of a residential and retail project; zoned CDD-2/Coordinated Development District, Eisenhower Avenue. Applicant: TC MidAtlantic Inc., by Jonathan P. Rak, attorney.

SPECIAL USE PERMIT #2002-0003

2201 EISENHOWER AV and MILL RD

MILL RACE

Consideration of a request for a special use permit for a transportation management plan (TMP); zoned CDD-2/Coordinated Development District, Eisenhower Avenue. Applicant: Trammell Crow Company, by Jonathan P. Rak, attorney.

Docket Item #12-B&C
DEVELOPMENT SPECIAL USE PERMIT #2002-0002
DEVELOPMENT SPECIAL USE PERMIT #2002-0003
MILL RACE

Planning Commission Meeting
September 3, 2002

ISSUE: Consideration of a request for a development special use permit, with a site plan, for construction of a mixed-use office, residential and retail project

APPLICANT: Trammel Crow Mid Atlantic Inc.
by Jonathan P. Rak, attorney

LOCATION: 2310 – 2318 Mill Road

ZONE: CDD-2/Coordinated Development District, Eisenhower Avenue

PLANNING COMMISSION ACTION, SEPTEMBER 5, 2002: The Commission proceeded to act on the overall applications. On a motion by Ms. Fossum, seconded by Mr. Komoroske, the Commission voted to recommend approval of the application subject to the staff conditions, with changes to conditions 28(b)(d) and (e), 66, and with revised conditions #41 and #42 and #30 as proposed by staff. The motion carried on a vote of 7 to 0.

The motion on the application was preceded by several motions to amend staff conditions. Mr. Komoroske introduced a motion to amend staff condition #28 (e), to change 392 spaces to 372 spaces, provided that no more than 372 of the spaces shall be utilized for office parking. The motion was second by Ms. Fossum. The motion passed on a vote of 5 to 2, Mr. Leibach and Mr. Gaines voting against. Mr. Wagner requested an amendment to condition #28 (d) to clarify that none of the residential spaces may be leased on a monthly basis for office use; that motion was seconded by Mr. Dunn and was adopted without objection. Mr. Dunn requested an amendment to condition #28 (b) to clarify that office parking will not be made available to residents except for visitors; that motion was adopted without objection. Mr. Wagner introduced a motion to amend condition #66 regarding affordable housing to add additional language allowing the City, at its option, to require a cash contribution instead of on-site units. Mr. Komoroske seconded the motion, and it passed on a vote of 7 to 0.

Reason: The Planning Commission generally agreed with the staff recommendations and expressed general support for the project, noting the introduction of the grid, provision of ground-level retail, screening of parking, significant streetscape, mix of uses and other project features. However, it continued to discuss the two key concerns that had emerged at the original meeting: the level of parking provided for the office use and the affordable housing program. The Planning Commission

members all agreed that reduced levels of parking should be provided for office uses at the Metro station. However, Mr. Robinson and Mr. Komoroske discussed the fact that the proposed level was already significantly reduced and that more parking than the 1.75 ratio recommended by staff might be necessary to create a viable office building, i.e., the 2.08 ratio requested by the applicant. Mr. Leibach, Mr. Dunn and Mr. Gaines continued to support a reduction of office parking spaces from the 1.75 ratio originally recommended by staff. The Commission compromised on the parking issue by reducing the ratio to 1.66, the minimum required under the City's zoning ordinance, while keeping the total number of spaces provided the same. This approach resulted in more short-term spaces to support retail and the courthouse – which all believed to be important – while limiting commuter parking. It also allowed a parking supply to exist that could be utilized in the future for commuters if the applicant could show the change to be necessary to be competitive with other office projects.

The Commission next discussed the affordable housing issue with a brief presentation by Ms. Davis, Director of the Office of Housing, who explained the various income requirements and programs being offered to affordable housing candidates by the City. Ms. Fossum expressed the view that the whole affordable housing policy needs to be revisited. Mr. Gaines noted for the record that he was not satisfied with the outcome on the parking issue but would be voting in favor of the application because of the significant contributions in the area of affordable housing. Mr. Leibach indicated that he was not satisfied with the affordable housing proposal, but was willing to accept the will of the Commission with the proviso that additional conversations with other people in the City need to occur, so there could be some changes to the affordable housing policy made at some later point. Mr. Leibach also indicated that the parking remains a problem. He noted that we need to support public transportation wherever we can, as long as we can and as well as we can.

PLANNING COMMISSION ACTION, SEPTEMBER 3, 2002: On a motion by Mr. Komoroske, seconded by Mr. Wagner, the Planning Commission voted to defer the application to Thursday, September 5, 2002. The motion failed on a vote of 3 to 3, with Mr. Leibach, Mr. Gaines and Mr. Dunn voting against the motion. Mr. Robinson was absent. On a motion by Mr. Dunn, seconded by Mr. Leibach, the Planning Commission voted to defer the application to October. The motion failed on a vote of 3 to 3, with Mr. Wagner, Ms. Fossum and Mr. Komoroske voting against. Mr. Dunn then introduced a motion to reconsider the first motion made by Mr. Komoroske, which was seconded by Mr. Komoroske, and carried on a vote of 5 to 1, Mr. Gaines voting against. On reconsideration of the motion to defer the case to the Thursday, September 5, 2002 hearing, the motion carried 4 to 1 to 1 with Mr. Gaines voting against, Mr. Leibach abstaining, and Mr. Robinson absent.

Reason: The Commission expressed support for most elements of the plan but had specific concerns about two issues also noted by many of the speakers: affordable housing and parking. In particular, the Commissioner's raised questions about: the definition of affordability, the effect of utility, condominium and parking fees on affordability; and the project's failure to meet the 5% goal set by the Commission in a memo to Council dated November 16, 2001. The Commission asked staff to

return to the next meeting with some additional information/clarification on the proposed affordable housing program for Mill Race.

On the issue of parking, members of the Commission expressed concern about the level of commuter parking proposed for the offices, asking staff to return with more information on the parking level being proposed, relative to other parking ratios in the area and relative to the demand for retail and courthouse parking.

Speakers:

Jonathan Rak, attorney, represented the application.

Katy Cannady, on behalf of herself and others, noted that too many commuter parking spaces were being provided for the office portion of the project.

Tom Parry noted that the parking proposed by staff for the project was too high because of the project's proximity to Metro. He recommended approximately half the amount of parking be provided for the office use, the elimination of visitor spaces for residential, and a prohibition against sharing parking between the residential and office use.

Van Van Fleet spoke against the project because of its large scale and called for a moratorium on development until the Woodrow Wilson bridge and other Eisenhower East roadway improvements are completed.

Elizabeth Wright expressed concern that the project is similar to the type of development found in Tyson's Corner Virginia and may impact air quality because of the number of parking spaces proposed.

Julie Crenshaw expressed concern that the amount of parking provided is too great for a Metro site, and that the \$325,000 proposed for an open space contribution is insufficient.

Alan Rudd, resident of Carlyle Towers, noted an acute shortage of parking in the overall area for the mixed use development, and supported the staff parking recommendation. He also noted support for facing the garages with high quality materials and asked that the final design approval for the project be subject to the Carlyle Design Review Board approval.

Linda Couture, Old Town resident, spoke in opposition to the project noting that the project is too dense, does not have sufficient ground level open space or affordable housing, and too much parking.

Mary Lisa Madell raised concerns about the traffic the project would generate its lack of open space and its impact on water runoff.

Elizabeth (Pat) Rudd spoke in support of the project with parking provided at the staff recommended level, noting how critical parking is given the loss of on-street parking spaces in Carlyle.

Bill Harvey, Carlyle Towers resident, spoke in support of the application, noting in particular: the amount of retail being provided, the treatment of parking and the removal of roof top parking on the office building. He expressed concern about the allocation of spaces between short-term and commuter use.

Sharon Hodges, Executive Director of the Eisenhower Partnership, spoke in support of the project.

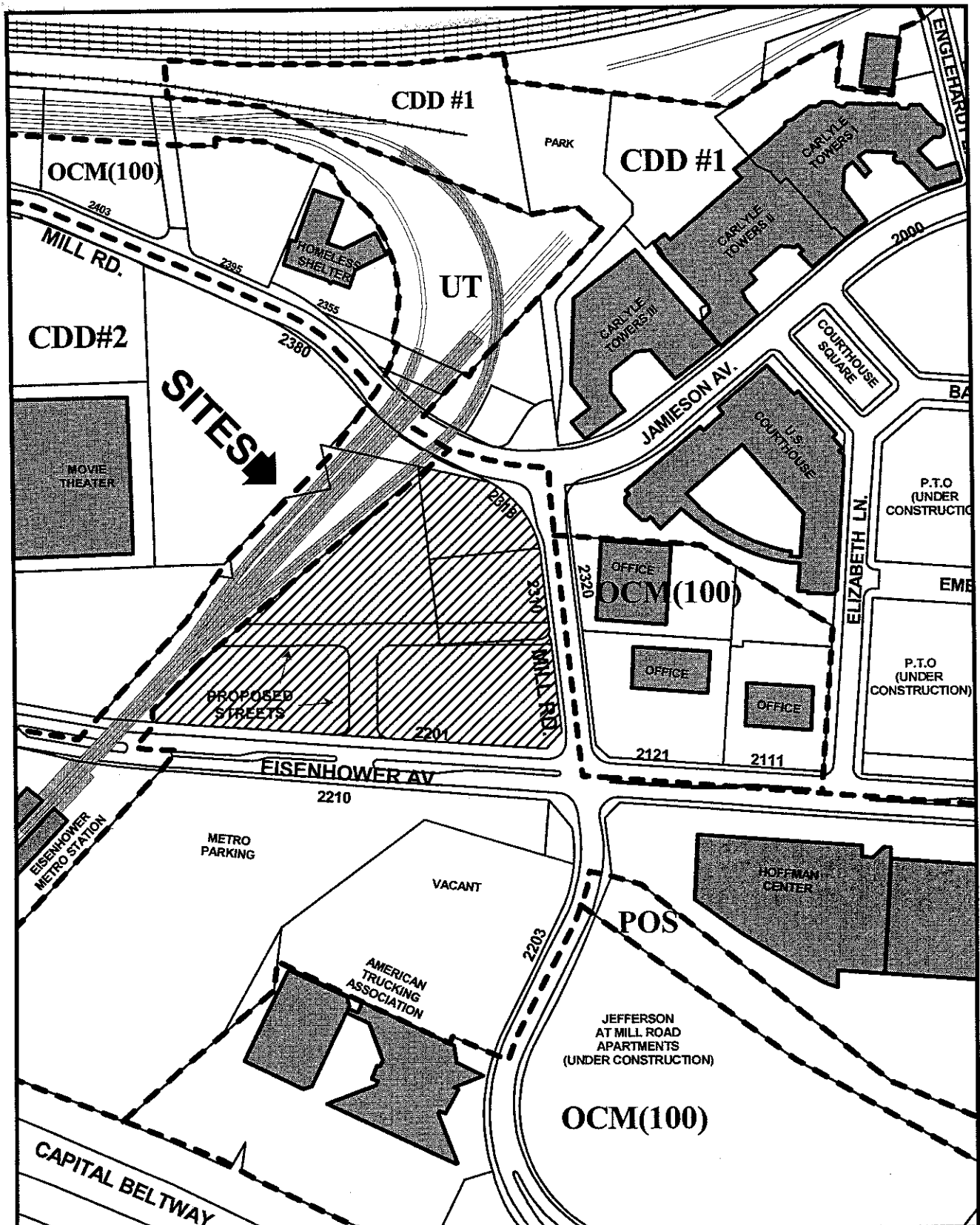
Poul Hertel indicated that this development raises policy issues concerning parking at Metro centers and open space reductions.

Peter Katz expressed great concern about the street level facades, noting it is more important and beneficial to have actual uses located behind building walls rather than garages faced with high quality building materials. He stressed that the parking garages should have been placed completely underground.

Carmen Gonzales, President of the Women League of Voters, advocated the use of transit facilities to attract users with less dependance on providing commuter parking spaces.

Roland Gonzales spoke to the high amount of commuter parking being proposed which he felt would result in a precedent for future projects; he urged a reduction in parking.

Sarita Schotta spoke to the lack of open space in the project.



DSUP #2002-0002
DSUP #2002-0003

09/03/02



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EXECUTIVE SUMMARY

Project Description

The 5.13 acre Mill Race is composed of two existing parcels located north and west of the intersection of Eisenhower Avenue and Mill Road. The proposed plan provides for the consolidation of the land under one ownership, the removal of a third party covenant limiting the location and amount of office use and the re-subdivision of the Site utilizing new urban roads to create three new development parcels. The plan calls for a mix of uses in three buildings on the three development parcels. The plan includes rental and ownership residential, office and retail uses. Proposed secondary grid streets will connect Eisenhower Avenue and Mill Road to the Hoffman properties under the Metrorail tracks via Grist Mill Road. A 369-unit, 247' high apartment building is located on the southwestern development parcel, a 326-unit condominium in two towers is located on the southeast parcel, and 223,573 net square feet office building is located on the northern development parcel. A total of 30,456 net square feet of retail is located on the ground floor of all three blocks. The proposal includes a dedication for a public plaza located between the apartment building and the Metrorail tracks to accommodate a future Metro platform extension across Eisenhower Avenue. Land is provided to accommodate the widening of the Eisenhower Avenue sidewalk to 30' and to create an improved, pedestrian-friendly streetscape along Mill Road.



Development Summary
Mill Race Application

Block	Land Use	Residential Units			Residential Area		Office Area		Retail Area		Total	Total
		1-BRM	2-BRM	Total	NSF	GSF	NSF	GSF	NSF	GSF	NSF	GSF
1	Apartment/Retail	187	182	369	299,040	-	0	-	12,100	-	299,040	538,880
2	Condominium/Retail	81	245	326	312,225	-	0	-	14,450	-	312,225	524,980
3	Office/Retail	-	-	-	0	-	223,573	-	3,906	-	223,573	432,907
Totals		268	427	695	611,265		223,573		30,456		834,838	1,496,767

Block	Land Use	Parking								Site	Building Height/Bulk		
		Residential	Office	Retail	Total	Residential	Office	Retail		Area	Building	FAR	Building
		# cars	# cars	# cars	Cars	cars/unit	cars/NSF	cars/NSF	SF	Height	Bldg Area	FAR	
1	Apartment/Retail	424	0	30	454	1.15	-	2.48	57,186	247'	299,040	5.23	
2	Condominium/Retail	371	0	36	407	1.14	-	2.49	63,552	184'	312,225	4.91	
3	Office/Retail	0	454	12	466	-	2.03	3.07	54,487	179'	225,756	4.14	
Totals		795	454	78	1327				223,770		837,021	3.74	

Source: Sheet 3 of 53 from application dated 7/10/02

Figure 1 summarizes the development proposal for the Mill Race Site.

The Site

The Mill Race site presents numerous design challenges. The site is trapezoidal, which limits the flexibility in planning the site and the design of efficient parking garages. On the west are the elevated Metro tracks with their noise and visual impacts. The City and WMATA's desire to extend the Metro platform across Eisenhower Avenue requires the dedication of property from the site to accommodate the new transit facilities. The site has many of the subsurface concerns of poor or contaminated soils and high water table that exist in the general area. In addition, a very large storm water, boxed-culvert and a large main sanitary sewer trunk line bisect the site and must be relocated into the new street rights-of-way. At the initiation of this application process, the site was composed of two parcels under separate ownerships. A covenant controlled by a third party (the Hoffman family) limited the location and amount of office development within the site.

Development Application Background

A mixed-use project was first approved by the City for the Mill Race site in the 1980s, and several other proposals have come forward over the years and been approved by the City, most recently proposals in 1997 and 1998. The last approved plan, by Old Town Development Corporation, included a mixed-use development of office, residential and retail.

Zoning Context

The Mill Race site is zoned CDD-2 and is part of the larger Coordinated Development District, which encompasses the adjoining Hoffman properties as well as property owned by Mr. Andrews across Mill Road to the north. The CDD zoning was placed on the property in 1992 and was intended to encourage land assemblage, joint development, and planning among the various property owners in the larger CDD tract.

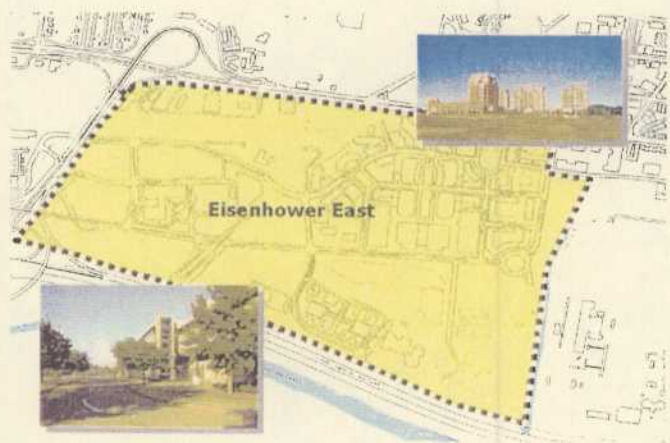
The primary requirements and conditions of the CDD-2 zone include the cooperation in the planning process between land owners, control of land uses, height, and FAR (floor area ratio). Increases in the base FAR are permitted for Architectural Design SUP, CDD Special Use Permit, and Affordable CDD Housing Program within 1000' of a Metro station. The Mill Race application conforms to the requirements of the CDD-2 zone.

The Eisenhower East Plan

Mill Race is located within the planning area for the City's Eisenhower East planning effort, which began in the summer of 2001. The Eisenhower Valley was experiencing accelerated growth of office development in response to Carlyle and the implementation of the U.S.P.T.O. complex. The proposals continued the pattern of enormous, freestanding suburban office buildings dominated by cars and their attendant eight and 10 story parking garages. In contrast, the community is seeking an environment which brings public benefit in the form of an active center with a sense of place that emulates the many attributes of Old Town. Citizens are seeking development that includes things to do and places to go - a vibrant commercial center - where it is inviting and safe to walk, bicycle and gather.

The Eisenhower East Plan will refocus the area into a pedestrian oriented urban neighborhood with a mix of office, residential and active retail. The intent is to change from suburban sprawls to an urban place while reducing the number of future trips and the resulting impacts through the implementation of land use, transportation, circulation and parking strategies.

The focus of the Plan is to maximize the use of transit and minimize the impact of the automobile. Strategies for enhancing transit and reducing vehicle traffic will include balancing the type, location and intensity of land uses, implementing a comprehensive program of incentives



and disincentives to increase transit ridership, creating a secondary roadway network and reducing the number of trips through a reduction in parking. A key element will be the protection of the surrounding neighborhoods from traffic impacts. The Plan, when completed and approved at the end of 2002, will provide an overall planning, transportation, circulation, open space and infrastructure framework, identify appropriate types of uses and levels of development, and guide the area's future development through the creation of design/development standards and guidelines.

While the planning process has not finally concluded, extensive staff analysis and a number of community workshops have resulted in a series of draft design development principles that are guiding the design team in the completion of the draft plan for approval by the Planning Commission and City Council this fall.

The following are Design/Development Principles established during the planning process that are guiding the completion of the Eisenhower East Plan:

1. Provide for a mix of commercial, public, residential, and retail uses to establish a true urban neighborhood with 7 days per week/16-hour per day uses.
2. Strive for a balance of jobs and housing to minimize vehicle trip generation while recognizing the economic costs and benefits to the City.
3. Optimize the use of the existing transit infrastructure by aggregating to the greatest degree possible the development within a 1,500' radius (pedestrian use zone) around the Eisenhower Metro Station.
4. Create an interconnected grid of secondary urban streets to enhance the options for pedestrian movement, provide alternative circulation choices, and remove service and parking garage access from the primary roadway system.
5. Create an integrated transportation management program to capitalize on the existing Metro infrastructure, maximize other forms of transit, minimize vehicle congestion, encourage bicycle use, and enhance the pedestrian environment.
6. Minimize the physical and visual impact of parking by managing the amount of parking for both housing and office uses according to the distance from the Metro station. Encourage the screening of above grade parking with active uses (retail, office and residential) from the primary streets and the use of appropriate architectural facades to integrate the parking into the overall design of the primary buildings on the secondary streets.
7. Encourage active retail uses on building street facades along major pedestrian routes and adjacent to concentrated retail nodes.
8. Develop a comprehensive approach to the planning of recreation and open space to provide not only urban open spaces, but large areas of open space that will accommodate the passive and active recreation needs of the local neighborhood and the greater City.

9. Convert Eisenhower Avenue into a quality landscaped urban boulevard that accommodates pedestrians, vehicles and bicyclists.

Compliance with Eisenhower Design/Development Principles

Mill Race is located at the Eisenhower Metro station where the highest density of the Eisenhower Valley is proposed. The Mill Race proposal provides a rich mix of residential, office and retail use that will support round the clock activities (7 days per week/16-hour per day) in the immediate vicinity of the Eisenhower Metro station. Mill Race includes more than 30,000 square feet of ground floor retail space, which is critical to achieve an active pedestrian oriented environment. All of the proposed development is within the desired 1,500' walking radius of the Eisenhower Metro station.

Seventy percent of the net building area to be developed is residential and 26% is office, with the balance in retail. This mix of uses provides for a balance of jobs and housing which reduces the peak hour traffic associated with typical office development and minimizes the number of persons commuting into the city each day.

The Mill Race plan conforms to the desire for developing a roadway grid as it includes the development of two new secondary roadways that link Eisenhower Avenue and Mill Road with Grist Mill Road and the Hoffman Towne Center Cinema on the west side of the Metro tracks. The new roads provide alternative circulation choices and access to services and entrances to parking garages. The proposed parking is minimized on the Mill Race site to reduce the number of automobiles, with one level of the residential parking located below grade. The above grade parking structures are screened from Eisenhower Avenue and Mill Road by active retail uses, residential use and/or special architectural facades. The facades of the parking structures along the new secondary streets are screened with special architectural treatment.

The Mill Race proposal includes the appropriate land uses and intensity of development to maximize the use of transit; provides the site to expand the Metro station, completes the urban roadway grid; participates in an aggressive transportation management program to further reduce the number of single occupant vehicles; enhances the pedestrian environment, minimizes parking; and provides amenities to encourage bicycle use.

The Mill Race plan includes the creation of a 30' sidewalk area along the north side of Eisenhower Avenue, a plaza at the northeast corner of the office building and a plaza at the southeast corner of the apartment building that will provide for the extension of the Metro platform to the north side of Eisenhower Avenue. In addition, a Mill Race approval condition calls for a cash contribution to the City to fund the acquisition and development of open space and park land in the greater Eisenhower East area. In summary, the proposed Mill Race plan meets the multiple principles established through the community planning process.

ANALYSIS OF SIGNIFICANT ISSUES

Building Massing

Early in the pre-application process the applicant was provided with preliminary design principles relating to building massing. Specific principles include:

- vary the heights of buildings to create an interesting skyline/building profile,
- articulate the buildings in plan and elevation, and
- space the building towers to provide views between buildings and assure light and air.

While the CCD-2 zone limits the overall FAR to 3.75, it is permissible to vary the density on each individual block. The staff indicated to the applicant that the massing and the density for each block must conform to the design principals.

From the onset, massing of the residential buildings within the project was of concern because all building areas with a ceiling height of less than 7'-6" (parking, corridors, kitchens, bathrooms, storage, etc.) are not counted in the building area and thus the actual or "visual" mass of the building far exceeded the FAR as calculated under the City ordinances. Furthermore, the area occupied by the new streets and sidewalks are included in the site area. The final factor contributing to the massing concerns was the original applicant's desire to develop more apartments and fewer condominiums, thus pushing a disproportionate amount of the mass in the project to the apartment parcel.

The City offered several suggestions to reduce the mass of the apartment wing paralleling Eisenhower Avenue by stepping down the wing and/or stepping back the wing from Eisenhower Avenue. When Trammel Crow took over the entire project, they agreed to significantly decrease the mass of the apartment building. Some of the mass removed from the apartment building was shifted to the office building, adding one additional office story and some mass was shifted from the apartment building to the condominium towers, which permitted the heights of the two condominium towers to step up to the apartment tower and the Metro station. In addition, Trammel Crow worked to refine and reshape the mass of all of the buildings, adding additional step-downs and step-backs within the towers, reducing the visual impact of the remaining mass as depicted in the following illustration.



Building Design

It is anticipated that guidelines similar to those developed for Carlyle will be incorporated into the Eisenhower East Plan. Staff has worked with the applicant to refine the designs of all the buildings, using the Carlyle design guidelines as a basis for design requirements.

Office Building Design

The original design direction for the office building departed significantly in character and style from other buildings in the area and with many elements of the Carlyle design guidelines. In working with the staff, the applicant has improved the design of the building by:

- expanding the retail at the ground floor;
- modifying the entrance to emphasize the importance of the Mill Road/Jamieson intersection;
- refining the shape, materials and design of the entrance, canopy and tower element;
- replacing large expanses of glass curtain walls with a more traditional “punched window” wall;
- using more traditional masonry materials such as precast and brick;
- screening the parking with architectural treatment, including windows; and
- screening the roof top parking on the office building and refining the parking garage.



Staff is recommending that the applicant continue to work with staff to meet these design guidelines and conditions as outlined in the report and subject to the conditions that the final design and details subject to review/approval by the Carlyle Design Review Board (CDRB). Staff believes the Board has been very successful within Carlyle at improving the quality of the buildings.

Residential Building Design

In addition to the massing issues previously discussed, staff raised a number of design issues relative to the proposed residential buildings. In working with the staff, the applicant has improved the design of the building by:

- screening the parking to appear as an integral part of the building;
- providing more consistency between the design of the office and residential buildings;
- providing additional offsets and articulation of the building facades;
- varying window size and configuration to help provide variety and articulation;
- designing balconies as an integral element to the building;
- designing cornices and the expression lines to enhance the overall design;

- incorporating precast concrete architectural elements with the masonry in the facades;
- minimizing the impact of HVAC venting through the building walls; and
- detailing of the street level retail facades and building entries.

As with the office building, the design of the residential buildings has significantly improved and staff is now supportive of the design concept. However, the design of the buildings is still in the early stages and many of the details remain to be resolved as the buildings proceed through the normal design process. As with the office building, staff is recommending that these final design details subject to the conditions outlined in the report that the final design and details be subject to review/approval by the CDRB.

Affordable Housing

The City's Affordable Housing Task Force recommended to the City, in its final report to City Council in November 2001, that the City seek on-site opportunities for affordable housing in the context of development proposals. Affordable housing is a particularly critical component of the Mill Race project because the density and the height of the project are only allowed in exchange for a meaningful affordable housing program, defined by the CDD zoning as a minimum of \$1.29/net square foot or \$1.08 million in today's dollars. The City has requested a significantly increased affordable housing contribution than the minimum in this case. The applicant has agreed to a program more than twice the minimum estimated at \$2.3 million (\$2.76 per net square foot of development), which will provide for 28 affordable rental and ownership units on the site.

Transportation

The Eisenhower East planning process addresses the issue of transportation management in a holistic manner to address issues across the entire study area including the interface with the region beyond. The Mill Race development is the first specific project to request City approval since the beginning of the City's Eisenhower East planning effort, and decisions on Mill Race will need to occur before the final policy conclusions of that plan are made by the City. From a smart growth point of view, the Mill Race development is ideally situated to capitalize on the regional transportation facilities, thereby reducing automobile traffic. An overall traffic assessment has been completed for the Eisenhower study area by Wilbur Smith and Associates and the development impacts of the Mill Race site were considered as a part of the overall study.

Eisenhower East Traffic Study

There are two primary strategies to manage the traffic anticipated to be generated by development in the Eisenhower East area. The first is to reduce the actual amount of traffic and the second is to manage the traffic that does occur to minimize the impact both inside and outside the area. The primary approaches to reducing the traffic are:

1. Apportioning the mix and intensity of land use with a jobs and housing balance to minimize vehicle trip generation,
2. Capitalizing on the existing regional transit infrastructure by clustering higher development around the Eisenhower Metro Station and aggregating development around the station,
3. Creating an interconnected grid of secondary urban streets to provide route options and to distribute and disperse the traffic throughout the system,
4. Reducing the amount of parking, and
5. Establishing an aggressive Transportation Management Program to increase transit ridership and reduce single occupancy vehicle trips by providing both incentives and disincentives.

In general, the Mill Race proposal is consistent with these basic directions.

Parking

Minimizing parking has been identified as one effective means of helping to reduce traffic. A balance must be maintained between reducing the parking and the point that the market for the use becomes unfeasible and providing too much parking and overloading the vehicle circulation system thus making the area undesirable from a market perspective.

Office Parking

Given the current City requirement of one space per 600 net square feet (1.66 per thousand), the applicant's request for 2.06 per thousand is higher than would be fully consistent with the modal split goals for the area, if all the office parking space is utilized for all-day office parking. The courthouse has no available public parking, and the planned and future retail will also need short-term parking to be successful. Therefore, staff is supporting the provision of the 466 commercial spaces with the following limitations:

- no more than 392 parking spaces (1.75 per 1,000 nsf) are provided for the use of office workers for all-day parking, and
- that the remaining 74 parking spaces are made available only on an hourly basis to short-term users (retail customers, visitors, etc.).

A parking management plan is required which will address the manner in which these spaces are provided.

Residential Parking

Restricting the amount of parking available for residential units at the Metro stations may be another part of the overall strategy emerging for the development of the Eisenhower East area. The idea of limiting parking is not a new one in the City—the Carlyle project was approved more than 10 years ago with a parking minimum of 1.15 spaces/unit for residential. Studies conducted in conjunction

with the Eisenhower East planning process indicate that lowering the amount of parking provided near Metro stations for residents as well as workers are one of the most effective tools in promoting transit ridership and thereby reducing the traffic impacts of development. Other jurisdictions have successfully provided for less residential parking at Metro stations, in combination with other strategies to promote transit usage. The parking being proposed for the residential buildings at Mill Race is 1.15 spaces per unit, excluding the 100 spaces that are provided within the residential buildings to meet the retail parking requirement. Staff believes the proposed level of parking is consistent with the policy on parking emerging from the Eisenhower East study and that the level will be adequate for the residences.

Open Space

The key open space principle developing through the Eisenhower East study is the creation of meaningful public parks, plazas, and other open space within the study area, with linkages between the spaces provided by trails, streetscapes, and linear parks extending through the area's Resource Protection Areas. The plan's approach represents a significant departure from past practice in the City where open space is created in small increments on each individual site, often above-grade.

The CDD provisions for the tract do not specifically designate a required level of open space for this site. However, the site does provide significant open space overall, with 40% open space achieved on the two residential parcels, including the large well-landscaped plaza level decks that will provide high-quality recreation space for residents of the project. The office parcel at Mill Race has provided about 22% open space at ground level. The planning for Eisenhower East plan has not identified the Mill Race site as a location for consolidated public open space, except the Metro platform extension, and staff has not sought any larger area of consolidated public open space on this site. Rather, since the amount of public open space provided at ground level at Mill Race is somewhat limited, the City has requested that the applicant make a \$325,000 contribution to an open space fund. These funds are to be used for the purchase and/or improvement of additional public open space in the immediate area.

Streetscape

The Eisenhower East planning process is establishing principles for a hierarchy of street types within the planning area which range from traditional urban streets to the wide boulevard of Eisenhower Avenue. The plan acknowledges that in an urban area, streets play a critical role in defining the character of an area and create a sense of well being for workers and residents as well as for pedestrians, bikers and drivers moving through the area.

The study has yet to focus on specific streetscape design guidelines for such items as tree spacing and species, street furnishings, paving materials and utilities. The Mill Race plan will accommodate the plan's envisioned streetscapes, although the details shown on the proposed plan for the streetscape will likely need to be modified somewhat to be consistent with the recommendations of the Eisenhower East planning process once it is completed.

Infrastructure

Sanitary Sewer and Box Culvert Relocation

The applicant, as part of this proposal, will relocate two major underground utilities, a 60" public sanitary sewer and two 4' by 6' stormwater box culverts. Both structures are located on the southern half of the development site where the residential buildings are proposed. The proposed realignment of the sewer is to be within the proposed street widening of Eisenhower Avenue. The applicant agrees to pay \$250,000 toward the cost of Hoffman's share for relocating the entire sewer as required by the City.

Widening of Eisenhower Avenue and Provision of Signalization/Crosswalks

Both sides of Eisenhower Avenue are required to be widened to allow for three travel lanes in each direction in addition to a wide landscape median with left-hand turn bays. The applicant's plan provides for the dedication of five-feet along the entire frontage of Eisenhower Avenue. This dedicated area is to be combined with another nine-feet of existing city right-of-way which consists of a four-foot sidewalk, planting strip and curbing to provide the needed width for the new lane. The applicant is to construct the new lane along the construction of the relocated sanitary sewer line. Pedestrian access will be provided along a 30' wide sidewalk along the entire frontage of Eisenhower Avenue.

In conjunction with the street widening of Eisenhower Avenue, staff has recommended that pedestrian crossing signals be placed at the intersections of Mill Race Lane and Mill Road along Eisenhower Avenue.

Staff Recommendations:

Staff supports the application subject to the recommendations included in this report. The applicants have worked extensively with City staff over the past year to develop a plan for Mill Race, which complies with the principles that are emerging from the Eisenhower East planning process as well as the CDD requirements. The current applicant, Trammell Crow, was originally the applicant for only the office portion of the project. However, Trammell Crow assumed the development role for the residential project in early summer, thus becoming the applicant for the entire project. While the plan showed substantial improvement over the course of the year, Trammell Crow was able to address the remaining concerns of the City relating to the massing of the buildings.

Staff recommends approval of the Mill Race application as it supports both the principles and the vision for the Eisenhower East planning study by creating the first urban, transit-oriented development in the valley. Specifically it provides:

- An affordable, on-site housing component that greatly exceeds the City's standard,
- A balance of residential and office uses that reduces the number of daily peak hour trips,
- The appropriate density to support high utilization of transit,
- New secondary roadways that complete the urban grid in the area,
- The location of all service and parking access from the secondary roads,
- Land for the expansion of the Metro station to the north side of Eisenhower,
- The land and development of all streetscape improvements, minor public plazas, and a 30' wide sidewalk along Eisenhower Avenue to support the urban boulevard concept,
- A cash contribution to acquire and develop meaningful open space in the Eisenhower East area,
- A comprehensive transit management program to encourage regional transit and reduce vehicle trips, including incentives and disincentives to encourage transit, and facilities to encourage the use of bicycles,
- A reduced parking ratio and an agreement to provide public and guest parking for the residential and surrounding properties,
- An active retail frontages along 70% of the primary retail streets,
- An appropriate massing of the buildings by:
 - locating one floor of the residential parking underground,
 - creating an active building base with the above-grade parking primarily screened by active uses on the major streets and special architectural treatment on the secondary streets,
 - stepping the buildings up in height along Eisenhower toward the Metro station,
 - providing space between the towers to assure light, air, and views between the buildings,

- articulating the "tower" building forms by creating secondary building elements through the use of step-backs, setbacks and changes of materials and colors, and
 - recognizing important intersections and vistas such as at Jamieson and Mill Roads.
- Relocation of major storm water and utility structures and appropriate roadway and other infrastructure improvements.

While Staff supports the overall massing of the buildings, it recommends that there be a requirement that the buildings subject to review/approval by the Carlyle Design Review Board to assure that the building design remains consistent with the quality of buildings expected in the Eisenhower Valley as the building design is refined through the various architectural stages.

In conclusion, the Mill Race project fits within the planning policies established by the City's Eisenhower East planning effort in terms of creating an urban sense of place, having sizable active retail uses, maximizing the use of transit, and minimizing the impact of the automobile. It includes strategies for reducing vehicular traffic by balancing the type, location, and intensity of land uses, and creating a secondary road network with pedestrian-friendly sidewalks and open space. Staff will continue to work with Trammell Crow on elements of building design, public spaces and streetscapes.

STAFF ANALYSIS

Project Description

The Site, known as Mill Race, is currently composed of two parcels totaling 5.13 acres and is located north and west of the intersection of Eisenhower Avenue and Mill Road. The proposed plan provides for the consolidation of the land under one-ownership, the removal of a third party covenant limiting the location and amount of office use, and the re-subdivision of the site utilizing new urban roads to create three new development parcels. The plan calls for a mix of uses in three buildings on the three development parcels, an apartment building, a residential condominium building, and an office building, each with retail use located on the ground floor and associated parking. The new streets connect Eisenhower Avenue and Mill Road to the Hoffman properties under the Metrorail tracks via Grist Mill Road. The proposed office building occupies the northernmost block facing Mill Road at the terminus of Jamieson Avenue and is bounded on the west by the Metro tracks and on the south by the new extension of Grist Mill Road. The apartment building is located on the southwest parcel adjacent to the Metrorail tracks and bounded on the north by the new extension of Grist Mill Road and on the east by the new Mill Race Lane, and on the south by Eisenhower Avenue. The condominium building, with two residential towers, occupies the development parcel on the southeast corner of the Site and is bounded by Grist Mill Road extension on the north, Mill Road on the east, Eisenhower Avenue on the south and Mill Race Lane on the west. Two plazas at ground level are proposed. The first will be located between the apartment building and the Metrorail tracks to accommodate a future Metro platform extension across Eisenhower Avenue. The second will be located north of the office building facing Mill Road and the westerly tower of the Carlyle Towers condominium. Land is provided to accommodate the widening of the Eisenhower Avenue sidewalk to 30' and to create an improved, pedestrian-friendly streetscape along Mill Road.

The following chart summarizes the development proposal for the Mill Race Site.

Development Summary
Mill Race Application

Block	Land Use	Residential Units			Residential Area		Office Area		Retail Area		Total	Total
		1-BRM	2-BRM	Total	NSF	GSF	NSF	GSF	NSF	GSF	NSF	GSF
1	Apartment/Retail	187	182	369	299,040	-	0	-	12,100	-	299,040	538,880
2	Condominium/Retail	81	245	326	312,225	-	0	-	14,450	-	312,225	524,980
3	Office/Retail	-	-	-	0	-	223,573	-	3,906	-	223,573	432,907
Totals		268	427	695	611,265		223,573		30,456		834,838	1,496,767

Block	Land Use	Parking						Site		Building Height/Bulk		
		Residential	Office	Retail	Total	Residential	Office	Retail	Area	Building	FAR	Building
1	Apartment/Retail	424	0	30	454	cars/unit	cars/NSF	cars/NSF	57,186	247'	299,040	5.23
2	Condominium/Retail	371	0	36	407	1.14	-	2.49	63,552	184'	312,225	4.91
3	Office/Retail	0	454	12	466	-	2.03	3.07	54,487	179'	225,756	4.14
Totals		795	454	78	1327				223,770		837,021	3.74

Source: Sheet 3 of 83 from application dated 7/16/02



Apartment Building

The proposed 299,040 net square feet (550,980 gross square feet) apartment building is located on the block on the southwest portion of the site and includes 369 units (187 one-bedrooms and 182 two-bedrooms), with 12,100 sq.ft. of ground floor retail fronting Eisenhower Avenue. The apartment building is the tallest building within Mill Race, at 25 stories and 247' in height. The entry to the apartment building is located on the new Mill Race Lane. Along Eisenhower Avenue, the building presents a more pedestrian scale of four stories tall (51' high). The apartment building has a total of 454 parking spaces, or approximately 1.15 spaces per unit, and 30 spaces dedicated to retail uses in the building. Parking is located in one below-grade basement floor and four above grade floors, of which, three are screened from Eisenhower Avenue by active retail or residential uses and the fourth screened with special architectural treatments. All other facades include special architectural treatment except for the facades fronting the Metro tracks. To the west of the apartment building, between the building and the Metro tracks, an area is being set aside for an extension of the Metro platform from its current location to the north side of Eisenhower Avenue. This new

public area will accommodate a new Metro entrance and escalators to the platform as well as a small pedestrian plaza at the ground level. Private open space is provided for the apartment residents on an upper level "plaza" level.

Condominium Building

The 312,225 net square feet (539,430 gross square feet) condominium building is located on the southeast development block and is designed to be developed in two phases with two distinct residential towers sitting above a common three-story base. The residential towers include a total of 326 units (81 one-bedrooms and 245 two-bedrooms), and the three-story base includes 14,450 sq. ft. of ground floor retail fronting Eisenhower Avenue, a portion of Mill Race Lane and a portion of Mill Road. The two condominium towers step down in height from the taller apartment building, the 19-story western tower is 181' in height and the 16-story eastern tower is 147' in height. A total of 407 parking spaces is provided on four levels within the condominium garage, or approximately 1.15 spaces per unit plus 36 retail spaces. One level of parking is provided below grade and three levels are located above grade. Two levels of parking are screened from Eisenhower Avenue with the balance of the parking screened with special architectural facade treatments. Private open space for the condominium owners is provided on an upper level "plaza" level deck.

Office Building

The 223,573 net square feet (432,605 gross square feet) office building with 3,906 sq. ft. of ground floor retail is located on the northern development block at the visually prominent intersection of Mill Road and Jamieson Avenue, providing a visual terminus for Jamieson Avenue. The rectangular shaped building is to be primarily oriented toward Mill Road. The building consists of 14 levels (179' in height) with nine levels of office sitting on top of a 60 ft. tall five-level base. A total of 466 parking spaces is proposed on five levels. The ground level parking is screened from Mill Road by active uses with the balance of the parking screened with special architectural facade treatments.

General Context

The Site

The Mill Race site presents numerous design challenges. The site is irregular, which limits the flexibility in planning the site and the design of efficient parking garages. On the west are the elevated Metro tracks with their noise and visual impacts. The City and WMATA's desire to extend the Metro platform across Eisenhower Avenue require the dedication of property from the site to accommodate the new transit facilities. The site has many of the subsurface concerns of poor or contaminated soils and high water table that exist in the general area. In addition, a very large storm water, boxed-culvert and a large main sanitary sewer trunk line bisect the site and must be relocated into the new street rights-of-way. At the initiation of this application process, the site was composed of two parcels under separate ownerships. A covenant controlled by a third party (the Hoffman family) limited the location and amount of office development within the site.

Prior Development Applications

A mixed-use project was first approved by the City for the Mill Race site in the 1980s, and several other proposals have come forward over the years and been approved by the City, most recently proposals in 1997 and 1998. The last approved plan, by Old Town Development Corporation, included a mixed-use development with office, residential and retail uses.

Existing Zoning

The Mill Race site is part of a Coordinated Development District (CDD-2) which encompasses the adjoining Hoffman properties as well as property owned by Mr. Andrews across Eisenhower Avenue to the south. The CDD zoning was placed on the property in 1992, and is intended to encourage land assemblage, joint development, and planning among the various property owners in the larger CDD tract.

The primary purpose of the CDD zone is to promote development consistent with the Master Plan to encourage a mix of uses, land assemblage, and/or cooperation and joint planning where there are multiple land owners. The primary requirements/controls of the CDD-2 zone are as follows:

- Cooperation and joint planning within the CDD
- A mix of land uses
- Height limitations
- FAR Limitations

The Mill Race application conforms to the requirements of the CDD-2 zone as outlined below:

Coordination between Land Owners

The CDD-2 zone requires coordination with multiple property owners in the CDD. The City staff has worked diligently to ensure a coordinated development. The current application includes extraordinary coordination between the applicant, former property owners, the City and other surrounding land owners. At the initiation of the application there were two property owners as co-applicants, however, there is now one consolidated land owner. The existing ownership parcels have to be consolidated into one parcel, which will be subdivided into three development parcels through the development of a new road system that connects to the existing street system and provides continuity to the west under the Metro tracks connecting to the Hoffman Towne Center. The covenant has been eliminated, thus providing considerable flexibility in the planning and design of the office structure. Major storm water and a sanitary sewer infrastructure will be located and agreements have been made with the adjacent property owners to accommodate the upstream and downstream connection points.



Land Uses

The proposal meets the requirements of CDD-2 with a mixed-use development proposal including residential, office and retail uses.

Height

The proposal meets the requirements of the CDD-2 as no buildings exceed the 250' height limit within a 1,000' radius of the Metro station.

FAR

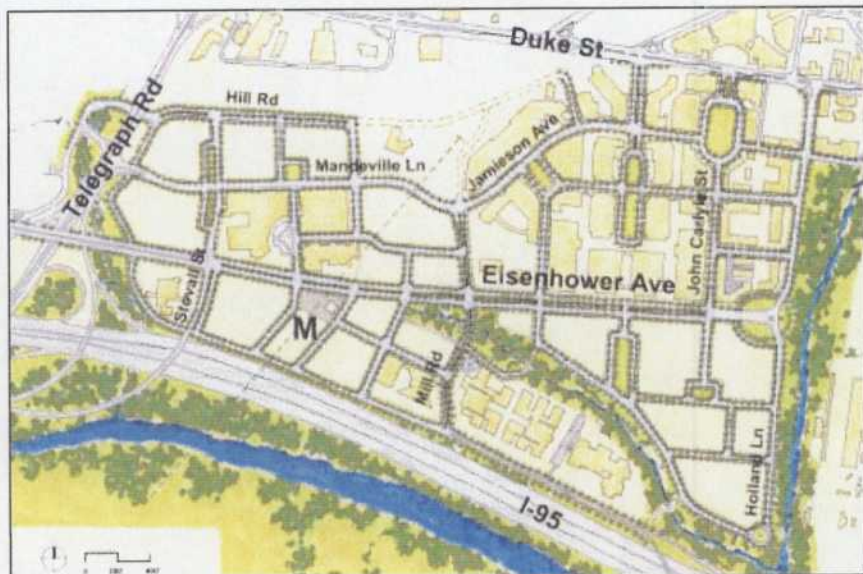
The proposal meets the FAR requirements of the CDD-2 as the proposal does not exceed the FAR 3.75 maximums allowable with an acceptable affordable housing program.

THE EISENHOWER EAST PLAN

The proposed Mill Race development is located within the planning area for the City's Eisenhower East planning study that began in the summer of 2001. The planning effort was initiated in response to the implementation of the U.S. Patent office complex and the initiation of a number of major

development applications within the study area bounded by Duke Street, Holland Lane, and the Capital Beltway and Telegraph Road. The Eisenhower East planning process, through its extensive community involvement, is designed to provide a long term vision for Eisenhower East. The Plan, when completed, will provide an overall planning, transportation, circulation, open space and infrastructure frame work, identify appropriate types of uses and levels of development, and guide the future development of the area through the creation of design/development standards and guidelines.

While the planning process has not finally concluded, extensive staff analysis and a number of community workshops have resulted in a series of draft design development principles that are guiding the design team in the completion of the draft plan for approval by the Planning Commission and City Council this fall.



Both the Council and the Planning Commission, early on in the process, identified Eisenhower East with its proximity to two Metro stations as the area within the City most appropriate for new, high density mixed-use development. The Council and the Planning Commission's desire were for Eisenhower East to be established as a quality urban neighborhood, "an urban place" that would extend the urban characteristics of Old Town, the King Street Metro area and Carlyle. The intent is for Eisenhower East to be developed with a mix of office and commercial buildings, a range of residential building types, retail and personal service stores, open spaces and parks, vibrant streetscapes for pedestrians and vehicles, urban amenities and quality buildings that Alexandrians have come to expect. The Eisenhower Metro station is identified as a multi-modal transportation focal point for the area, which provides an opportunity for development consisting of a mix of uses. The spine of Eisenhower East is the conversion of Eisenhower Avenue into a grand urban boulevard that will create one of the more important addresses in the City of Alexandria.

The following are Design/Development Principles established during the workshop process that are guiding the completion of the Eisenhower East Plan:

1. *Provide for a mix of commercial, public, residential and retail uses to establish a true urban neighborhood with 7 days per week/16-hour per day uses.*
2. *Strive for a balance of jobs and housing to minimize vehicle trip generation while recognizing the economic costs and benefits to the City.*
3. *Optimize the use of the existing transit infrastructure by aggregating to the greatest degree possible the development within a 1,500' radius (pedestrian use zone) around the Eisenhower Metro Station.*
4. *Create an interconnected grid of secondary urban streets to enhance the options for pedestrian movement, provide alternative circulation choices, and remove service and parking access from the primary roadway system.*
5. *Create an integrated transportation management program to capitalize on the existing Metro infrastructure, maximize other forms of transit, minimize vehicle congestion, encourage bicycle use and enhance the pedestrian environment.*
6. *Minimize the physical and visual impact of parking by optimizing the amount of parking for both housing and offices use according to the distance from the Metro station. Encourage the screening of above grade parking with active uses (retail, office and residential) from the primary streets and the use of appropriate architectural facades to integrate the parking into the overall design of the primary buildings on the secondary streets.*
7. *Encourage active retail uses on building street facades along major pedestrian routes and adjacent to concentrated retail nodes.*
8. *Develop a comprehensive approach to the planning of recreation and open space to provide not only localize urban open spaces, but large areas of open space that will accommodate the passive and active recreation needs of the local neighborhood and the greater City.*
9. *Convert Eisenhower Avenue into a quality landscaped urban boulevard that accommodates pedestrians, vehicles and bicyclists.*

Compliance with Preliminary Eisenhower East Design/Development Principles

The Mill Race applicants have worked closely with the City staff to plan and design Mill Race to comply with the principles emerging from the Eisenhower East planning process. The following is a summary of how the Mill Race proposal conforms to the initial Design/Development Principles:

Urban Place - Provide for a mix of commercial, public, residential and retail uses to establish a true urban neighborhood with land uses that promote 7 days per week/16-hour per day activities

The Mill Race proposal provides a rich mix of residential, office and retail use that will support round-the-clock activities in the immediate vicinity of the Eisenhower Metro station.

Balance of Land Uses - Strive for a balance of jobs and housing to minimize vehicle trip generation while recognizing the economic costs and benefits to the City.

The Mill Race application proposes 70% of the net building area to be developed in residential, 26% in office and the balance in retail. This mix of uses provides an appropriate balance of residents and employees to minimize the peak hour traffic associated with office development. Providing rental and ownership housing opportunities tends to disperse traffic trips throughout the day and minimizes the number of persons commuting into the city each day. In addition, the residents tend to have a Metro ridership that is greater than office employees, and use the transit system throughout the day and weekends rather than just during the peak hours.

Optimization of Transit - Optimize the use of the existing transit infrastructure by aggregating to the greatest degree possible the development within a 1,500' radius (pedestrian use zone) around the Eisenhower Metro Station.

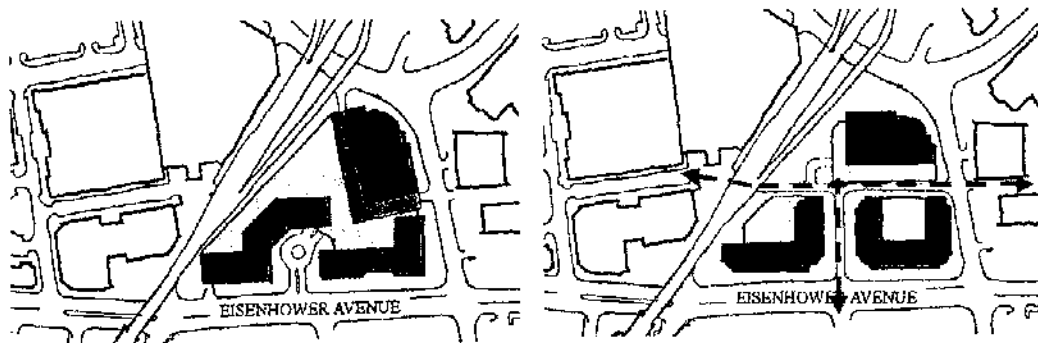
The Mill Race site and all of the proposed development are within the desired 1,500' radius of the Eisenhower Metro station. The proposal maximizes the development potential under the current CDD-2 zone.

Street Grid - Create an interconnected grid of secondary urban streets to enhance the options for pedestrian movement, provide alternative circulation choices, and remove service and parking access from the primary roadway system.

A fundamental principle emerging from the Eisenhower East planning process is the need to extend a street grid throughout the area. The grid serves multiple purposes. From a transportation perspective, a grid of secondary streets through the area helps the existing arterials of Eisenhower Avenue (Mill Road and Stoval St.) to function more effectively and facilitates bus and pedestrian movement within the area. From an urban design perspective, a grid creates a sense of openness, breaking large development parcels into a scale more compatible with the character of Old Town and Carlyle.

The original Mill Race proposals were for a consolidated development with no internal roads and all parking access and building services located directly on Eisenhower Avenue and Mill Road. The resulting development was monolithic in scale, and created traffic and pedestrian conflicts where project driveways entered the main streets. Furthermore, the proposal confined the office and residential uses to the two parcels then under separate ownership, resulting in a layout driven by the irregular property boundaries and lot shapes, rather than by good site planning and a roadway infrastructure.

The City worked with the applicant to explore roadway options to extend the urban grid to and through the site. Two new secondary roadways are proposed. The first, extending in an east-west direction, connects Grist Mill Road, currently located at the south side of the Hoffman Towne Center Cinema, under the Metro tracks to Mill Road, thus providing pedestrian and roadway continuity from Mill Road to the Hoffman properties. The second street is oriented in the north-south direction and connects Eisenhower Avenue to the new extension of Grist Mill Road.



Site Design with no Internal Streets

Site Design with Internal Streets

The new roadways meet the typical 66-foot right-of-way standard for Carlyle with two 11-foot travel lanes, parking on each side and landscaped 14-foot sidewalks. In addition to facilitating the pedestrian and vehicular circulation and the distribution of traffic, these urban streets provide a sense of "openness" throughout the site. The roadways create significant breaks between buildings and introduce a green landscape at the base of the buildings.

All service to the residential and office buildings and the ingress and egress points of the parking garages are accessed from the new secondary roadways. The road rights-of-way provides for the relocation of the major utilities on the site. The applicant will pay for the construction of all roads and sidewalks.

Introduction of the grid into this site has significantly improved the project. The grid will:

- enable all access to parking and loading to occur from the internal street system, eliminating traffic conflicts and conflicts between pedestrians approaching the Metro station and vehicles,
- facilitate pedestrian movements through the site and to the Metro station,

- provide alternative traffic distribution routes through the area, providing alternate access points for people entering and leaving particular buildings as well as alternate access opportunities to approach other buildings in the area,
- facilitate development of Eisenhower Avenue as a boulevard with a broad median, with few median breaks, and
- significantly contribute to a feeling of openness on the site, creating significant breaks between buildings, and introducing green in the form of streetscape at ground level between buildings.

Parking - Minimize the physical and visual impact of parking by optimizing the amount of parking for both housing and office use according to the distance from the Metro station. Encourage the screening of above grade parking with active uses (retail, office and residential) from the primary streets and the use of appropriate architectural facades to integrate the parking into the overall design of the primary buildings on the secondary streets.

The Eisenhower East planning process is recommending parking to be placed underground to the extent feasible, with above ground garages screened with active uses. This approach is similar to what is now required within the Carlyle development and will help to reduce building mass as well as create a more pedestrian friendly environment.

Existing development within the Eisenhower East area is suburban in nature, with large buildings typically surrounded by large expanses of surface parking. More recent proposals in the area have typically included limited underground parking, instead of large above ground parking structures, often completely visible to the street, with no screening, have been proposed.

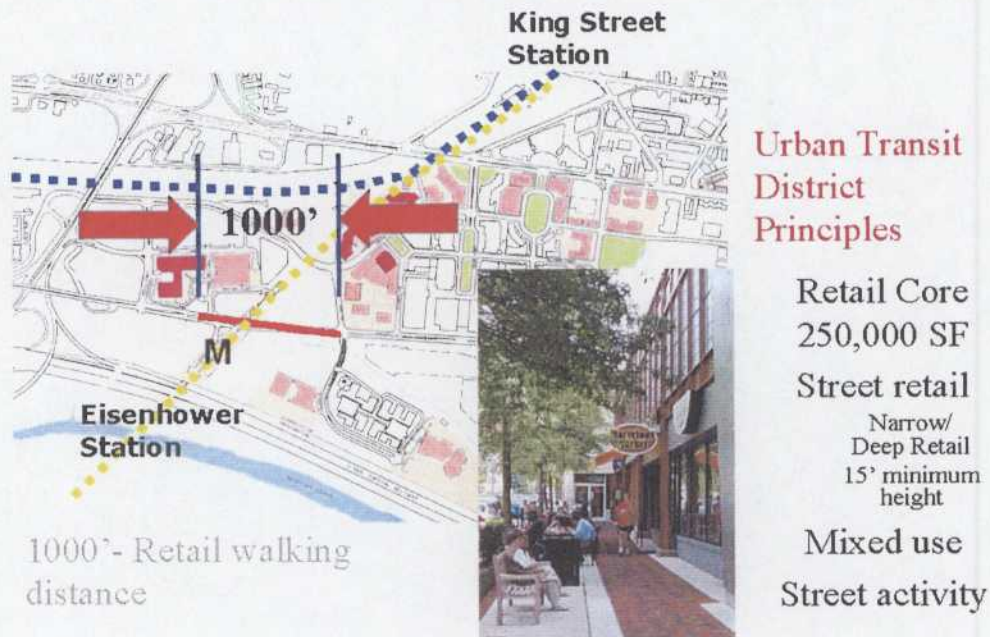
Methods to mitigate the parking impacts generated by the residential buildings were recommended to the applicant. Each of the proposed Mill Race residential buildings along Eisenhower Avenue has one full floor of underground parking, four additional levels of above ground parking are provided in the apartment building, and three additional levels of above ground parking in the condominium building. Along Eisenhower, the first two floors of above grade parking in the apartment building are screened by retail uses, store fronts and building entrances. The third floor has special architectural treatment and the fourth floor is screened from view by residential uses. The first two floors of the condominium parking are screened by retail uses, store fronts and building entrances while the third level has special architectural treatment.

The office building parking along Mill Road is screened at the first floor and a portion of the second floor by retail and the building lobby. The balance of the five-story office parking base and four-story apartment parking base and three-story condominium parking base is screened by specially treated architectural walls, so that they read as integral parts of the building rather than parking structures. The walls of the parking base for the apartment and the office that face the Metro tracks will be solid walls with detailed architectural joinery and reveals to provide scaling elements. These walls must be solid for fire and building code reasons.



Early Version of Screened Parking on the Trammell Crow Office Building

Transit/Pedestrian District Principles



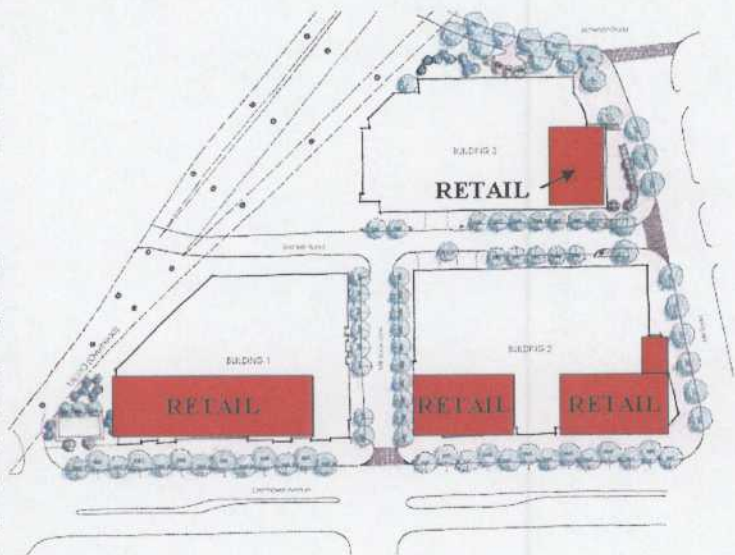
Retail - Encourage active retail uses on building street facades along major pedestrian routes and adjacent to concentrated retail nodes.

The Eisenhower East planning process is exploring the development of a retail focus area around the Eisenhower Metro station, with the existing Hoffman Towne Center theater creating a strong destination retail/entertainment anchor for the area. A major concentration of retail, about 250,000 sq.ft, is envisioned at this location.

With its location across from Metro and adjacent to the Hoffman theaters, and with the planned second entrance to the Metro station adjacent to the site, the Mill Race site is an important location for ground floor retail uses. While some retail uses were proposed in the previously approved concept for the Mill Race site, almost half of the ground level did not contain retail uses, and staff was concerned that the retail space was not designed in a manner that would ultimately attract high quality retail uses. An active sizeable retail component is critical to the city's support for this project and its density.

As part of the Eisenhower East study, retail experts were consulted to help develop guidelines for the design of retail space that would ensure that the space could successfully accommodate a wide range of first-class retail tenants. A number of elements were identified as critical to the success of retail space. The first element, being part of some larger concentration of retail, had already been established for this site by planning for a retail focus area around the Metro station. The study analysis also showed that the design of the space was critical to its ability to attract first class tenants, with the conclusions that the depth of retail spaces should be a minimum of 30' and the height of retail spaces should be a minimum of 15'. Also, identified as critical to retail success was the availability of parking, including on-street parking, and the design of the retail frontage in a pedestrian-friendly manner.

Through the review process, the Mill Race ground retail floor increased to a total of 30,456 square feet spread over approximately 75% of the length of the primary street frontage (with the remainder of the frontage devoted to building lobbies and a small portion of the parking garage). The retail has a minimum depth of 30', with an average depth of 50' and ceiling heights of 16', to assure the accommodations for the desired quality of retail tenants. The applicant has agreed to design a portion of the space with the ventilation necessary to accommodate restaurant uses. Dedicated retail parking is being provided in each of the three garages, with staff recommendations for managing the parking to accommodate retail patrons, including direct access from the retail parking to the street. On-street, short-term parking is provided on all of the new secondary streets.



The exterior design of the retail space incorporates high quality building materials such as precast stone and masonry along with awnings and large expanses of glass windows. Storefront design will vary to create visual interest for pedestrians and motorists by creating three-dimensional articulation of building elements, recessed and projecting windows, textures and patterns. Staff has also included a recommended condition that defines retail

uses for the purposes of this project to assure that the retail space is occupied by legitimate retail establishments that will create visual interest for the pedestrian, rather than office uses that masquerade as retail (e.g., stockbrokers, insurance agents, etc.).

Retail parking is being provided in each garage, with staff recommended conditions for managing the retail parking to facilitate retail patrons and for providing direct access from the retail parking to the street to facilitate its use. On-street parking is provided on all of the new interior streets, and as part of the Eisenhower East planning process. Also the idea of allowing on street parking on Eisenhower Avenue at off-peak has emerged from the planning process as an important factor in creating successful retail and to help protect pedestrians from the traffic of Eisenhower Avenue, creating a more pedestrian-friendly environment.

A recommendation is included to define retail uses for the purposes of this project. In other areas of the City, including Carlyle, the definitions for "retail" in the zoning ordinance allowed uses that are primarily office in character (e.g., stockbrokers, insurance agents, etc.) to occupy prime retail space. The purpose of this condition is to ensure that only true retail uses, which generate pedestrian activity are permitted within the ground floor space:

Proposed Condition

The first floor retail space as designated on the preliminary plan shall be utilized by a retail use(s) engaged in the sale of goods for personal use or by a business supporting uses that shall include bakeries, banks, bookstores, clothing, clothing accessories, copier/reproductions, delis, department stores, drugstores, dry cleaners (not dry cleaning plant), florists, groceries, jewelry, markets, restaurants and any similar uses deemed by the Director of Planning & Zoning to meet the intent of providing active pedestrian-oriented retail uses.

To avoid the situation that developed on Upper King Street where the retail space is utilized by service and office uses, a condition requiring aggressive marketing of the space by the applicant is included. This retail space must contribute to the viability of the Eisenhower Metro station. The staff support of the project and its density is predicated on the permanent pedestrian oriented retail use as envisioned by the Eisenhower East planning process.

Open Space - Develop a comprehensive approach to the planning of recreation and open space to provide not only localized urban open spaces, but large areas of open space that will accommodate the passive and active recreation needs of the local neighborhood and the greater City.

The Mill Race plan includes a plaza at the north and east corner of the office building and a plaza space at the southeast corner of the apartment building that will provide for the

extension of the Metro platform to the south side of Eisenhower Avenue and the creation of a new Metro entry plaza. The new sidewalk areas along Eisenhower Avenue and the new secondary streets will also provide new landscaped pedestrian open space. In addition, the Mill Race approval calls for a substantial cash contribution to the City to fund the acquisition and development of open space and park land in the Eisenhower East area.

Eisenhower Avenue - Convert Eisenhower Avenue into a quality landscaped urban boulevard that accommodates pedestrians, vehicles and bicyclists.

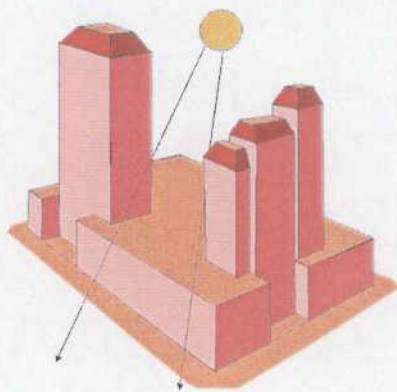
The Mill Race proposal provides for the creation of a 30' sidewalk area along the north side of Eisenhower Avenue consistent with the PTO requirements. A condition of approval is that the applicant shall improve the 30' "sidewalk" according to the streetscape standards adopted in the Eisenhower East Plan.

ANALYSIS OF SIGNIFICANT ISSUES

Building Massing

Early in the pre-application process the applicant was provided with preliminary design principals relating to building massing. Specific principles include:

Preliminary Guidelines



- varying the heights of buildings significantly to create an interesting skyline and building profile,
- articulating the buildings in both plan and vertical elevation through the use of building offsets, and
- spacing the tower elements to provide views through the building complex and to assure that the sun is not blocked.

The CDD zoning of the Mill Race tract allows a maximum Floor Area Ratio (FAR) of 3.75 with specific conditions that allows relatively high density as authorized by the zoning in recognition of the site's proximity to the Metro station, and also to promote the provision of significant affordable housing on the site. From the onset, staff indicated to the applicant that massing and density should conform to the design principles.

However, from the onset, massing of the residential buildings within the project—particularly the massing of the apartment building—was an issue. In part, the issue arose because the actual or “visual” FAR of the project far exceeded the 3.75 FAR permitted by zoning and the City’s rules for calculating FAR. The City’s rule for calculating FAR does not provide a true measure of the amount of mass on a site, because the rules permit applicants to deduct certain building areas with headroom of less than 7'-6", including most parking structures and some areas such as hallways, entries and closets within buildings and units. This project started out with 100% of its parking above grade and included significant other deductions of buildings, contributing significantly to the actual visual mass of buildings.

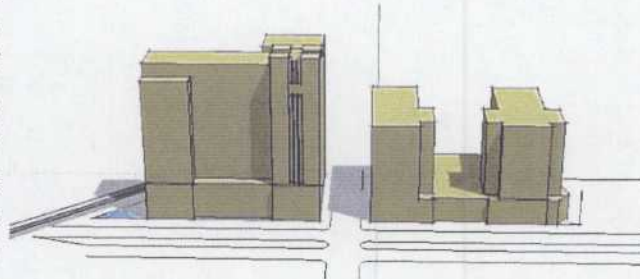
In addition, even though the City had asked the applicant early on to place a street grid through the site, past practice in the City (i.e., at Carlyle) had been to allow developers to provide the City with street easements, still allowing them to utilize the land area devoted to streets to support FAR in the rest of the project. In reality, while the areas of the roadways are counted in the land calculation, the land for the streets was not available for development, thus the allowable FAR were concentrated on less land and therefore, appeared more massive.

The final factor contributing to the massing concerns was the original applicant’s desire to develop more apartments and fewer condominiums, pushing a disproportionate amount of the mass in the project to the apartment parcel. While the CDD zoning allows flexibility to transfer density on a tract of land, the intent is not to disproportionately located FAR/mass on a portion of the site.

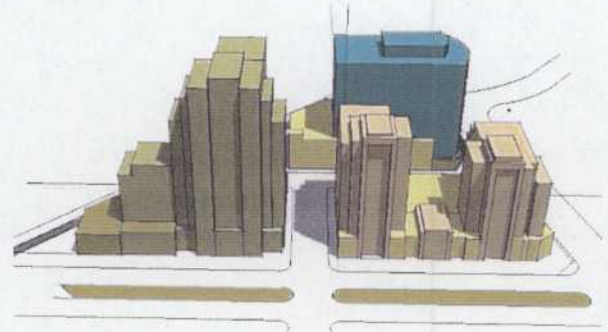
All of these factors contributed to a proposed massing for the residential buildings that failed to comply with the guidelines established early in the process. The massing of the condominium building was addressed by the applicant fairly early in the review process by breaking the building into two separate towers and by moving one level of parking underground. However, the massing of the apartment building remained a significant issue until the end of the process with the consolidation of the application under one developer. Staff’s concern was with the early designs of the apartment building, which was too large and out-of-scale with the rest of the buildings, with a 25-story high block long facade paralleling Eisenhower Avenue. Also, the number of proposed apartments and the resulting requirement for parked cars created a higher than desirable “base” to the apartment building, creating a disproportionate mass at the base of the building. The massing concerns were further exacerbated by the fact that to create an efficient parking garage, the upper

floors could not be screened from Eisenhower by active uses. The City offered several suggestions to reduce the mass of the apartment wing paralleling Eisenhower Avenue by stepping down the wing and/or stepping back the wing from Eisenhower Avenue.

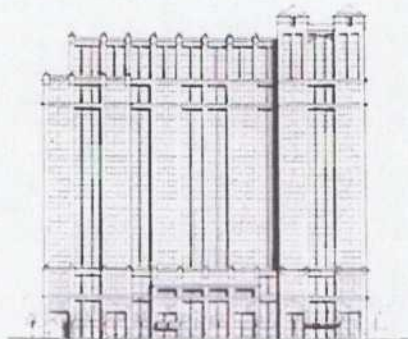
When Trammel Crow took over the entire project, they agreed to significantly decrease the mass of the apartment building. Some of the mass removed from the apartment building was shifted to the office building, adding one additional office story. The office building was the smallest building on the site in size and height and staff felt that adding a story to the office building actually improved the proportions of that building relative to Carlyle Towers and the Courthouse. Also, some mass was shifted from the apartment building to the condominium towers, and the heights of the two condominium towers were redesigned so that the three residential buildings now step down in height moving east from the Metro station. In addition, Trammel Crow worked to refine and reshape the mass of all of the buildings, adding additional step-downs and step-backs within the towers, reducing the visual impact of the remaining mass in accordance with the direction that had been given by the City.



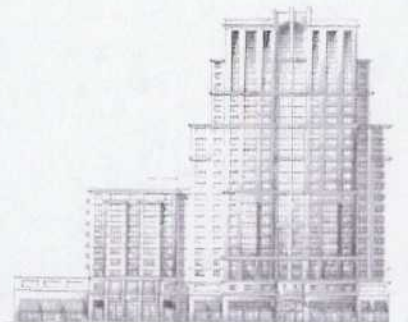
Original Proposal



Staff Recommendation



Original Apartment Bldg



Current Apartment Bldg

Building Design

It is anticipated that guidelines similar to those developed for Carlyle will be incorporated into the Eisenhower East Plan. Those guidelines seek to incorporate elements traditional to the City into buildings, thus helping to relate the new buildings to surrounding buildings and to the historic fabric of the City. The guidelines also promote a quality of architecture and detailing that contribute to a rich and pedestrian-friendly environment. From the onset, staff identified numerous other building design issues for both the residential and office buildings and has spent the last year working with the applicants to refine the designs of all the buildings, using the Carlyle design guidelines as a basis for design requirements.

Office Building Design

The original design direction for the office building departed significantly in character and style from other buildings in the area and with many elements of the Carlyle design guidelines. Staff was particularly concerned about the design of the entrance and front corner of the building, which were particularly prominent because of their location at the visual terminus of Jamieson Avenue. Recommendations include the following:

- Expanding the retail at the ground floor,
- Addressing the entrance and the important corner at Mill Road as it intersects with Jamieson, including development of a tower element to extend above the cornice at the corner above the entrance to the building, marking the terminus of Jamieson Avenue,
- Replacing the large expanses of glass curtain walls with a more traditional "punched window" character, more compatible with surrounding development and in keeping with the Carlyle guidelines,
- Use of more traditional masonry materials such as precast and brick, in keeping with surrounding development and the Carlyle guidelines,
- Redesigning the entrance to a more traditional and pedestrian oriented form,
- Reorienting the service area on the west side of the building,
- Screening the parking with architectural treatment, including windows, and
- Screening the roof top parking on the office building.



Original Office Building

Current Office Building

The applicant has responded positively to these recommendations and has significantly redesigned the building and staff is very supportive of the direction the design of the building has taken. Many design issues remain to be resolved as the details of the building are finally designed. A number of recommendations are included in this approval to assure that those final details result in a high quality building with a rich facade, as anticipated by the CDD zoning and the Eisenhower Avenue planning process. The City is recommending that the applicant continue to work with staff to meet these design guidelines with the final approval by the CDRB. The Board has been very successful within Carlyle at improving the quality of the buildings. In summary, some of the outstanding recommended conditions related to building design include:

- Creation of a predominately brick base to relate the office buildings more coherently to the residential buildings in the project,
- Refinement of the shape, materials and design of the tower element,
- Detailing of the large masonry northwest wall,
- Refinement of detailing for the entry canopy,
- Elimination of or enclosure of the exposed fifth level rooftop parking, and
- Refinement of the parking garage screening.

Residential Building Design

In addition to the massing issues previously discussed, a number of design issues relative to the proposed residential buildings were raised. Specifically, the applicant was asked to:

- Screen the residential buildings' parking to appear as an integral part of the building, with suggestion of windows or decorative metal panels,
- Revise the residential building design to be consistent with the office building and the Carlyle requirements by providing masonry materials,
- Provide additional offsets and articulation of the building facades,
- Vary window size and configuration to help provide variety and articulation in the building facades,
- Design balconies as an integral element to the building, rather than simple projects from the face of the building, and
- Design cornices and the expression lines to enhance the overall design.

As with the office building, the design of the residential buildings has evolved significantly and the City is now supporting the design concept. However, design details remain to be resolved as the applicant proceeds through the normal design review process. It is recommended that these final design details also be reviewed/approved by the Carlyle Design Review Board to ensure that the building is consistent with the high quality and character of development that has been occurring in the area. The major staff recommendations related to refining and detailing the residential buildings include:

- Use of precast and masonry for the building facade and architectural elements,
- Detailed design of the Eisenhower base facade including retail and storefront concepts,
- Additional variation in window types and sizes,
- Refinement of the appearance of the lower, east-west wing along Eisenhower Avenue, and
- Elimination of visible venting through building walls.

Open Space

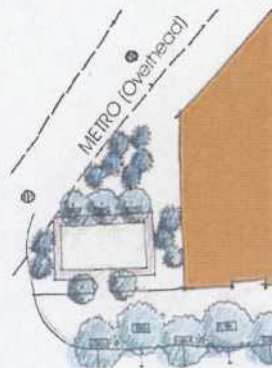
As indicated above, the key open space principle that is emerging from the Eisenhower East planning process is the creation of meaningful public parks, plazas and other open spaces within the study area, with linkages between these spaces provided by trails, streetscapes and linear parks extending through the area's Resource Protection Areas. It is envisioned that the final Eisenhower East plan will identify potential sites where significant public open space can be provided as well as mechanisms for acquiring and improving those sites as open space, most likely through developer contributions to an open space fund. The plan's approach represents a significant departure from

past practice in the City, where open space was and continues to be created in small increments on each individual site, often above-grade. The plan recognizes that it is important to provide green, landscaped areas on each development parcel--particularly in the form of significant streetscape, as well as, private open space within projects for the use of residents. However, the Eisenhower East plan identifies that ground level public open space is equally important. The plan is projecting larger, consolidated public open spaces at appropriate locations. One location for a public park is likely to be directly across Eisenhower Avenue from Mill Race, where a stream valley creates a large resource protection area that needs to be preserved.

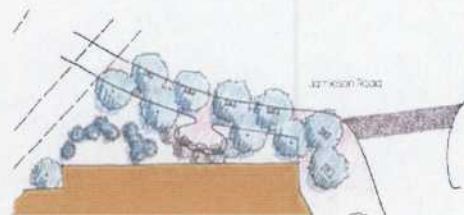
The CDD provisions for the tract do not specifically designate a required level of open space for this site. However, the proposal does provide significant open space overall, with 40% open space achieved on the two residential parcels, including the large well-landscaped plaza level decks that will provide recreation space for residents. While open space is not typically required or provided on office parcels, the office parcel at Mill Race has provided about 22% open space at ground level. Because the preliminary assessment of open space in the Eisenhower East process does not identify the Mill Race site as a location for consolidated public open spaces (except for land to be set aside for the Metro platform extension and the adjoining pedestrian plaza, and a broad landscaped sidewalk as part of the Eisenhower Boulevard concept), staff has not sought any larger area of consolidated public open space on this site. Rather, since the amount of public open space provided at ground level at Mill Race is somewhat limited, the City has requested that the applicant make a \$325,000 contribution to an open space fund. These funds are to be used for the purchase and/or improvement of additional public open space in the immediate area.

The actual level of public open space in the Eisenhower East process and the methodology for calculating appropriate contributions in lieu of on-site space has not been conclusively identified through the planning process. Therefore, the method utilized by staff in assessing how the Mill Race project should contribute to the future development of open space in the area is not intended as the model for the area.

The 5,850 sq.ft. of public open space being provided on-site is located within two small plaza areas. The first plaza area is planned for the new entrance to the Metro station when the Eisenhower platform is extended. The applicant will dedicate this land for



Metro Plaza Park



Mill Road Park

the extension, and will also provide interim improvements to the plaza until such time as the extension can be funded and constructed. The second open space is located on the north side of the site, adjacent to the office building and across from Carlyle Towers, and is designed as an urban plaza with landscaping, including trees. Staff is recommending a public access easement that will make this space accessible for public use. It will most likely provide a place for office workers to lunch or gather, but could also be utilized by Carlyle Towers' and other city residents.

Streetscape

The Eisenhower East planning process is establishing principles for a hierarchy of street types within the planning area, which range from traditional urban streets to the wide boulevard of Eisenhower Avenue. The plan acknowledges that in a urban area, streets play a critical role that goes well beyond the movement of vehicular traffic. Streets help to define the character of an area and create a sense of well being for workers and residents in the area as well as for pedestrians, bikers and drivers moving through the area. Streetscapes help to define and create this character in a meaningful way. In the plan, Eisenhower Avenue is to be a grand boulevard lined by taller buildings, 30' sidewalks, a continuous wall of street trees and park like medians. The picture below illustrates the vision the plan has for Eisenhower Avenue helping to create and define the character of the area.

The study has yet to focus on specific streetscape design guidelines for such items as tree spacing and species, street furnishings, paving materials and utilities. The Mill Race plan will accommodate the plan's envisioned streetscapes, although the details shown on the proposed plan for the streetscape will likely need to be modified somewhat to be consistent with the recommendations of the Eisenhower East planning process once it is completed.



The Mill Race plans show a 30' space along Eisenhower Avenue to be developed in streetscape. The submitted plans for Mill Race shows two staggered rows of trees along Eisenhower Avenue, with a broad (15') clear sidewalk between the trees and the buildings with their retail uses. However, the concept emerging from the Eisenhower East study is for a single row of street trees forming a continuous "tree wall" along Eisenhower Avenue. A significant amount of tree presence is required to balance the width of Eisenhower Avenue and the mass and scale of buildings being proposed. An alternative being considered is to provide a double row of trees, with smaller scaled trees along the interior of the sidewalk adjacent to the buildings. This would allow for tandem tree spacing without creating a conflict between the tree canopies. Although the Eisenhower East study has yet to specify specific streetscape guidelines, a recommendation should be forthcoming before the Mill Race plan is approved as a final site plan. These changes in streetscape details can be accommodated during the final site plan process to assure that this project contributes to the unified vision that emerges from the plan.

The streetscape treatment proposed along Grist Mill Road and Mill Race Lane consist of 14'-20' sidewalks, with street trees in tree wells. Additional features of the streetscape plan for the project includes brick sidewalks, pedestrian scale lighting, flush sidewalks at all driveway openings, and stamped or brick paved pedestrian crosswalks at the intersections of Eisenhower Avenue/Mill Race Lane and Mill Road/Grist Mill Road. Staff has recommended conditions addressing landscape maintenance, tree planters and tree grates, irrigation systems and uniform spacing between street lights. Staff has also recommended that the final landscape plans be prepared by a licensed Landscape Architect to insure that streetscape improvements are of a high quality design and consistent with adopted the streetscape guidelines of the Eisenhower East study.

Affordable Housing

The development of affordable on-site sales and the incorporation of long-term affordable rental housing in lieu of monetary contributions to the Housing Trust Fund were recommendations of the City's Affordable Housing Task Force. In its final report, presented for public comment in November 2001, the Task Force recommended on-site affordable units whenever financially feasible and, in the case of sales housing, when provided at levels affordable to households with incomes at or below 70% of area median income. The development of on-site rental housing affordable to households at or below 60% of area median income for a period of 20 years or more was also recommended. The City has requested a significantly increased affordable housing contribution for this project, more than two times the minimum contribution, and the applicant have agreed to an affordable housing program valued at \$2.3 million dollars, which will provide 28 on-site rental and ownership units.

Affordable housing is a particularly critical element of this proposal, because the density and height proposed for the project are only allowed in exchange for a meaningful affordable housing

contribution. Without the affordable housing bonus, maximum density in the CDD is 2.5 and maximum height is 225'. The CDD zoning allows the FAR on the site to be increased 50%, up to a total 3.75 FAR, and allows height to be increased by 25' to 250' in exchange for a predominately residential project, which has a meaningful affordable housing component. The specific language within the CDD provisions for the affordable housing bonus are:

Projects within 1,000 feet of metro shall also be considered for height and density bonuses if combined with a meaningful affordable housing program approved by the City Council. The affordable housing program must be on-site with an equivalent value of no less than \$1.05 (adjusted for inflation) per net square foot of total development, including commercial. The contribution from commercial development may be used for either on site or off site housing at the discretion of the Council. Height with bonuses shall not exceed 250 feet for a signature building, with an overall average of 200 feet for the entire project. Density with bonuses shall not exceed 3.75 F.A.R. overall, with a minimum of 2.75 for the residential component.

Based on the above language, the minimum value of the affordable housing program required for the density and height bonus on this site is \$1.08 million (\$1.05 adjusted for inflation from 1992 to \$1.29 and applied to the 837,021 net square feet proposed).

Applicant's Proposal

The affordable housing plan proposed by the applicant sets aside 4% of both the apartment and condominium units, a total of 28 units for a total contribution estimated by the applicant at \$2,306,379. This amount is equivalent to \$2.76 per net square foot, reflecting an increase of \$1.47 per square foot over the district's base rate at the time negotiations began with the developer last year.

As proposed by the applicant, of the 13 affordable sales units, seven would be one-bedroom condominium units available to eligible buyers at discounted sales prices of \$173,200 and six would be two-bedroom condominium units available at discounted sales prices of \$225,000. The projected market rates for the units are \$225,000 for one-bedroom units and \$337,000 for two-bedroom units. The units would remain affordable for a minimum of 15 years through a restrictive covenant recorded at the time of sale. The affordable sales prices proposed by the developer includes a one-time expense of \$15,000 for the purchase of one parking space.

There are 15 proposed affordable rental units proposed, seven one-bedroom and eight two-bedrooms. The developer proposes to subsidize the 15 rental units for a 20-year period to make them available to eligible renters with household incomes at or below 60% of the area median (currently \$41,760

for a two-person household and \$46,980 for three persons) at rent levels not to exceed the maximum rent levels established by the Federal Low Income Housing Tax Credit Program (currently \$978 for one-bedroom units and \$1,174 for two bedroom units.) The affordable rent levels proposed by the developer include projected utility costs and the cost of one parking space. The projected market rates for the rental units are \$1,300 for a one-bedroom and \$1,835 for two-bedrooms.

The City is generally in agreement with the Affordable Housing Plan submitted by the developer. Some minor text amendments have been requested by staff and the Affordable Housing Advisory Committee, which are not reflected in the Affordable Housing Plan attached herein. In addition, staff recommends that the discounted prices of affordable sales units exclude the cost of purchasing a parking space. Therefore, the discounted purchase prices will be set at \$158,000 for a one-bedroom unit and \$210,000 for a two-bedroom unit. Each purchaser would be provided the option to purchase one parking space per unit at a cost of \$15,000, but would not be required to do so. The City's Affordable Housing Advisory Committee met without a quorum to discuss this proposal. The recommendations of the committee have generally been addressed by the developer and the chairperson of the committee has expressed general support for the applicant's proposal.

(The applicant's detailed affordable housing plan is attached to the staff report.)

Transportation

As with issues addressed above, transportation issues are linked to the outcomes of the Eisenhower East planning process. The intent of the Eisenhower East planning process is to address the transportation management in a holistic manner and to address issues across the entire study area and the interface with the region beyond. The Mill Race development is the first specific project to request City approval since the beginning of the City's Eisenhower East planning effort, and decisions on Mill Race will need to occur before the final policy conclusions of that plan are made by the City. However, an overall traffic assessment has been completed for the overall Eisenhower study area by Wilbur Smith and Associates and the development impacts of the Mill Race site were considered as a part of the overall study.

The general transportation conclusions of the Eisenhower East Plan at this point are consistent with the vision of a vibrant, mixed-use, urban district surrounding a Metro station. To maximize the use of the Metro and reduce the traffic projected under the existing zoning, the study concluded that both an aggressive land use strategy and a comprehensive transportation management approach were essential. The traffic study proposes several transits, highways, streets and management improvements, which (combined with the regional Wilson Bridge replacement and associated I-95 Beltway changes) will help mitigate much of this traffic within Eisenhower and the Duke Street corridor. These improvements include additional streets within the planning area to create a secondary urban grid that provides alternative routing options and the distribution of turning

movements over more intersections; new express ramps from the Capital Beltway connecting at Mill Road and Stovall; enhancement to on and off-ramps to Telegraph Road; and improvement of Eisenhower Avenue to six-through lanes.

Eisenhower East Traffic Study

The management of traffic anticipated being generated by development in the Eisenhower East area focuses on reducing the number of vehicles and trips generated in the area and increasing Metro/transit dependency. The approach will be based on five primary principles:

1. Developing a mix of commercial, public, residential, and retail uses which strive for a balance of jobs and housing to minimize vehicle trip generation,
2. Optimizing the use of the existing transit infrastructure by clustering higher development around the Eisenhower Metro Station and aggregating as much development as possible within the 1,500' pedestrian use zone around the station,
3. Creating an interconnected grid of secondary urban streets to enhance the options for pedestrian movement, providing alternative circulation choices and remove service and parking access from Eisenhower Avenue,
4. Reducing the amount of parking, and
5. Establishing an aggressive Transportation Management Program focused toward increasing Metro ridership and decreasing the amount of single occupancy vehicle trip generation.

The Wilbur Smith traffic study examined the maximum development build-out allowed under existing zoning in the 2010 and 2020 time-frames, with a projected 5,000,000 sq. ft. build-out by 2010 and an additional 7,000,000 sq. ft. build-out for 2020. A vast majority of the development originally evaluated was a single use – office. The initial traffic study, based on the maximum development scenario, resulted in a substantial concentration of traffic along Eisenhower Avenue, necessitating the need for a very large roadway with multiple turning lanes. Recognizing that such a large roadway would create an environment where the automobile dominates and development of an urban, pedestrian-friendly, transit-oriented place would be significantly compromised, the staff undertook a systematic approach to evaluate alternative development scenarios in an effort to reduce traffic. The alternative development scenarios evaluated were:

1. Clustering the higher trip generating office uses to the area within 1,000 feet of the Metro station where a higher percentage of transit usage could be achieved,
2. Reallocation of the land uses from office to housing and retail to reduce the peak hour traffic,
3. Reallocation of the land uses from office to housing and retail where a balance of jobs (number of workers) and housing (number of persons in the workforce) was created, and
4. Uniform reduction in uses contained in the Eisenhower build-out by 25% to assess the impact on traffic congestion.

This evaluation concluded that a simple reduction in density does not produce as much of a reduction in vehicle trip generation as a combination of measures designed to reduce traffic impacts.

The specific measures to be undertaken include:

1. Reducing the overall amount of vehicle trips by:
 - clustering the higher densities and higher traffic generating office uses close to the Metro station to take advantage of the proximity to transit,
 - providing for a balanced mix of land uses (with a reduction in the overall amount of office use), closer to a job/housing balance, where the mix of housing, office and retail/service uses will create 7 days per week/16-hour per day environment, allowing the distribution of traffic generated over a longer time period and the opportunity for a reduced number of trips with the variety and proximity of various land uses. Depending on the actual mix of uses, vehicle trip reductions of up to 36% are possible, and
 - reducing the parking requirements to limit the supply of parking spaces in the area.
2. Distributing the traffic generated by:
 - creating an interconnected grid of secondary internal streets to provide route options and to distribute and disperse the traffic throughout the system. The grid system provides a variety of traffic routing options, which will avoid the concentration of traffic volumes at any given location and reduce the potential for traffic congestion, and
 - managing (prohibiting) the access points to development projects along major streets.
3. Increasing transit ridership by:
 - implementing an aggressive management strategy including:
 - employer-provided transit benefits and subsidies
 - free and frequent shuttles and vanpools
 - “flex car” short-term car rentals at Metro
 - market rate pricing of parking
 - restricted parking requirements
 - promotion of staggered work hours
 - guaranteed ride-home programs
 - ride-share matching and free parking for rideshare users
 - providing safe and enhanced pedestrian circulation and access to the Metro station through the development of an active pedestrian environment with on-street parking.

In general, the Mill Race proposal is consistent with these basic directions. It is a mixed-use, high-density development across the street from the Eisenhower Avenue Metro Station, and it includes land for the extension of the Metro platform across Eisenhower Avenue to offer immediately adjacent access to the Metro station for its tenants. The design proposes internal streets that will be consistent with the notion of an urban street grid, with pedestrian access enhancements. The proposal includes right-of-way for the proposed cross-section of the enhanced Eisenhower Avenue. The developer has proposed reduced parking levels (overall) that take advantage of the proximity to Metro, but achieving the desired non-S.O.V. mode share will require a strong Transportation Demand Management Program.

Traffic Generation

Use of the standard ITE Trip Generation (Institute of Traffic Engineers, 6th Edition, Volume 2, 1997) rates as applied to the proposed square footage of the project (as adjusted by Planning and Zoning), results in this estimate of the peak hour vehicle trip ends, which would be generated by the project, assuming no transit/ridesharing/bicycle mode share:

Mill Race Trip Generation w/o Transit Use

	<u>AM Peak</u>	<u>PM Peak</u>
Office	357	336
Residential	<u>231</u>	<u>255</u>
Total	588	591

However, the overall traffic study for the area is using a transit mode share of 25% on Metro for office uses within 1,000 feet of the station and 30% for residential within 1,500 feet of the station.

The PTO parking and transportation management plan is predicated on higher non-S.O.V. mode shares than that, and is likely that the final Eisenhower East plan will also be based on the assumption of higher non-S.O.V. mode shares. Applying the lower mode share split of the overall traffic study significantly reduces the peak hour impact (and it is possible that the peak hour transit mode share would be higher than the overall assumed level), as follows:

Mill Race Trip Generation w/ Transportation Management Strategy and Transit Use

	<u>AM Peak</u>	<u>PM Peak</u>
Office	261	242
Residential	<u>155</u>	<u>166</u>
Total	416	408

Mill Race also includes a retail component, which is likely to generate fewer of its trips in the AM peak, and the PM peak estimate of 200 trips is likely to include many trips by persons already on-site or passing-by on the street.

As indicated, the combination of restricted parking, transit availability, and an aggressive Transportation Management Plan will further reduce vehicle trips to the site. The Mill Race proposal is consistent with the traffic projections outlined in the Eisenhower East Traffic Study.

Parking

As noted earlier, minimizing the amount of parking in a project has been identified as one effective means of helping to reduce traffic. A balance must be maintained between reducing the parking to the point that the market for the use becomes unfeasible and providing too much parking and overloading the vehicle circulation system thus making the area undesirable from a market perspective.

Table 3 presents the City's estimates of the parking required under current code and that proposed by the developer. As shown, the developer has proposed reduced levels of residential parking and no separate visitor parking, but a level of office parking that is greater than the minimum City requirement by 76 spaces.

Table 3 - Required vs. Proposed Parking

	# Units/ Square Feet	Parking Calculation	Required Parking	Proposed Parking
RESIDENTIAL BUILDINGS				
One Bedroom Units	268 (Apt:187, Condo:81)	268 * 1.3	348.4	802
Two Bedroom Units	427 (Apt:182, Condo:245)	427 * 1.75	747.25	
Retail Square Footage	22,090 square feet	1 sp per 220sf	100.4	66
Total Residential Parking			1196	868
OFFICE BUILDING				
Office Square Footage	223,967 square feet	1 sp per 600sf	373.3	466*
Retail Square Footage	3,511 square feet	1 sp per 210 sf	16.7	
Total Office Parking			390	466

*the applicant has not broken these down separately into dedicated retail and office spaces

Office Parking

Given the current City requirement of one space per 600 net sq.ft. (1.66 per thousand), and the suggested Eisenhower East target of a 1.75 per thousand maximum, the applicant's request for 2.06 per thousand is higher than would be fully consistent with the mode split goals for the area, if all the office parking space is utilized for all-day office parking. However, the applicant had originally indicated to the City that the additional parking is intended to meet existing demand for short-term parking in the area. The courthouse has no available public parking, and the planned and future retail will also need short-term parking to be successful. Therefore, staff is supporting the provision of the 466 commercial spaces with the following limitations:

- no more than 392 parking spaces (1.75 per 1,000 nsf) are provided for the use of office workers for all-day parking, and
- that the remaining 74 parking spaces are made available only on an hourly basis to short-term users (retail customers, visitors, users of the courthouse, etc.).

A parking management plan is required, which will address the manner in which these spaces are provided. A recommended condition is that all the office parking be provided at commercial rates, whether long-term or short-term. If tenants wish to provide employee parking, this can be done through reimbursement of employees for their monthly parking costs, coupled with a requirement to also reimburse transit users. For short-term parking, a pricing structure must be used to provide incentives for short stays, with low rates for the first hour, a higher rate for the second, and a prohibitive all-day rate for hours after that.

Residential Parking

Restricting the amount of parking available for residential units at the Metro stations may be another part of the overall strategy emerging for the development of the Eisenhower East area. The idea of limiting parking is not a new one in the City--the Carlyle project was approved more than 10 years ago with a parking minimum of 1.15 spaces/unit for residential. Studies conducted in conjunction with the Eisenhower East planning process indicate that lowering the amount of parking provided near Metro stations for residents as well as workers are one of the most effective tools in promoting transit ridership and thereby reducing the traffic impacts of development.

Other jurisdictions have successfully provided for less residential parking at Metro stations, in combination with other strategies to promote transit usage. Most notably, Arlington County has parking requirements for multifamily units at Metro stations, which range from 1.0 to 1.125 spaces per unit. Some specific examples of projects in the City and Arlington, which have been built with reduced parking are:

	Parking Provided Spaces/Unit
Carlyle Towers	1.33
Meridian Apartments/Carlyle	1.20
Colecroft	1.00
Potomac Club II/Braddock Metro	1.17
Pentagon Row/Arlington	1.06

The parking being proposed for the residential buildings at Mill Race is 1.15 spaces per unit, excluding the 100 spaces that are provided within the residential buildings to meet the retail parking requirement. The proposed level of parking is consistent with the policy on parking emerging from the Eisenhower East study and that the level will be adequate for the residences provided that additional parking is made available evenings and weekends for visitors and overflow parking. Therefore, staff is recommending, as a condition of this approval, that spaces in the Mill Race office building be made available after office hours and on weekends for use by guests. As with the other uses, a parking management strategy for the residential uses will be critical to its successful allocation.

Retail Parking

The applicant has proposed 66 spaces for visitor and retail use in the residential buildings and no separate pool for retail use in the office building. The square footage of retail would call for 100.4 retail spaces in the residential buildings and 16.7 in the office building. Retail needs will require adequate short-term parking to be successful. However, the City requirement that 74 spaces in the office building be available for short term parking will address the reduced number offered by the developer. The 66 offered in the residential building, plus 74 will provide 140 spaces for use by visitors, short-term office uses, and retail. It should be noted that one rule of thumb for retail parking shared with office parking allows for retail to be reduced to 60% of the normal requirement (weekday, daytime)—in this case that would result in a need for 70 spaces. Again, the management of the parking resources will need to incorporate mechanisms to allow retail needs to be addressed by sharing the available parking.

Parking Management Plan

A recurring theme in the above discussion on parking is the importance of a parking management plan for the project. The plan will establish the management and allocation of parking for the condominiums, apartments, office workers, visitors, retail employees and retail patrons, ensuring that some parking is kept available for visitors to the site. The parking management plan will also address market pricing, preferential parking for carpools, and other elements being recommended as part of

the transportation demand management program for the project, as discussed in more detail in the following section. While it is not the responsibility of the developer, the success of the parking management will also rely on the City's strict control of on-street parking resources to assure that they are not utilized by long-term parkers.

As indicated above, the high non-S.O.V. mode shares desired by the Eisenhower East study will require an aggressive Transportation Management Plan to inform residents and employees of the options to provide incentives for alternatives to auto use and to continually promote their usage. As in the case of the parking policies, the Eisenhower East plan has not finalized the recommendations for an area-wide Transportation Management Plan. However, the basic elements have been presented and are likely to be included in the final report. They form the framework for TMP's of individual projects, such as the Mill Race project. The general area-wide TMP elements are likely to include:

- A full-time TMP coordinator and staff with on-site offices to implement the provisions of the TMP as an active program.
- Provision of information on transit, ridesharing, bicycling, telecommuting, etc., to employers and employees, and continued promotion of the alternatives.
- Market rate pricing of parking for S.O.V. commuters.
- Restricted parking requirements, including maximums.
- Free parking for rideshare users, along with dedicated "front-door" parking spaces.
- Rideshare matching is coordinated with the regional program, but also local matching within each employer/development and Eisenhower East generally.
- A Guaranteed Ride Home program so that transit riders and others can get home if required to leave midday or after peak hours.
- Provision of short-term car rentals to allow transit users the flexibility of making trips during the day to locations that are not transit accessible (Flexcar or Zipcar).
- Provision of transit subsidies to employees under the Federal tax provisions allowing up to \$100 per month in transit benefits to be tax-free, and deductible as a business expense by the employer. It is anticipated that the TMP will require comparability with the Federal employee benefit, which provides up to \$100 per month per employee for transit fares.
- Promotion of staggered work hours/compressed work week schedules to employers and implementation with parking incentives.
- Telecommute and telework center information, assistance, and incentives.
- Provision of secured bicycle storage, showers and locker rooms for bicycle commuters.

Overall, the approach is to provide disincentives to the use of the single-occupant auto for commuting into Eisenhower East, while making transit and other options as inexpensive and easy as possible. Given this structure, it is appropriate that the Mill Race project TMP includes these elements. The conditions for approval include a detailed set of TMP incentives and disincentives.

The strategy for Eisenhower East is likely to include the development of a Transportation Management Association or District that would draw on the resources of each project for support in implementing an area-wide set of actions encompassing the elements listed above. At this time the mechanism is not fully determined, but for Mill Race the concept of the TMP is to set the stage for the area-wide solution.

Infrastructure

Mill Race requires major improvements to the City's infrastructure.

Sanitary Sewer and Box Culvert Relocation

The site is traversed by two major underground utilities, a 60" public sanitary sewer and two 4' by 6' stormwater box culverts. Both structures are located on the southern half of the development site where the residential buildings are proposed. On previous approvals, staff has required the relocation of the entire sanitary sewer from portions of the Hoffman property which was approved for an office building and retail pad site and the southern portion of this site. Because the relocation involves property owners in addition to Mill Race, there have been issues over timing and expense. Over the years, the City has taken the position that redevelopment on either of the two sites would trigger the requirement to relocate the entire sewer, which is to be paid for by both property owners. The proposed realignment of the sewer is to be within the proposed street widening of Eisenhower Avenue. The Hoffman Family did not want to pay their cost for relocating the sewer until a much later date or when they proceeded with construction on their office building site. To resolve this issue, the applicant agreed to pay \$250,000 toward the cost of Hoffman's share for relocating the entire sewer as required by the City.

Relocation of the stormwater box culvert is a new requirement that had not been previously required in the past approvals for the Mill Race site because the City only required maintenance access easements for the purposes maintaining the stormwater structures. However, the City has determined that maintenance of the stormwater structures may require the use of heavy equipment, which may not be able to access portions of the stormwater culvert where buildings are constructed over the culverts. At the request of the City, the applicant relocated the stormwater culverts to within the newly proposed streets within the project to alleviate any conflicts with the maintenance of the stormwater structures.

Widening of Eisenhower Avenue and provision of Signalization/Crosswalks

Both sides of Eisenhower Avenue are required to be widened to allow for three travel lanes in each direction in addition to a wide landscape median with left-hand turn bays. The applicant's plan has provided for the dedication of five feet along the entire frontage of Eisenhower Avenue. This dedicated area is to be combined with another nine feet of existing city right-of-way, which will consist of a four-foot sidewalk, planting strip and curbing to provide the needed width for the new lane. The applicant is to construct the new lane along the construction of the relocated sanitary sewer line. Pedestrian access will be provided along the proposed 30' wide sidewalk along the entire frontage of Eisenhower Avenue.

In conjunction with the street widening of Eisenhower Avenue, staff has recommended that pedestrian crossing signals be placed at the intersections of Mill Race Lane and Mill Road along Eisenhower Avenue. The pedestrian signals are needed to insure safe pedestrian crossing areas from along the north side Eisenhower Avenue over to the Metro station entrance located on the south side of Eisenhower Avenue.

Dedication of Land for Future Metrorail Expansion

Staff has recommended that the applicant provide for the dedication of land for a future Metro station platform extension and station entrance on the portion of land shown as open space at the western end of the apartment building along Eisenhower Avenue. A second platform extension is planned to occur within the next 10 years. Staff has also recommended that reservation of the future dedication be for a period of 30 years. The second station entrance is highly desirable and badly needed to accommodate safe pedestrian access and optimum usage of the station.

Tax District

Special District.

In order to fund the necessary public infrastructure that will enable the creation of a viable, quality urban environment with transit oriented development in the Eisenhower East area, the creation of a special district to raise funds to finance infrastructure improvements may be the best way for the City's vision of this area to be fully achieved. While staff works on developing a proposal and recommendations are in the early stages, it is clear that the costs of the desired infrastructure will far exceed that able to be provided directly by new development or by the City's Capital Improvement Program. A special district (whether a special tax district, a tax increment financing district, or a community development authority) offers tools to help narrow the funding gap. In addition, because of diverse land ownership, development does not always occur in a coordinated fashion. A special district can also provide a mechanism to fund a needed infrastructure in between two nearby but not adjacent development projects.

The Eisenhower East area will require an improved grid street system, additional and enhanced streetscape, a potential extension of the Metrorail platform to the north side of Eisenhower Avenue, new public parking structures, as well as the acquisition and development of additional open space. In addition, enhanced public services (above and beyond those normally provided by the City) could be provided, such as neighborhood transit shuttle services, or additional landscaping that is the kind of enhancement typically provided by many business improvement districts in the United States.

While the boundaries of such a district will need to be determined, the core of a district would likely be defined as those projects, which would significantly benefit from the planned infrastructure improvements such as the Mill Race project, the U.S. Patent and Trade Office project as well as the area bounded by Holland Lane, Telegraph Road, and the Capital Beltway. With the Mill Race project development special use permit being considered and implemented prior to the establishment of a special district, language that the Mill Race project owners will cooperate with the City in the establishment of a special district is recommended as a development special use permit condition. This is similar language as previously approved by the Planning Commission and City Council for the Potomac Yard Coordinated Development District (CDD).

STAFF: Eileen Fogarty, Director, Department of Planning and Zoning;
Kimberley Johnson, Chief, Development;
Gregory Tate, Urban Planner;
Jeffrey Farner, Urban Planner;
Leslie Parrish, Urban Planner.

STAFF RECOMMENDATIONS:

Staff recommends approval subject to all applicable codes and ordinances and the following staff recommendations:

I. Eisenhower Metro Station Conditions:

1. The applicant shall undertake no construction or improvements, including utilities or foundations (other than interim staging, landscaping and routine maintenance as approved by the City) on the entire area of the property west of building #1 below the Metrorail tracks. Such area shall be reserved and dedicated without cost to the City for the future expansion of the Eisenhower Avenue WMATA rail station, by a deed of easement to the City, or any other party identified by the City, which entitles the grantee to use or authorize the use of the site for a WMATA rail station and for any ancillary purposes. The applicant shall also reserve and dedicate, without cost to the City.
 - a. an easement for pedestrian ingress and egress by users of the rail station in such reasonable location as determined by the Director of P&Z; and
 - b. any additional temporary construction easements necessary for the construction of the future platform extension as determined by the Director of T&ES.

The site shall be identified for future WMATA rail station use on the final site plan. In the event the City or WMATA conclusively determines not to construct such expansion of the station, or in the event no such expansion is constructed within 30 years from the date of approval of this SUP, such easements shall be vacated by the City in exchange for a public access easement allowing public access to the space for the purposes of open space. The deed of easement shall be granted at no cost to the City and approved by the City Attorney prior to release of the final site plan. (P&Z)

2. The plaza area located west of the apartment building adjacent to the elevated Metrorail tracks is intended, long-term, to accommodate an extension of the Metrorail platform and pedestrian plaza. The applicant shall make interim improvements to the space so that it can be utilized for open space until such time as the platform is extended. The interim improvements shall include landscaping, decorative paving and seating areas. The plaza and landscaping are to be constructed prior to a CO for the apartment building. In the event that construction of the platform extension is planned and budgeted to begin within less than two years of completion of the apartment building, the applicant shall not be required to improve the space other than to provide temporary sodding and a temporary pedestrian connection (asphalt) over the space, and shall, instead, contribute \$30,000 to the City to be used to improve the pedestrian plaza upon completion of the platform extension. (P&Z)

II. Open Space Conditions:

3. The applicant shall contribute \$325,000 in 2002 dollars (adjusted per the CPI) to an open space fund for the Eisenhower East area. The contribution shall be paid prior to the issuance of the first final site plan for the project. (P&Z)(RP&CA)
4. All of the rooftop plaza decks on the residential buildings, including the lower tier deck located at the west end of the apartment along Eisenhower Avenue, shall be designed to function as high-quality usable open space for the residents. The lower tier deck may be utilized for private terraces for adjacent apartments. At a minimum, the revised plans for the plaza decks shall include the following, to the satisfaction of the Directors of P&Z and RP&CA:
 - a. a location and orientation of the swimming pools to maximize solar exposure and, therefore, usability;
 - b. features and elements such as seating, trash receptacles, pedestrian scale lighting, alcoves and trellis;
 - c. varied and high quality paving materials;
 - d. landscaping plan including deciduous, evergreen and flowering plant materials, with irrigation systems; with the plan for the landscaping prepared by a landscape architect; and
 - e. special measures to insure adequate drainage and structural support as necessary to accomplish the proposed plan.
5. The design of the open space plaza provided on the northern portion of the office building shall be revised at a minimum to include the following elements and be completed prior to the CO for the office building, to the satisfaction of the Directors of P&Z and RP&CA:
 - a. additional landscaping;
 - b. a sculpture or water feature within the plaza to provide a focal element that is an appropriate size for the space of the plaza;
 - c. an irrigation system for all landscaping;
 - d. amenities such as special paving surfaces, materials, benches, trash receptacles to encourage its use;
 - e. relocation of the transformer and generator to the western portion of the building in order to provide additional open space with area for landscaping.

III. Building Design Conditions:

Office Building:

6. The massing, articulation and general design of the office building shall be generally consistent with the drawings and renderings submitted with this application. The final design of the building shall be revised to incorporate the following to the satisfaction of the Director of P&Z. The final design and details of the building shall also be subject to review/approval by the Carlyle Design Review Board:
 - a. entirely masonry (brick, precast, stone) materials for the facade, except for screening of the mechanical equipment;
 - b. a base (retail and parking levels) that is predominately brick with precast accents;
 - c. refine the design and materials of the top "halo" of the corner element to be a more traditional design.
 - d. further refinement and variation of the retail facades to create three-dimensional articulation of building elements, recessed and projecting windows, textures and patterns in order to create visual interest for pedestrians;
 - e. additional windows and architectural treatment on the northwestern portion of the building to reduce the large expanse of masonry wall;
 - f. additional architectural treatment and detailing on the western portion of the building to reduce the expanse of blank brick wall;
 - g. refinement of the materials and details of the entrance canopy;
 - h. revise the double mullion in the curved corner element at the top floor to match the proposed mullions for the floors below;
 - i. provision of building mounted lighting appropriate to the size and character of the building, with smaller scale fixtures encouraged at the pedestrian level;
 - j. eliminating or enclosing the parking spaces now visible from Jamieson Avenue and Carlyle Towers on the northern and eastern portions of the building on the fifth level and revising the building design accordingly to match the treatment for the remainder of the building;
 - k. Treatment for the parking structure consisting of windows, grates, materials and articulation as generally depicted on the preliminary plans. The windows that include the decorative grates screening for the parking shall include an opaque background, translucent glass or spandrel. All other openings for the parking structure shall include windows with translucent glass and shall provide architectural lighting to provide the appearance of an office use during night time hours to the satisfaction of the Director of P&Z;

- l. elimination of any freestanding light poles on the exposed parking; only bollard lights shall be utilized. All garage light shall be shielded from direct view from the public right-of-way;
- m. the following elements in the loading area:
 - the color of the loading door shall match the adjacent wall material and shall be integrated into the surrounding facade to minimize its presence;
 - the trash dumpster and all recyclables shall be located within the building; and
 - use of decorative pavers or stamped asphalt for the large expanse of asphalt associated with the loading dock and for the entry into the parking garage;
- n. design of the fence along Grist Mill Road shall be an integral element of the building and shall be comprised of brick and precast, not to exceed 3.5 ft. in height, with landscaping provided between the fence and the adjacent sidewalk;
- o. location of garage vents so that they do not exhaust at street level onto sidewalks or the open space plaza;
- p. provide further refinement and variation of the facade treatment of the retail frontages along Mill Road and Grist Mill Road through the use of high quality materials such as precast and masonry. This treatment shall include the use of awnings and large expanses of plate glass windows. The design treatment of the retail frontages shall be varied to create visual interest to pedestrians by creating three-dimensional articulation of building elements, recessed and projecting windows, textures and patterns that provide three-dimensional relief, interest and variation. Windows shall be recessed to emphasize the thickness of the walls consistent with traditional buildings. (P&Z)

Residential Apartments and Condominium Buildings:

- 7. The massing, articulation and general design of the residential buildings shall be generally consistent with the most recent drawings and renderings submitted with this application. The final design of the building shall be revised to incorporate the following to the satisfaction of the Director of P&Z. The final design and details of the building shall also be subject to review/approval by the Carlyle Design Review Board:
 - a. entirely masonry (brick, precast, stone) materials for the facade, except for screening of the mechanical equipment;
 - b. increase the amount of precast stone or concrete within the base being utilized, reflecting the traditional mix of brick and precast found in the Carlyle buildings;
 - c. building accents, lintels, etc. of precast concrete or, potentially, soldier course brick;
 - d. variation in window sizes and types to add texture to the building facade;
 - e. windows with defined sills and lintels;

- f. balconies designed to be integral to the building design;
- g. a more transparent appearance in the central portion of the apartment building's main tower;
- h. further study of the lower east-west wing of the apartment building to address the visual appearance of this section of the building, relative to the higher portion of the east-west wing;
- i. provide further refinement and variation of the facade treatment of the retail frontages along Eisenhower Avenue and Mill Road through the use of high quality materials such as precast and masonry. This treatment shall include the use of awnings and large expanses of plate glass windows. The design treatment of the retail frontages shall be varied to create visual interest to pedestrians by creating three-dimensional articulation of building elements, recessed and projecting windows, textures and patterns that provide three-dimensional relief, interest and variation. Windows shall be recessed to emphasize the thickness of the walls consistent with traditional buildings;
- j. inclusion of the 3'-4' offsets suggested by the exterior elevations of the garage wall along Grist Mill Road and Mill Race Lane in the final plans;
- k. refinement of the design of the garage screen wall on interior streets to include windows and decorative grills on all openings. The windows that include the decorative grates shall include translucent glass windows. Architectural lighting shall be provided to create the appearance of residential use during night time hours;
- l. through-the-wall HVAC vent grills, and any other vents, shall be located so as not to directly face streets. All vents which may be visible from streets shall be designed with high quality grill work and of a color to match the material of the buildings to be integrated into the building design;
- m. location of garage vents so that they do not exhaust at street level onto sidewalks or the open space plaza. (P&Z)

Buildings, General:

- 8. In order to ensure a coordinated approach to the various tenant signs and the sign designs on each of the buildings, while at the same time maintaining the individuality of each tenant and unit within the building, a sign plan approved by the Director of P&Z shall be approved for each building, to include sign options for the retail tenants. The colors and materials of retail tenant signs shall be designed to be integrated into the architecture of each building and relate in materials, color and scale to the remainder of the building, and to the other buildings in the project.
 - a. All signs must comply with the zoning ordinance requirements including no parapet signs;
 - b. Sign messages shall be limited to logos, names and street address information;

- c. Pedestrian scaled projecting signs over the sidewalk are encouraged for the retail uses;
 - d. Signs applied to retail storefront windows should cover no more than 20% of the glass area;
 - e. Awnings are encouraged for retail and residential uses, but shall not be plastic or internally illuminated;
 - f. No freestanding signs other than traffic/directional signs shall be permitted (P&Z)
9. The applicant shall provide that all stairs extend thru the roof so that door access to the roof is provided for fire fighting purposes. (Code Enforcement)
10. Because the project does not comply with Code Enforcement requirement item C-4, the following fire protection and fire fighting features shall be built into all of the buildings of this project:
- a) A corridor smoke ventilation system.
 - b) Enclose all elevator lobbies in smoke tight construction.
 - c) Stair capacity to be designed without taking the sprinklered building exception.
 - d) Fire phones installed on every level in the elevator lobby and the stairs.
 - e) Knock out panels that have an area of 20 sq.ft. for every 50 lineal feet of building perimeter.
 - f) Floor drains to allow for quick removal of sprinkler and fire hose water.
- Alternative approaches to the overall fire protection systems listed above will be considered and approved at the discretion of the Director of Code Enforcement. (Code Enforcement)

IV. Retail:

11. The amount of retail square footage shall not be reduced from the amount shown on the preliminary site plan: Bldg. #1/10,000 net sq.ft, Bldg. #2/12,090 net sq.ft. and Bldg. #3/3,906 net sq.ft., as shown on the preliminary plans. (P&Z)
12. Provision shall be made for constructing exhaust vent shafts and grease traps within the residential buildings to accommodate future ground floor restaurant uses. (P&Z)
13. Provide pedestrian connections from within the residential building's parking garage facilities directly to Eisenhower Avenue to serve the retail facilities. (P&Z)
14. The first floor space designated as "retail" on the preliminary plans shall be solely utilized by retail uses to include: a store engaged in the sale of goods for personal use or business supporting uses, such as bakeries, banks, credit unions, bookstores, clothing, clothing

accessories, copier/reproductions, department stores, drugstores, dry cleaners (not dry cleaning plant), florists, groceries, jewelry, restaurants and any similar uses deemed by the Director of Planning & Zoning to meet the intent of providing active pedestrian-oriented retail uses.

- a. If less than 50% of the retail space is leased within one year of receiving the last certificate of occupancy for the residential and office uses in each building, the developer shall submit a retail marketing plan for approval to the director of P&Z that identifies both aggressive marketing strategies and rent subsidies or pay an amount not to exceed \$50,000/year (2002 dollars adjusted by CPI) to hire an independent marketing consultant identified by the City to identify potential tenants for the ground floor retail space.
 - b. If, after five years from the last certificate of occupancy permit for the subject building, and after a good faith effort has been made to lease the space to retail tenants and vacant retail space remains, the applicant may request a major amendment to this special use permit to allow other uses to occupy the retail space on a temporary basis.
 - c. The developer shall be prohibited from entering into any contractual lease arrangements that preclude, prohibit or limit the ground floor retail uses or prohibit or limit the shared parking between the retail, residential and office uses from being utilized as required by this approval.
 - d. Retail leases shall prohibit the placement of display cases, display windows, storage, carts, etc., in front of or behind retail windows both temporarily and permanently, so that from the street pedestrians have a full view into the retail establishments. (P&Z)
15. Restaurants within all buildings' retail space shall be permitted without a separate special use permit provided that no more than 60% of the retail floor area is occupied by restaurants in the building; and provided further that any restaurant approved under this provision complies with the conditions below. Restaurants desiring different conditions may apply for a separate special use permit.
- a. Outdoor seating is encouraged and shall be permitted on the Eisenhower Avenue and Mill Road frontages extending no more than 10' from the face of buildings and a maximum length of 20'. A minimum sidewalk width of 15 ft. shall be maintained and any encroachment into the City right-of-way cannot occur without approval of a separate encroachment ordinance.
 - b. Any outdoor seating areas, including umbrellas, shall not include advertising signage. The design of the outdoor seating shall be compatible with the design of the building.
 - c. The applicant shall provide, at its expense, one city trash container Model SD-42-exclusively for each outdoor dining area.
 - d. The outside dining area shall be cleaned at the close of each day of operation.

- e. No live entertainment is permitted inside the restaurant or in the outdoor café area.
- f. The hours during which the indoor restaurant/café is open to the public shall be restricted between 7:00 a.m. and 10:00 p.m. Sunday through Thursday, and between 7:00 a.m. and 11:00 p.m. on Friday and Saturday. Meals ordered before the closing hour may be served, but no new patrons may be admitted and no alcoholic beverages may be served after the closing hour, and all patrons must leave by one hour after the closing hour. The outside dining hours shall be between 11:00 A.M. and 10:00 P.M. daily.
- g. On site alcohol service is permitted; no off-premise alcohol sales are permitted.
- h. No delivery services permitted.
- i. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys, or storm sewers.
- j. No food, beverages, or other material shall be stored outside.
- k. Trash and garbage shall be placed in sealed containers, which do not allow odors to escape and shall be stored inside or in a closed container, which does not allow invasions by animals. No trash and debris shall be allowed to accumulate on-site outside of those containers.
- l. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public.
- m. The applicant shall control cooking odors, smoke and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Department of T&ES.
- n. The applicant shall contact the Crime Prevention Unit of the Alexandria Police Department for a security survey and a robbery awareness program for all employees.
- o. The Director of Planning and Zoning shall review each restaurant established under this special use permit for review one year after the use becomes operational and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions, (b) the director has received a request from any person to docket the permit for review as a result of a complaint that rises to the level of a violation, or (c) the director has determined that there are problems with the operation of the use and that new or revised conditions are needed.(P&Z)(T&ES)

16. The applicant shall present a disclosure statement to all renters, and condominium owners signed prior to signing any lease or contract of purchase. The statement shall disclose the following:
 - a. That retail uses including but not limited to restaurants, bakeries, banks bookstores, clothing, clothing accessories, department stores, drugstores, dry cleaners, florists, groceries, jewelry, restaurants and any similar use deemed by the Director of Planning & Zoning shall occur within the first floor retail spaces and that outdoor dining will likely be associated with any restaurants and the retail uses will generate noise and truck traffic on the public and internal streets surrounding the project and may have extended hours of operation.
The specific language of the disclosure statement to be utilized shall be provided to the City for approval by the Director of P&Z and City Attorney, prior to release of any CO for residential units. (P&Z)
17. The applicant shall control odors and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determine by the Department of Transportation and Environmental (T&ES)
- V. **Streetscape:**
18. The following pedestrian elements shall be provided by the applicant as part of the streetscape within the project:
 - a. Public benches for each street frontage of each building to the satisfaction of the Director of P&Z;
 - b. The applicant shall provide twenty City standard street cans (2 per block face), to the satisfaction of the Director of T&ES.(P&Z) (T&ES)
19. The street furnishings shall be consistent with the Carlyle streetscape guidelines unless other specific guidelines are approved for this area as part of the Eisenhower East planning process. (P&Z)
20. The applicant shall provide lighting within the project pursuant to a plan approved by the Director of T&ES and Director of P&Z in consultation with the Chief of Police; the lighting plan shall incorporate the following requirements and elements:
 - a. Show all existing and proposed street lights, site lights and building lights on the lighting plan. Indicate the type of fixture, and show mounting height, and strength of fixtures in Lumens or Watts. Provide manufacturers' specifications for the fixtures. Provide photometric calculations to verify that lighting meets City Standards.
 - b. Street lighting for all streets shall be a single acorn luminaire consistent with the

- Carlyle Streetscape standards, unless some alternative detail is provided as part of the Eisenhower East planning process prior to the approval of the applicant's final site plan.
- c. Relocate proposed street lights to the interior portion of the sidewalk closer to building faces along the frontage of Eisenhower Avenue. Provide uniform spacing between all street lights. Insure that street light locations are coordinated with the tree locations so there is not a conflict.
 - d. Low-level lighting at the retail base as an integral part of the facade design to add nighttime visual interest to the buildings. Accent lighting is encouraged
 - e. Provide street lighting along Eisenhower Ave., Mill Rd., Grist Mill Rd. and Mill Race La. to the satisfaction of the Director of T&ES.
 - f. The lighting detail shall comply with the Carlyle design guidelines or the Eisenhower East Avenue plan, if applicable. (P&Z)(T&ES)
21. The proposed street landscaping shall comply with the following requirements to the satisfaction of the Directors of P&Z and RP&CA. The landscaping, including the specifics listed below, shall be refined during the final site plan process to be consistent with the Eisenhower East Study;
- a. The following species of street trees shall be provided, with comparable substitutions permitted by approval of the City Arborist:
 - Eisenhower Avenue: double row of trees similar to Carlyle at PTO: London Planetree.
 - Grist Mill Road and Mill Race Lane: Hedge Maples.
 - Mill Road: Greenspire Lindens
 - b. Tree wells located over the 4' x 6' box culvert along Mill Road shall provide a minimum of three feet of soil depth for the installation of the trees.
 - c. Provide an approved planter in the recessed area of the apartment building along Mill Race Lane.
 - d. All street trees shall be planted in a continuous planting trough with aeration, drainage and irrigation systems. The trough shall be large enough to provide sufficient arable soil volume to support adequate moisture for the tree. A planting trough for a single tree shall contain a minimum of 300 cubic feet of soil. Troughs shall be a minimum of thirty inches deep and six feet wide from the face of a curb.
 - e. An automatic irrigation system shall be provided for the tree troughs to the satisfaction of the City Arborist.
 - f. Drainage of the tree troughs shall be to the BMP facility.
 - g. Decorative tree grates shall be provided on Mill Road, Mill Race Lane and Grist Mill Road.
 - h. Street trees shall be a minimum of 4" calipers at the time of planting.

- i. All trees and landscaping shall be installed and planted per the Carlyle design standards.
 - j. For the western portion of Grist Mill Road, the applicant shall provide five additional street trees.
 - k. The location of all street trees shall be coordinated with the adjoining parallel parking spaces and light poles.
 - l. All trees shall be to be limbed up to six feet as they mature.
 - m. The final landscape plan shall be prepared by a licensed landscape architect.
 - n. All materials' specifications shall be in accordance with the industry standard for grading plant material-The American Standard for Nursery Stock (ANSI Z60.1).
 - o. Maintenance of all trees and landscape materials shall conform to accepted industry standards set forth by the Landscape Contractors Association, American Society of Landscape Architects, the International Society of Arboriculture, and the American National Standards Institute. This maintenance shall include, but not be limited to, pruning, watering, pest control, and removal and replacement of street trees as necessarily consistent with the conditions noted above. (P&Z) (RP&CA) (Police) (T&ES)
22. All sidewalks within the project shall be designed to meet the following criteria:
- a. All sidewalks for the development shall be constructed of brick and shall comply with City construction standards;
 - b. All curb-cut driveway and loading entrances shall be designed to be brick and flush with the adjacent sidewalk area and shall meet City standards;
 - c. The following minimum sidewalk widths (excluding tree wells) shall be provided:
 - Mill Road (eastern portion of the office building and east of the residential buildings): 15' (with the planter at the office building for the outdoor dining relocated if necessary to accommodate the sidewalk width.)
 - Mill Road (northern portion of the office building extended along the south side of Mill Road): 12'
 - Grist Mill Road (both sides): 10'
 - Mill Race Lane: 11'
 - Eisenhower Avenue: 30' overall including plantings, (less width if approved as part of the Eisenhower East Plan).
 - d. The applicant shall be responsible for the design and construction of a sidewalk extension to connect along the south side of Mill Road from the project across the adjacent WMATA property to the existing sidewalk prior to CO for the office building, provided that permission is obtained from WMATA.
 - e. No ventilation grates shall be located within sidewalks. (P&Z)(T&ES)

VI. Streets/Traffic:

23. In addition to other improvements required by specific conditions of this approval, the applicant shall be fully responsible for the design and construction of the following public transportation improvements, including street improvements, to the satisfaction of the Directors of T&ES and P&Z. The Director shall establish the required timing of these required improvements as part of the phasing plan required to be submitted by the applicant with the first final site plan for the project:
- a. A third westbound lane on Eisenhower Avenue along the entire frontage of the proposed project;
 - b. A minimum turning radius shall be provided as specified by the Eisenhower East Study;
 - c. Pedestrian crossings consisting of brick pavers or colored stamped asphalt at the intersections of Eisenhower Avenue/Mill Race Lane, Mill Race Lane/Grist Mill Road and Mill Road/Jamieson Avenue (as shown on the preliminary plan) and across Eisenhower Avenue at the intersection of Mill Race Lane and Eisenhower Avenue;
 - d. A traffic signal at the intersection of Mill Race Lane and Eisenhower Avenue, to include poles, mast arms, pedestrian countdown heads, signal heads, and controllers. The existing traffic signal at the intersection of Eisenhower Ave./Mill Rd. shall be modified as necessary to the satisfaction of the Director of T&ES;
 - e. A bus shelter may be provided along Eisenhower Avenue and Mill Road. The design of the shelter shall be consistent with the Carlyle Streetscape guidelines unless an alternate standard is adopted by the Eisenhower East Study. Specific shelter locations are subject to the approval of the Directors of P&Z and T&ES. The applicant shall provide any needed easements;
 - g. Straightening of the western curb line on Mill Road at Jamieson Avenue, to the satisfaction of the Director of T&ES, as shown on Sheet 14 of the preliminary plan,
 - h. All pedestrian and traffic signage, including internally illuminated street signs at the intersection of Mill Race Lane and Eisenhower Ave and at Mill Road and Eisenhower.
 - i. Sign posts shall be 2" diameter galvanized poles painted black; signs shall be Highway C aluminum, 0.080 gauge blank, 3M VIP sheeting.
 - j. Prior to the start of construction, developer shall submit shop drawings to T&ES for approval for the following equipment: traffic signal poles/masts, LED traffic signals, pedestrian signals, internally illuminated street signs, and traffic and pedestrian signage/poles.
 - k. Provide all pedestrian and traffic signage to the satisfaction of the Director of T&ES.

- l. All driveway entrances and sidewalks in public ROW or abutting public ROW shall meet City standards. Indicate design specification and provide a detail on the plan. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken.
 - m. These elements shall be consistent with the Carlyle guidelines if no standards and/or guidelines are adopted by the Eisenhower East Study. (T&ES)
24. All streets, sidewalks and open spaces at ground level within the project shall be fully accessible to the public. A perpetual public access easement shall be granted for public vehicular and pedestrian access. All responsibility for maintaining the all landscaping street furniture shall be with the applicant and its successors.
- a) All easements and reservations shall be approved by the City Attorney and recorded prior to the release of the first final site plan for the project, unless the Directors of T&ES and P&Z determine that some portion of the easement can be granted with subsequent buildings in the project, in which case those easements shall then be recorded prior to the release of the final site plan for those subsequent buildings. (P&Z)(T&ES)
 - b) The applicant is encouraged to participate in the City's "Adopt-a-Street" program. (T&ES)
25. The proposed north/south street shown between Eisenhower Avenue and Grist Mill Road shall be named Mill Race Lane as shown on the preliminary plans. (P&Z)
26. A minimum 30-foot separation between the beginning of street corner radius and any driveway apron radius (except that of the loading docks) shall be maintained. (T&ES)
27. The applicant shall pay \$33,359 toward the cost of preparing the Eisenhower East Transportation Traffic Study prior to submission of the first final site plan. (P&Z)

VII. Transportation Management Plan/Parking:

Parking Management Plan

28. **CONDITION AMENDED BY PLANNING COMMISSION:** A parking management plan/program for the entire project shall be developed prior to release of any building permits for the project, with a more detailed parking management plan provided for each building before issuance of any certificates of occupancy for that building, to the satisfaction of the Directors of P&Z and T&ES. The plans shall show implementation of the following requirements:

- a. All spaces defined as "retail" spaces in the preliminary plans shall be reserved for retail uses; shall be provided in convenient locations with easy access to the street; and shall be provided for free or a nominal cost to retail patrons of the project, through validation or some alternative system designed to avoid use for all-day parking.
- b. Spaces shall be made available in the office parking garage evenings and weekends for the use of residential guests only, use of the office parking garage spaces by residents shall be prohibited. (PC).
- c. At least 5% of the residential parking shall be made available to residential guests at all times.
- d. Additional residential parking spaces may be made available to the general public, but only for short-term users at market rates. None of the residential parking garage spaces may be leased on a monthly basis for office use. (PC)

Office parking:

- e. No more than 372 392 of the office parking spaces shall be utilized for office workers; (PC)
- f. The remainder of parking spaces provided in the office garage shall be made available to the public only on an hourly basis at market rates to short-term users such as visitors, retail patrons and courthouse visitors;
- g. Implementation of any TMP requirements related to parking or parking pricing.

Transportation Management Plan

- 29. A Transportation Management Program (TMP) is required for this project and shall include the following elements:
 - a. TMP Coordinator shall be designated for the entire project upon application for the initial building permit for the first building to be constructed. This person will be a professional with experience in this occupation. This coordinator will 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.
 - b. Transit, ridesharing, staggered work hours/compressed work weeks, parking restrictions and the other program elements shall be promoted to prospective tenants and to employers and their employees, and to prospective residents and residents in the residential buildings.
 - c. Information about all transit, ridesharing, and other TMP elements shall be distributed and displayed to residents, employers, and employees—including transit schedules, rideshare applications and information, incentive information, parking

information, etc. This information shall be kept current. Displays of these brochures and applications shall be provided in a prominent location within each building and a web site with this information and appropriate links to transit providers will be provided and maintained.

- d. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.
- e. A Guaranteed Ride Home Program shall be established and promoted as part of the ridesharing and transit marketing efforts.
- f. A share car program shall be established and marketed as part of the ridesharing and transit marketing efforts for all buildings. At a minimum at least two parking spaces per building 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.
- g. Discounted bus and rail fare media shall be sold on-site to employees/residents of the project including during hours that are convenient for residents who work. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees and/or the Office of Transit Services and Programs. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.

30. **CONDITION AMENDED BY PLANNING COMMISSION:** TMP Fund. A TMP account shall be initially funded annually at a rate of \$0.11 per square foot of occupied commercial office or retail space, and \$60 per occupied residential unit. The first payment to fund shall be made with the issuance of initial Certificate of Occupancy (or when first tenant moves in). Payments shall be the responsibility of the developer until such time as this responsibility is transferred by lease or other legal arrangement to the owners of the buildings or condominiums. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation for the previous year, unless a waiver is obtained from the Director of T&ES. The TMP fund shall be used exclusively for these approved activities:

- a. Discounting the cost of bus and transit fare media for on-site employees and residents. [Exception: The fund shall not be utilized to subsidize the cost of transit for employees otherwise required to be reimbursed by their employers pursuant to

condition #33 below 2(h)(i) above]. (PC)

- b. Marketing activities, including advertising, promotional events, etc.
 - c. Membership and application fees for carshare vehicles.
 - d. Any other TMP activities as may be proposed by the applicant and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.
31. The applicant will provide semi-annual TMP Fund reports to the Office of Transit Services and Programs. These reports will provide a summary of the contributions to the fund and all expenses. The first report will be due six months following the issuance of the first certificate of occupancy. Any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or may be paid to the City for use in TMP support activities which benefit the site. The Director of T&ES may require that the funds be paid to the City upon determination that the applicant has not made reasonable effort to use the funds for TMP Programs.
32. The applicant shall provide annual reports to OTS&P, including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, the results of the annual survey, and a work program for the following year. The initial report shall be submitted 1 year from the time of 60% occupancy of any one building. The annual report shall identify, as of the end of the reporting period, the number of leased units (residential) and the amount of square footage of occupied office space. In conjunction with the survey, the applicant shall provide an annual audit report of the TMP program and parking management program to the Director of T&ES, reviewing this TMP condition as well as compliance with the approved parking management program for the project. The audit shall be performed by an outside independent public accountant or auditor, who will certify to its findings.
33. Additional TMP requirements for Office buildings: All office employees shall be required to pay market rates for parking; no parking may be provided free or at reduced rates or with costs reimbursed by the employer unless that employer provides an equivalent benefit to all employees who utilize transit options to commute; i.e., if an employer provides a \$100 parking space to an employee free of cost, that employer must also offer a pretax benefit for transit of \$100 to all transit users. It is recommended that the Metrocheck program be utilized for implementing this strategy
- a) Carpools and Vanpools shall be given priority access to parking spaces and parking spaces at preferential locations, relative to SOV's (Single Occupancy Vehicles)
 - b) The following accommodations shall be made for bicyclists:
 - One employee bicycle parking space shall be provided for every 7,500 sq.ft.,

- or portion thereof, of office floor area, and one visitor space for every 20,000 sq.ft., or portion thereof.
 - One shower shall be provided per gender for every 50,000 sq.ft., or fraction thereof, of office gross floor area, up to a maximum of three showers per gender.
 - One clothes storage locker per gender shall be installed for every required employee bicycle parking.
34. Additional TMP Requirements for Residential Buildings: In order to promote teleworking, each residential building will have a Business Center which will include at a minimum a copy machine and fax machine. Also, during construction each unit of the residential buildings will be wired for high-speed internet access.
35. Additional TMP Requirements for Retail Space: Two customer/visitor bicycle spaces shall be provided for every 10,000 sq.ft., or portion thereof, of the first 50,000 sq.ft. of retail floor area; one space for every 12,500 sq.ft., or portion thereof, of additional retail floor area and one employee space for every 25,000 sq.ft., or portion thereof, of retail floor area.
36. The applicant shall prepare, as part of its leasing/purchasing agreements, appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, prior to any lease/purchase agreements; such language to be reviewed and approved by the City Attorney's office.
37. Modifications to approved TMP activities shall be permitted upon approval by the Director of T&ES, provided that any changes are consistent with the goals of the TMP.

General Parking Conditions:

38. Walls and ceilings in the parking garages shall be of a light color or painted white, to the satisfaction of the Police Chief. (Police)
39. If a security force is on-site, emergency/panic buttons are to be placed in three locations on each floor of the garage. Providing the security force is on site 24/7. If no security force is present, provide phones on all garage floor levels with 911 access. (Police)

VIII. Special District Conditions:

40. If requested by the City, the applicant shall cooperate in the establishment of and participate in a special service tax district, or another district having a comparable purpose, in the Eisenhower East area. The district is contemplated to include the Mill Race project. The purpose of such a district could be to provide financing for (1) street and highway improvements, (2) streetscape and open space improvements, (3) Metrorail station

expansion, (4) parking structures, (5) other infrastructure improvements, and (6) public services including public benefit, but not limited to, district transit services. (CMO)

IX. Street and Utility Infrastructure Conditions:

41. **CONDITION AMENDED BY PLANNING COMMISSION:** The extension of Grist Mill Road, Mill Race Lane and related intersection improvements to Mill Road and Eisenhower Avenue shall be designed and constructed by the applicant with the first building constructed on the site and shall be completed prior to release of any occupancy permits. **The Director of T&ES may approve an alternate phasing plan to permit the office building to proceed without the construction of Mill Race Lane, if the applicant demonstrates to the Director's satisfaction that the traffic circulation and safety will not be adversely affected.** The applicant shall be responsible for designing and constructing the portion of Grist Mill Road over WMATA owned land to connect to the Hoffman property. Plans for those streets shall be provided with the first final site plan. The construction shall occur prior to the CO (certificate of occupancy permit) for the first building. **If the right-of-way is not available from the adjacent property owner for the extension of Grist Mill Road, the Director may permit the issuance of certificates of occupancy provided the applicant has made a good faith effort to complete the construction.** Curb, gutters cutters and paving shall be constructed for all streets, but sidewalks and street trees shall be constructed only adjacent to buildings actually being constructed, with remaining streetscape to be installed to the satisfaction of the Directors of P&Z and T&ES. (T&ES) (P&Z) **(PC)**
42. **CONDITION AMENDED BY PLANNING COMMISSION:** The construction of the realigned 4' x 6' double box culvert shall be completed by the applicant and accepted by Transportation and Environmental Services prior to the issuance of any certificate of occupancy permits for the first building constructed in the project **Building #1. Segments of the new box culvert that are to be located beneath Grist Mill Lane must be completed as each road is built.** The realignment of the existing double 4' x 6' double box culverts shall be designed to maintain the hydraulic capacity of the existing storm sewer to the satisfaction of the Director of T&ES. (T&ES) **(PC)**
43. The construction of the Holmes Run Trunk Sewer (HRTS) relocation shall be completed simultaneously with the relocation of the existing HRTS immediately to the west of the site in conjunction with the Development Special Use Permit #2000-0028 (Hoffman Towne Center). The HRTS relocation project shall comply with the terms and conditions contained in an agreement to be negotiated between the applicant and the Alexandria Sanitation Authority (ASA). The relocated HRTS shall be 72 inches in diameter and shall meet the guidelines established for this project as provided by ASA and shall be subject to the approval of the Director of Transportation and Environmental Services and the

Engineer-Director of ASA. After the relocation is complete, Eisenhower Avenue shall be reconstructed and re-paved to the satisfaction of the Director of T&ES. The cost of the HRTS relocation, including all associated engineering and legal cost, shall be paid in full by the applicant. Any abandoned HRTS in the public right-of-way shall be removed at the applicant's expense at the time of the relocation. HRTS on private property shall be abandoned according to the guidelines of ASA. The City and ASA shall be relieved of all responsibility for the abandoned HRTS. The construction of the realigned HRTS shall be designed and constructed with the first phase of the development and simultaneously with the relocation of the sewer along the adjacent Hoffman Towne Center project. Furthermore, the Alexandria Sanitation Authority shall be reimbursed for all engineering and construction supervision costs associated with the relocation of the sanitary sewer. (T&ES)

44. All existing and proposed utility poles and overhead electrical/telephone lines for the site shall be located underground and the cost of such undergrounding shall be the sole responsibility of the developer. All utility lines shall be located away from the proposed landscaped areas to minimize the impact upon the proposed landscaping. Any switch boxes or transformers resulting from the undergrounding shall only be located on public sidewalks or public sidewalk easements if placed underground in vaults and shown on the final site plan to the satisfaction of the Directors of P&Z and T&ES. (P&Z)
45. No utility boxes, switches, transformers, pedestals or other similar equipment shall be permitted within public right-of-ways or public access easements. Such utility equipment located in the public access easements or in areas visible to the public shall be located below grade in vaults.
46. The City Attorney has determined that the City lacks the authority to approve the gravity fed sanitary sewer systems which serve more than 400 persons. Accordingly, the overall sanitary sewer system for the proposed development must be submitted for approval by the Virginia Department of Health (VDH). Both City and VDH approval are required, though City approval may be given conditioned upon the subsequent issuance of VDH approval. Should State Agencies require changes in the sewer design, these must be accomplished by the developer prior to the release of a certificate of occupancy for the units served by this system. Prior to the acceptance of dedications of the sewers by the city or release of any construction bonds, the developer must demonstrate that all necessary state agency permits have been obtained and as-built drawings submitted to the City that reflect all changes required by the state. (T&ES)
47. 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 scaled 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)

48. Plan must demonstrate to the satisfaction of director of T&ES that an adequate stormwater outfall is available to the site or else developer is to design and build any on or off-site improvements to discharge to an adequate outfall. (T&ES)(P&Z)

X. Environmental Conditions:

49. Due to the prior uses at the site and the potential for site contamination the applicant shall design and install a vapor barrier and ventilation system for the buildings and parking areas to prevent the migration or accumulation of methane or other gases under parking areas or into buildings, or conduct a study and provide a report signed by a professional engineer showing that such measures are not needed, to the satisfaction of Directors of T&ES and Code Enforcement.(T&ES)
50. The final site plan shall not be released and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
- a) A Site Characterization Report/Extent of Contamination Study detailing the location, the contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the proposed site.
 - b) A Risk Assessment indicating any risks associated with the contamination.
 - c) A Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "Clean" backfill shall be used to fill the utility corridors.
 - d) A Health and Safety Plan indicating measures to be taken during any remediation and/or construction to minimize the potential risks to workers, the neighborhood, and the environment.
- Submit 5 copies of each of the above for approval. The remediation plan must be included in the Final Site Plan. (T&ES)
51. Due to the close proximity of the site to Eisenhower Avenue and the Capital Beltway, the applicant shall prepare a noise study prior to the release of the final site plan identifying the levels of noise residents at the site will be exposed to at the present time and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). The study shall identify and propose options to minimize noise exposure to future residents at the site, particularly in those units closest to the metro tracks, and the applicant shall install some combination of measures as necessary

to mitigate the noise, to the satisfaction of the Directors of T&ES and P&Z. Potential noise mitigation measures include:

- a. Special construction methods to reduce noise transmission, including triple-pane glazing for windows, additional wall and roofing insulation, installation of resilient channels between the interior gypsum board leaf and the wall studs;
 - b. Other measures as identified by the applicant. (T&ES)(P&Z)
52. The applicant shall present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:
- a) That the Metrorail track and other railway operations are located within the immediate vicinity of the project and will be permitted to continue indefinitely.
 - b) That Eisenhower Avenue is a major arterial and will increase to six (6) lanes due to future traffic. (T&ES)
53. 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. (T&ES)
54. The stormwater collection system is part of the Camcron Run watershed. All stormwater inlets shall be duly marked to the satisfaction of the Director of T&ES. (T&ES)
55. Provide a drainage map for the area flowing to the chosen BMP, including topographic information and storm drains. (T&ES)
56. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design engineer or his designated representative. The design engineer shall make a written certification to the City that the BMP(s) are constructed and installed as designed and in accordance with the approved Final Site Plan. (T&ES)
57. The surface appurtenances associated with the on-site structural BMP's shall be marked to the satisfaction of the Director of T&ES to identify them as part of the structural BMP system. (T&ES)
58. For any surface-installed Best Management Practices, i.e., Bio-Retention Filters, Vegetated Swales, etc., are employed for this site, descriptive signage for the BMPs is required to be installed to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

59. The applicant shall furnish the following materials to:
- a. The building owners with an Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include an explanation of the functions and operations of each BMP and any supporting utilities, catalog cuts on any mechanical or electrical equipment, a schedule of routine maintenance for the BMP(s) and supporting equipment, and a copy of the maintenance agreement with the City.
 - b. The Condominium Unit Owners Association with the Operation and Maintenance Manual for all the Best Management Practices (BMP's) used on the site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s), drawings and diagrams of the BMP(s) and any supporting utilities, catalog cuts on maintenance requirements and a copy of the Maintenance Agreement with the City. (T&ES)
60. A "Certified Land Disturber" must be named on the Erosion and Sediment Control sheets prior to release of the final Site Plan in accordance with Virginia Department of Conservation and Recreation guidelines. (T&ES)
61. The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
62. **CONDITION DELETED BY PLANNING COMMISSION:** ~~The applicant shall present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:~~
- ~~a. That Metrorail track and other railway operations are located within the immediate vicinity of the project and will be permitted to continue indefinitely.~~
 - ~~b. That Eisenhower Avenue is a major four-lane arterial and may increase to six (6) lanes due to future traffic expected to increase significantly as development along Eisenhower Avenue continues. (T&ES) (PC)~~

XI. Affordable Housing:

63. The developer shall provide a total of 13 affordable sales units and 15 affordable rental units for a period of 20 years.
64. The 13 affordable set-aside sales units (seven one-bedrooms priced at \$158,200 and six two-bedrooms priced at \$210,000) shall be made affordable to households with at least one member that lives or works in the City of Alexandria and with incomes not exceeding the Virginia Housing Development Authority (VHDA) income guidelines, subject to the

following:

- a) The sales units provided as affordable shall be identical to the market units of the same size and type specified in the approved Affordable Housing Plan (Attachment I), and shall have the same amenities as other similar units in the development.
- b) The developer shall have the right to identify the specific units and the related specifications of the units that are to be provided as affordable, subject to approval by the City Manager.
- c) From the time the developer begins to solicit potential buyers until 90 days after the date that the developer begins to write sales contracts at the development, the City, through its Office of Housing, shall have the exclusive right to refer qualified buyers for newly available set-aside sales units, unless the City waives that right.
- d) Whatever incentives are offered to any potential homebuyers will also be offered to households that meet VHDA income guidelines.
- e) The long-term affordability of the discounted sales units shall be provided through deed restrictions in accordance with the set-aside resale procedures outlined in the attached memorandum (Attachment II).
- f) All purchasers of discounted sales units shall have the option to purchase one parking space at a cost of \$15,000. The total purchase price of discounted units, including the purchase of a parking space, shall not exceed \$173,200 for one-bedroom units and \$225,000 for two-bedroom units.
- g) If the developer sells the regularly priced sales units for less than expected, the developer will make a proportionate reduction in the price of the affordable units. However, if sales prices on the market units decrease by 15% or more, the City and the developer will renegotiate to slow the rate of reduction in affordable sales prices, subject to review by the Affordable Housing Advisory Committee and final approval by the City Manager.

65. The developer shall provide 15 affordable set-aside rental units (seven one-bedrooms and eight two-bedrooms) at rent levels not exceeding the maximum rents allowed under the Low Income Housing Tax Credit program for households with at least one member that lives or works in the City of Alexandria and with incomes at or below 60% of area median income (taking into account utility allowances) for a period of 20 years from the date of initial occupancy of each affordable unit, subject to the following:

- a) The developer shall rent the affordable units only to households whose incomes do not exceed 60% of area median as calculated for the purposes of the Low Income Housing Tax Credit program. The developer shall recertify the incomes of such households annually.
- b) Once an income-eligible household moves into a unit, that unit will be considered an affordable unit until the household's income increases to more than 140% of the

then-current income limit. At that time, the over-income household shall be allowed to remain, but the next available unit of comparable size (i.e., with the same number of bedrooms, den space and/or approximate square footage) must be rented to a qualified household. Once the comparable unit is rented, the rent of the over-income unit may then be increased to market rates in accordance with any lease restrictions.

- c) Applicants receiving Section 8 assistance will not be denied admission on the basis of receiving Section 8. Section 8 payments will be treated as income for the purpose of determining minimum income eligibility.
- d) Units designated as affordable shall be distributed to avoid concentrations of affordable units.
- e) The units designated as affordable shall be of the same size, type and with the same standard features or amenities as other similar units in the development.
- f) If the market rents are less than anticipated, the tax credit rents (as adjusted for utility allowances) will continue to be used as the affordable rents; however, in the event the differential between the market rents and the affordable rents falls below \$150, the affordable rents shall be reduced to maintain a differential of at least \$150 at all times.
- g) The developer shall provide the City with access to the necessary records and information to enable annual monitoring of compliance with the above conditions for the 20-year affordability period.

66. **CONDITION AMENDED BY PLANNING COMMISSION:** The discounted sales and rental units must be affordable to households as described above and must be sold or rented to such households; however this provision may be waived, and the developer shall contribute to the Housing Trust Fund on the basis of \$2.01 per gross square foot, if the developer is unable to secure a qualified income eligible buyer or renter within a reasonable marketing period acceptable to the City. **If a portion of the units are provided, the applicant shall contribute a prorated share of the \$2.01 per gross square foot amount to the Housing Trust Fund. In addition, the City may at its sole option decide to require a cash contribution for all or a portion of the units to be provided on a prorated basis at a cash contribution of \$2.01 per square foot. This option must be excised prior to the date on which the units are marketed for rental or sale. (PC)**
67. Amendments to the approved Affordable Housing Plan must be submitted to the Affordable Housing Advisory Committee for consideration, and require final approval from the City Manager.

XII. Phasing and Construction Related Conditions:

68. The applicant shall prepare and submit a plan that delineates a detailed phasing plan and construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES and Code Enforcement prior to the release the first final site plan for the project. At a minimum, the plan shall include the following:
- a. Phasing for each portion of the project and for each required public improvement (streets, traffic signals, sidewalks, etc.).
 - b. A Traffic Control Plan detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging.
 - c. A plan for temporary pedestrian and vehicular circulation during construction. The plan shall identify temporary sidewalks, fencing around the site and any other features necessary to ensure safe pedestrian and vehicular travel around the site during construction, (including temporary sidewalks), including methods for constructing the underground parking garages for the residential portions of the project without disturbing pedestrian access from completed portions of the project.
 - d. A plan for parking for construction workers. The developer shall secure off-street locations for all construction workers to park without charge and shall provide transit subsidies to workers for utilizing transit, van pools, or another method of providing for construction workers to arrive at the site. 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. If the plan is found to be violated during the course of construction, a correction notice will be forwarded to the developer. 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.
 - e. Provisions in the event construction is suspended for 6 months or more for:
 - temporary streetscape improvements
 - removal of debris
 - screening and barrier protection of construction areas and interim open space improvements.
 - f. Designation of responsibilities for implementing improvements should portions of the project be sold to others for construction, and the posting of bonds to insure implementation of these requirements.
 - g. All other necessary phasing parameters deemed necessary by the Directors of P&Z, T&ES and Code Enforcement. (P&Z)(T&ES)

69. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with all adjoining property owners to review the hauling route, 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.
70. A temporary informational sign shall be installed by the applicant on the site prior to the approval of the first building permit for the project and shall be displayed until construction is complete for each building or until 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 about the project. (P&Z)
71. 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)
72. The period of validity for the CDD development special use permit w/site plan approval between building phases shall be 24 months from completion of construction. (P&Z)
73. The applicant shall request a security survey for construction trailers from the Alexandria Police Department as soon as they are in place.

XIII. Legal/Procedural Conditions:

74. 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)
75. 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)
76. 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)

77. Final as-built site plans 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)
78. The applicant shall attach a copy of the final released site plan to each building permit document application and be responsible for insuring that the building permit drawings are consistent and in compliance with the final released site plan prior to review and approval of the building permit. (P&Z)

XIV. Miscellaneous

79. Notes on Sheet #3 of the preliminary plan indicating that tabulations on open space, square footage, parking spaces, etc., are subject to change is not approved. All final plans must comply with the tabulations as shown on the preliminary plans. (P&Z)
80. All archaeological and preservation work will be carried out in accordance with the City of Alexandria Archaeological Standards and is subject to the approval of the City Archaeologist. (Archaeology)
81. Since the tail race of Cameron Mills went through this land, an interpretive sign will be produced and erected by the developer on this property. Wording on the marker will be approved by the City Archaeologist. (Archaeology)
82. The developer agrees to deliver all solid waste, as defined by the Code of the City of Alexandria, to a refuse disposal facility designated by the Director of T&ES. 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. (CMO)

CITY DEPARTMENT COMMENTS

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

Planning & Zoning

- C-1 Prior to release of the building permit for each building, the developer shall submit to the Department of Planning & Zoning a certification of the building height as measured from the average finished grade to the top of the building roof and penthouse.
- C-1 On final site plan indicate drive aisle widths on garage floor plans.

Transportation & Environmental Services:

- F-1. The current alignment of the HRTS shown on the preliminary plan is not acceptable.
- F-2 The project does not meet pollutant reduction requirements for stormwater runoff. This cannot be waived. Revise plan accordingly.
- F-3 Compliance with the Chesapeake Bay Program requires treatment of 100% of Water Quality Volume. If applicants may apply for a waiver for relief, however this must be submitted and approved prior to the public hearings.
- F-4 The Resource Protection Area (RPA) delineation for old Cameron Run is not shown on the plan. This was required by a previous comment, and plan is not acceptable until this feature is shown.
- F-5 General Note 17 states that Stormceptors are incorporated into the project. As this is not so, correct note.
- F-6 Although the T&ES Division of Environmental Quality (DEQ) does not require a green roof for this development, it does suggest its use on projects such as this.
- F-7 The note shown on the preliminary plan "Road connection not included with the Mill Race project" referencing the construction of Grist Mill Rd. is not acceptable.

Planning and Zoning is not recommending this condition because the garage layout plans have provided sufficient information on garage access and circulation.

- R-1 Garage access and circulation shall be designed to the satisfaction of the Director of T&ES.
- C-1 Bond for the public improvements must be posted prior to release of the plan.
- C-2 All downspouts must be connected to a storm sewer by continuous underground pipe.
- C-3 The 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 underground.
- C-8 Provide site a lighting plan.
- 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.
- 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 Developer to comply with the peak flow requirements of Article XIII of AZO. (T&ES)

Code Enforcement:

- C-1 A second fire department connection(fdc) is required for building #1.
- C-2 All fdc's shall be within 100 feet of the nearest hydrant. See buildings 1&2 for examples of noncompliance.
- C-3 The inner turning radius from Grist Mill Road to Mill Race Lane is shown as 19 feet, less than the 25 foot minimum radius necessary to be considered a component of Fire Department ladder truck access.
- C-4 All three buildings 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). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. The face of the building may not articulate back into the mass of the building more than 7 feet horizontally in the first 75 feet of vertical dimension of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis.
- C-5 Prior to the submission of the final site plan fire flow calculations shall be submitted to this office for review and approval. These calculations shall be prepared by a professional engineer registered in the state of Virginia and shall use the calculation methodology specified in the attached handout. Evidence that the existing and/or proposed infrastructure is capable of supporting the calculated fire flow shall also be provided.
- C-6 A separate sheet labeled "fire service plan" shall be provided. This plan shall show the footprint of the buildings, fire hydrants, fire department connections, emergency vehicle easements, utility cutoffs, building entrances and exits, fire control rooms, and a summary of fire protection features for each building.
- C-7 Verify that the proposed landscaping will not impair ladder truck access.
- C-8 Emergency medical services(ems) access shall be provided to all pool areas. Clarify how this will be accomplished.
- C-9 Verify that the elevator cabs are sized to accommodate ems stretchers.

- C-10 The enclosed parking structures shall be equipped with mechanical ventilation, fire sprinkler systems, and floor drains routed to a oil/water separator.
- C-11 Building 1 requires 11 handicapped accessible parking spaces.
- C-12 The final site plans shall show placement of fire easement signs. See attached guidelines for sign details and placement requirements.
- C-13 A soils investigation report must be submitted with the building permit application.
- C-14 This structure contains mixed use groups and are subject to the mixed use and occupancy requirements of USBC313.0.
- C-15 Required exits, parking and facilities shall be accessible for persons with disabilities.
- C-16 The proposed buildings must comply with the requirements of HIGH-RISE building.
- C-17 Prior to the issuance of a building, demolition or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps to be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.

Health Department:

- C-1 An Alexandria Health Department Permit is required for all regulated facilities.
- C-2 Permits are non-transferable.
- C-3 Permits must be obtained prior to operation.
- C-4 Five sets of plans are to be submitted to and approved by this department prior to construction of any facility regulated by the health department.
- C-5 Plans for food facilities must comply with the Alexandria City Code, Title 11, Chapter 2, Food and Food Establishments. There is a \$135.00 fee for review of plans for food facilities.
- C-6 Pool plans must comply with Title 11, Chapter 11, Swimming Pools. Tourist establishment pools must have six (6) sets of plans submitted.

- C-7 Personal grooming facilities must comply with Title 11, Chapter 7, Personal Grooming Establishments.
- C-8 Tanning Salons must meet State Code Title 59.1 Chapter 24.1 Tanning Facilities.
- C-9 Massage facility plans must comply with Title 11, Chapter 4.2, Massage Regulations. All massage therapists must possess a current massage therapist certification, issued by the Commonwealth of Virginia in accordance with the code of Virginia Chapter 599, & 54.1-3029 and must possess an Alexandria Massage permit in accordance with Alexandria City Code Title 11, Chapter 4.2 prior to engaging in any massage activity.
- C-10 Coin-operated dry cleaning facility plans must comply with Title 9, Chapter 4, Coin operated Dry Cleaning Establishments.
- C-11 Coin-operated laundry plans must comply with Title 9, Chapter 5, Coin Operated Laundries.
- C-12 Hotels/Motels must comply with State Code 35.1, Hotels, Restaurants, Summer Camps, and Campgrounds.
- C-13 Marina plans must comply with the provisions of Section 32.1-246 of the Code of Virginia. Information to be included in the plans submittal is to be as required by the Code of Virginia.
- C-14 Provide a menu or list of foods to be handled at this facility to the Health Department prior to opening.
- C-15 Food must be protected to the point of service at any outdoor dining facility.

Police Department:

- F-1 No lighting plan submitted.

Planning and Zoning is not recommending these conditions which call for lighting far in excess of City standards; instead, staff is recommending a lighting plan to the satisfaction of the director of T&ES in consultation with the police.

- R-1 Lighting on all sidewalks, parks and common areas to be a minimum of 2.0 foot candles minimum maintained.

R-2 Lighting in the garage is to be a minimum of 5.0 foot candles minimum maintained.

Planning and Zoning is not recommending this condition because it is not consistent with the proposed streetscape standards and would disallow shrubbery at key locations.

R-4 No trees or shrubs over three feet in height closer than ten feet to any public walkways.

Planning and Zoning has modified this condition as part of a requirement for coordination between lighting and tree locations.

R-5 No trees to be placed under or near lighting.

Historic Alexandria (Archaeology):

F-1 This property has high potential to contain significant archaeological resources. Historic maps show a millrace on this property and two mills nearby, as well as a cluster of houses which may represent the early settlement called "Cameron." it is also possible that a terrace could be present on the property which could yield information about Native American occupation.

F-2 The developer has hired an archaeological firm that prepared a documentary report on this property and presented it to the City Archaeologist.

C-1 The applicant will hire an archaeological consultant to conduct an Archaeological Evaluation/Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards.

C-2 The General Notes on all site plans must include the following statement:

All archaeological preservation measures must be completed prior to any ground disturbing activities (such as coring, vegetation removal, grading, filling, landscaping, pile driving, shoring, and all other excavations as defined in Section 2-151 of the City of Alexandria Zoning Ordinance). To confirm that the measures have been completed and that any ground disturbance is approved call Alexandria Archaeology (703/838-4399).

Additional comments may need to be included on the Final Site Plan and will be determined in consultation with Alexandria Archaeology.

Parks & Recreation (Arborist):

- F-1 The graphic representation of proposed shade trees does not accurately represent the mature extent of the mature tree canopies. As per the City of Alexandria Landscape Guidelines, shade trees are to be represented with a canopy of 30 foot total diameter.

Planning and Zoning is not recommending these conditions related to the streetscape along Eisenhower Avenue; rather staff is recommending a continuation of the Carlyle Streetscape down Eisenhower Avenue, or in compliance with any standards that emerge from the Eisenhower East planning study.

- R-1 Provide a continuous planting strip along Mill Road instead of planting pits. The planting strip's width should be maximized, 6 to 8 feet.
- R-2 Do not staggered double row of trees along Eisenhower Avenue. Maintain double row of trees using alternative columnar varieties of shade trees, i.e. Armstrong red maple, Sentry Ginkgo.

Alexandria Sanitation Authority

- F-1 The developer has incorrectly shown the relocation of the existing 60 inch sewer owned by the Alexandria Sanitation Authority. In previous communication with the City regarding this project, the Authority advised that the sanitary sewer would need to be relocated for the entire portion effected by this project. It was previously agreed by the adjacent property owner to help relocate the sewer for the entire length in the areas effected by the Eisenhower Avenue development. The final alignment of the sewer will require approval of the Engineer Director of the Alexandria Sanitation Authority.

Virginia American Water Company:

1. Hydraulic calculations will be completed to verify main sizes upon final submittal of the site plan. Profile will be required for hydraulic calculations.
2. There should be a minimum of 3 1/2' of cover on the main in profile. Avoid excessive depths.
3. All water mains shall be DICT (ductile iron cement lined) pipe.

DSUP #2002-0002
DSUP#2002-0003
MILL RACE

4. Sheet 6 - Add (and call out) a 12" gate valve at the connection point between the proposed 12" water main and the existing 12" main on Eisenhower Ave. The existing valve that is shown on the plans now is actually a two-inch gate valve for the existing blow off. When the proposed twelve-inch main is extended, the existing blow-off will have to be removed, a twelve-inch gate valve installed in its place, and then the proposed twelve-inch main can be installed. This gate valve is used to separate what is already in service, from what is being installed.

JF

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2002-0002

PROJECT NAME: Mill Race

PROPERTY LOCATION: 2310 and 2318 Mill Road

TAX MAP REFERENCE: 72.00-03-9 and 10 ZONE: CDD#2

APPLICANT Name: TC MidAtlantic, Inc.
1660 International Dr., Ste 550
Address: McLean, VA 22102

PROPERTY OWNER Name: TC Cameron Development Land LP Mill Two Associates Partnership
1660 International Dr., Ste 550 2525 King Street
Address: McLean, VA 22102 Alexandria, VA 22301

SUMMARY OF PROPOSAL: Request for approval of preliminary development plan
for office, retail, and restaurant use

MODIFICATIONS REQUESTED: _____

SUP's REQUESTED: Request for approval of increased height for mechanical penthouses
and for a temporary construction trailer.

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions 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 knowledge and belief.

Jonathan P. Rak, Esquire, Agent
Print Name of Applicant or Agent
McGuireWoods LLP
Suite 1800
Mailing/Street Address
1750 Tysons Boulevard
McLean, VA 22102

City and State Zip Code

Application Received: Revised 8-23-02
Fee Paid & Date: \$ _____

Jonathan P. Rak
Signature

703-712-5411 703-712-5231
Telephone # Fax #

August 22, 2002
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Received Plans for Completeness: _____
Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

Development Special Use Permit with Site Plan (DSUP) # 2002-0002

All applicants must complete this form.

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

1. The applicant is the (check one):

☒ Owner ☐ Contract Purchaser

☐ Lessee ☐ Other: _____

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.

Applicant is a wholly owned subsidiary of Trammell Crow Operations,

Inc., which is a wholly owned subsidiary of Trammell Crow Company,

which is publically traded on the New York Stock Exchange.

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.

Mill Race Office Building Design Description

The office component of the Mill Race proposal consists of one separate building on a newly created city block. The site is bounded by Mill Road to the east and north, the to-be-built Grist Mill Road to the south, and the WMATA tracks to the west

The proposal is for an 9-story office building over a 5-level, above grade (466-car) parking garage with the added amenity of ground level retail and restaurants. The parking garage will be faced with materials which appropriately respond to the quality of the adjacent spaces and roads.

The office building is to have 9 stories of cast stone facing with punched windows to resemble the historical context of Alexandria. The top floor will be capped by a round meal halo, terminating the view from Jamieson Avenue.

Much attention has been paid to the design of the base along Mill Road. Along this primary street face, retail and restaurant uses and the entrance lobby wrap the first floor level in a design that gives the appearance of a multi -story retail base. This elevations extends upward, concealing the garage parking structure behind a similar base treatment.

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Development Special Use Permit with Site Plan (DSUP) # 2002-0002

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

n/a

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

n/a

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

Day	Hours	Day	Hours
<u>Residential</u>		<u>7 days</u>	<u>24 hours</u>
<u>Office</u>		<u>Normal business hours</u>	

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

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

Noise levels are expected to be consistent with normal residential
and offices uses.

- B. How will the noise from patrons be controlled?

Retail uses will primarily be service and small shops. Any
restaurants will require additional and separate SUP applications.

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

All trash containers will be enclosed within buildings.

Development Special Use Permit with Site Plan (DSUP) # 2002-0002

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

A. What type of trash and garbage will be generated by the use?

Consistent with office and residential buildings.

B. How much trash and garbage will be generated by the use?

Consistent with office and residential buildings.

C. How often will trash be collected?

Weekly or more often as needed.

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

Building management will maintain.

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

☐ Yes. ☒ No.

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

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

☒ Yes. ☐ No.

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

Normal cleaning agents for residential and office uses.

Development Special Use Permit with Site Plan (DSUP) # 2002-0002

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

Access to residential and office buildings will be restricted to
residents, tenants and invited guests.

ALCOHOL SALES

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

☐ Yes. ☒ No.

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

PARKING AND ACCESS REQUIREMENTS

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

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

Total for office building #3: 466

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

149 Standard spaces

308 Compact spaces

9 Handicapped accessible spaces.

11 Other.

Development Special Use Permit with Site Plan (DSUP) # 2002-0002

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

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

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

- D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? One per building

- B. How many loading spaces are available for the use? Two per building

- C. Where are off-street loading facilities located? n/a

- D. During what hours of the day do you expect loading/unloading operations to occur?

Normal business hours

- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

Per week as appropriate

15. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

One additional west bound lane is proposed along Eisenhower Avenue
and new public streets are proposed in interior of project.

GT

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2002-0003

PROJECT NAME: Mill Race

PROPERTY LOCATION: 2310 and 2318 Mill Road

TAX MAP REFERENCE: 72.00-03-9 and 10 ZONE: CDD#2

APPLICANT Name: TC MidAtlantic, Inc.
1660 International Dr., Ste 550
Address: McLean, VA 22102

PROPERTY OWNER Name: TC Cameron Development Land LP Mill Two Associates Partnership
1660 International Dr., Ste 550 2525 King Street
Address: McLean, VA 22102 Alexandria, VA 22301

SUMMARY OF PROPOSAL: Request for approval of preliminary development plan
for residential, retail, and restaurant use

MODIFICATIONS REQUESTED: _____

SUP's REQUESTED: Request for approval of increased height for mechanical penthouse
and for a temporary construction trailer.

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions 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 knowledge and belief.

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

Jonathan P. Rak
Signature
703-712-5411 703-712-5231
Telephone # Fax #
August 22, 2002
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: Received 8-23-02 Received Plans for Completeness: _____
Fee Paid & Date: \$ _____ Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

Development Special Use Permit with Site Plan (DSUP) # 2002-0003

All applicants must complete this form.

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

1. The applicant is the (check one):

☐ Owner ☒ Contract Purchaser

☐ Lessee ☐ Other: _____

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.

Owner: Applicant is a wholly owned subsidiary of Trammell Crow

Operations, Inc., which is wholly owned subsidiary of Trammell Crow

Company, which is publicly traded on the New York Stock Exchange.

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

☒ Yes. Provide proof of current City business license

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

NARRATIVE DESCRIPTION

2. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 4-7.
(Attach additional sheets if necessary)

See attached

Mill Race Residential Building Design Description

The residential component of the Mill Race proposal consists of two separate buildings on two newly created city blocks. The two-block site is bounded by Eisenhower Avenue to the south, the to-be-built Grist Mill Road to the north, Mill Road to the east and the WMATA tracks to the west. In addition, the site is dissected by the to-be-built Mill Race Lane.

Building One, situated on the block to the west of Mill Race Lane is comprised of a 21-story structure with an attendant 8-story wing, both constructed on a rectangular four-story parking garage base. The main residential tower faces Eisenhower Avenue and Mill Race Lane and the smaller wing faces Eisenhower Avenue adjacent to the Metro Tracks. The total of height is 25 stories.

Building Two, situated on the block to the east of Mill Race Lane is comprised of two towers to be constructed on a rectangular three-story garage base. The total height of the west tower is 19-stories and the total height of the east tower is 16-stories.

Architecturally, the buildings are articulated similarly but with sufficient variations in the design and height to create "sister" structures which step up along Eisenhower Avenue from the lower east tower to the higher west tower (Building Two), and onto the highest tower in Building One which then steps down towards the metro tracks with the lower west wing. In both buildings a great deal of attention has been paid to the design of the bases along each street face as well as to the manner in which each residential tower engages the base and reaches towards the sky.

Along the external street faces of Eisenhower Avenue and Mill Road, retail and restaurant uses wrap the first level in a design that gives the appearance of a two-story retail structure. These elevations are further refined with translucent glass openings and decorative grates, above the retail and restaurant levels, that serve to conceal the garage parking structure behind.

In Building One, the taller east tower and the lower west wing are pulled out to the retail base below with the intent of breaking down the massing both vertically and horizontally. The taller east massing, at the corner of Eisenhower and Mill Race, is more pronounced and capped by a decorative cornice and roof to emphasize the main residential entry as well as giving the building, and project, significant visual identity.

The towers of Building Two are turned perpendicular to Eisenhower Avenue and are pulled to the building line so that the narrow ends of the buildings form two symmetrical towers. These towers - which are stepped in height from east to west - are also raised and topped with decorative caps. Between the two towers, linking them at the 4th floor, is the party room that is also pulled up to the building line as a smaller 4-story element. This smaller element is the main focus and designates the common entrance to the two towers.

The central massing theme for this project creates a series of vertically emphasized towers that are then tied together by a well-articulated base. In all cases, the building cladding will be predominately brick with pre-cast accents at the retail level and EIFS accents above the fourth story level.

Development Special Use Permit with Site Plan (DSUP) # 2002-0003

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

n/a

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

n/a

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

Day	Hours	Day	Hours
<u>Residential</u>		<u>7 days</u>	<u>24 hours</u>
<u>Office</u>		<u>Normal business hours</u>	

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

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

Noise levels are expected to be consistent with normal residential
and offices uses.

- B. How will the noise from patrons be controlled?

Retail uses will primarily be service and small shops. Any
restaurants will require additional and separate SUP applications.

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

All trash containers will be enclosed within buildings.

Development Special Use Permit with Site Plan (DSUP) # 2002-0003

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

A. What type of trash and garbage will be generated by the use?

Consistent with office and residential buildings.

B. How much trash and garbage will be generated by the use?

Consistent with office and residential buildings.

C. How often will trash be collected?

Weekly or more often as needed.

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

Building management will maintain.

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

☐ Yes. ☒ No.

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

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

☒ Yes. ☐ No.

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

Normal cleaning agents for residential and office uses.

Development Special Use Permit with Site Plan (DSUP) # 2002-0003

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

Access to residential and office buildings will be restricted to
residents, tenants and invited guests.

ALCOHOL SALES

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

☐ Yes. ☒ No.

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

PARKING AND ACCESS REQUIREMENTS

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

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

Total for residential buildings #1 & #2: 861

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

<u>596</u>	Standard spaces
<u>237</u>	Compact spaces
<u>28</u>	Handicapped accessible spaces.
<u>11</u>	Other.

Development Special Use Permit with Site Plan (DSUP) # 2002-0003

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

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

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

- D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

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

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

15. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

One additional west bound lane is proposed along Eisenhower Avenue
and new public streets are proposed in interior of project.



MILL RACE - Mill / Eisenhower
DSUP #2002-0002 (office/retail) jf
DSUP #2002-0003(resid./retail) gt

May 16, 2002

Chairman and Members
Of the Alexandria Planning Commission
City of Alexandria
301 King Street
Alexandria, VA 22314

Re: Mill Race - CDD Concept Plan #2002-0001; Development Special Use Permit #2002-0002 (office and retail); Development Special Use Permit #2002-0003 (residential & retail); Special Use Permit #2002-0003 (TMP)
2310 and 2318 Mill Road and 2201 Eisenhower Avenue

Dear Mr. Chairman and Members of the Planning Commission:

The Eisenhower Avenue Public Private Partnership has had the opportunity, through its Planning and Transportation Committee, to meet with the developer of Mill Race and on many occasions with the developer's attorney, Jonathan Rak.

The Partnership regularly meets with developers to review site plans submitted and filed with the City that are proposed for the Eisenhower Avenue corridor. Such reviews allow the Partnership to provide constructive comment regarding site design issues affecting and related to, among other things: the Eisenhower Avenue streetscape, landscape treatment visible from the public right-of-way both on-site and off-site, proposed signage, and other performance matters specific to a particular project to insure a quality development compatible with the immediately surrounding area.

The proposal for the office building is for 8 floors over a 5 level, above grade parking garage with ground level retail. The residential components include a 24-story structure with 460 apartments and 5 levels of parking and the second building will consist of two condominium towers on 15 floors with 260 units (130 in each tower) and three stories of parking. Both residential buildings will have ground floor retail.

This project is within 1,000 feet of the Eisenhower Metro Station. The Partnership has encouraged density around Metro stations for some time. Also the fact that this project is in close proximity to the Metro should encourage residential ridership at off-peak hours. According to the study being done by the City's Planning and Zoning staff, Eisenhower East, when built out, will accommodate some 16 million sq. ft. of mixed use development. Mill Race offers just the type of mixed use needed in the Eisenhower Valley - it allows for business, residential, affordable housing, retail, Metro ridership and accommodates the City's desired grid street plan.

The Eisenhower Partnership supports the Mill Race project and recommends approval of the CDD Concept Plan and the Special Use Permit Applications.

Sincerely,

A handwritten signature in black ink, appearing to read "Sharon B. Hodges". The signature is fluid and cursive, with a large initial "S" and a distinct "H".

Sharon B. Hodges
Executive Director

cc: Andrew Viola
Jeff Sherman
Jonathan Rak, Esq.

MILL RACE - Mill / Eisenhower
DSUP #2002-0002 (office/retail) jf
DSUP #2002-0003(resid./retail) gt



August 6, 2002

Chairman and Members
Of the Alexandria Planning Commission
City of Alexandria
301 King Street
Alexandria, VA 22314

Re: Mill Race - CDD Concept Plan #2002-0001; Development Special Use Permit #2002-0002 (office and retail); Development Special Use Permit #2002-0003 (residential & retail); Special Use Permit #2002-0003 (TMP) 2310 and 2318 Mill Road and 2201 Eisenhower Avenue

Dear Mr. Chairman and Members of the Planning Commission:

The Eisenhower Avenue Public Private Partnership has had the opportunity, through its Planning and Transportation Committee, to hear an update on the Mill Race project which is set for the Planning Commission on September 3, 2002.

Our reasons for supporting this project remain the same. The Eisenhower Partnership has encouraged density around Metro stations for some time and this project is within 1,000 feet of the Eisenhower Metro Station. The fact that this project is in close proximity to the Metro should encourage residential ridership at off-peak hours. According to the Eisenhower East study being done by the City's Planning and Zoning staff, the area will accommodate some 16 million sq. ft. of mixed use development. Mill Race offers just the type of mixed use needed in the Eisenhower Valley - it allows for business, residential, affordable housing, retail, Metro ridership and accommodates the City's desired grid street plan.

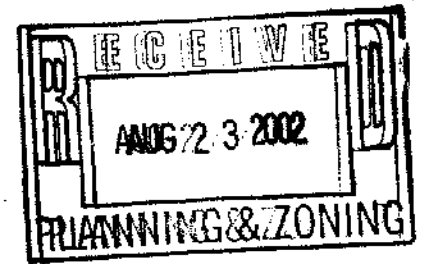
The Eisenhower Partnership continues to support the Mill Race project and recommends approval of the CDD Concept Plan and the Special Use Permit Applications.

Sincerely,

Sharon B. Hodges
Executive Director

cc: Jeff Sherman, Trammell Crow
Jonathan Rak, Esq., McGuire Woods

**AFFORDABLE HOUSING PLAN
for
MILL RACE
Alexandria, Virginia
REVISED
August 22, 2002**



BACKGROUND

Site

Mill Race will involve the redevelopment of a 5.1-acre site located at the Northwest corner of Eisenhower Avenue and Mill Road.

The site is currently vacant land containing approximately 223,770 square feet. The site is immediately to the north of the Eisenhower Metro station across Eisenhower Avenue and abuts the WMATA right-of-way.

The Location

The location provides most all of the amenities desired by urban condominium and apartment dwellers and office occupants.

The site offers excellent location value in that it has easy and almost immediate access to I-95, Duke Street (Rt. 236), Eisenhower Avenue and Telegraph Road. Additionally, the site is within walking distance of the Eisenhower and King Street Metro Stations and public bus transit is located nearby on Duke Street.

Neighborhood shopping is available at four shopping centers within blocks of the site, they are located on Van Dorn, Duke and South Pickett Streets. These shopping centers contain all major local food stores Safeway, Giant and Shoppers Food Warehouse. Major convenient shopping of every kind is available at Landmark Plaza, Landmark Center and B.J.'s Warehouse facility, all located within five (5) minutes of the site.

A large number of parks and other recreational facilities are within the nearby market area of the site, include the Cameron Run Regional Park, Wave Pool and the Black Heritage Park.

The Proposed Development

The proposed plan calls for the development of approximately 252,605 square feet of commercial office space, 30,000 square feet of street front retail space and 695 residential units in high-rise buildings, divided into an office building, an apartment building and a condominium building. All parking is in structured garages. Final unit mix and sizes will be determined at the time of the submission of the final engineered site plan.

Target Market

The profile of the typical buyer for this location is as follows:

Family Status:	Single (73%) and dual income couples (27%)
Age Range:	Just under 25 to over 65 but primarily 25 to 55 Years of Age
Income Range:	\$40,000 to in excess of \$100,000, depending upon interest rates
Employment Status:	Professional and retired
Employment	Washington, D.C., Alexandria,
Destination:	Arlington, and points west
Current Residence:	Rental, Condos, Townhouses and Single Family Homes
Current Residence:	Alexandria, Arlington, Fairfax County and Washington, D.C.

AFFORDABLE HOUSING PLAN CONTRIBUTION

The Mill Race Affordable Housing Plan (AHP) includes \$2,306,379 (adjusted for inflation) for the provision of affordable housing units within the proposed development. The AHP amount is based on a set-aside of 4% of the rental units and 4% of the for-sale units as affordable housing units. Based on a total gross square foot calculation of 1,148,550 SQ.FT., the gross per square foot contribution rate is \$2.01.

The total contribution of \$2,306,288 requires a contribution from each of the three buildings in the amounts of \$875,588 from the apartment building, \$923,469 from the condominium building and \$507,231 from the office building. The office building's contribution in the amount of \$507,231 will be used to off-set the costs required to subsidize the 4% set asides in the apartment and condominium buildings.

The affordable for-sale and rental units must be affordable to households as described in the Affordable Housing Plan and must be rented or sold to such households; however this provision may be waived, and the developer shall contribute to the affordable Housing Trust Fund on the basis of \$2.01 per gross square foot, if the developer is unable to secure a qualified buyer or renter within a reasonable marketing period acceptable to the City. If a portion of the units are provided, the applicant shall contribute a prorated share

of the \$2.01 per gross square foot amount to the Housing Trust Fund.

Amendments to the approved Affordable housing Plan must be submitted to the Affordable Housing Advisory Committee for consideration, and require final approval from the City Manager.

Affordable Housing Units – Rental Housing

The Developer will set-aside 4% of the units available for rental housing for a period of 20 years. The proposed building plan includes 187 one-bedroom units and 182 two-bedroom units for a total rental unit count of 369. Based on the current unit count, the 4% set-aside unit mix consists of 7 one-bedroom units and 8 two-bedroom units for a total of 15 affordable rental units.

The affordable rental units are subject to the following conditions:

1. The rent levels will not exceed the maximum rents under the Low Income Housing Tax Credit Program, taking into account utility allowances of \$107/per month for the one-bedroom units and \$134/per month for the two-bedroom units and a \$25 per unit per month allowance towards the rental of one (1) parking space per unit;
2. The units will be set-aside for a period of 20 years from the date of occupancy of each affordable unit;
3. The units will be only rented to households whose incomes do not exceed 60% of the Washington DC Metropolitan Statistical Area (MSA) median income, as calculated for the purposes of the Low Income Housing Tax Credit Program. The developer will recertify the incomes for such households annually;
4. Once an income-eligible household moves into a rental unit, that unit will be considered an affordable unit until the household's income increases to more than 140% of the then-current income limit. At that time, the over-income household will be allowed to remain, but the next available rental unit of comparable size (i.e. with the same number of bedrooms) must be rented to a qualified household. Once the comparable unit is rented, the rent of the over-income unit may be increased to market rate in accordance with any lease restrictions;
5. Applicants receiving Section 8 assistance will not be denied admission on the basis of receiving Section 8. Section 8 payments will be treated as income for the purpose of determining income eligibility;

6. At the Developer's discretion, units designated as affordable shall be distributed in a manner that avoids concentrations of affordable housing units;
7. The units designated as affordable housing shall be of the same size, type and with the same standard features and amenities as other similar rental units in the building; and,
8. The Developer shall provide the City of Alexandria with access to the necessary records and information to enable monitoring of compliance with the above conditions for the 20-year affordability period.

Affordable Housing Units – For-Sale Housing

The Developer will set-aside 4% of the units available for sale for the purpose of providing affordable homeownership opportunities. The proposed building plan includes 81 one-bedroom units and 245 two-bedroom units for a total for-sale unit count of 326. Based on the current unit count, the 4% set-aside unit mix consists of 7 one-bedroom units and 6 two-bedroom units for a total of 13 affordable for-sale units.

The affordable for-sale units are subject to the following conditions:

1. The current Allowed Income Limits provided by VHDA are \$68,700 for 2 or fewer persons, \$79,500 for three or more persons. These limits are adjusted periodically by the Housing Authority. The maximum sales price obtainable with VHDA financing is \$275,000. The maximum qualifying income of the purchaser will not exceed the VHDA Allowable Income Limits at the time of purchase;
2. The Developer contribution can be used, subject to other underwriting and credit requirements, to reduce the purchase price and/or contribute to the settlement costs of the unit;
3. Given the projected average retail sales prices for one-bedroom units at \$225,000 and two-bedroom units at \$337,000 and assuming the subsidy is spread over a total of 13 units as a price reduction, the affordable housing price for one-bedroom units would be \$173,200 each for a subsidy of \$66,800 each. For two-bedroom units the affordable housing price would be \$225,000 each for a subsidy of \$127,000 each. Included in both the one and two-bedroom units subsidies described above is \$15,000 per unit to cover the cost of one (1) parking space per unit. The total subsidy for all 13 units would be \$1,229,600;
4. The developer reserves the right to identify the units and the specifications that are available to the affordable units. The set-aside units shall be similar to the market-rate units of the same size and type and shall have similar amenities to other similar units in the development

5. From the time the developer begins to solicit potential buyers until 90 days after the date that the developer begins to write sales contracts at the development, the City, through the Office of Housing, shall have exclusive right to refer qualified buyers for newly available set-aside units, unless the City waives the right.
6. Whatever incentives are offered to any potential buyers will also be offered to households that meet VHDA income guidelines.
7. The long-term affordability of the affordable sales units shall be provided through deed restrictions in accordance with set-aside resale procedures outlined in the attached memorandum (Attachment 1).

REQUESTED ACTION

Acceptance of the Mill Race Affordable Housing Plan.

\\RE#125577\\v. 3

22-Aug-02

Table 1: Rental Contribution - 4% 7/8

Equivalency Analysis

	Unit Count	Unit Size	4% ADU	rent/mo	rent/yr	Aff rent/mo less utility/ parking 1	Aff rent/year	% Med Inc.
Unit Type								
One Bedroom	187	675	7	1300	109,200	846	71,064	60%
Two Bedrooms	182	975	8	1,835	176,160	1,015	97,440	60%
Gross Rent					285,360		168,504	
Less 5% vacancy rate					14,268		8,425	
Less Operating Cost of					114,000		114,000	
NOI					157,092		46,079	
Cap Rate					8.50%		8.50%	
Indicated Value					1,848,141		542,104	
Differential								\$1,306,038

Present Value Analysis

CPI 1.03

Discount .11

	Mkt. NOI	ADU NOI	Subsidy	NPV Factor	Present Value			
Year 1	157,092	46,079	111,013	90.09	100,012			
Year 2	161,805	47,461	114,343	81.16	92,801			
Year 3	166,659	48,885	117,774	73.12	86,116			
Year 4	171,659	50,352	121,307	65.87	79,905			
Year 5	176,808	51,862	124,946	59.35	74,156			
Year 6	182,113	53,418	128,694	53.46	68,800			
Year 7	187,576	55,021	132,555	48.17	63,852			
Year 8	193,203	56,671	136,532	43.39	59,241			
Year 9	198,999	58,371	140,628	39.09	54,971			
Year 10	204,969	60,123	144,847	35.22	51,015			
Year 11	211,119	61,926	149,192	31.73	47,339			
Year 12	217,452	63,784	153,668	28.58	43,918			\$822,126

916

Year 13	223,976	65,698	158,278	25.75	40,757			\$862,882
Year 14	230,695	67,669	163,026	23.2	37,822			\$900,705
Year 15	237,616	69,699	167,917	20.9	35,095			\$935,799
Year 16	244,744	71,790	172,955	18.83	32,567			\$968,367
Year 17	252,087	73,943	178,143	16.98	30,213			\$998,580
Year 18	259,649	76,162	183,488	15.28	28,037			\$1,026,617
Year 19	267,439	78,446	188,992	13.77	26,024			\$1,052,641
Year 20	275,462	80,800	194,662	12.4	24,138			\$1,076,779

Table 2: For-Sale Contribution - 4% 7/6

Unit Type	Unit Count	4% ADU	Subsidy 2	Total
One Bedroom	81	7	\$66,800	\$467,600
Two Bedrooms	245	6	\$127,000	\$762,000
Total	326	13		\$1,229,600

Table 3: TOTAL

	4% Set-aside Rental 4% Set-aside For Sale
Rental -NPV 20 year	\$1,076,779
For- Sale	\$1,229,600
TOTAL	\$2,306,379
Per Gross Sq. Ft.	\$2.01

Notes:

1. Table 1: Rental Contribution, Affordable Rents include deductions for utility and parking allowances.

One Bedroom - Utilities \$107/mo. and parking \$25/mo. for one (1) space.

Two Bedrooms - Utilities \$134/mo. And parking \$25/mo. for one (1) space.

2. Table 2: For Sale Contribution, Subsidy includes \$15,000 to purchase one (1) unreserved parking space.

Table 3: TOTAL

	\$2.01 Gross Sq. Ft.
Building 1 - Apt.	\$875,588
Building 2 - Condo.	\$923,469
Building 3 - Office	\$507,231
TOTAL	\$2,306,288

Unit Type	Unit Count	4% ADU	Subsidy 2		Total
One Bedroom	81	7	\$66,800		\$467,600
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Table 3: TOTAL

	4% Set-aside Rental 4% Set-aside For Sale
Rental -NPV 20 year	\$1,076,779
For- Sale	\$1,229,600
TOTAL	\$2,306,379
Per Gross Sq. Ft.	\$2.01

Notes:

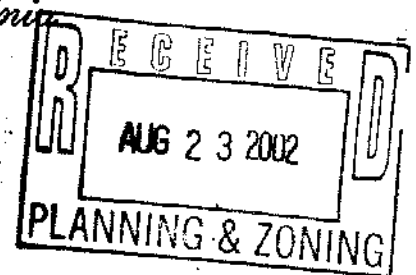
1. Table 1: Rental Contribution, Affordable Rents include deductions for utility and parking allowances.
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2. Table 2: For Sale Contribution, Subsidy includes \$15,000 to purchase one (1) unreserved parking space.

Table 3: TOTAL

	\$2.01 Gross Sq. Ft.
Building 1 - Apt.	\$875,588
Building 2 - Condo.	\$923,489
Building 3 - Office	\$507,231
TOTAL	\$2,306,288

City of Alexandria, Virginia

MEMORANDUM



DATE: JUNE 20, 2002
TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL
THROUGH: PHILIP SUNDERLAND, CITY MANAGER *PS*
FROM: MILDRILYN STEPHENS DAVIS, DIRECTOR, OFFICE OF HOUSING *msd*
SUBJECT: POLICY CHANGES REGARDING AFFORDABLE SET-ASIDE SALES UNITS

The purpose of this memorandum is to update City Council on changes being made to the City's policy regarding affordable set-aside sales housing units. The changes have been reviewed and accepted by the Affordable Housing Advisory Committee (AHAC). Staff recommended that AHAC consider these changes due to recent concerns regarding the impact of sales market conditions on the effectiveness of the set-aside program for sales units.

As Council is aware, the City's Affordable Housing Policy encourages developers to submit a plan for providing affordable housing units on-site with any new property development. Under such plans, developers provide price discounts to designated set-aside units such that the total value of the unit discounts is at least equal to the Housing Trust Fund formula contribution, and the discounted set-aside units are made available as affordable housing for income-eligible buyers.

Affordable discounted units are set aside for households meeting the Virginia Housing Development Authority's (VHDA) income limits for first-time homebuyers. In March 2002, with AHAC concurrence, the maximum sales price for newly available set-aside sales units was increased from \$173,200 to \$225,000 (consistent with an administrative change in the Homeownership Assistance Program (HAP) and the Moderate Income Homeownership Program (MIHP) in April 2001). Set-aside units are intended to remain affordable for a period of 15 years through the resale mechanisms described below.

The new provisions governing affordable set-aside sales units, accepted by AHAC on June 6, 2002, are set forth below. If you wish to have these provisions docketed for discussion at a Council meeting, or you have any questions, please let me know, or contact Housing Director Mildrilyn Davis at 703-838-4990.

1. Purchasers of new or resale set-aside sales units must have at least one household member who lives or works in the City of Alexandria.

To be eligible for HAP or MIHP, a member of the household must have lived or worked in the City of Alexandria for at least six months. The six-month provision has been waived in the Employer Assistance Housing (EAH) and Sponsoring Partnerships and Revitalizing Communities (SPARC) programs, and persons eligible for this waiver shall be eligible to purchase set-aside units. Requiring that at least one person in the purchasing household live or work in Alexandria is considered to be an appropriate course of action given the City's emphasis on providing housing to persons who live or work here.

2. The following requirements shall govern the initial marketing of newly available affordable set-aside sales units:
 - A. From the time the developer begins to solicit potential buyers until 90 days after the date that the developer begins to write sales contracts at the development, the City, through its Office of Housing, shall have the exclusive right to refer qualified buyers for newly available set-aside sales units.
 - B. The City, at its sole discretion, may waive the exclusive referral period if it determines that marketing efforts by the developer are essential to the successful marketing of the set-aside units based on staff capacity, market conditions or other factors.
 - C. During the exclusive referral period, the City shall identify eligible buyers from among those who are compliant with the eligibility and counseling requirements of its HAP, MIHP, EAH and/or SPARC programs. During this period, eligible buyers may be identified by the developer and referred to the Office of Housing for participation in the City's homeownership counseling program, and possible referral back to the developer as a qualified buyer of a set-aside sales unit.
 - D. After the exclusive referral period ends, developers will be responsible for marketing any remaining set-aside sales units to buyers who meet the standard eligibility criteria for the set-aside unit program and for providing satisfactory documentation to the City.

Previously, the set-aside sales unit program held the developer responsible for marketing available set-aside units to eligible households and providing appropriate documentation to the City. By changing that provision to require that initial marketing of newly available set-aside sales units be conducted by the City, we hope to ensure that households representing the full range of eligible income levels and household sizes will be included, and that current homeownership program participants who are seeking an affordable unit have ample opportunity to purchase a set-aside unit. During the exclusive referral period, only the City will be able to refer qualified buyers for newly available set-aside sales units to the developer for purchase consideration. For this period of time, the City will consider only those buyers who meet the eligibility criteria for one of the City's homeownership assistance programs and have completed the City's homeownership counseling program as eligible to purchase a set-aside sales unit. To address situations where staff efforts alone do not appear likely to produce a sufficient number of buyers, the City retains the right to waive the condition.

Once the City's exclusive referral period has ended, the developer will assume responsibility for marketing any remaining set-aside units. As in the past, if the developer is unable to secure a qualified buyer within a reasonable marketing period acceptable to the City, the set-aside provision will be waived and the developer will contribute to the Housing Trust Fund on the basis of the formula contribution. If a portion of the set-aside units has been provided to qualified buyers, the developer's contribution to the Housing Trust Fund will be based on a prorated share of the formula amount.

3. The following requirements shall govern the resale of affordable set-aside sales units:

- A. For resale to qualified buyers:
 - i. The market value will be established by an appraisal, and the seller will reduce the price by the amount of the seller's original purchase discount.
 - ii. The price will be further reduced in an amount equal to the City's share of the appreciation defined as the percentage of the original market value represented by the affordable housing discount, which the seller will repay by contributing it to the transaction as a City price write-down.
 - iii. The sum of the seller's original purchase discount and the price write-down from the City (items i and ii above) will be treated as the new qualified buyer's purchase discount, in the event the new buyer sells during the period of time subject to the affordable housing covenants.
 - iv. The seller's HAP or MIHP loan, if any, will be a further price write-down to the new buyer, and will become an obligation of the new buyer to be repaid to the City upon the next sale of the property.
 - v. Current requirements for marketing the property through the multiple listing service to qualified buyers for six months (90 days in certain circumstances) remain in force, but at the end of the required marketing period, the City shall have a right of first refusal to purchase, or designate a non-profit organization to purchase, the property at the qualified buyer price, for the purpose of retaining it as affordable housing. Once the marketing period has ended, should the City elect not to exercise its right of first refusal, the seller may then sell to a non-qualified buyer (see subsection b, on page 4).
 - vi. On a case-by-case basis, the City may consider additional ("excess") HAP or MIHP subsidy to the new qualified buyer if the above actions do not result in an affordable purchase price.

The sales price for a new qualified buyer will be established by subtracting the value of the original discount from the unit's appraised value at the time of resale. The amount to be paid by the qualified buyer will be further reduced by the value of the City's share in the appreciation. As shown in Attachment I, the appreciation in sales value is divided into a City's share and an owner's share. These shares reflect the percentages of the original market value that are represented, respectively, by the affordable housing discount (City share) and the owner's actual purchase price (owner's share). Their value will be determined by applying the respective percentages to the total appreciation, which is the increase in value from the original market value (prices of comparable market units at the time of initial purchase) to the new market value as determined by an appraisal. In addition, the owner's HAP

or MIHP loan, if any, will also be transferred as a price write-down to the buyer, and would be repayable to the City by the new buyer upon subsequent resale. Additional HAP or MIHP assistance will be considered on a case-by-case basis in the event the discounts and price write-downs do not render the resale unit sufficiently affordable.

Under the new resale provisions, the requirement that resale set-aside units be marketed to qualified buyers for 180 days will remain the same. However, if the marketing period ends without yielding a qualified buyer, the City will have a right of first refusal to purchase (or designate a non-profit entity to purchase) the property for the purpose of retaining it as affordable housing.

B. For resale to non-qualified buyers:

- i. The market value will be established by an appraisal, and the seller will market the unit with no restrictions on price.
- ii. The seller's original purchase discount will be repaid to the Housing Trust Fund.
- iii. The City, at its sole discretion, may forgo repayment of the original purchase discount, or a portion thereof, should it be determined that the attempt to sell the unit to a qualified buyer at the discounted price prevents the unit from being sold at market value after the end of the restricted marketing period.
- iv. The City's share of appreciation will be repaid to the Housing Trust Fund.
- v. The seller will repay any HAP or MIHP loan to the City.
- vi. The restrictions of the set-aside sales unit covenants shall be removed.

In the event a qualified buyer for the unit is not found and the City has not exercised its right of first refusal, the owner would be allowed to sell the unit to a non-qualified buyer. The price for the resale of the unit would be based on the unit's appraised value, and the original purchase discount would be returned to the Housing Trust Fund, along with the City's share of the appreciation in value, not to exceed the amount of the seller's actual net proceeds. If applicable, the seller would also repay any HAP or MIHP loan. Under these resale conditions, the provisions of the affordability covenants would be removed and the unit would no longer be considered part of the set-aside program. As shown in Attachment I, by returning the original purchase discount and the City's share of the appreciation to the Housing Trust Fund, the new provisions for resale of set-aside units to non-qualified buyers free a significant amount of money to be used for on-going affordable housing initiatives, while allowing the seller to realize the benefit of the owner's share of the appreciation in value. Because of concerns that the required initial marketing of resale set-aside units at discounted prices may prevent the unit from being sold at a reasonable market value after the restricted resale marketing period has ended, the new resale provisions allow the City to provide relief to the seller by forgoing repayment of the original discount amount or some portion thereof.

c. Any existing provisions not altered by the above provisions shall remain in force.

d. Purchasers of existing set-aside units will be offered the opportunity (and will be strongly encouraged) to replace the existing set-aside sales unit covenants with new ones that impose the requirements in paragraph 3 above.

Requirements governing the resale of affordable set-aside units in new developments are enforced by covenants running with the land. The covenants governing current set-aside units require that, except as provided below, for a period of 15 years, any resale must be to a VHDA-eligible buyer at a VHDA-eligible price, and that after repaying any HAP or MIHP loan, the seller retains the net proceeds. The covenants further provide that the seller must market the unit to a VHDA-eligible person for a period of six months (90 days if the move is necessitated by a job transfer or medical reasons), and, if no qualified buyer is found during that time, the seller may, after satisfactorily documenting the marketing efforts to the City, sell to a non-qualified buyer at any price. While changing to the new covenants would reduce what the seller would receive in a sale to a non-qualified buyer, it would increase what a seller would receive in a sale to a qualified buyer (at least under current VHDA sales prices). The qualified buyer scenario will be the most common, because a sale to a non-qualified buyer is allowed only when a qualified buyer cannot be found and, under the new provisions, the City does not exercise its right of first refusal.

The current provisions were based on the assumption that the maximum VHDA sales price would increase, but it has not changed in several years. As a result, most set-aside unit purchasers will not be able to realize any appreciation in value, thus negating one of the benefits of homeownership that the City's homeownership programs seek to provide. Buyers who purchased at the maximum VHDA sales price for new housing, \$173,200, actually lose money, as the home is no longer new when resold, and the existing housing sales price of \$171,800 is the maximum resale price. This problem was not anticipated because of the assumption that the VHDA limits would increase over time. One homeowner recently contacted the City to say that she wanted to borrow funds for home improvement, but the lender she contacted would not approve a total loan amount in excess of the resale price established by the covenants.

Housing staff has been told that VHDA may increase its sales price limit in the near future. However, in the event this does not occur, and to prevent this situation from being repeated should there be a future period of time when the sales price limit does not keep pace with market sales prices, under the new provisions staff will offer owners the opportunity to execute new covenants reflecting the new provisions through whatever mechanism is recommended by legal counsel.

Attachment I provides resale scenarios demonstrating the impact of the new resale provisions.

ATTACHMENT:

I. Set-Aside Affordability and Resale Projections

RELIABILITY AND RESALE PROJECTIONS

ORIGINAL PURCHASE

	Example 1	Example 2
Market Sales Price	\$266,400	\$300,000
AHP Discount Amount	-\$41,400	-\$75,000
MIHP Sales Price	\$225,000	\$225,000
MIHP 2nd Trust	-\$20,000	-\$20,000
First Trust Loan Amount	\$205,000	\$205,000
Condo Fees		
Property Taxes	\$150	\$225
Principal & Interest Payment (at 7% interest)	\$246	\$278
Total Monthly Payment*	\$1,364	\$1,364
	\$1,760	\$1,867
*It is not included in the Total Monthly Payment as the First Trust loan amount is below 80% of the unit's market value.		
Minimum Household Income Needed*	\$66,000	\$70,013
*Assumes payment of 32% of gross.		

Resale Assumptions

	Example 1	Example 2
Appraised Value*	\$342,074	\$385,218

*Based on an average appreciation rate of 10% per year for the first two years and 2% per year after that. The 2% level is based on calculations for the period between 1991-2001 provided by the City's Dept. of Real Estate Assessments.

Shared Appreciation

Total Appreciation	\$75,674	\$85,218
Owner's % of Initial Value	84.5%	75.0%
City's % of Initial Value (Discount)	15.5%	25.0%
Owner's Share of Appreciation	\$63,945	\$63,914
City's Share of Appreciation	\$11,729	\$21,304

PROPERTY RESALE (after 5 years)

	AHP QUALIFIED BUYER		NON-QUALIFIED BUYER	
	Example 1	Example 2	Example 1	Example 2
Appraised Value	\$342,074	\$385,218	\$342,074	\$385,218
Original Discount Amount	-\$41,400	-\$75,000	N/A	N/A
City's Share of Appreciation Applied as Write-Down Contribution	-\$11,729	-\$21,304	N/A	N/A
MIHP Second Trust Writedown	-\$20,000	-\$20,000	N/A	N/A
Sales Price	\$268,945	\$268,914	\$342,074	\$385,218
First Trust Payoff at Settlement	-\$192,724	-\$192,724	-\$192,724	-\$192,724
MIHP Second Trust Payout	N/A	N/A	-\$20,000	-\$20,000
Amount of Original Discount Returned to HTF	N/A	N/A	-\$41,400	-\$75,000
City's Share of Appreciation Returned to HTF	N/A	N/A	-\$11,729	-\$21,304
Proceeds from Sale	\$76,221	\$76,190	\$76,221	\$76,190
Proceeds on Unit Originally Purchased at Market*	\$104,152	\$117,283		
*Assumes original purchase with 5% down and 7% interest.				
First Trust Loan Needed By Resale Buyer*	\$248,945	\$248,914		
*Assumes an additional MIHP subsidy of \$26,000.				
Condo Fees				
Property Taxes	\$150	\$225		
Principal & Interest Payment (at 7% interest)	\$308	\$347		
Total Monthly Payment*	\$1,656	\$1,656		
	\$2,114	\$2,228		
*Not included in the Total Monthly Payment as the First Trust loan amount is below 80% of the unit's market value.				
Minimum Household Income Needed*	\$79,275	\$83,550		
*Assumes payment of 32% of gross and 7% interest rate.				

buyers with incomes in these ranges are expected to be eligible for MIHP as VHDA staff have indicated that VHDA income limits may increase as much as 20% within the next 60-90 days. Initially, projected income limits for MIHP would be \$82,440 for households consisting of 1 to 2 persons and \$95,400 for households consisting of 3 or more persons.

This analysis assumes that the MIHP owner sells after the five-year anti-speculation surcharge period has ended. MIHP scenarios also assume the buyer's contribution required by MIHP will be used to cover some of the costs. Full closing costs are not taken into account in any of the above calculations.

#12.



plaze@erols.com

09/02/2002 05:25 PM

To: Barbara Ross@Alex, erwagner@comcast.net @ INTERNET,
fossum@rand.org @ INTERNET, hsdunn@ipbtax.com @
INTERNET, komorosj@nasd.com @ INTERNET,
ludgaines@aol.com @ INTERNET, richleibach@aol.com @
INTERNET, robinsonjl@aol.com @ INTERNET
Subject: Mill Race Project at Eisenhower Avenue

To: The Planning Commission
Re: September 3 Meeting -- Mill Race Project

We strongly urge the Planning Commission to disapprove the Mill Race proposal to build a large parking garage near the Metro station at Eisenhower Avenue. The City of Alexandria must begin taking more active measures to limit the amount of commuter traffic that already undermines the quality of life in many of our communities. Development at Eisenhower Avenue can and should be planned to maximize the use of public transportation. Building large parking garages is inconsistent with this objective. You should require a substantial reduction in the number of parking spaces proposed for the Mill Race project.

Thank you for your attention.

Laura and Robert Plaze
402 Cambridge Road
Alexandria, VA 22314

#12.

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August 30, 2002

VIA FEDERAL EXPRESS

Chairman and Members of the
Alexandria Planning Commission
Department of Planning & Zoning
City of Alexandria
City Hall Room 2100
301 King Street
Alexandria, VA 22314

Re: Mill Race, DSUP 2002-0002

Dear Chairman Wagner and Members of the Commission:

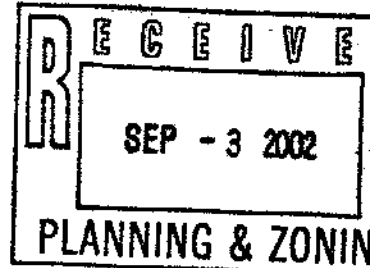
I am writing to request your consideration of several amendments to the proposed conditions of approval for the Mill Race Development SUP. We have worked cooperatively with the planning staff over the last two years and believe we have presented a proposal that will benefit the city. We appreciate the considerable effort expended by the staff to improve our proposal. We have agreed to the vast majority of the staff recommendations; however, we request the following changes:

Open Space Contribution

Condition 3 would require a \$325,000 open space contribution. This condition is not justified. The CDD guidelines do not require a specific amount of open space or a contribution. The prior plans approved by city council for this site required neither a percentage of open space nor a monetary contribution. The proposed plan achieves 40% open space including the elevated plazas and 22% open space including only countable ground level open space that will be open to the public. This meets or exceeds the requirements of other high-density, mixed-use zones such as OCH and CRMU. Furthermore, the city has required the construction of two new public streets which will consume 22% of the site that could otherwise have been used for open space. Given the extraordinary costs already imposed on this project, the additional contribution is not warranted.

Design Review Board

Conditions 6 and 7 require the final building designs to be reviewed and approved by the Carlyle Design Review Board ("CDRB"). The CDRB was established to review buildings in Carlyle *only* and is subject to procedures and design guidelines adopted in the Carlyle SUP which are not part of the Mill Race conditions. The CDRB has no legal jurisdiction to approve



August 30, 2002
Page 2

buildings outside Carlyle. The final building designs must be approved by the Director of P&Z, as the condition is already drafted. Requiring the approval of the CDRB could create conflicts between the Director's decisions and the CDRB. As a compromise, we propose that the Mill Race final building designs be submitted to the CDRB for review and comment as part of the overall review process.

Restriction on Office Parking

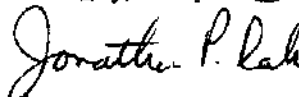
Condition 28(e) limits the parking available to office workers to 392 of the total 466 spaces in the garage. This condition unfairly restricts the use of the parking spaces and may impair the leasing of the office building. The maximum office parking ratio for Carlyle, which has a much greater percentage of office use than Mill Race and a stringent, transit-oriented TMP, would allow 429 office parking spaces (1.725 spaces per 1,000 gross square feet of office floor area). Of course, if we can reduce the number of spaces used by office workers, we will make the excess spaces available for hourly parking to the public.

Street and Utility Infrastructure Phasing

We are discussing changes to conditions 41, 42 and 43 with the Director of T&ES regarding the phasing of these improvements. We hope to present revised conditions to you on Tuesday.

I have attached a proposed mark-up of the other conditions that would implement the revisions requested in this letter. Thank you very much for your consideration of our request.

Sincerely,


Jonathan P. Rak

Encl.

cc: Ms. Eileen Fogarty, Director, Department of Planning & Zoning (w/ encl.)
Mr. Jeffrey Sherman, Trammell Crow Company (w/ encl.)
Mr. Frederick Rothmeijer, Trammell Crow Company (w/ encl.)

Applicant Proposed Revisions to Mill Race SUP Conditions
August 30, 2002

3. ~~The applicant shall contribute \$325,000 in 2002 dollars (adjusted per the CPI) to the Eisenhower East Open Space Fund. The contribution shall be paid prior to the issuance of the first final site plan for the project. (P&Z)(RP&CA)~~

6. The massing, articulation and general design of the office building shall be generally consistent with the drawings and renderings submitted with this application. The final design of the building shall be revised to incorporate the following to the satisfaction of the Director of P&Z. The final design and details of the building shall also be subject to review/approval and comment by the Carlyle Design Review Board:

[no changes to rest of condition]

7. The massing, articulation and general design of the residential buildings shall be generally consistent with the most recent drawings and renderings submitted with this application. The final design of the building shall be revised to incorporate the following to the satisfaction of the Director of P&Z. The final design and details of the building shall also be subject to review/approval and comment by the Carlyle Design Review Board:

[no changes to rest of condition]

28.e. No more than 392 429 of the office parking spaces shall be utilized for office workers;

Docket Items # 12-B, 12-C and 12-D
DEVELOPMENT SPECIAL USE PERMITS
2002-0002 and # 2002-0003
TMP SPECIAL USE PERMIT #2002-0003
MILL RACE
Planning Commission Meeting September 3, 2002

September 3, 2002

Chairman Eric R. Wagner
Commission Members H. Stewart Dunn.
Donna Fossum, Ludwig Gaines,
John Komoroske, Richard Leibach and
J. Lawrence Robinson
City of Alexandria Planning Commission
City Hall
301 King Street
Alexandria, Virginia 22314

- Re: 1. Reduction of Automobile Parking Spaces for
the Mill Race Project
2. Increase in Bicycle Parking Spaces for
the Mill Race Project

Dear Chairman and Members of the Planning Commission:

The undersigned, a resident of Alexandria, respectfully requests that the Planning Commission amend the Development Special Use Permits, Nos. 2002-0002 and 2002-0003 and the TMP Special Use Permit No. 2002-0003, as proposed by the staff of the Department of Planning and Zoning (DP&Z), to (1) decrease the allowed parking spaces, and (2) require increased parking spaces for bicycles.

The undersigned compliments the Applicant (Trammel Crow MidAtlantic, Inc. and Trammell Crow Company (collectively "Trammell Crow" or "Applicant")), and the City DP&Z staff for many elements of the Mill Race project, particularly including the placement, massing and set backs for the buildings, the traffic flow and the new streets, the inclusion of retail, the focus on the streetscape and most elements of the transportation management plan. In two respects,

however, the proposed project needs to more aggressively provide disincentives to vehicular use and promote mass transit and bicycle use.

Two preliminary matters deserve comment. First, it is important to note that the number of parking spaces at the Mill Race project is subject to the discretion of the Planning Commission, as the standard zoning provisions are not mandatory in a Coordinated Development District (CDD), such as governs this project.

Second, it is important to note that the vicinity of the Eisenhower Metrorail station is not intended to provide parking for commuters driving to the Metrorail station and then using Metrorail to travel to their destination. The well-established policies of both WMATA and Alexandria are that the Eisenhower and King St. stations, among others in Alexandria, are only to a very, very limited extent intended to serve commuters who drive to the station, park and then take the Metrorail. Accordingly, neither Trammell Crow nor City staff propose allocating any parking spaces at the Mill Race project for use by such Metrorail commuters.

1. The Number of Parking Spaces for Office Uses at the Mill Race Project Should be Reduced.

The Department of Planning and Zoning (DP&Z) in its memo states that:

Staff recommends approval of the Mill Race application as it supports both the principles and the vision for the Eisenhower East planning study by creating the first urban, transit-oriented development in the valley. Specifically, it provides:

-
- * A comprehensive transit management program to encourage regional transit and reduce vehicle trips, including incentives and disincentives to encourage transit, and facilities to encourage transit,
 - * A reduced parking ratio and an agreement to provide public and guest parking for the residential and surrounding properties,

Docket Memo, Item No. 12-B and 12-C, Sept. 3, 2002, at p. 18 (emphasis added).

More accurately, the Mill Race application incorporates a reduced parking ratio for residential parking spaces in comparison to the otherwise applicable zoning regulations (as further discussed below); the application, however, does not incorporate a reduced parking ratio for office use parking spaces.

For similar offices not adjacent to Metrorail stations subject to the standards set forth in the Alexandria Zoning Code, the Code requires 1.0 parking space per 600 net square feet; the equivalent of 1.66 parking spaces per 1,000 net square feet. See Alexandria Zoning Code, Section 8-200(A)18(a). This would result in 373 parking spaces for the almost 224,000 square feet of office space at Mill Race.

Trammell Crow has requested 1 parking space per 493.4 net square feet for office use, the equivalent of 2.03 parking spaces per 1,000 net square feet. Applicant's proposal would result in 454 parking spaces for office square footage at Mill Race. In other words, in a project located adjacent to a Metrorail station, the developer is requesting a number of parking spaces that exceeds by approximately 20% the number of spaces required by Alexandria for such projects that are not adjacent to a Metrorail station.

The City staff recommendation does not reduce the total number of parking spaces at Mill Race; instead it shifts 62 spaces from being reserved for tenants of the office building to usage as short term parking for the retail uses and for visitors to other buildings—in particular, it is assumed that additional short term parking is needed for visitors to the federal court house. With this shift, the staff recommendation for office use is 1 parking space per 571 net square feet, the equivalent of 1.75 parking spaces per 1,000 net square feet. This would result in 392 parking spaces for the office square footage at Mill Race.

Given the location of the Mill Race project, its proximity to a Metrorail station, the planning objectives for Eisenhower East, and the traffic context for Eisenhower East, the undersigned proposes 1 parking space per 1200 net square feet for office uses, the equivalent of 0.83 parking spaces per 1,000 net square feet or a total of 186 parking spaces for office uses. This is half of the number of parking spaces required of similar buildings not adjacent to a Metrorail station. Reasons for such reduced parking are as follows:

a. Proximity to Mass Transit. The Mill Race project is within 500 feet of the Eisenhower Metrorail Station. Docket Memo, Item No. 12-D, Sept. 3, 2002, at p. 4. Consequently, the project qualifies for very substantial increased square footage rights (a 50% increase)—the rationale for such dense development being that substantial access is via mass transit, not vehicular. Having allowed the increased square footage because of the proximity to mass transit, it is inconsistent to then allow more than the number of parking spaces that are required for similar non-mass transit-oriented developments.

b. Maximize the Value of the Investment in the Metro Stations Serving Eisenhower East. Taxpayers have invested an enormous sum to develop the Washington area mass transit system and, in particular, the two Metrorail stations serving Eisenhower East. Having invested in this infrastructure, business as usual—symbolized by Applicant's request for parking spaces based on the standard for buildings not in the vicinity of mass transit—appears inappropriate.

c. Limiting Parking Is an Effective Mechanism to Reduce Car Trips. The staff Docket Memo repeatedly recognizes that reducing the number of parking spaces is a valid and effective approach to limiting car trips. The effectiveness of this incentive mechanism is undisputed. While the Applicant may object to the consequences of reduced parking spaces (for example, limiting tenants to entities who can manage with the reduced parking spaces), there is no dispute as to the effectiveness of this mechanism to limit car trips and reduce traffic congestion.

The goal with respect to this project (and other future developments in Eisenhower East) is to limit parking so that tenants and the individuals working in these buildings make decisions regarding where to work, where to live and how to travel to work based partly on the imperative that a very substantial portion of the travel to and from offices in Eisenhower East must be via mass transit. The logic is simple and compelling: if parking spaces are created, vehicle trips will be generated that will fill those parking spaces; if the parking spaces are not created, essentially all of those vehicle trips will not be generated.

d. Traffic Congestion. The Mill Race project is situated in a neighborhood that is "traffic-challenged," to use a euphemism that politely understates the

seriousness of the traffic issues facing Eisenhower East. The problem is at least two-fold:

- i. Increased Traffic. Tremendous traffic will be generated by PTO. Both the resources devoted by the PTO to traffic management planning and the tremendous concern by PTO employees to their vehicular access to the new PTO site are good indicators of the seriousness of the traffic problems facing East Eisenhower. Of course, additional traffic will be generated by other built and approved Eisenhower East projects, as well as by projects on vacant Eisenhower East parcels not yet having specific projects underway.
- ii. Limited Access to East Eisenhower. While there appears to be adequate access from Eisenhower East to the Beltway via three interchanges (Mill Road, Telegraph Road and Eisenhower), the Alexandria road network otherwise surrounding Eisenhower East is severely constrained. Access to/from Fairfax County South, other than via the Beltway, is severely constrained because the primary route that must be traversed—Telegraph Road—is already tremendously congested at rush hour.

While Eisenhower East has adequate access to Duke St., via Holland, George, Carlyle, Dulaney and Telegraph, Duke St. both east and west and the routes north of Duke St. are already severely congested during both the morning and evening rush hours. Access via Duke St. to Route 1 and Washington St./the George Washington Parkway is limited by the already severe congestion on Duke St. (and parallel streets) heading east. Access to locations to the west via Duke is limited by the already severe rush hour congestion on Duke St. in that direction. Access via Duke St. to routes headed north (toward I-395, Arlington and D.C.) is constrained by the very limited number of north-south routes, the present tremendous congestion on these routes (such as the frequent morning and evening traffic jams at the critical Quaker/King/Braddock intersection) and the increasing numbers of neighborhood initiatives to limit and slow through traffic on streets such as Russell, Commonwealth, West Taylor Run, Cambridge, Yale, Ft. Williams and Jordan.

It is these unavoidable and practical realities dictated by Alexandria's street infrastructure and traffic levels that constitute the context for deciding the number of parking spaces at the Mill Race project. The undersigned submits that the Mill Race project and all subsequent developments in East Eisenhower should be planned and built with very limited vehicular parking. By substantially limiting the parking spaces at the Mill Race project, the City achieves two critical objectives: first, the Mill Race project will go forward only with a limited number of parking spaces, consistent with the objective of reducing vehicle traffic and increasing mass transit usage, and, second, the City will have established a precedent for all subsequent developments in Eisenhower East, ensuring that only development consistent with those objectives is proposed and depriving future developers of the argument that their projects are entitled to the excessive number of parking spaces per square foot proposed by the Mill Race project Applicant.

If Mill Race were the last project coming on board in Eisenhower East, the increment of parking spaces at issue with this project could well be inconsequential (although in the interest of fairness and consistency, even the last approved project should be compelled to abide by the parking standards for the district). But being at the beginning of a wave of projects building-out Eisenhower East, the decision made in this case takes on tremendous importance. Consistently limiting the available parking spaces is critical to planning and developing an Eisenhower East which is focused on pedestrian movement internally and mass transit access externally. To avoid grid lock upon the completion of the build-out, the City should now insist that the Mill Race project and every Eisenhower East project thereafter have no choice but to develop and enthusiastically implement truly effective transportation management plans, because the alternative of using cars to commute to work will not be possible because of the unavailability of parking.

2. The Number of Parking Spaces for the Apartment and Condo Building Residents at the Mill Race Project Should Be Reduced.

For residential units subject to the standards set forth in the Alexandria Zoning Code, the Code requires 1.3 parking spaces per single bedroom unit and 1.75 parking spaces per two bedroom unit. See Section 8-200(A)2(a) and (b).

Under this standard, the Mill Race residential units, with 268 one bedroom units and 427 two bedroom units would have 1096 residential parking spaces. On average, this is 1.6 parking spaces per residential unit.

Trammell Crow has requested a total of 861 parking spaces for residential units. On average, this is 1.24 parking spaces per residential unit.

The undersigned proposes on average 0.9 parking spaces per unit, with an allocation of one parking space per condo unit and 0.8 parking spaces per apartment unit. This proposal is consistent with the number of parking spaces approved for two recent developments with Metrorail access:

<u>Residential Development</u>	<u>Parking Spaces Per Unit</u>
Colecroft	1.0
Pentagon Row	1.06

Docket Memo, Item No. 12-B and 12-C, Sept. 3, 2002, at p. 50.

The lower ratio is proposed for the Mill Race apartments because of (i) the proximity to Metrorail, amenities in Eisenhower East and employment at the PTO, (ii) the need to severely limit the likelihood of increased traffic generated by development in East Eisenhower, and (iii) the fairness of allowing, on average, only one car per household (and taking into account the assumption that, on average, at least, twenty percent (20%) of the apartment unit tenants would not have a car. In addition, given the proximity to mass transit and employment at PTO, it is entirely appropriate that the allocation of parking spaces should actively discourage rental or sale of units to any households with more than one vehicle. Furthermore, as the limited parking will be known at the time of rental or sale of each residential unit, no apartment tenant or condo owner will be surprised or have a legitimate basis to complain. Instead, this condition will promote the likelihood

that prospective residents will knowingly choose Mill Race based at least partly on their ability and willingness to manage with, typically, a single car per household.

3. The Number of Parking Spaces for the Retail Uses and Short Term Parking at the Mill Race Project Should Be Reduced.

For ground floor retail square footage subject to the standards set forth in the Alexandria Zoning Code, the Code would require approximately 117 parking spaces, total, for the Mill Race project, see Docket Memo, Item No. 12-B and 12-C, Sept. 3, 2002, at p. 50; the equivalent of 3.8 parking spaces per 1,000 net square feet. The Mill Race project has approximately 30,450 total retail net square footage (not the 25,996 retail net square footage inadvertently set forth at page 3 of the Docket Memo, Item # 12-A, CDC Concept Plan for Mill Race).

On average for the retail square footage, Trammell Crow has requested 1 parking space per 390.4 net square feet, the equivalent of 2.56 parking spaces per 1,000 net square feet. This would result in 78 parking spaces for the total retail square footage at Mill Race.

The City staff recommendation shifts 62 proposed office parking spaces to use as retail and short term parking, thereby increasing the total number of retail/short term parking spaces to 140 (1 parking space per 217.5 net square footage or 4.6 parking spaces per 1,000 net square feet). (The staff report, Docket Memo, Item No. 12-B and 12-C, Sept. 3, 2002, at pp. 16 and 50, appears to inadvertently refer to 100 parking spaces for retail use in the two residential buildings.)

Although the staff Docket Memo refers to the need for additional short-term parking at Mill Race because of the lack of visitor parking at the federal courthouse, no quantitative information is presented regarding this situation. Apparently, no survey has been conducted by either the City nor by Trammell Crow to justify the number of short-term parking spaces recommended to serve the federal court house.

Furthermore, the staff note but fail to quantify the number of on-street parking spaces that will be created along the two new streets in the Mill Race development—Grist Mill Road and Mill Race Lane. Also, staff state that it is proposed that during non-peak hours on-street parking will be allowed along both sides of a widened Eisenhower Avenue through out Eisenhower East. Following the traditional urban model, off-peak hours could well include not just evenings and weekends, but also non-rush hour weekday periods.

Thus, although not quantified by staff, substantial on-street parking appears to be available in the vicinity of the Mill Race project. Staff apparently assume that it is a benefit to have this additional on-street parking on both the new intra-Mill Race project's streets and on the widened Eisenhower Avenue. Especially because staff have failed to quantify the number of additional on-street parking spaces created, it is not clear that the specific quantity of additional parking spaces made available on-street is indeed advantageous and appropriate.

The undersigned requests that the number of parking spaces for retail and short term parking at Mill Race requested by Applicant be approved, not the increased number of spaces recommended by staff. A substantial number of additional spaces will be available via on-street parking on Grist Mill Road, Mill Race Lane and, during non-rush hour periods, on the widened Eisenhower Ave. Applicant's requested number of spaces is appropriate to ensure that the retail establishments are intended to serve almost exclusively the residents and office tenants of Mill Race and nearby developments, as well as pedestrians using the Eisenhower Metrorail station (and not attracting customers who will drive to Eisenhower East).

The following summarizes the retail/short term parking spaces distribution among the three Mill Race buildings:

<u>Building</u>	<u>Retail/Short Term Parking Spaces</u>			
	<u>Retail Square Footage</u>	<u>Applicant</u>	<u>Staff</u>	<u>Request</u>
Apartment	12,100	30	30	30
Condo	14,450	36	36	36
Office	3,900	12	74	12
TOTALS:	30,450	78	140	78

4. Summary of Requested Parking Spaces for the Mill Race Project

Because the Mill Race project is located within 1,000 feet of a Metrorail station, the zoning regulations allow a fifty percent (50%) increase in the amount of density. Trammell Crow took full advantage of this provision. The policy underlying this regulation is that increased density near Metrorail stations is advantageous because of the use of mass transit and the concomitant decrease in car usage. Conceptually, (1) no parking spaces should be allocated to the square footage resulting from the fifty percent (50%) increase in density due to Metrorail proximity, and (2) significantly fewer than standard parking spaces should be allocated to the "by right" square footage (before the "Metrorail bonus" square footage is added in). The undersigned's proposal approaches this goal.

In summary, the undersigned requests that the automobile parking spaces at Mill Race be reduced as follows:

	<u>Proposed by Trammell Crow</u>	<u>Proposed by DP&Z</u>	<u>Citizen Request</u>	<u>Requested Reduction</u>
Apartment Building (369 units)				
Residential	424	424	295	129
Retail	30	30	30	0
Condominium Building (326 units)				
Residential	371	371	326	45
Retail	36	36	36	0
Office Building				
Tenants	454	392	186	206
Retail/short term	12	74	12	62

5. Alternative—"Remand" for Analysis and Creation of Standards

The undersigned submits that the City staff have failed to develop and implement comprehensive parking policies for the Coordinated Development District (CDD) in which the Mill Race project is situated. Instead, staff have reacted on an ad hoc basis to the proposal made by Trammell Crow. Standards are particularly needed because other undeveloped properties remain within the 1,000 foot radius from the Eisenhower Metrorail station. Principled application of staff and Planning Commission discretion may well require that a focused effort promptly be commenced and expeditiously be completed to provide a rational, consistent set of policies to guide decision making regarding parking spaces for projects within 1,000 feet of the Eisenhower Metrorail station.

Accordingly, as an alternative to reducing the allowed number of parking spaces, the undersigned respectfully requests that an appropriate outcome would be to request that staff study and evaluate standards for the number of parking spaces in this CDD, with attention given to the following topics, among others, for investigation:

- a. With respect to each category of parking (office, residential and retail/short-term uses) what standards have been used by other jurisdictions, in the Washington, D.C. metropolitan area and in other cities, to determine the number of parking spaces for buildings within 1000 feet of a mass transit station?
- b. Based on experiences in other jurisdictions, what, if any, adverse consequences occur if the parking within 1000 feet of mass transit station is arguably too limited?
- c. How can such adverse consequences, if any, be limited or mitigated without additional parking spaces?
- d. What are the quantifiable parking needs of the federal courthouse in Eisenhower East?
- e. To what extent should the Mill Race project serve the quantifiable parking needs of the federal courthouse in Eisenhower East?

6. Bicycle Parking Spaces at the Mill Race Project Should Be Increased.

The undersigned requests that Trammell Crow be required to make available a noticeable number of bicycle parking spaces in each of the three buildings. Given the lack of quantification and general comments in the staff Docket Memo regarding this subject, the undersigned does not present a specific quantitative request. Because of the nature of the traffic problems within and surrounding Eisenhower East, the accessibility of the Mill Race project's offices by bicycle from other residential developments and neighborhoods and the accessibility of destination locations, including offices, from Mill Race by bicycle, the

Planning Commission
September 3, 2002
Page Thirteen

undersigned requests that the developer be required to provide a number of bicycle parking spaces significantly larger than the number of spaces required by code or other guidelines for such a project.

Respectfully submitted,

Thomas M. Parry
Thomas M. Parry

Thomas M. Parry

Home: 317 Skyhill Road
Alexandria, Virginia 22312
(703) 212-0982

Work: Marzouk & Parry
1120 19th St., N.W.
Washington, D.C. 20036
(202) 463-7293
Fax: (202) 955-9371
tparry@mptechlaw.com

cc Barbara Ross
Department of Planning and Zoning
(via email)


Trammell Crow MidAtlantic, Inc./Trammell Crow Company
c/o Jonathan P Rak, attorney
(via email)

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 3, 2002

TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: EILEEN P. FOGARTY, DIRECTOR, PLANNING AND ZONING 

SUBJECT: DSUP #2002-0002 AND #2002-0003
2310 - 2318 MILL ROAD
MILL RACE

The purpose of this memo is request a correction to Condition #30 (a) and the deletion of Condition #62. Condition #30 (a) contains a reference to another condition that was relocated within the staff conditions. That condition, as amended, should read:

30. TMP Fund. A TMP account shall be initially funded annually at a rate of \$0.11 per square foot of occupied commercial office or retail space, and \$60 per occupied residential unit. The first payment to fund shall be made with the issuance of initial Certificate of Occupancy (or when first tenant moves in). Payments shall be the responsibility of the developer until such time as this responsibility is transferred by lease or other legal arrangement to the owners of the buildings or condominiums. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation for the previous year, unless a waiver is obtained from the Director of T&ES. The TMP fund shall be used exclusively for these approved activities:
- a. Discounting the cost of bus and transit fare media for on-site employees and residents. [Exception: The fund shall not be utilized to subsidize the cost of transit for employees otherwise required to be reimbursed by their employers pursuant to condition #33 below ~~2(h)(i) above~~].

Staff proposes no other changes to the remaining portions of Condition #30.

Staff condition #62 is a duplicate of condition #52 and should be deleted in its entirety:

- ~~62. The applicant shall present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:~~
- ~~a. That Metrorail track and other railway operations are located within the immediate vicinity of the project and will be permitted to continue indefinitely.~~
 - ~~b. That Eisenhower Avenue is a major four-lane arterial and may increase to six (6) lanes due to future traffic expected to increase significantly as development along Eisenhower Avenue continues. (T&ES)~~

Mill Race

City of Alexandria, Virginia

MEMORANDUM

DATE: NOVEMBER 16, 2001
TO: HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL
FROM: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION *Eric Wag*
SUBJECT: AFFORDABLE HOUSING

We provide the following thoughts and comments to assist you as you consider the Affordable Housing Task Force report.

As we address the need for affordable housing in Alexandria, we are also challenged to provide and maintain open space, manage ever-increasing traffic, and focus clear attention on in-fill development and the changes it will bring our neighborhoods.

The Commission and the City Council will have to work with competing interests in the community to ensure that more affordable housing opportunities are available to Alexandria residents.

There is a serious imbalance between renter-occupied and owner-occupied housing in our city. Alexandria is predominately a community of renters. According to the 1990 census 59.5% of Alexandria's occupied housing units are renter-occupied and 40.5% are owner-occupied. In Virginia, 33.7% of all housing units are renter-occupied, and nationwide 35.8% of all housing units are renter-occupied. The city's rental occupancy percentage is 17th in the nation and is higher than any other Northern Virginia jurisdiction, according to an Alexandria United Way report.

Home ownership opportunities at all economic levels should be the highest priority as we pursue an overall housing policy. The ability to build economic security through equity should be available to all our citizens.

Home ownership promotes neighborhood stability. Research clearly indicates that home ownership encourages a healthy community where its citizens vote, participate in local civic associations, and come together to solve common problems.

As multi-unit, renter-occupied housing is developed, the city must ensure that such development is compatible with surrounding neighborhoods, open space is provided, and parking is adequate.

Programs that serve families with children should receive our greatest attention. To ensure needed housing for families, we recommend the developers offer larger units such as two and three bedrooms.

The Commission takes its responsibility seriously to provide a full range of housing opportunities for all our citizens while considering them in the context of other critical city land use goals. Instead of supporting applications for development special use permits seeking additional density or height or reduction in parking based on the provision of affordable housing, the Commission favors a straightforward requirement that all applications for multi-family housing containing 20 units or more should provide 5% of those units as affordable housing. The Commission recommends against any increases in density beyond those permitted under the current zoning ordinance for any reason because of the shortage of open space in the City.

In addition, an applicant should agree to maintain units listed as affordable for 15 years, and the city's Director of Finance should review all financial statements submitted by the applicant in support of an affordable housing plan.

Thank you for considering our views on this critical issue for the City of Alexandria.

Mill Race
submitted at 9-5-02 PC M



CARLYLE-EISENHOWER CIVIC ASSOCIATION, INCORPORATED

2121 Jamieson Avenue, Suite 1801-E, Alexandria 22314

phone: (703) 567-0610; facsimile: (703) 566-0588; email: arudd@comcast.net

www.toad.net/~machj/ceca

September 5, 2002

Mr. Eric Wagner, Chairman
Alexandria City Planning Commission
301 King Street
Alexandria, Virginia 22314

Subject: Mill Race

Dear Mr. Wagner:

The purpose of this letter is to reiterate for the record the position of the Carlyle-Eisenhower Civic Association with respect to the Mill Race proposal. No member of our Board of Directors will be able to attend tonight. Therefore, I respectfully ask that you read this letter at the hearing and ensure its entry into the public record.

The Carlyle-Eisenhower Civic Association supports the Mill Race proposal as a mixed-use complex of the type needed by the Eisenhower Valley. However, we ask that the following conditions be considered and adopted:

1. That the Mill Race proposal be subjected to review and approval of the Carlyle Design Review Board. That the criteria for review and approval be the same as those embodied in the Carlyle Development Plan, consistent with Ordinance No. 3879 which requires that "parcels located adjacent to the Carlyle project be designed and developed in a manner consistent with the approved Carlyle development plan."
2. That the office parking spaces be reallocated so as to increase retail/visitor (hereinafter referred to as hourly public parking) from 12, proposed by the developer, to 140. This reallocation would decrease monthly office parking by 128. This is proposed as the initial allocation within the parking management plan and can be periodically reviewed by the City and revised on the basis of market demand and the developer's experience in attracting tenants. Consideration should be given to providing some (say 50) spaces for public daily commuter parking for metro riders not working in the Trammel Crow building but who live in Alexandria and commute to outside Alexandria for work.

Our request is based upon the following facts:

- a) There are two metro stations within immediate walking distance of Mill Race available to commuters who will occupy the Trammel Crow office building.

b) Carlyle Towers residents, before purchasing, were assured that there would be ample street parking for visitors. There are only 39 visitor spaces within Carlyle Towers for 548 units housing approximately 900 plus residents.

c) On-street parking on Ballenger, Elizabeth Lane and Jamieson has been eliminated and may never be restored. Moreover, once the PTO is completed, there will be no space for street parking on Ballenger because the street will be too narrow to accommodate large delivery trucks, busses and parked vehicles.

d) There is an enormous lack of street parking and public hourly parking throughout Alexandria that has had a deleterious effect upon businesses. An example is lower King Street.

e) The Federal Courthouse has hourly parking needs for private jurists, jurors, visitors, etc.

f) There is insufficient nearby commuter parking for those who live in Alexandria and commute to outside Alexandria for work. (This insufficiently discourages metro usage).

g) No building redesign is required to accommodate this initial allocation or any subsequent reallocation.

Please note that we have no objection to adjustment of the proposed figures to meet the needs of Alexandria. Nonetheless, we do urge that you give serious consideration to our proposed initial allocation, particularly in light of the fact that this area will undergo dramatic development within the near future and there is substantial uncertainty as to the type of infrastructure that will actually materialize. Due to this uncertainty, we believe the total of office spaces should remain unchanged to provide Alexandrians necessary flexibility as development occurs.

Sincerely,



Alan N. Rudd, President

Cc: Alexandria Planning Commissioners
Ms. Eileen Fogarty, Director, Planning and Zoning

MILL RACE AFFORDABLE HOUSING ISSUES

1. Are the sales units really affordable?

Based on staff calculations (attached), the Mill Race units require a minimum income as follows:

	<u>One-Bedroom</u>	<u>Two-Bedroom</u>
Without purchase subsidy		
7% interest	\$54,300	\$73,125*
6.25% interest	\$51,225	\$69,150*
With \$20,000 MIHP subsidy**		
7% interest	\$51,450	\$70,950*
6.25% interest	\$48,600	\$67,125

*The City requires that purchasers meet VHDA income requirements. The asterisked incomes require 3 or more persons under VHDA requirements. Incomes of households with 1-2 persons may not exceed \$68,700.

**Assumes purchaser pays all closing costs, estimated at \$5,000 - \$7,000. If MIHP loan is used to partially subsidize closing costs, this reduces the amount available for downpayment assistance and results in an increase in the minimum required income.

2. Could the City provide more affordable housing by taking the cash?

Yes (but see item 3 as to why this may not be desirable). Examples of how the \$2.3 million subsidy might be used include the following:

- a. Rental Units: Using the recent Wesley Housing Development Corporation's purchase of the 28-unit Lynhaven Apartments, the City provided \$325,000 of the \$2 million project. WHDC obtained a \$1.5 million VHDA loan, with the balance coming from other sources. The project contained five 587 square foot 1-bedroom units, and twenty-three 680 square foot 2-bedroom units. All units had one bathroom and a small kitchen with stove, refrigerator and sink.
 - i. If the City's investment of \$325,000 could always leverage a similar project, then \$2.3 million could fund 7 similar projects (\$2.3 million divided by \$325,000), or a potential of 196 affordable rental units

- ii. If the City put all \$2.3 million into a single project combined with a \$1.5 million VHDA loan, the total project amount would be \$3.8 million. Using the WHDC per unit cost of \$73,197, the City's funds could potentially purchase a 51 unit building.
 - b. Sales Units: The City could partner with a developer to help fund the development of new units. The \$2.3 million might purchase 2 acres of undeveloped residential land at current prices. At 12 units per acre, the land might support the development of 24 townhouses. The value of the City land subsidy would be \$83,333 per unit. At current construction prices, 1,000 square foot units would cost \$180,000 each. A non-profit organization such as Habitat for Humanity, which uses volunteer labor, might be able to produce units at lower cost and sell them at even more affordable prices.
3. Given the response to item 2, why should the City accept the units rather than the monetary contribution?
- 1. Policy preference for on-site units; dispersion of units throughout City. Through Council in June 1995 and again in February 2002 (the latter upon adopting Affordable Housing Task Force recommendations), the City has established a policy preference for on-site units in lieu of monetary contributions. One reason for this preference is to ensure that affordable units are provided in a timely manner. Another benefit of on-site units is the ability to provide affordable units in areas of the City that might not otherwise have housing affordable to the target income groups.
 - b. Issues concerning off-site options. The options mentioned in item 2 above are worthwhile uses of Housing Trust Fund monies and can be pursued through the \$2 million Council-established housing development fund, now called the Housing Opportunities Fund. The City has already spent \$325,000 from this fund and will be soliciting additional applications from non-profit organizations in the near future. It is not necessary to forego the 28 units offered by Mill Race in order to pursue these off-site options. In addition, it should be noted that the Mill Race proposal is a current, specific opportunity, whereas there is no current off-site project ready for funding. While staff hopes that such projects will be forthcoming, staff considers it preferable to take advantage of a real opportunity rather than bank the money in hopes of a potential, but unknown and non-specific, future opportunity.
 - c. Opportunity for more affordable units at Mill Race than elsewhere due to CDD requirements. Because of its location, this project is required to contribute to affordable housing at a higher rate than the standard development. Through

negotiation with staff, the developer agreed to provide a higher contribution than is required under the zoning ordinance. As a result, the \$2.3 million in subsidies offered by this project equate to \$2 per gross square foot, compared to the \$1 per gross square foot that is now the standard voluntary contribution under the Affordable Housing Policy. This has enabled the developer to offer 4% of the units as affordable (28 out of 695), a higher percentage than has been obtained in most previous developments (excluding very small developments) and than is likely to be achieved by relying strictly on the current voluntary formula contribution. In staff's view, this is a one-of-a-kind opportunity that the City should not forfeit.

**Proposed Discounts & Affordability Estimates for Affordable Set-Aside Sales Units
at the Mill Race Development**

[Prepared by the City of Alexandria's Office of Housing, September 5, 2002]

	1-BR Condo	2-BR Condo
Market Price	\$225,000	\$337,000
Discount	\$ 51,800*	\$112,000*
Proposed Affordable Price	\$173,200	\$225,000
Affordable Mortgage without MIHP (assumes a 5% downpayment)	\$164,540	\$213,750
Total Monthly Housing Payment (includes PIT and condo fees; mortgage insurance is <u>not</u> included where loan is at or below 80% of the unit's market value)	at 7% interest - \$1,448 (\$1095/Pi plus items below) at 6.25% interest - \$1,366 (\$1013/Pi plus items below) Other mo. payment costs: \$203/T+\$150/CF(170fee- 20water)	at 7% interest - \$1,950 (\$1422/Pi plus items below) at 6.25% interest - \$1,844 (\$1316/Pi plus items below) Other mo. payment costs: \$303/T+\$225/CF(250fee- 25water)
Household Income Needed w/o MIHP (assumes a housing payment level at 32% of gross income)	at 7% interest - \$54,300 at 6.25% interest - \$51,225	at 7% interest - \$73,125 at 6.25% interest - \$69,150
Affordable Mortgage with MIHP	\$153,200	\$205,000
Total Monthly Housing Payment (includes PIT and condo fees; mortgage insurance is <u>not</u> included where loan is at or below 80% of the unit's market value)	at 7% interest - \$1,372 (\$1019/Pi plus items below) at 6.25% interest - \$1,296 (\$943/Pi plus items below) Other mo. payment costs: \$203/T+\$150/CF(170fee- 20water)	at 7% interest - \$1,892 (\$1364/Pi plus items below) at 6.25% interest - \$1,790 (\$1262/Pi plus items below) Other mo. payment costs: \$303/T+\$225/CF(250fee- 25water)
Household Income Needed w/MIHP (assumes a housing payment level at 32%)	at 7% interest - \$51,450 at 6.25% interest - \$48,600	at 7% interest - \$70,950 at 6.25% interest - \$67,125

* An additional per unit parking subsidy of \$15,000 is also being provided.

Please note: Required incomes will be higher than shown above if the purchaser has a high back-end debt ratio (reflecting high non-housing debt).

Docket Item # 12-A
CDD CONCEPT PLAN #2002-0001
MILL RACE

Planning Commission Meeting
September 3, 2002

ISSUE: Consideration of a request for approval of a Coordinated Development District (CDD) Concept Plan.

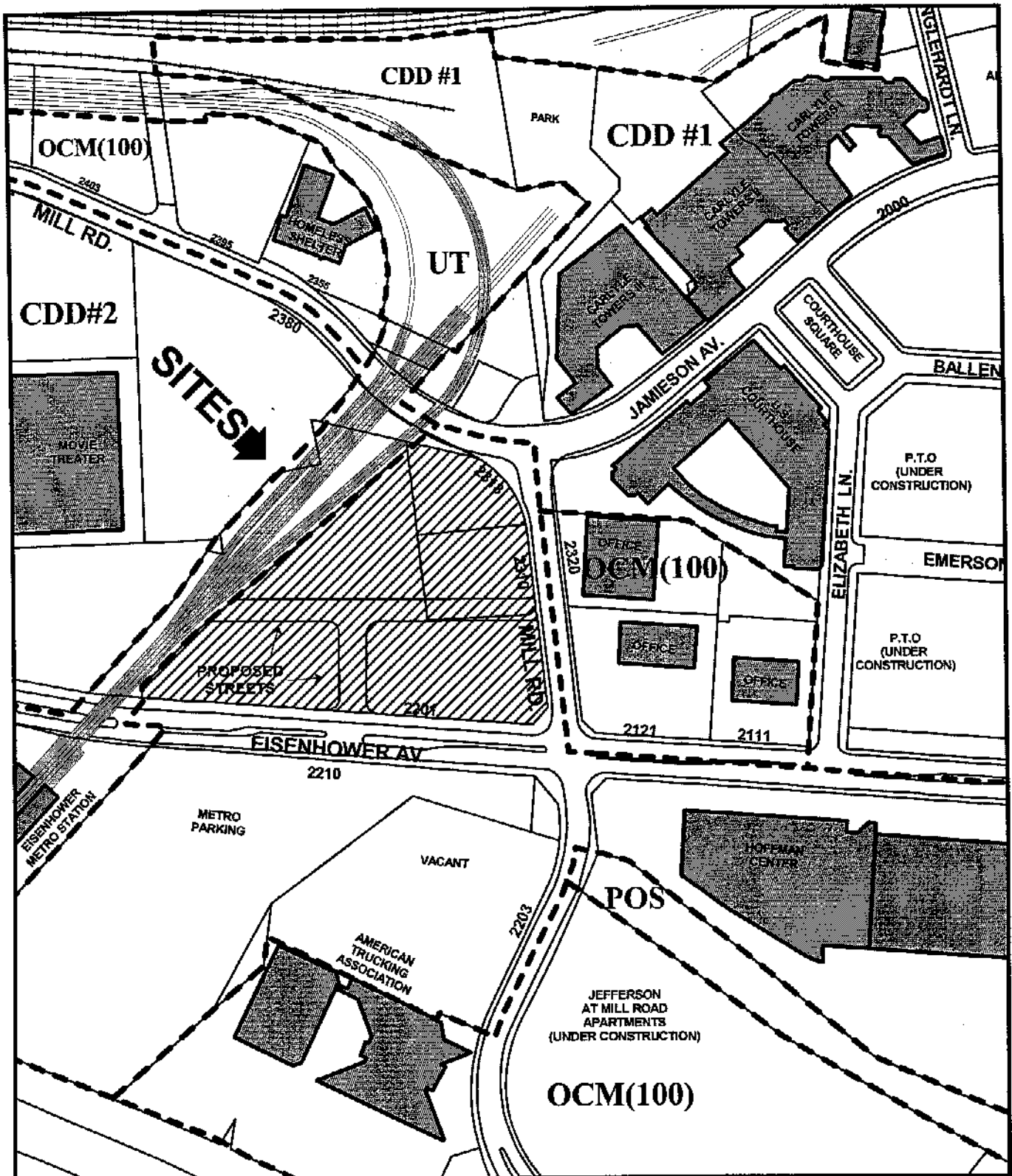
APPLICANT: TC MidAtlantic Inc.
by Jonathan P. Rak, attorney

LOCATION: 2310 & 2318 Mill Road and 2201 Eisenhower Avenue

ZONE: CDD-2/Coordinated Development District, Eisenhower Avenue

PLANNING COMMISSION ACTION, SEPTEMBER 3 and 5, 2002: On a motion by Ms. Fossum, seconded by Mr. Komoroske, the Planning Commission voted to recommend approval of the request, subject to compliance with all applicable codes and ordinances and staff conditions. The motion carried on a vote of 7 to 0.

Refer to case DSUP 2002-0002.



CDD #2002-0001

09/03/02



STAFF RECOMMENDATION:

Staff recommends approval of the proposed concept plan for a portion of the Eisenhower Avenue Coordinated Development District with the following conditions:

1. The CDD approval shall be limited to the proposed site that proposes two residential buildings and one office building. (P&Z)
2. The CDD approval shall expire upon the expiration of the proposed site plan.
3. All utilities such as sanitary and stormwater sewers shall be relocated and constructed with the first phase of construction to the satisfaction of the Director of T&ES. (P&Z)
4. Prior to the submission of the first final site plan on any portion of the CDD, the developer shall coordinate with adjacent property owners and public and private utilities, and prepare a master utility relocation plan satisfactory to the Director of T&ES for the Eisenhower Avenue CDD area. The plan shall be approved by the Director of T&ES before a final site plan will be accepted for processing by the City of Alexandria. All sanitary sewer connections shall be in accordance with the approved master utility plan. (P&Z)
5. The streetscape along Eisenhower Avenue and Mill Road shall conform with the adopted streetscape guidelines of the Eisenhower East Study. (P&Z)

STAFF ANALYSIS:

Staff is recommending approval of the proposed conceptual design plan for the site. The applicant has worked extensively with staff on this proposal for more than a year to resolve various issues related to developing this site as well as a number of design and massing issues. The applicant has also worked with the Hoffman family on coordinating required infrastructure improvements and relating this project to existing improvements on the Hoffman site.

DISCUSSION

The applicant, the Trammell Crow Company, requests approval of a concept plan for the portion of the CDD #2/Eisenhower Avenue Coordinated Development District known as "Mill Race." The concept area includes 5.14 acres of the total 60.9 within the CDD area. The Mill Race site is located at the northwest corner of Eisenhower Avenue and Mill Road, adjacent to the Cameron Center office complex and the large scale mixed-use Carlyle development. To the east and south are properties owned by Hubert Hoffman, which are part of the same coordinated development district as the Mill Race property. The site is currently vacant.

In conjunction with this application, Trammell Crow is also seeking approval for development special use permits (DSUP#2002-0002/0003) to construct one office and two residential buildings, all with ground floor retail. This DSUP application encompasses the entire Mill Race concept area. The subject property was zoned CDD in 1992. Several mixed-use development plans have been approved for this site in the past decade; however, none of these projects have gone farther than the preliminary site plan approval stage.

Proposed Development

The Mill Race development proposal includes one apartment, one condominium, and one office building, each with ground floor retail. The residential buildings have several stories of above-grade and one-story of below-grade parking, while the office building's parking is entirely above-grade. The proposal includes the creation of an internal system of streets, which breaks the large block up into three sections. The project is summarized in the table below:

	Square Feet	Units/Spaces
Condominium	312,225 nsf	326
Apartment	299,040 nsf	369
Office	223,967 nsf	--
Retail	25,996 nsf	--
Parking	--	1,334

CDD Guidelines

The guidelines for the Eisenhower Avenue CDD are contained in the King Street/Eisenhower Avenue Metro Station Small Area Plan. The guidelines call for a mix of uses in the area including "office, residential, and retail along with active and passive recreation opportunities, and day care centers." Density within this CDD zone is permitted to reach a 2.5 floor area ratio, among the highest densities permitted in the City. In addition, the zone includes a provision that allows a 50% increase in density for project within 1,000 feet of the Metrorail station--up to 3.75 total FAR and an increase in heights--in exchange for a project with substantial residential uses, which has a meaningful on-site affordable housing component.

The applicant is utilizing this provision in order to increase the total density on-site by 50% from a 2.5 FAR to 3.75 FAR and to increase heights from an average of 150 feet to 200 feet. In return, Trammel Crow is proposing an affordable housing program, which includes a cash contribution for the Affordable Housing Trust Fund for the office portion and on-site rental and ownership units for the residential portion of the project.

East Eisenhower Planning Study

An ongoing planning process was started in the summer of 2001 for the East Eisenhower area to address such issues as the coordination of land uses, transportation, and infrastructure. Through this evolving process, preliminary guidelines have emerged for development occurring in this area, including the subject property. These guidelines include provisions for active, vital uses along the street; parking which is either screened or located below grade; streetscape standards; high density office, residential, and retail uses concentrated near the metro station; building design guidelines similar to those governing the buildings at Carlyle; a comprehensive open space system; and streets arranged in a grid pattern. The applicant has worked extensively with City staff to ensure that this proposal is consistent with these preliminary guidelines.

Recommendation

Staff is recommending approval of the proposed CDD amendment. As discussed in more detail in the development report for the project (DSUP#2002-0002/0003), staff believes the proposed development is viable and well designed. The proposal is consistent with the master plan, including the CDD guidelines and the ongoing Eisenhower East planning study. Staff recommends approval of the CDD plan.

STAFF: Eileen P. Fogarty, Director, Department of Planning and Zoning;
Kimberley Johnson, Chief, Development;
Gregory Tate, Urban Planner;
Jeffrey Farner, Urban Planner;
Leslie Parrish, Urban Planner.

GT
APPLICATION for CDD DEVELOPMENT CONCEPT PLAN

CDD # 2002-0001

[must use black ink or type]

PROPERTY LOCATION: 2310 and 2318 Mill Road & 2201 Eisenhower Avenue

TAX MAP REFERENCE: 72.00-03-9, 10 and 11 ZONE: CDD #2

APPLICANT'S NAME: TC MidAtlantic, Inc.

ADDRESS: 1660 International Dr., Ste 550
McLean, VA 22102

PROPERTY OWNER NAME: TC Cameron Development Land LP Mill Two Associates Partnership

ADDRESS: 1660 International Dr., Ste 550 2525 Eisenhower Avenue
McLean, VA 22102 Alexandria, VA 22301

REQUEST: Request for approval of a CDD Conceptual Development Plan Special Use Permit

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

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

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

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

Jonathan P. Rak
Signature
703-712-5411 703-712-5231
Telephone # Fax #
August 22, 2002
Date

===== DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY =====

Application Received: REVISED 8-22-2002 Date & Fee Paid: _____ \$ _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

Statement of Proposal

This application for a CDD conceptual development plan special use permit is the culmination of several years of planning involving the applicants, land owners and city planning staff. The application also incorporates the preliminary recommendations of the Eisenhower East Planning Study and the Eisenhower Metro Station expansion plans. With the encouragement and assistance of city staff, the applicants have radically changed the urban design of the development concept approved by City Council in 1998. The proposal consists of three buildings separated by an internal street grid: an office building at the intersection of Mill Road and Jamieson Avenue, a residential condominium at the intersection of Mill Road and Eisenhower Avenue and a residential apartment building on Eisenhower Avenue adjacent to the Eisenhower metro station.

Applicants' Background

Trammell Crow Company ("TCC") is the owner, through its subsidiary TC Cameron Development LP, of two lots located at 2310 and 2318 Mill Road ("Mill Two Property"). TCC is the contract purchaser of a contiguous lot located at 2201 Eisenhower Avenue ("Mill Two Property"). Founded in 1948, TCC is one of the largest diversified commercial real estate services companies in the United States. TCC is a public company whose stock is traded on the New York Stock Exchange.

Bush Construction Corporation ("Bush") is no longer the contract purchaser of a contiguous lot located at 2201 Eisenhower Avenue ("Mill Two Property"), having withdrawn from the contract to purchase the lot.

Collectively, the lots comprise approximately 5.1 acres of land ("Application Property").

Zoning History

The Application Property is located in the Coordinated Development District #2. In 1998, city council approved a concept plan and preliminary development plan consisting of:

- 200 time share dwelling units,
- 310 residential dwelling units,
- 300,000 square foot office building, and
- 65,128 square feet of ground floor retail, restaurant and service uses

Entrances and exits were planned directly on Eisenhower Avenue and a driveway on Mill Road. The urban design of this proposal focussed the activity, including retail uses, inward within an urban super block.

Implementation of the 1998 plan was delayed by litigation over a private covenant brought by the adjacent property owner. This litigation was decided in April 2000 by the Virginia Supreme Court in favor of the proposed development.

While the litigation was proceeding, Bush filed an amendment to the concept plan proposing to replace the time share units with residential units and to radically revise the residential portion of the approved development plan. Planning and zoning staff generally supported the proposal; however, staff recommended an increase in the proposed parking. Before the application reached public hearings, Bush withdrew the applications for several reasons including 1) belief the parking ratio proposed by staff would adversely affect the project's viability and 2) concern the litigation would impede its ability to proceed with the project.

As a result of the delays caused by the litigation and contractual issues, the concept plan approval expired on January 24, 2000. Since August 2000, TCC has pursued approval of a concept plan/ development plan for the office portion of the property. TCC has agreed to numerous delays in filing the applications to address issues raised by staff and to allow the Eisenhower East planning study to proceed. Bush participated periodically in these discussions and became the contract purchaser of the residential property pursuant to an option agreement executed in August 2001. Prior to submitting the current proposal, the applicants, together and/or separately, met with city staff over a dozen times regarding the interior streets, design of the buildings and relief from restrictive covenant described below.

Concerned with the viability of the project Bush withdrew from the process of acquiring approval of the concept plan/development plan and is no longer the contract purchaser of the Mill Two Property. TCC is the current applicant for the TCC Property and the Mill Two property, which include the office building, the residential condominium and the residential apartment building.

Hoffman Covenant

The current owner of the Mill Two Property, Mill Two Associates, acquired the land from the Hoffman family that owns the adjacent tract of land to the west. The deed from the Hoffman family contained a restrictive covenant limiting development of the Mill Two Property to residential and supporting retail uses. City staff has urged the applicants to resubdivide the Application Property to accommodate an urban grid of dedicated streets. The alignment of the streets proposed by the staff repositions the office building on the Applicant Property so that a portion will be located on the Mill Two Property, thereby violating the restrictive covenant. In addition, under the proposed plan, a portion of one of the residential buildings will be located on the TCC Property 1 & 2.

The Hoffman family has agreed to amend the restrictive covenant to allow the proposed location of the office building. An amendment of the restrictive covenant has been executed by the Hoffman family and was delivered to the City Manager.

Coordination of Development

A primary goal of the CDD zoning is to encourage coordination of development within the district. In approving the 1998 concept plan, city council determined that a single concept plan for the entire district was not required pursuant to Section 5-607 of the zoning ordinance. The record of litigation over the restrictive covenant confirms the difficulty of coordinating among the land owners. However, with the intervention and assistance of city staff, the proposed plan accomplishes the purpose of coordinated development. The plan includes a proposed roadway connection to the adjacent Hoffman property that will create an internal roadway system to relieve traffic congestion on Eisenhower Avenue and Mill Road and to allow for pedestrian and vehicular circulation between the Application Property and the Hoffman Town Center. Although the Application Property and the Hoffman property are separated by an elevated Metro track, the massing of the proposed buildings has been coordinated with anticipated development on the Hoffman property. The concept plan also includes a "carve out" of a portion of the Application Property to permit the extension of the metro platform to the north side of Eisenhower Avenue to better accommodate pedestrian traffic to the metro station from points north of Eisenhower Avenue.

Within the Application Property, the concept plan is a single, unified plan. In contrast to the approved 1998 plan, the current proposal creates a grid pattern of public streets within the property and orients the buildings to relate to each other. Although each building will be unique, the materials and overall design approach will be consistent. It should be noted that while the Application Property is not part of the Carlyle CDD, the proposed urban design and street grid of the concept plan is intended to extend the Carlyle pattern to the west.

Consistency with CDD Guidelines

The proposed concept plan is consistent with the adopted CDD guidelines as follows:

1. *that there be a mix of uses in the area including office, residential, and retail along with active and passive recreation opportunities, and day care centers.*

The concept plan proposes approximately 22% office, 75% residential and 3% retail and restaurant floor area. In conjunction with the existing and proposed development of the Hoffman Town Center, which is a part of the same CDD and which provides for substantial retail uses, the plan provides a good balance of uses.

2. *The project shall provide adequate active and passive recreational facilities.*

The concept plan proposes active recreational facilities which include outdoor pools and plaza areas and two indoor fitness facilities as part of the residential development. Just to the north of the Application Property, there is a public park. In addition, other public parks are located within walking distance of the Application

Property via sidewalks and trails. Additional recreational facilities are anticipated as part of the development of the balance of the Eisenhower Avenue CDD. The Application Property comprises only 8% of the total land area in the Eisenhower Avenue CDD. Since the CDD guidelines encourage the highest development density within 1,000 of the metro station, open space recreational facilities are more appropriate on other portions of the Eisenhower CDD.

3. *The project shall appropriately provide for bicycle lanes and trails in coordination with existing bicycle lanes and trails.*

The adopted City Bicycle Transportation and Multi-use Trail Master Plan does not recommend any designated trails on or adjacent to the Application Property. The concept plan provides a minimum 20' wide sidewalk along Eisenhower Avenue and Mill Road consistent with the master plan recommendations. The sidewalk width along Eisenhower Avenue will be 28'. The new internal roads will also provide broad sidewalks that create new links to the Hoffman Town Center and will provide sufficient lane widths for on-street bicycle travel.

4. *That the area include a variety of architecture and building heights, which are in general conformance with the height guidelines for the area.*

The proposed buildings vary in height by almost 70 feet, ranging from 178 feet to 247 feet with the tallest building located adjacent to the Metro station and the elevated Metro tracks. To accommodate the different uses, the building architecture will necessarily be varied while the design approach will be harmonious, with unique features included in each building.

5. *That buildings shall not exceed 200 feet in height except for one building which may be permitted to reach 225 feet in height, provided that the average building height within the CDD shall not exceed 150 feet.*

See guideline 8 below as to building height within 1,000 feet of Metro.

6. *That areas adjacent to physical barriers such as railroad tracks and highways be landscaped or buffered.*

The proposed buildings are oriented to place parking and loading facilities immediately adjacent to the Metro tracks. The buildings themselves provide the buffer. Landscaping would be ineffective since the tracks are elevated.

7. *That the maximum floor area ratio not exceed 2.5, provided that in no event may the floor area, in any project which is placed in non-residential use, exceed 85% of the project's total floor area; that hotel uses be considered residential uses.*

See guideline 8 below as to floor area restrictions within 1,000 feet of Metro. In addition, for the Application Property, the non-residential use is planned not to exceed 30% of the total floor area.

8. *Projects within 1,000 feet of Metro shall also be considered for height and density bonuses if an affordable housing contribution of no less than \$1.05 (adjusted for inflation after 1992) per net square foot of total development, is made to the City's Affordable Housing Trust Fund. The contribution may be used for either on site or off site housing at the discretion of the Council. Height with bonuses shall not exceed 250 feet for a signature building, with an overall average of 200 feet for the entire project. Density with bonuses shall not exceed 3.75 FAR overall, with a minimum of 1.625 for the residential component.*

The Application Property is located entirely within 1,000 feet of the Eisenhower Metro Station. A density bonus is proposed in accordance with the above guideline and an affordable housing plan is provided in conjunction with this application. The maximum building height for building #1 is 247 feet and overall average height is 203 feet. The residential FAR is 3.75.

Mitigation of Adverse Effects

The uses proposed in the concept plan are compatible and supportive of other surrounding land uses and will prompt no adverse effects. The increase in traffic is mitigated by the proximity to the Metro station. The Transportation Management Plan submitted with this application will further mitigate the traffic impacts. The applicants propose constructing a new grid of internal roadways to move the vehicular entrances to parking structures to the internal streets as opposed to entry directly from Mill Road and Eisenhower Avenue and thereby preventing queuing on these streets. The proposed road connection to the Hoffman Town Center will also alleviate traffic impacts on Mill Road and Eisenhower Avenue from the proposed development and from external sources. The proposed internal roadway system will significantly reduce the vehicular access impacts that would have resulted from the prior approved plan.

Maximum Building Heights

Building 1 – 247 ft.
Building 2 – 184 ft.
Building 3 – 179 ft.

Floor Area Ratio Tabulations

The overall floor area ratio (FAR) proposed is 3.75.

Residential Density Tabulations

	<u>1 BR</u>	<u>2 BR</u>	<u>Total</u>
Building 1	187	182	369
Building 2	81	245	326
Total	268	427	695

Parking

Off-street parking will be provided in enclosed garages embedded within the proposed buildings. Parking entrances will be located on the proposed interior streets as shown on the plan. In addition to the structured spaces, approximately 11 parallel parking spaces will be constructed along the interior streets and will be available for visitor and retail parking. The number of parking spaces provided will be as follows:

The office building will provide 466 parking spaces in its enclosed garage including visitor and retail spaces. The residential buildings will provide 861 spaces including visitor and retail.

Special Amenities

As described above, each component of the residential project will include a landscaped courtyard and pool on the terrace level above the parking garage. A fitness facility will also be constructed as part of each component of the residential project. The proposed retail and restaurant storefronts along Eisenhower Avenue and Mill Road will provide shopping and personal service facilities for residents, office workers and others in the neighborhood. The streetscape of broad sidewalks and street trees will provide a pleasant space for pedestrians on their way to and from the Eisenhower Metro station.

Interim Uses

The only potential interim use proposed is short-term surface parking related to the U.S. District Courthouse or Metro.

Infrastructure Improvements

The applicants propose to construct and dedicate two new public streets as shown on the plan. The applicants will also dedicate sufficient right of way necessary to construct a third westbound lane along the Application Property's Eisenhower Avenue frontage. The streets will be completed in phases related to occupancy of each building in accordance with the requirements of the Public Works Department. Sidewalks will be constructed along all streets in phases related to the construction of the adjacent building.

Conclusion

The proposed CDD concept plan conforms to the adopted guidelines and provides architecture and urban design superior to the previously approved concept plan and preliminary development plans. The requested increase in density is justified both by the affordable housing plan and the proposed dedication and construction of new public streets. The proposed street grid is not a specific guideline of the CDD, but is the result of cooperative design efforts on the part of the Applicants coupled with the City staff's recommendations related to the current Eisenhower East planning study. The Application Property has been planned for decades as a high-density development site. This density is appropriate given its proximity to an underutilized Metro station, access to the new Mill Road ramps to I-95, and access to the Eisenhower Avenue corridor which collectively aid the mitigation of traffic impacts on the lower density residential neighborhoods of Alexandria.

Docket Item #12-D
SPECIAL USE PERMIT #2002-0003
MILL RACE (TMP)

Planning Commission Meeting
September 3, 2002

ISSUE: Consideration of a request for a special use permit for a transportation management plan (TMP).

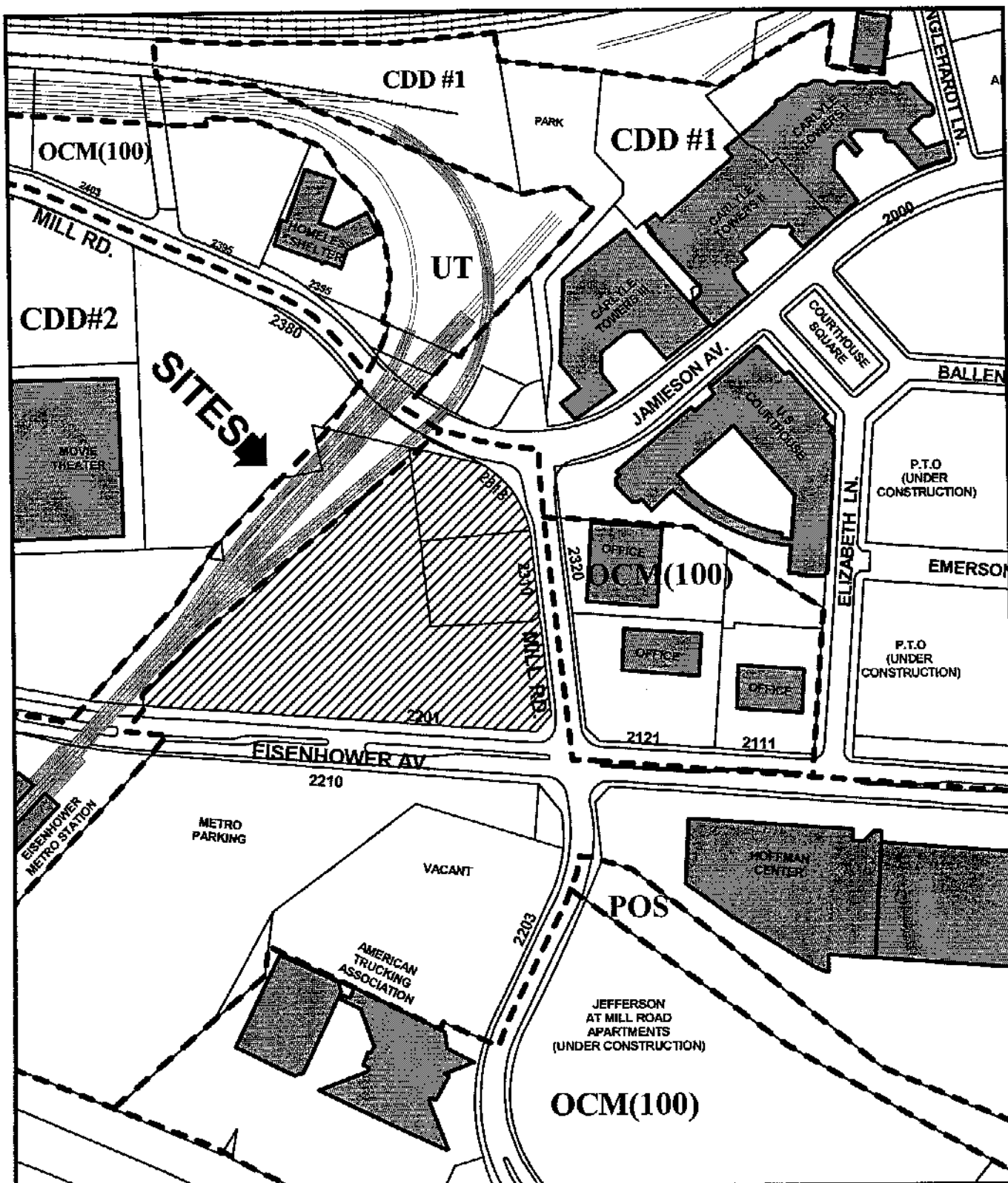
APPLICANT: Trammell Crow Company
by Jonathan P. Rak, attorney

LOCATION: 2201 Eisenhower Avenue and Mill Road

ZONE: CDD-2/Coordinated Development District, Eisenhower Avenue

PLANNING COMMISSION ACTION, SEPTEMBER 3 and 5, 2002: On a motion by Ms. Fossum, seconded by Mr. Komoroske, the Planning Commission voted to recommend approval of the request, subject to compliance with all applicable codes and ordinances and staff conditions. The motion carried on a vote of 7 to 0.

Refer to case DSUP 2002-0002.



SUP #2002-0003

09/03/02



STAFF RECOMMENDATION:

Staff recommends **approval** of the transportation management plan as outlined within the *DSUP* #2002-0002/#2002-0003 staff report and conditions.

BACKGROUND:

The applicant, Trammell Crow Company, is requesting approval of a transportation management plan (TMP) in conjunction with approvals of a Coordinated Development District plan (CDD#2002-0002) and development site plans (DSUP#2002-0002 and #2002-0003), to construct a 369-unit apartment building, a 326-unit condominium building and a 225,756 sq.ft. office building on the 223,770 sq.ft. Mill Race site. The site is zoned CDD#2/Coordinated Development District-Eisenhower Avenue. The site is located within 500-feet of the Eisenhower Avenue Metrorail Station.

Various civic leaders have expressed great concern for the amount of traffic that is projected for the Eisenhower East planning study area. The proposed TMP contains the typical programs and incentive requirements for reducing traffic volumes and increasing transit use. In addition, there are a number of new conditions that seek to aggressively reduce the number of single occupancy vehicle trip uses and increase transit use in addition to other requirements for mitigating traffic being generated by these new developments. These issues and recommendations are discussed in greater detail in the *DSUP#2002-0002/0003* staff report for Mill Race.

RECOMMENDATION:

Staff supports the request for special use permit approval of a transportation management plan with the conditions outlined within the staff report.

STAFF: Eileen P. Fogarty, Director, Department of Planning and Zoning;
Kimberley Johnson, Chief, Development;
Gregory Tate, Urban Planner;
Jeffery Farner, Urban Planner;
Leslie Parish, Urban Planner.

CITY DEPARTMENT COMMENTS

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

Transportation & Environmental Services:

Comments included in DSUP#2002-0002/0003 staff report.

Code Enforcement:

No comment

Health Department:

No comment

Police Department:

No comment

Historic Alexandria (Archaeology):

No comment

Parks & Recreation (Arborist):

No comment

APPLICATION for SPECIAL USE PERMIT # 2002-0003

[must use black ink or type]

PROPERTY LOCATION: 2201 Eisenhower Avenue and Mill Road

TAX MAP REFERENCE: 72.00-03-11 ZONE: CDD#2

APPLICANT Name: Trammell Crow Company
1660 International Dr., Ste 500
Address: McLean, VA 22102

PROPERTY OWNER Name: Trammell Crow Company Mill Two Associates Partnership
1660 International Dr., Ste 500 2525 King Street
Address: McLean, VA 22102 Alexandria, VA 22301

PROPOSED USE: Request for approval of a Transportation Management Plan

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

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

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

Jonathan P. Rak, Esquire, Agent
Print Name of Applicant or Agent
McGuireWoods LLP
Suite 1800

Mailing/Street Address
1750 Tysons Boulevard
McLean, VA 22102

City and State Zip Code

Jonathan P. Rak
Signature

703-712-5411 703-712-5231
Telephone # Fax #

August 22, 2002
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

REVISER
Application Received: 8/22/02 Date & Fee Paid: _____ \$ _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

TRAFFIC IMPACT STUDY
TRANSPORTATION MANAGEMENT PLAN
for
MILL RACE

Prepared For:

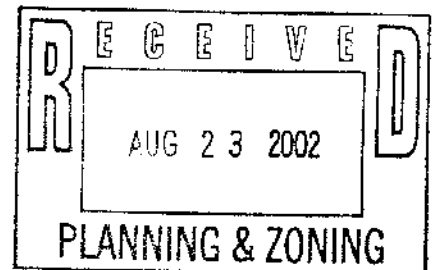
**Trammell Crow Company
1660 International Drive, Suite 550
McLean, Virginia**

Prepared By:

BMI

**8330 Boone Blvd., Suite 700
Vienna, Virginia 22182**

August 22, 2002



REVISED

A. TRAFFIC IMPACT STUDY

1.1 Background

This report documents the findings of a traffic impact study of the proposed Mill Race development to be located in the northwest quadrant of the Eisenhower Avenue/Mill Road intersection. This mixed-use development will include three separate buildings as described below:

- Building 1: 369 Residential Apartment Units
12,100 SF Retail
- Building 2: 326 Condominiums
14,450 SF Retail
- Building 3: 225,756 SF Office
3,906 SF Retail

The proposed development will complement other existing and planned land uses in the Eisenhower Valley. Numerous walk trips are expected from the office, residential and retail uses as the opportunity to live, work, and shop in the Eisenhower Valley increases, which will result in significant reductions in peak hour vehicle trips generated by the site and should reduce overall trip length. Residents and employees will have the opportunity to utilize existing transit service since the site is within easy walking distance of the Eisenhower Metrorail station.

1.2 Scope of Traffic Analysis

At the direction of T&ES staff, this traffic analysis focused on traffic operations at the following locations:

- Grist Mill Road
- Mill Race Lane
- Eisenhower Avenue/Mill Race Lane Intersection
- Mill Road/Grist Mill Road Intersection

A traffic simulation analysis was performed to evaluate operations at all locations simultaneously. Specifically, the analysis examined traffic flow on Grist Mill Road and Mill Race Lane, operations at the access driveways to the three parking garages, and level of service at the intersections of Eisenhower Avenue/Mill Race Lane and Mill Road/Grist Mill Road.

2. TRAFFIC ANALYSIS

2.1 Background Traffic and Land Use Assumptions

BMI was directed by City T&ES staff to utilize data from a recently-completed traffic study of the eastern portion of the Eisenhower Valley performed by Wilbur Smith & Associates. That study had examined future interim and full buildout scenarios. The traffic analysis for Mill Race is based on the interim buildout scenario, which approximates 2010 conditions. Data that was used for this analysis included background traffic volumes at the analysis locations (i.e., traffic from proposed Mill Race development not included) and site trip distribution patterns. Projected peak hour traffic that will be generated by Mill Race was then added to the background traffic volumes.

2.2 Site Trip Generation and Distribution

Table 1 details the site trip generation estimates for the weekday AM and PM peak hours. The basis for these estimates is the *ITE Trip Generation Manual - 6th Edition*. The ITE land use code that was applied for each type of use is as follows:

- Bldg. 1 Apartments: Land Use Code # 222
- Bldg. 2 Condominiums: Land Use Code # 232
- Bldg. 3 Office: Land Use Code #710

Table 1. Site Trip Generation

		ESTIMATED PEAK HOUR TRIP GENERATION					
		AM PEAK HOUR			PM PEAK HOUR		
Land-Use	Size	Enter	Exit	Total	Enter	Exit	Total
Bldg. 1 Apartments	369 Units	28	82	110	77	52	129
Bldg. 2 Condominiums	326 Units	23	100	123	79	48	127
Bldg. 3 Office	225,756 GSF	317	40	357	56	276	332
	TOTAL	368	222	590	212	376	588

No vehicle trips were added for the small amount of planned retail uses in each building because it was assumed that trips associated with this use would be either captured vehicle trips or walk trips from local tenants. In addition, since parking for the retail uses will not be provided in the garages, vehicle trips associated with the retail uses will not effect operations at the garage entrances.

It is important to note that the ITE vehicle trip generation estimates shown in Table 1 do not assume any reduction due to transit use. As such, this traffic analysis represents a worst case scenario in terms of traffic volume levels. As documented in the attached Transportation Management Plan, it is expected that the proximity of this site to the Eisenhower Avenue Metro Station will result in significant reductions in site vehicle trip generation.

Site vehicle trips were routed into and out of the Mill Race site according to the trip distribution patterns detailed in the Wilbur Smith study.

2.3 Future Traffic Volumes

Figures 1 and 2 present the projected AM and PM peak hour traffic volumes that were used for the operational analysis. These were developed by adding the projected site-related traffic volumes from Table 1 to the background volumes from the Wilbur Smith study. The planned Mill Road extension ramps to/from the Beltway were assumed to be in place and are reflected in the traffic volume projections. In addition, Eisenhower Avenue was assumed to be widened to six lanes.

2.4 Future Traffic Conditions

The CORSIM traffic simulation software program was used for the operational analysis. This program modeled traffic flows on the street network shown in Figures 1 and 2, including vehicles entering and exiting the parking garages.

During the AM peak hour, occasional queues of 1 - 3 vehicles are projected at the entrance to the office building parking garage, although the average queue during the entire AM peak hour is 0. At no time are vehicles entering the office building parking garage expected to queue back to the Mill Road intersection. Level of service (LOS) at the two intersections (i.e., Mill/Grist Mill and Eisenhower/Mill Race) is projected to be LOS A during the AM peak hour.

During the PM peak hour, no queues or delays are projected at any of the parking garage entrances. Level of service (LOS) at the two intersections (i.e., Mill/Grist Mill and Eisenhower/Mill Race) is projected to be LOS A during the PM peak hour.

Figure 1. AM Peak Hour Traffic Volumes - Site Buildout

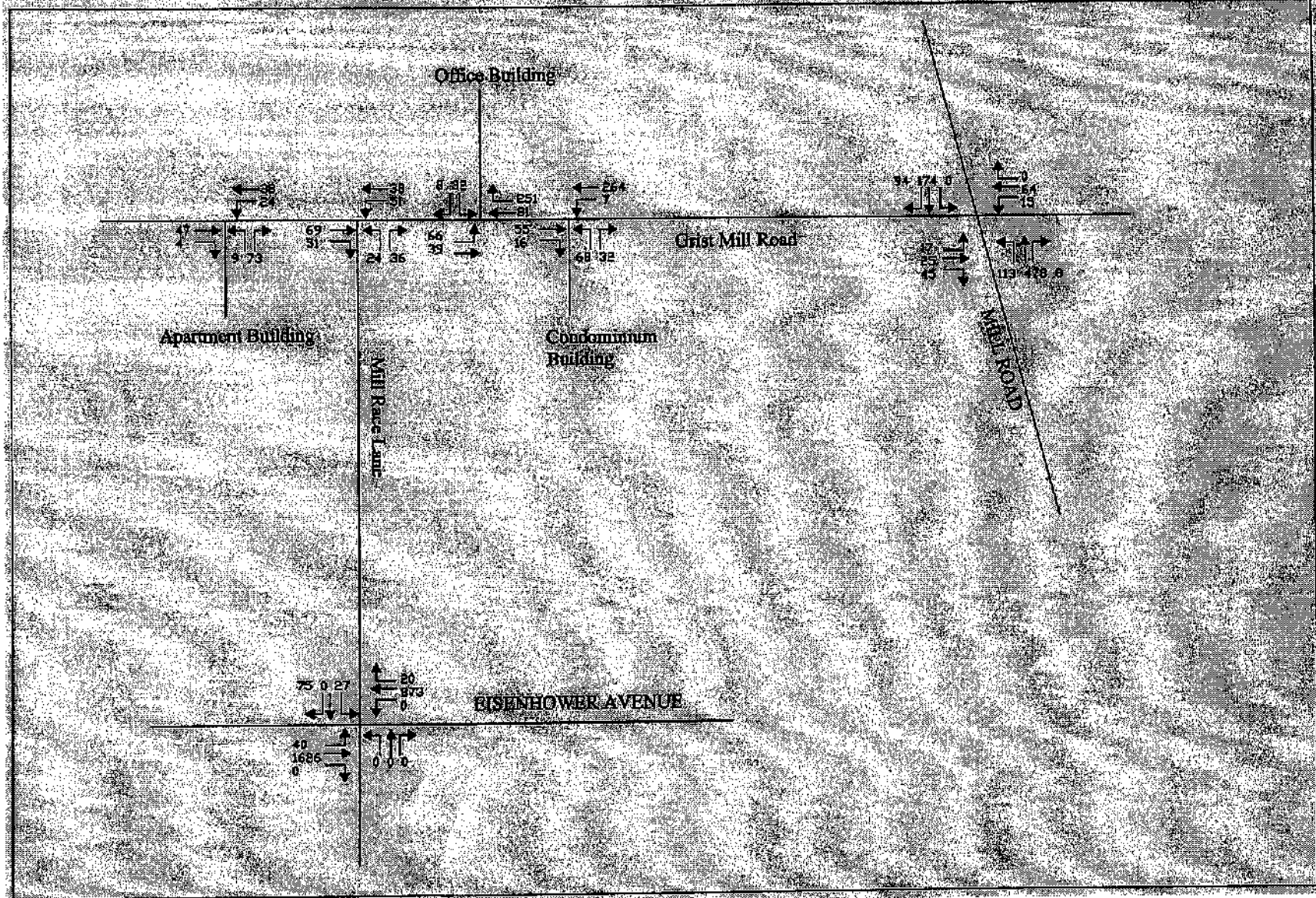
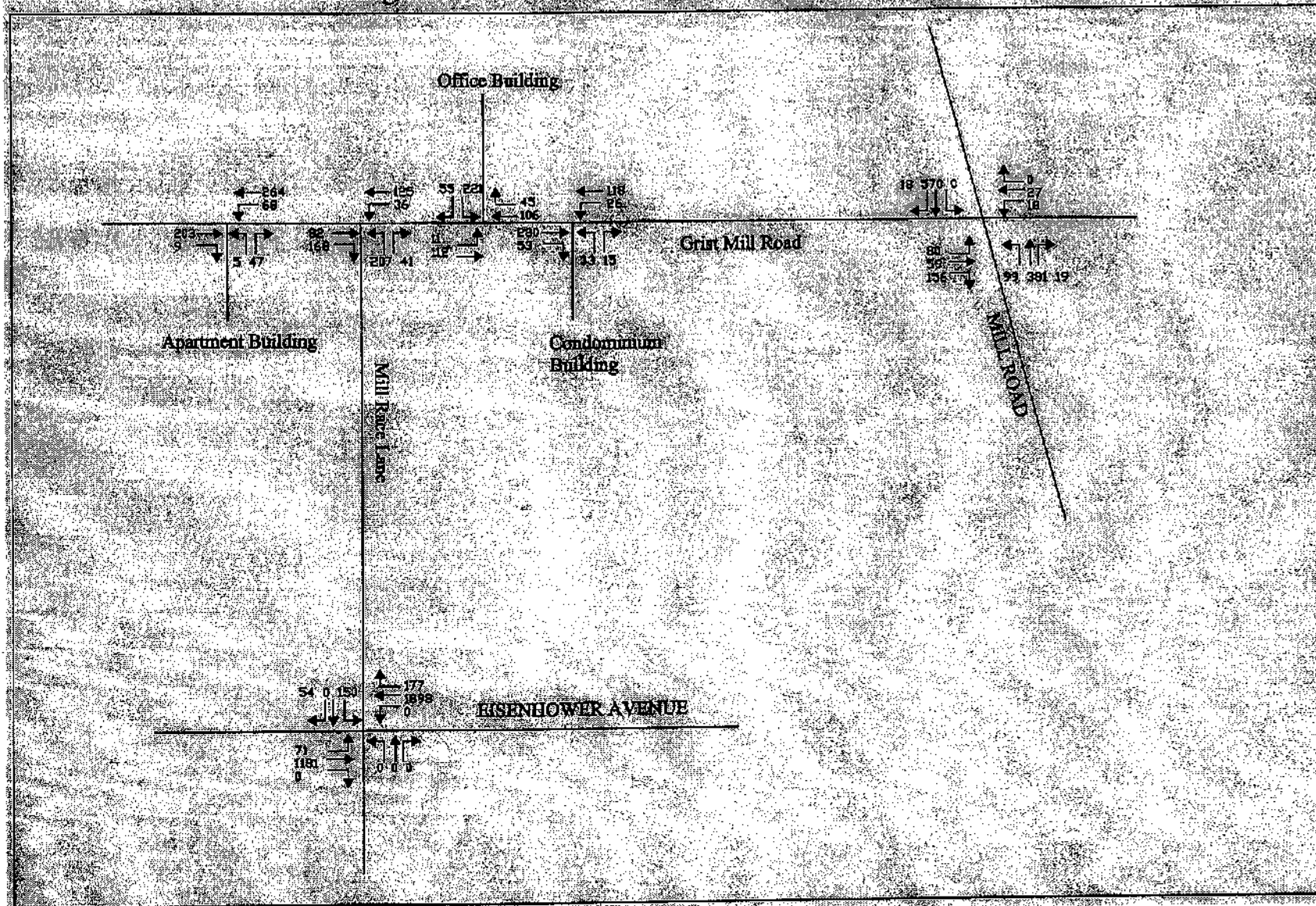


Figure 2. PM Peak Hour Traffic Volumes - Site Buildout



2.5 Analysis Findings

Findings of the traffic analysis include the following:

1. Site-generated traffic will not adversely impact the adjacent roadway network.
2. Vehicles accessing the parking garages will not interrupt traffic flow on either Mill Road or Eisenhower Avenue.
3. Minor queues entering the office building parking garage during the AM peak hour will only be found sporadically and will not exceed 1 -3 vehicles. Average stop delay for vehicles entering this garage is only 5 seconds throughout the AM peak hour.

B. TRANSPORTATION MANAGEMENT PLAN

1.1 Background

This section of the report presents the Transportation Management Plan (TMP) to be initiated by the developers of the Mill Race project. Section 11-700 of the City of Alexandria Zoning Ordinance details the TMP requirements for numerous land uses including residential and office developments. The ordinance was developed as a mechanism to manage traffic growth related to land development within the City. The TMP contained herein has been prepared to conform to the Code requirements. The objective of the Plan is to mitigate potential negative transportation-related impacts of the development by reducing single-occupant vehicle (SOV) usage and encouraging ridesharing and transit use.

1.2 Transportation Management Coordinator

A Transportation Management Coordinator (TMC) will be assigned to administer and monitor the TMP operation. Some of the primary responsibilities of the TMC will include:

- Provide Metrorail and bus schedules to residents and employees.
- Coordinate on-site discounted sale of transit fare media to residents and employees.
- Promote the attributes of transit usage.
- Provide information on new transit routes and schedules to residents and employees.
- Work with the City and RideFinders Network to match on-site and neighboring residents for carpools.

- Contact and follow-up on carpool matches.
- Periodically evaluate TMP performance by resident and employee surveys.
- Annually report to the Office of Transit Services and Programs on TMP performance.

1.3 Transit Usage

The site is located across Eisenhower Avenue from the Eisenhower Avenue Metrorail station. This station is on the yellow line with direct connections to the entire regional transit system. Access by transit users to the Metrorail station from the Mill Race site will be easily and safely accommodated by the planned extension on the station platform or on the sidewalks and crosswalks connecting the site to the existing pedestrian entrance.

The area surrounding the Eisenhower Metrorail Station is served by three different transit providers. Two of these serve only Northern Virginia, while the third serves the Washington, D.C. Metropolitan area.

Alexandria Transit Company

Alexandria Transit's DASH buses have two routes that service the Eisenhower Metrorail Station. The first is route AT6, which runs from the Eisenhower Station to the Van Dorn Metrorail Station, where it becomes AT2, and continues to the Braddock Road Metrorail Station, via Old Town Alexandria. This route makes approximately 25 runs per weekday beginning at 6:09 in the morning. Its a.m. and p.m. peak headways are between 25 to 30 minutes, with the off-peak headway being one hour. On weekends, buses run every hour, with eleven runs Saturday, and nine on Sunday. Service on Saturday begins at 8:20 a.m. and on Sunday at 10:37 a.m.

On weekdays, this service is supplemented by a shuttle that runs between the Eisenhower and King Street Metrorail Stations. The Eisenhower/King Shuttle makes seven trips in the morning peak and eight in the evening peak. The shuttles leave the stations approximately every 25 to 30 minutes. A third DASH route, AT8, serves the King Street Metrorail station via Duke Street.

Fairfax Connector

One route services the Eisenhower Metrorail Station, Route 110. This route runs from the Springfield Mall area to the King Street Metrorail Station. Weekday service begins at 6:14 in the morning, with 23 trips throughout the day. The a.m. and p.m. headways are approximately 30 minutes and one hour in the midday and late evening. Saturday's headway is every 50 minutes with 18 trips and Sunday's headway is every 65 minutes with nine runs.

Metrobus/Metrorail

Metrobus does not service the Eisenhower Metrorail Station, but does service the two closest stops, the Huntington and King Street Metrorail Stations. Metrorail service connects the Eisenhower Station to the metropolitan area on the yellow line with service until 12:37 each morning.

Existing transit service will provide excellent access to residential and employment centers in Washington D.C., Crystal City, Arlington, etc. for residents and employees of the Mill Race development.

Given the excellent site location within easy walking distance to the Metrorail station, 25 to 30 percent transit ridership should be attainable. The Wilbur Smith study estimated a 25% reduction in vehicle trips for the office building and a 30% reduction in vehicle trips for the residential uses.

1.4 Rideshare Program

The rideshare program will be promoted by the Transportation Management Coordinator (TMC). The ridesharing program will consist of promotion, matching of residents and commercial employees and follow-up contacts to achieve the targeted levels of participation. The TMC will coordinate with the City of Alexandria Office of Transit Services and the Virginia's RideFinders Network to tailor an effective carpool/ridesharing program.

Early contact of residents and employees will be made to initiate matching within the community. A program with aggressive promotion and follow-up contacts should operate efficiently at targeted levels. The TMC will cooperate with neighboring developments, such as Carlyle, Avalon, and Hoffman, to expand the carpool matching database.

An aggressive rideshare program can be expected to reduce vehicle trips by 5 - 10%.

1.5 Walk/Bicycle Trips

As detailed previously in the transit ridership section, this development is expected to generate approximately 25 to 30 percent transit trips. The vast majority of the transit riders will originate or terminate as walk-mode trips between the site and the Eisenhower Avenue Metrorail Station. Pedestrian access between the site and the Metrorail Station will be safely accomplished on the planned extension of the Metrorail station platform. In addition to walk trips associated with transit use, the dense mixed-use nature of the eastern portion of the Eisenhower Valley will encourage walk trips by Mill Race residents and office workers to adjacent residential and commercial uses.

1.6 SUMMARY

The following summarizes the key attributes of the TMP to be initiated by the developers of Mill Race:

- Location of the site in close proximity to Eisenhower Metrorail station.
- Promotion of transit services and schedules.
- On-site sale of transit fare media to residents.
- Implementation of rideshare program including carpool matching, resident and employee surveys, cooperation with neighboring developments and follow-up contacts of ridesharing participants.
- Assignment of a full-time Transportation Management Coordinator in initiate and administer all programs and report on effectiveness annually to the City.

Table 2 presents a comparison of site trip generation with and without implementation of the TMP. As shown, implementation of the TMP should result in a 32% reduction in site-related vehicle trips.

Table 2. Site Trip Generation Comparison with and without TMP

		ESTIMATED PEAK HOUR TRIP GENERATION					
		AM PEAK HOUR			PM PEAK HOUR		
<u>Land-Use</u>	<u>Size</u>	<u>Enter</u>	<u>Exit</u>	<u>Total</u>	<u>Enter</u>	<u>Exit</u>	<u>Total</u>
Bldg. 1 Apartments	369 Units	28 (18)	82 (53)	110 (71)	77 (50)	52 (34)	129 (84)
Bldg. 2 Condominiums	326 Units	23 (15)	100 (65)	123 (80)	79 (51)	48 (31)	127 (82)
Bldg. 3 Office	225,756 GSF	317 (222)	40 (28)	357 (250)	56 (39)	276 (193)	332 (232)
	TOTAL	368 (255)	222 (146)	590 (401)	212 (140)	376 (258)	588 (398)

Note = Numbers in parentheses represent trip generation estimates with implementation of the TMP.

*Applicant Proposed Revisions to Mill Race SUP Conditions
September 14, 2002*

12813
9-14-02

3. ~~The applicant shall contribute \$325,000 in 2002 dollars (adjusted per the CPI) to the Eisenhower East Open Space Fund. The contribution shall be paid prior to the issuance of the first final site plan for the project. (P&Z)(RP&CA)~~

6. The massing, articulation and general design of the office building shall be generally consistent with the drawings and renderings submitted with this application. The final design of the building shall be revised to incorporate the following to the satisfaction of the Director of P&Z. The final design and details of the building shall also be subject to review/approval and comment by the Carlyle Design Review Board:

[no changes to rest of condition]

7. The massing, articulation and general design of the residential buildings shall be generally consistent with the most recent drawings and renderings submitted with this application. The final design of the building shall be revised to incorporate the following to the satisfaction of the Director of P&Z. The final design and details of the building shall also be subject to review/approval and comment by the Carlyle Design Review Board:

[no changes to rest of condition]

43. The construction of the Holmes Run Trunk Sewer (HRTS) relocation shall be completed simultaneously with the relocation of the existing HRTS immediately to the west of the site in conjunction with the Development Special Use Permit #2000-0028 (Hoffman Town Center). The HRTS relocation project shall comply with the terms and conditions contained in an agreement to be negotiated between the applicant and the Alexandria Sanitation Authority (ASA). The relocated HRTS shall be 72 inches in diameter and shall meet the guidelines established for this project as provided by ASA and shall be subject to the approval of the Director of Transportation and Environmental Services and the Engineer-Director of ASA. After the relocation is complete, Eisenhower Avenue shall be reconstructed and re-paved to the satisfaction of the Director of T&ES. The cost of the HRTS relocation, including all associated engineering and legal cost, shall be paid in full by the applicant. Any abandoned HRTS in the public right-of-way shall be removed at the applicant's expense at the time of the relocation. HRTS on private property shall be abandoned according to the guidelines of ASA. The City and ASA shall be relieved of all responsibility for the abandoned HRTS. The construction of the re-aligned HRTS shall be designed and constructed with the first phase of the development and simultaneously with the relocation of the sewer along the adjacent Hoffman Town Center project. Further, the Alexandria Sanitation Authority shall be reimbursed for all engineering and construction supervision costs associated with

the relocation of the sanitary sewer. The Director of T&ES may approve an alternate construction phasing plan to permit the office building to proceed without the construction of the HRTS realignment if the applicant demonstrates to the Director's satisfaction that sewer construction will be coordinated with the construction of the third westbound lane on Eisenhower Avenue and that the construction will coincide with the realignment across the Hoffman Town Center property. (T&ES)

12813
9-14-02

Applicant Proposed Revisions to Mill Race SUP Conditions
September 14, 2002

3. ^{160,000} The applicant shall contribute \$325,000 in 2002 dollars (adjusted per the CPI) to ~~the Eisenhower East Open Space Fund. The contribution shall be paid prior to the issuance of the first final site plan for the project. (P&Z)(RP&CA)~~ ✓
leave g.
else -

6. The massing, articulation and general design of the office building shall be generally consistent with the drawings and renderings submitted with this application. The final design of the building shall be revised to incorporate the following to the satisfaction of the Director of P&Z. The final design and details of the building shall also be subject to review/approval and comment by the Carlyle Design Review Board: ✓

[no changes to rest of condition]

7. The massing, articulation and general design of the residential buildings shall be generally consistent with the most recent drawings and renderings submitted with this application. The final design of the building shall be revised to incorporate the following to the satisfaction of the Director of P&Z. The final design and details of the building shall also be subject to review/approval and comment by the Carlyle Design Review Board: ✓

[no changes to rest of condition]

28(a) That the 372 office parking spaces should afford a flexibility to allow for additional short-term public space as necessary etc

43. The construction of the Holmes Run Trunk Sewer (HRTS) relocation shall be completed simultaneously with the relocation of the existing HRTS immediately to the west of the site in conjunction with the Development Special Use Permit #2000-0028 (Hoffman Town Center). The HRTS relocation project shall comply with the terms and conditions contained in an agreement to be negotiated between the applicant and the Alexandria Sanitation Authority (ASA). The relocated HRTS shall be 72 inches in diameter and shall meet the guidelines established for this project as provided by ASA and shall be subject to the approval of the Director of Transportation and Environmental Services and the Engineer-Director of ASA. After the relocation is complete, Eisenhower Avenue shall be reconstructed and re-paved to the satisfaction of the Director of T&ES. The cost of the HRTS relocation, including all associated engineering and legal cost, shall be paid in full by the applicant. Any abandoned HRTS in the public right-of-way shall be removed at the applicant's expense at the time of the relocation. HRTS on private property shall be abandoned according to the guidelines of ASA. The City and ASA shall be relieved of all responsibility for the abandoned HRTS. The construction of the re-aligned HRTS shall be designed and constructed with the first phase of the development and simultaneously with the relocation of the sewer along the adjacent Hoffman Town Center project. Further, the Alexandria Sanitation Authority shall be reimbursed for all engineering and construction supervision costs associated with ✓

the relocation of the sanitary sewer. The Director of T&ES may approve an alternate construction phasing plan to permit the office building to proceed without the construction of the HRTS realignment if the applicant demonstrates to the Director's satisfaction that sewer construction will be coordinated with the construction of the third westbound lane on Eisenhower Avenue and that the construction will coincide with the realignment across the Hoffman Town Center property. (T&ES)

164-272 - VHDA to City's Guidelines

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9-14-02

DSUP #2002-0002
DSUP#2002-0003
MILL RACE

59. The applicant shall furnish the following materials to:
- The building owners with an Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include an explanation of the functions and operations of each BMP and any supporting utilities, catalog cuts on any mechanical or electrical equipment, a schedule of routine maintenance for the BMP(s) and supporting equipment, and a copy of the maintenance agreement with the City.
 - The Condominium Unit Owners Association with the Operation and Maintenance Manual for all the Best Management Practices (BMP's) used on the site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s), drawings and diagrams of the BMP(s) and any supporting utilities, catalog cuts on maintenance requirements and a copy of the Maintenance Agreement with the City. (T&ES)
60. A "Certified Land Disturber" must be named on the Erosion and Sediment Control sheets prior to release of the final Site Plan in accordance with Virginia Department of Conservation and Recreation guidelines. (T&ES)
61. The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
62. **CONDITION DELETED BY PLANNING COMMISSION:** The applicant shall present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:
- ~~That Metrorail track and other railway operations are located within the immediate vicinity of the project and will be permitted to continue indefinitely.~~
 - ~~That Eisenhower Avenue is a major four-lane arterial and may increase to six (6) lanes due to future traffic expected to increase significantly as development along Eisenhower Avenue continues. (T&ES) (PC)~~

XI. Affordable Housing:

63. The developer shall provide a total of 13 affordable sales units and 15 affordable rental units for a period of 20 years.
64. The 13 affordable set-aside sales units (seven one-bedrooms priced at \$158,200 and six two-bedrooms priced at \$210,000) shall be made affordable to households with at least one member that lives or works in the City of Alexandria and with incomes not exceeding the Virginia Housing Development Authority (VHDA) income guidelines, subject to the

City's
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for discounted
Sales units

following:

- a) The sales units provided as affordable shall be identical to the market units of the same size and type specified in the approved Affordable Housing Plan (Attachment I), and shall have the same amenities as other similar units in the development.
 - b) The developer shall have the right to identify the specific units and the related specifications of the units that are to be provided as affordable, subject to approval by the City Manager.
 - c) From the time the developer begins to solicit potential buyers until 90 days after the date that the developer begins to write sales contracts at the development, the City, through its Office of Housing, shall have the exclusive right to refer qualified buyers for newly available set-aside sales units, unless the City waives that right.
 - d) Whatever incentives are offered to any potential homebuyers will also be offered to households that meet ~~VHDA~~ ^{the City's} income guidelines.
 - e) The long-term affordability of the discounted sales units shall be provided through deed restrictions in accordance with the set-aside resale procedures outlined in the attached memorandum (Attachment II), *modified to replace all references to VHDA income limits with City income limits*.
 - f) All purchasers of discounted sales units shall have the option to purchase one parking space at a cost of \$15,000. The total purchase price of discounted units, including the purchase of a parking space, shall not exceed \$173,200 for one-bedroom units and \$225,000 for two-bedroom units.
 - g) If the developer sells the regularly priced sales units for less than expected, the developer will make a proportionate reduction in the price of the affordable units. However, if sales prices on the market units decrease by 15% or more, the City and the developer will renegotiate to slow the rate of reduction in affordable sales prices, subject to review by the Affordable Housing Advisory Committee and final approval by the City Manager.
65. The developer shall provide 15 affordable set-aside rental units (seven one-bedrooms and eight two-bedrooms) at rent levels not exceeding the maximum rents allowed under the Low Income Housing Tax Credit program for households with at least one member that lives or works in the City of Alexandria and with incomes at or below 60% of area median income (taking into account utility allowances) for a period of 20 years from the date of initial occupancy of each affordable unit, subject to the following:
- a) The developer shall rent the affordable units only to households whose incomes do not exceed 60% of area median as calculated for the purposes of the Low Income Housing Tax Credit program. The developer shall recertify the incomes of such households annually.
 - b) Once an income-eligible household moves into a unit, that unit will be considered an affordable unit until the household's income increases to more than 140% of the

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APPLICATION for DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN DSUP # 2002-0002

PROJECT NAME: Mill RacePROPERTY LOCATION: 2310 and 2318 Mill RoadTAX MAP REFERENCE: 72.00-03-9 and 10 ZONE: CDD#2APPLICANT Name: TC MidAtlantic, Inc.Address: 1660 International Dr., Ste 550
McLean, VA 22102PROPERTY OWNER Name: TC Cameron Development Land LP Mill Two Associates PartnershipAddress: 1660 International Dr., Ste 550 2525 King Street
McLean, VA 22102 Alexandria, VA 22301SUMMARY OF PROPOSAL: Request for approval of preliminary development planfor office, retail, and restaurant use

MODIFICATIONS REQUESTED: _____

SUP's REQUESTED: Request for approval of increased height for mechanical penthouses
and for a temporary construction trailer.

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions 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 knowledge and belief.

Jonathan P. Rak, Esquire, AgentPrint Name of Applicant or Agent
McGuireWoods LLPSuite 1800Mailing/Street Address
1750 Tysons Boulevard
McLean, VA 22102City and State Zip CodeSignature703-712-5411
Telephone #703-712-5231
Fax #August 22, 2002
Date**DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY**Application Received: Renril 8-23-02

Received Plans for Completeness: _____

Fee Paid & Date: \$

Received Plans for Preliminary: _____

9/3/2002	DEFERRED TO 9/5/2002	5-1
9/5/2002	RECOMMEND APPROVAL	7-0

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: 9/14/02PH-SEE ATTACHED

MILL RACE

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

Planning Commission (continued)

Without objection, City Council considered docket item nos. 31 and 32 at this time.

11. CDD CONCEPT PLAN #2002-0001
2310 & 2318 MILL RD and 2201 EISENHOWER AV
MILL RACE
Public Hearing and Consideration of a request for approval of a Coordinated Development District (CDD) Concept Plan; zoned CDD-2/Coordinated Development District, Eisenhower Avenue. Applicant: TC MidAtlantic, Inc., by Jonathan P. Rak, attorney.

COMMISSION ACTION: Recommend Approval 7-0

City Council approved the Planning Commission recommendation.
Council Action: _____

- ~~12~~ DEVELOPMENT SPECIAL USE PERMIT #2002-0002
2310-2318 MILL RD
MILL RACE (office and retail)
Public Hearing and Consideration of a request for a development special use permit, with site plan, for construction of an office and retail project; zoned CDD-2/Coordinated Development District, Eisenhower Avenue. Applicant: TC MidAtlantic, Inc., by Jonathan P. Rak, attorney.

COMMISSION ACTION: Recommend Approval 7-0

City Council approved the Planning Commission recommendation with the following amendments: amended condition #3 to read as follows: "3. The applicant shall contribute \$160,000 in 2002 dollars (adjusted per the CPI) to the Eisenhower East Open Space Fund. The contribution shall be paid prior to the issuance of the first final site plan for the project."; amended condition #6 and #7 by changing the last sentence in the first paragraphs of each condition to read as follows: "The final design and details of the building shall also be subject to review and comment by the Carlyle Design Review Board."; amended condition #28(e), by deleting 28(e) by the Planning Commission in its entirety, and replaced it with the following language: "28(e). That the 372 office parking spaces should afford a flexibility to allow for additional short-term public parking spaces as necessary with approval of the Planning and Zoning Director and in agreement with the developer; amended condition #43 by adding the following sentence to the end of condition #43: "The Director of T&ES may approve an alternate construction phasing plan to permit the office building to proceed without the construction of the HRTS realignment if the applicant demonstrates to the Director's satisfaction that sewer construction will be coordinated with the construction of the third westbound lane on Eisenhower Avenue and that the construction will coincide with the realignment across the Hoffman Town Center property."; and amended condition #64 to read: "64. The 13 affordable set-aside sales units (seven one-bedrooms priced at \$158,200 and six two-bedrooms priced at \$210,000) shall be made affordable to households with a least one member that lives or works in the City of Alexandria and with incomes not exceeding the City's income guidelines for discounted sales units, subject to the following:..... "(d) Whatever incentives are offered to any potential

homebuyers will also be offered to households that meet the City's income guidelines. (e) The long-term affordability of the discounted sales units shall be provided through deed restrictions in accordance with the set-aside resale procedures outlined in the attached memorandum (Attachment II), modified to replace all references to VHDA income limits with City income limits.".....

Council Action: _____

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

Planning Commission (continued)

13. DEVELOPMENT SPECIAL USE PERMIT #2002-0003

2201 EISENHOWER AV

MILL RACE (residential and retail)

Public Hearing and Consideration of a request for a development special use permit, with site plan, for construction of a residential and retail project; zoned CDD-2/Coordinated Development District, Eisenhower Avenue. Applicant: TC MidAtlantic, Inc., by Jonathan P. Rak, attorney.

COMMISSION ACTION: Recommend Approval 7-0

City Council approved the Planning Commission recommendation **with the same amendments to the conditions as in the previous item.**

Council Action: _____

14. SPECIAL USE PERMIT #2002-0003

2201 EISENHOWER AV and MILL RD

MILL RACE

Public Hearing and Consideration of a request for a special use permit for a transportation management plan (TMP); zoned CDD-2/Coordinated Development District, Eisenhower Avenue. Applicant: Trammell Crow Company, by Jonathan P. Rak, attorney.

COMMISSION ACTION: Recommend Approval 7-0

City Council approved the Planning Commission recommendation.

Council Action: _____

Without objection, at 1:30 p.m., City Council broke for lunch.

At 2:00 p.m., City Council reconvened the meeting.

15. MASTER PLAN AMENDMENT #2002-0003

1700 DUKE ST

Public Hearing and Consideration of a request for amendment to the King Street/Eisenhower Avenue Small Area Plan Chapter of the 1992 Master Plan to change the land use designation of the subject property from office and retail use to residential and retail use. Applicant: JBG Rosenfeld Duke Street, LLC, by Harry P. Hart, attorney.

COMMISSION ACTION: Approved 6-0

City Council approved the Planning Commission recommendation.

Council Action: _____

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APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2002-0003

PROJECT NAME: Mill Race

PROPERTY LOCATION: 2201 Eisenhower Avenue

TAX MAP REFERENCE: 72.00-03-11 ZONE: CDD#2

APPLICANT Name: Bush Construction Corporation
2323 Wilson Boulevard
Address: Arlington, VA 22201

PROPERTY OWNER Name: Mill Two Associates Partnership
2525 King Street
Address: Alexandria, VA 22301

SUMMARY OF PROPOSAL: Request for approval of preliminary development plan
for residential and retail use

MODIFICATIONS REQUESTED: _____

SUP's REQUESTED: _____

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions 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 knowledge and belief.

Jonathan P. Rak, Esquire, Agent
Print Name of Applicant or Agent
McGuireWoods LLP
Suite 1800

Mailing/Street Address -
1750 Tysons Boulevard
McLean, VA 22102

City and State Zip Code

Jonathan P. Rak
Signature

703-712-5411 703-712-5231
Telephone # Fax #

January 9, 2002
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: _____ Received Plans for Completeness: _____
Fee Paid & Date: \$ _____ Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: 9/3/2002 DEFERRED TO 9/5/2002 5-1
9/5/2002 RECOMMEND APPROVAL 7-0

ACTION - CITY COUNCIL: 9/14/02PH-SEE ATTACHED.

MILL RACE

homebuyers will also be offered to households that meet the City's income guidelines. (e) The long-term affordability of the discounted sales units shall be provided through deed restrictions in accordance with the set-aside resale procedures outlined in the attached memorandum (Attachment II), modified to replace all references to VHDA income limits with City income limits.".....

Council Action: _____

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

Planning Commission (continued)

13. DEVELOPMENT SPECIAL USE PERMIT #2002-0003

2201 EISENHOWER AV

MILL RACE (residential and retail)

Public Hearing and Consideration of a request for a development special use permit, with site plan, for construction of a residential and retail project; zoned CDD-2/Coordinated Development District, Eisenhower Avenue. Applicant: TC MidAtlantic, Inc., by Jonathan P. Rak, attorney.

COMMISSION ACTION: Recommend Approval 7-0

City Council approved the Planning Commission recommendation **with the same amendments to the conditions as in the previous item.**

Council Action: _____

14. SPECIAL USE PERMIT #2002-0003

2201 EISENHOWER AV and MILL RD

MILL RACE

Public Hearing and Consideration of a request for a special use permit for a transportation management plan (TMP); zoned CDD-2/Coordinated Development District, Eisenhower Avenue. Applicant: Trammell Crow Company, by Jonathan P. Rak, attorney.

COMMISSION ACTION: Recommend Approval 7-0

City Council approved the Planning Commission recommendation.

Council Action: _____

Without objection, at 1:30 p.m., City Council broke for lunch.

At 2:00 p.m., City Council reconvened the meeting.

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1700 DUKE ST

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COMMISSION ACTION: Approved 6-0

City Council approved the Planning Commission recommendation.

Council Action: _____