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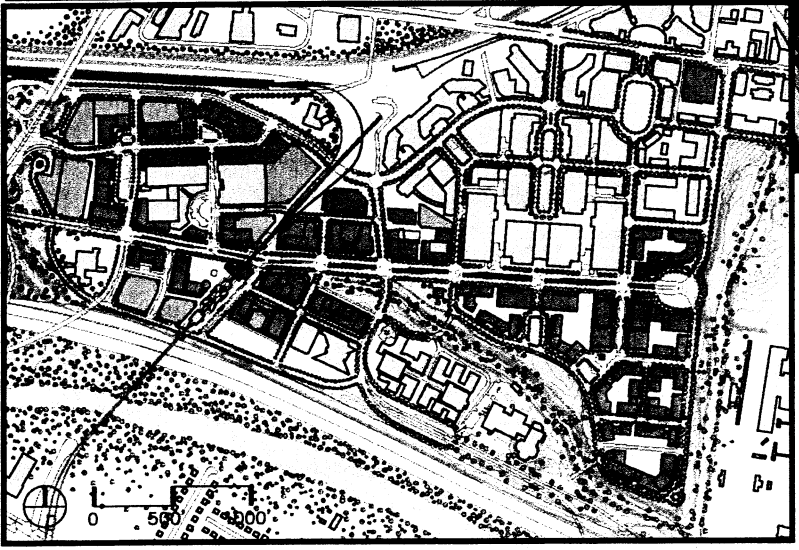
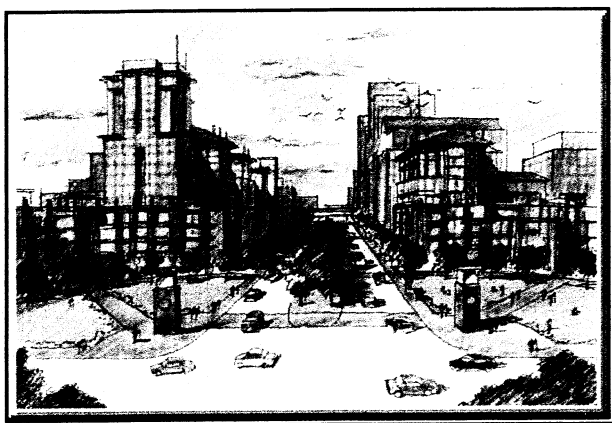
Docket Item #12A-G

Eisenhower East Hoffman Proposals

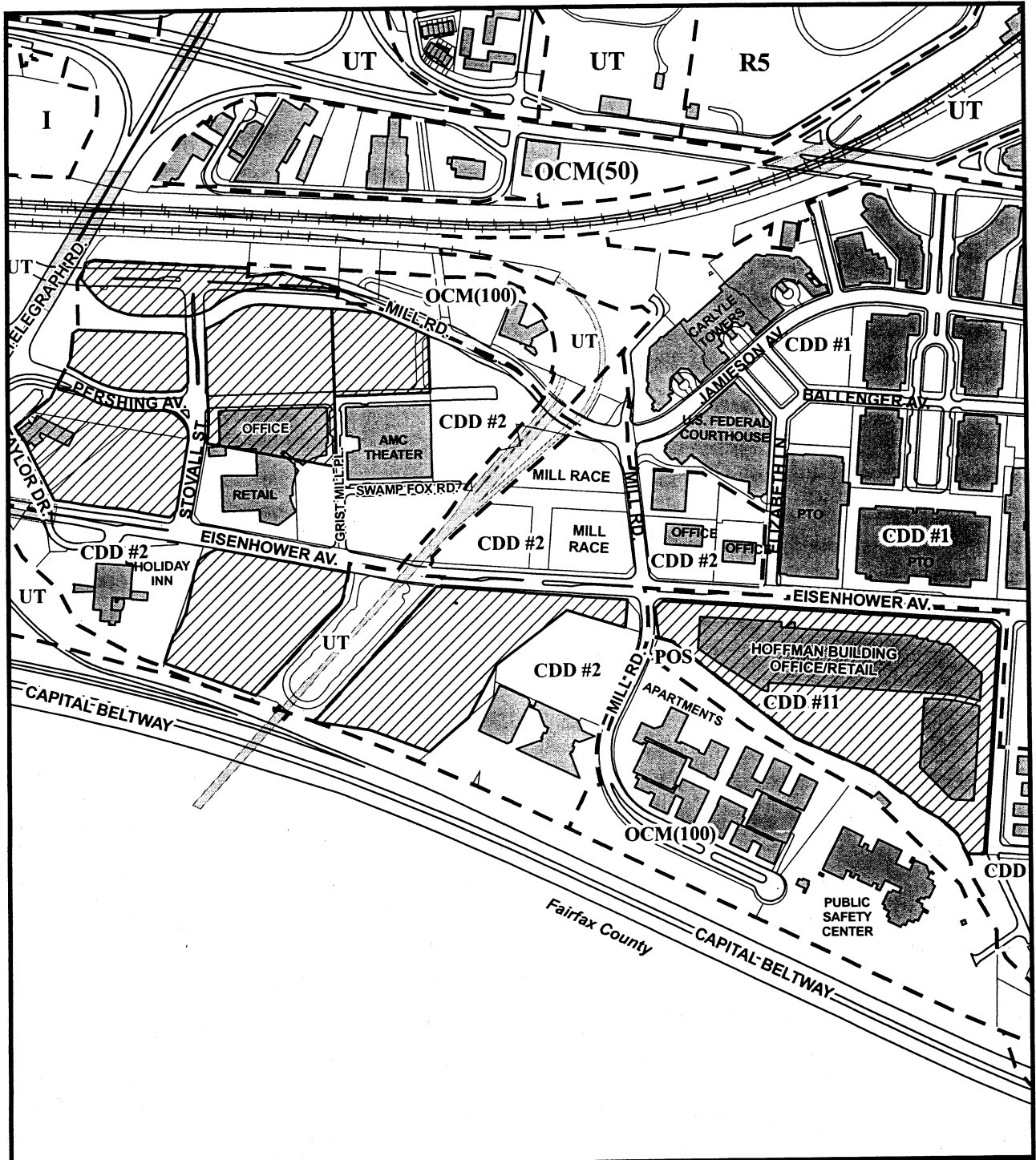
CDD #2005-0002

DSUP (Stage 1) #2005-0031thru 0035

SUP (TMP) #2005-0115



**Department of Planning and Zoning
Planning Commission Meeting
February 7, 2006**



DSUP #2005-0031 - 0035
SUP(TMP) #2005-0115
CDD #2005-0002

02/07/06



DEPARTMENT OF PLANNING AND ZONING
Hoffman Staff Report



TABLE OF CONTENTS

I. *Executive Summary*

Introduction

- A. Consistency with the EESAP
- B. Issues for Decision
- C. Eisenhower Avenue
- D. Open Space- Parkland

II. *Background- Planning and Development History*

- A. Prior to 1992
- B. 1992 to Current
- C. Plan for Planning
- D. EESAP Planning Process
- E. EESAP Overview
- F. Hoffman Lawsuit
- G. Compromise # 1
- H. Compromise # 2
- I. Applications Requested for Approval

III. *Comparison Between EESAP and the Hoffman Proposal*

- A. Block Comparison with the EESAP

IV. *Analysis/Issues Addressed by Recommendations*

- A. Gross Floor Area (GFA)
- B. Roadway, Pedestrian Infrastructure
 - i. *Eisenhower Avenue Median, Bike Path, Streetscape*
 - ii. *Street Network*
 - iii. *Proposed timing of infrastructure improvements*
 - iv. *Importance of Building Eisenhower Avenue as a single project*
- C. Open Spaces
 - i. *Open Space Network*
 - ii. *Eisenhower Metro Station Plaza*
 - iii. *Importance of Quality Design for the Eisenhower Station Plaza*
 - iv. *Phasing of Open Space Improvements*

- D. Traffic- Transportation Management Plan (TMP)
 - i. Eisenhower East Planning Approach*
 - ii Hoffman Concept Plan and Eisenhower East Traffic*
 - iii. Transportation Management Plan*
- E. Parking
- F. Affordable Housing

V. Development Special Use Permits - Stage 1

- A. Block 2 and Block 3
- B. Block 4 and Block 5
- C. Block 9A and Block 9B
- D. Block 11 and Block 12
- E. Block 24 and Block 25A

VI. Conclusion

VII. Staff Recommendations

Docket Item #12 A-G
DSUP #2005-0031 thru 0035, CDD #2005-0002
SUP (TMP) #2005-0115
HOFFMAN DEVELOPMENT

Planning Commission Meeting
February 7, 2006

ISSUE:

DSUP #2005-0031 thru 0035 Consideration of a request for a stage 1 development special use permit, with site plan, for blocks 2, 3, 4, 5, 9A, 9B, 11, 12, 24 and 25A.

CDD #2005-0002 Consideration of a request for an amendment to the CDD plan..

SUP (TMP) #2005-0115 Consideration of a request for an amendment to the transportation management plan (TMP) special use permit for blocks 2, 3, 4, 5, 9A, 9B, 11, 12, 24 and 25A.

APPLICANT:

Hoffman Company, LLC
by Jonathan Rak, attorney

LOCATION:

200, 201, 301, 315 Stoval Street, 312 & 314 Taylor Drive,
2425 & 2410 Mill Road, 2400, 2210 & 2000 Eisenhower
Avenue

ZONE:

CDD-2/Coordinated Development District
CDD-11/Coordinated Development District

PLANNING COMMISSION ACTION, FEBRUARY 16, 2006:

On a motion by Mr. Komoroske, seconded by Ms Fossum, the Planning Commission voted to recommend approval of the amended Concept Plan (CDD # 2005-0002), the transportation management plan special use permit (TMP-SUP # 2005-0115) and the Stage 1 Development Special Use Permits (#2005-0031 thru 0035) subject to all applicable codes and ordinances and the amendments listed below The motion carried on a vote of 6 to 0. The Commission also requested that the City Council consider renaming Eisenhower Avenue to Eisenhower Boulevard based on the future reconfiguration, median and the vision of the Eisenhower East Plan.

Amendments:

The Planning Commission accepted the proposed changes to the recommendations outlined within the February 10, 2006-5:00 PM “Applicants Proposed Black line” with the following amendments.

Condition 7 and 33.u.:

Revision to the second sentence as follows –

If the use, AGFA or number of parking spaces approved in the Stage 1 DSUP for a particular block are amended by a Stage 2 DSUP for that block, to the extent that the amended use, AGFA or number of parking spaces causes an increase in peak am or pm traffic generation in relation to the traffic study prepared by BMI-SG dated October 2005, the applicant shall submit an amendment to the Transportation Management Plan pertaining to that block.

Condition 22.a.:

Eliminate the 7th (last) column entitled “Hoffman Median Width With Turn Lanes (Feet)*****” and the note identified as “*****” at the bottom of the table.

Condition 23.a.:

In the table, at the line “Mandeville Lane”, revised the 4th column to read “Dedicated or Public Access Easement”.

Condition 23.d.:

Revised the language as shown.

Condition 23.j. and 23.k.:

Eliminated the phrase “(including any necessary increase in the approved height of each building)”.

Condition 29.d.:

Inserted the new condition as shown.

Reason:

The Planning Commission generally agreed with the staff analysis, and expressly noted the inclusion that the current proposal will enable Eisenhower Avenue and the median at one time. The Commission found that the proposal is generally consistent with the intent of the Eisenhower East Small Area Plan. The Planning Commission also discussed the desire the dedication and need for the Eisenhower Park. The Commission added condition 29d which requires the development of Block 24 or Block 25A prior to contemporaneously with the development of Block 3.

The Commission also requested that the City Council consider renaming Eisenhower Avenue to Eisenhower Boulevard.

Speakers:

Jonathan Rak, attorney representing the applicant.

Clarke Ewart, representing Paradigm. He commented that Paradigm constructed the portion of Holmes Run trunk sewer line required to be constructed by Hoffman as part of their development special use permit and has not been reimbursed by Hoffman as outlined within the letter dated February 2, 2006.

Bill Harvey, resident of Carlyle Towers, stated that outdoor dining could adequately be addressed with the current proposal. Supported the construction of streets such as Eisenhower Avenue and open space early in the development of Eisenhower East.

Eisenhower East

CDD #2005-0002

DSUP #2005-0031 thru 35

SUP(TMP) #2005-0115

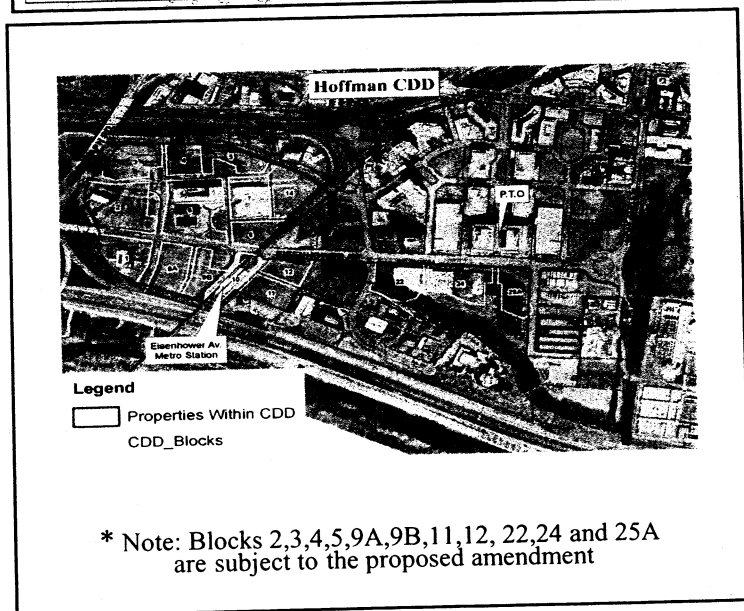
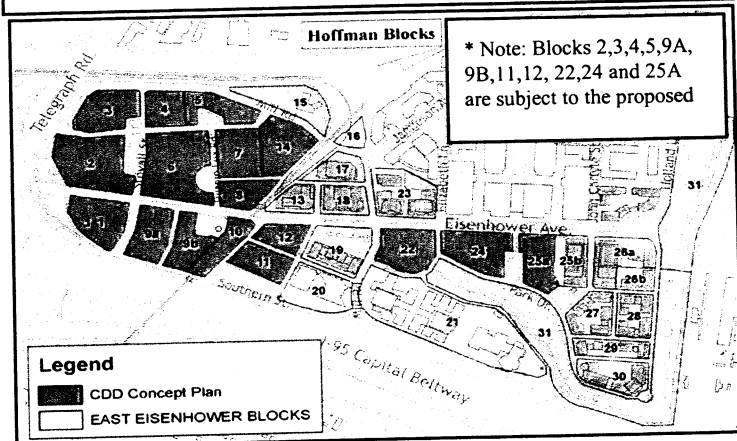
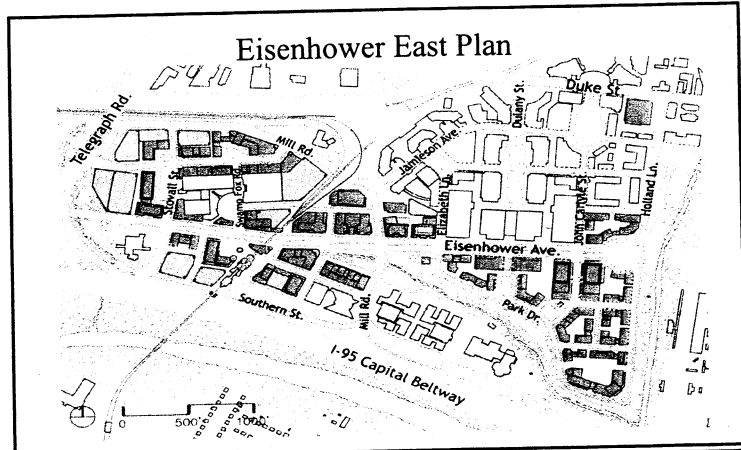
I. Executive Summary:

These complex and technical land use applications ask the City to apply the planning principles of the Eisenhower East Small Area Plan (EESAP), through an amended Concept Plan and development special use permits for eleven blocks of the Hoffman properties.

Because of a court imposed deadline and the pending litigation, these complex, voluminous and technical applications have had to be reviewed by staff, the Planning Commission and the community on an accelerated schedule through multiple work sessions in the last 4 months.

Despite the limited review time, the applicant has revised the initial proposals based on input by the Planning Commission, staff and community through the work sessions. Staff believes that with the proposed recommendations, the current proposals reflect a balance between the applicant's legal assertion of vested rights to develop under previously approved plans, and the principles of the EESAP. As a result, staff is recommending approval of the following:

- An amended CDD Concept Plan for 11 Hoffman blocks, which represent



Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

approximately 30% of the land identified in the EESAP;

- An amended transportation management plan - TMP for the amended Hoffman Concept Plan to help manage the traffic impacts of 5,821,930 square feet of development and promote transit use; and
- Preliminary development special use permits (Stage 1 DSUPs) for eleven of the Hoffman blocks so that future, Stage 2 development special use permits can proceed for the development of these blocks.

In addition, the proposals utilize a unique two-step process of submittal and review of preliminary development special use permit applications. This two-step process allows for a preliminary review of use, square footage, parking, height and street network. The final, full review of individual blocks and buildings will come at the second stage 2 development special use permit submittal.

A. Consistency with the EESAP:

The applicant has addressed many of the fundamental elements that formed the basis of the community support and the City's approval of the vision for Eisenhower East contained in the EESAP:

- Eisenhower Avenue must become a grand boulevard with a wide, green median and a safe, pedestrian-friendly streetscape to anchor the development and provide an identity for the new neighborhood.
- The dense, urban development must be planned with a connected system of open spaces of a variety of types – urban plazas, both active and passive recreation areas, and natural land areas must be provided to achieve the open spaces.
- Traffic must be managed to reduce vehicular trips and promote transit use.
- Urban land uses must be balanced between office and residential so that traffic management is achievable.
- Pedestrian safety and amenities must be included by creating connections and activity for users.
- Parking must be limited and should be structured with the proper balance of below and above-grade parking.

Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

- Housing opportunities must be varied, and include affordable housing.

The amended Concept Plan (CDD#05-05) before the City for approval includes the same general layout of blocks, approximately the same amount and mix of uses, parking and building heights as envisioned by the EESAP. The street network and blocks are similar to the EESAP, and the number of parking spaces is within the range anticipated by the EESAP. The proposed plans do include some differences from the EESAP, which include:

- Block 11 office use changed to residential;
- Relocation of the hotel from Block 5 to Block 9B;
- Change in the alignment of some internal streets, though maintaining the EESAP's overall street network;
- Above grade parking for Block 24 and Block 25A; screened by the residential and office uses; and
- By extending Swamp Fox Road, a planned urban plaza is now bisected by a street, though a civic space can continue to be provided at the Metro Station and adjoining Block 9.

Staff believes that these changes do not undermine the essential principles of the EESAP.

B. Issues for Decision:

While the proposals are generally consistent with the EESAP, they are extensive and will likely take 10 or more years to complete. At issue for the City is how best to phase and implement the anticipated open space, pedestrian amenities and infrastructure to ensure that this urban area will be liveable and help create an identifiable high quality neighborhood for Alexandria. The creation and construction of Eisenhower Avenue and the planned open spaces in Eisenhower East are significant elements without which the EESAP high-density development would not have been approved. The timing of these elements is crucial and are reflected in the recommendations for approval.

Eisenhower East

CDD #2005-0002

DSUP #2005-0031 thru 35

SUP(TMP) #2005-0115

C. Eisenhower Avenue:

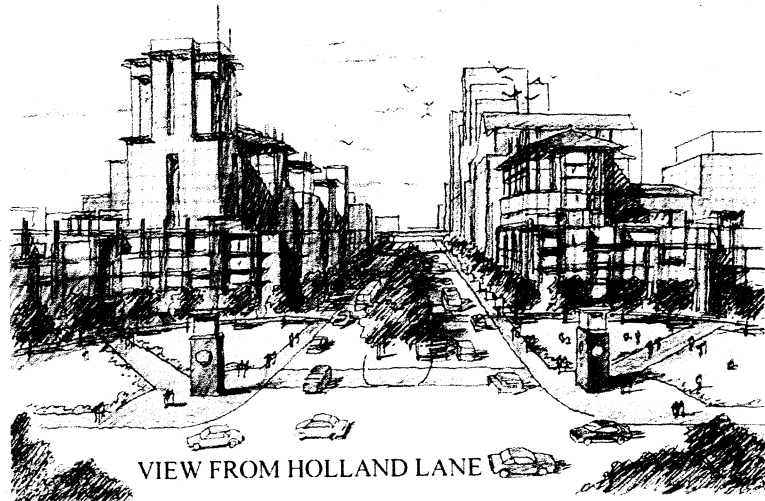
EISENHOWER AVE MEDIAN

The issues of Eisenhower Avenue are two-fold:

- the ultimate right-of-way to accomplish the goals of the EESAP; and
- the timing of the dedication of that right-of-way.

The applicant's original proposal would not have allowed the wide green median and the pedestrian amenities anticipated by the EESAP. The EESAP specifically created the

wide green median for the location of open space. Working with staff and the Planning Commission, the applicant has revised Eisenhower Avenue to include sufficient right-of-way to accommodate the urban boulevard, wide sidewalks, bike paths, three travel lanes in each direction adequate turn lanes and a wide, green, landscaped median envisioned by the EESAP. The details for Eisenhower Avenue are outlined later in this staff report.



VIEW FROM HOLLAND LANE

Although the applicant has agreed to dedicate the right-of-way necessary for the Eisenhower Avenue boulevard, the construction of the boulevard is still not assured. The applicant has only agreed to dedicate and construct those portions of Eisenhower Avenue that lie adjacent to a block when that block is ready for development. This means that either the roadway median would be constructed in a piecemeal fashion; or, at worst, the entire roadway may never be constructed. To ensure that the boulevard is constructed in a coordinated and timely manner, staff has added the following recommendations of approval.

Option # 1 Because Eisenhower Avenue is essential to the functioning of the development from a traffic standpoint, and the traffic studies show that the anticipated development is based on the full-build out of Eisenhower Avenue, staff has recommended dedication of right-of-way and full payment of the cost to complete construction of Eisenhower, on the earlier:

- (1) an application for development within Eisenhower East is filed that will not meet the levels of service outlined in the applicable traffic studies; or
- (2) December 31, 2019.

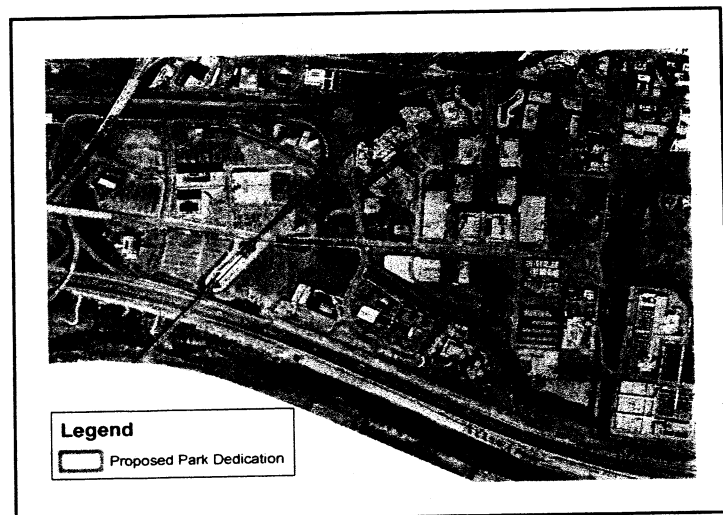
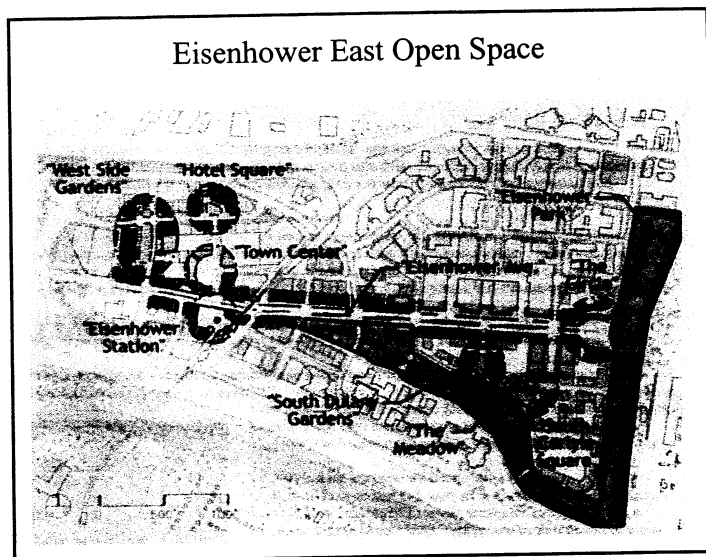
Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

Option # 2 The City will construct the entire length of Eisenhower Avenue and median at one time and require the applicant and other property owners as a condition of future development proposals to reimburse the City their fair-share proportion of the expense of the infrastructure. This provides the City, property owners in Eisenhower East and the larger community with an improved Eisenhower Avenue and median in the near future to accommodate current and anticipated development and not have construction of the road occur in a piecemeal manner. Although the City will need to fund the project up front, it should be reimbursed as future development occurs.

D. Open Space - Parkland:

The dedication and construction of the open space planned for the Hoffman blocks presents a different timing problem for the City, outside of creating the 'green median' for Eisenhower Blvd. Much of the areas of open space not already owned by the City within Eisenhower East are on land owned by the applicant. The applicant has agreed to dedicate the land for each open space illustrated in the EESAP *as each block that contains that land is developed*. This presents an issue with respect to 'Eisenhower Park'. Eisenhower Park is a large open space area that serves as the "community spine" of open space critical to this urban neighborhood. Approximately 23% of Eisenhower Park will be dedicated from the Hoffman properties.

Eisenhower Park is located behind the existing warehouse buildings just south of the PTO complex and includes land in Blocks 22, 24 and 25A of the proposed Concept Plan. Eisenhower Park is the most significant open space planned for



Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

Eisenhower East and when completed, is planned to contain a multi-purpose trail, active recreation and passive, natural areas. The applicant has agreed to dedicate the land for this park when Blocks 24 and 25A are developed but they do not expect redevelopment to occur in the near future.

To assure that this large consolidated area of open space is realized in a timely fashion, staff is recommending that if development and the concomitant dedication have not occurred by January 1, 2015, then the applicant be required to dedicate all of the land from Blocks 22, 24 and 25A necessary for Eisenhower Park.

Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

II. Background – Planning and Development History:

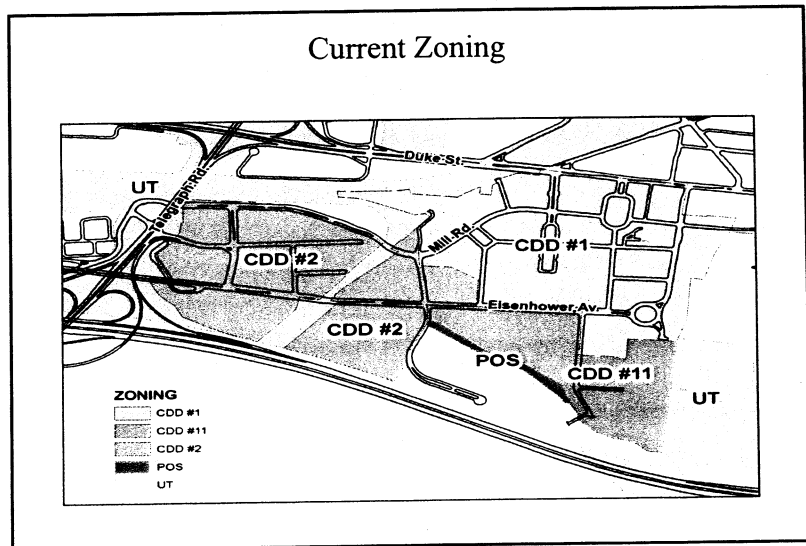
The history of the City’s planning for the eastern part of the Eisenhower Valley over the years shows the evolution of its planning theory for high density development areas and especially for transit oriented development in areas served by Metro.

A. Prior to 1992:

In 1974, with the MetroRail system in the planning stages, the City adopted a revision to its Master Plan in recognition of “the potential impact of the MetroRail system, the growing problems of traffic congestion, the need for affordable housing, adequate recreational facilities and open space, the growing public concern with good urban design and the need to protect residential neighborhoods, historic areas and the natural environment.” The Plan also recognized the need for Alexandria to remain economically competitive within the region and to develop employment opportunities for its residents. Because of the Metro’s location and the proximity to the adjoining Capital Beltway, the area historically has been designated for higher densities by the Master Plan and Zoning Ordinance. Prior to 1992, the Hoffman property, and most of Eisenhower East, was zoned M-3 and I-2 zones.

B. 1992 to Current:

In 1992, the City adopted the King Street/Eisenhower Avenue Metro Station Small Area Plan as part of its comprehensive 1992 Master Plan update and designated the Hoffman property with Coordinated Development District (CDD) zoning. The CDD zone and planning approach was designed for a handful of larger tracts of land in the City where high density, with a mix of uses and appropriate open space, was deemed appropriate.



Eisenhower East

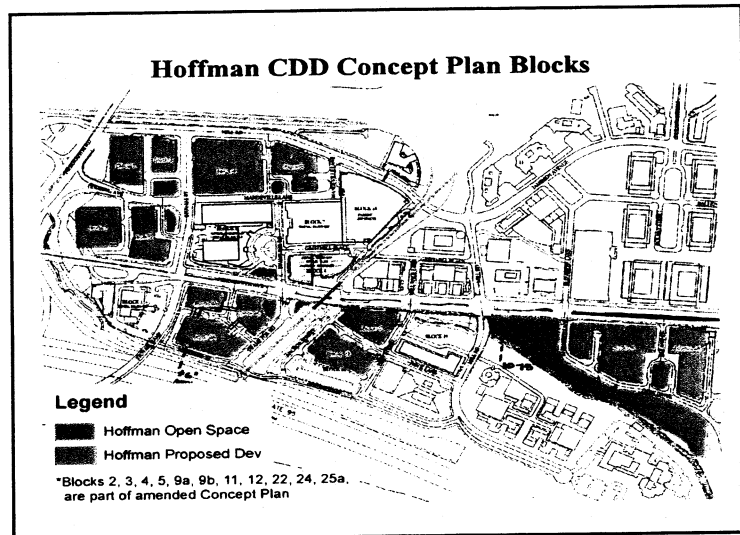
CDD #2005-0002

DSUP #2005-0031 thru 35

SUP(TMP) #2005-0115

In 1997, Hoffman Management, Inc. submitted a CDD Concept Plan (the "1998 Plan") (CDD#98-05), for what was then known as the "Hoffman Center." The 1998 Plan proposed approximately 5.8 million square feet of development on 11 blocks at heights ranging from 60 ft. to 210 ft. The 1998 proposed development included 120,000 square feet of retail, 4,766,00 sq.ft. of office, 542,000 sq.ft. of residential use, and 371,000 sq.ft. of hotel space. The preponderance of office use was not internally balanced for traffic purposes and presented challenges to pedestrian circulation and emergency access. The 1998 Hoffman Concept Plan also included a significant amount of above-grade structured as well as surface parking, with limited internal street networks to manage traffic within Eisenhower East or the adjoining neighborhoods.

Currently existing land uses on the Hoffman properties vary greatly. They include the Holiday Inn hotel, several separate commercial office buildings, large areas of both structured and surface parking, and commercial warehouse/storage facilities. Since the adoption of the Hoffman Concept Plan in 1998, the following development activities have occurred on Hoffman properties in Eisenhower East:



- *Block 6* – Construction of an approximately 30,000 sq. ft. retail/restaurant space adjacent to approximately 1,000,000 sq.ft. of existing office buildings. A proposed free-standing restaurant is approved for the southeast corner of Block 6 but has not been constructed.
- *Block 7* – Construction of approximately 136,000 sq.ft theater which includes interior restaurant space and surface parking.
- *Block 8* – Preliminary development special use permit for an office approximately 500,000 sq. ft. and 31,000 sq.ft. of retail that includes an urban plaza near the proposed new MetroRail entrance on the north side of Eisenhower Avenue.

Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

- *Block 14* – A structured parking garage has been approved for 2,883 parking spaces.

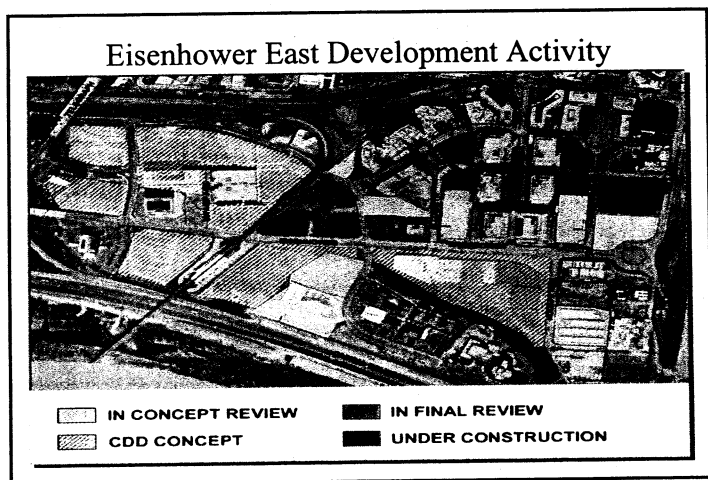
C. Plan For Planning:

In early 2001, City Council adopted its Plan for Planning. Thereafter, the City and the community began a series of planning initiatives designed to clearly identify a shared vision for the future and establish how new development should fit the context of each area of the city.

D. Eisenhower East Planning Process - Eisenhower East Small Area Plan Infrastructure:

Eisenhower East was one of the first areas identified for a small area plan. The area was experiencing tremendous, unprecedented development pressure with inadequate and unplanned infrastructure. Major parcels were being considered for development and several million square feet of new and re-development were coming forward in piecemeal fashion. The cumulative impacts on traffic, safety, parking, open space and pedestrian circulation had not been evaluated for the Eisenhower East area. The EESAP was initiated in light of these development pressures and in recognition of the need to provide long-term solutions applicable to the entire Eisenhower East area.

The 1998 Hoffman Concept Plan consists of a preponderance of office use, located on “super blocks”, with large surface and structured parking.



Eisenhower East

CDD #2005-0002

DSUP #2005-0031 thru 35

SUP(TMP) #2005-0115

The 1998 Plan lacked an interconnected grid system of streets by which to manage the large volume of traffic generated by the imbalance of uses in the 1998 Plan. The 1998 Plan did not adequately address pedestrian safety and emergency access throughout the Eisenhower East area or the impact on surrounding neighborhoods from the traffic generated by this imbalance of uses and the lack of an adequate street grid system.

Beginning later in 2001 and guided by Council's Plan for Planning, and its specific directives for Eisenhower East, the Department of Planning and Zoning designed a participatory planning process under the direction of the Planning Commission. The planning process included all property owners and businesses in Eisenhower East, the Eisenhower Partnership, civic associations, interested citizens, and all relevant departments and agencies within the City.

The challenge to the planning process for Eisenhower East was to:

- Adopt a balance of uses to create a safe and active environment;
- Minimize the impact and congestion of traffic both internally and to surrounding neighborhoods;
- Provide adequate, viable and varied open space for environmental as well as recreational uses for the thousands of anticipated residents and workers;
- Replace "super blocks" with internal streets contributing to the grid system necessary to minimize traffic impact and manage traffic flow.

In May 2002, the Planning Commission endorsed 10 principles for development within a comprehensive approach to Eisenhower East, which are outlined in the EESAP. The EESAP was adopted by the City Council in April 2003, and remains the governing document for this area of the City.

In 2004, the City of Alexandria won an Outstanding Plan Award for a Master Plan from the American Planning Association (APA), for the EESAP.

Although the owners and representatives of the Hoffman properties participated in the planning process and community meetings for the Eisenhower East Small Area Plan, and while the applicant had some concerns with the EESAP, they did not oppose the Plan at the time of its adoption.

Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

As part of the EESAP, the Hoffman properties CDD zoning was expanded. Specifically, the Hoffman property is now part of CDD-2 and CDD-11, both of which require compliance with the EESAP and the Eisenhower East Design Guidelines.

E. Eisenhower East Small Area Plan (EESAP) Overview:

The East Eisenhower Small Area Plan provides the City's principles against which the development concept proposed in these applications are judged. The EESAP outlines a balance for allowing high density development in a setting which creates a liveable, unique place for all citizens of the City to enjoy. This new neighborhood within the City of Alexandria will feature a mix of businesses and residences with a retail/entertainment center that are enhanced by a grand boulevard, parks and urban outdoor spaces, high quality buildings and a high quality pedestrian environment.

The EESAP and Design Guidelines set out in detail the City's goals and objectives for Eisenhower East and outline a well planned, high quality, coordinated mixed use, transit-oriented development for this part of the City, based on the following:

- Maximize the use of Metro and other transit.
- Create an urban, not suburban, development with urban block sizes and street grid network.
- Require and enforce rigorous Transportation Management Programs.
- Design Eisenhower Avenue as an "urban boulevard" and ensure adequate streetscapes for pedestrian safety and activity.
- Maintain a balance of jobs and housing to minimize traffic impacts.
- Provide affordable housing.
- Provide for high density but tie the level of development to performance criteria.
- Ensure coordinated, interconnected public spaces, open space and streets.

Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

- Use urban parking maximums for development and provide incentives for underground parking and disincentives for above grade parking.

The total Hoffman properties occupy a large percentage (56%) of the land in Eisenhower East. While there is flexibility within the EESAP to make adjustments it is imperative that the development concept for these properties adhere to the principles of the EESAP.

Within Eisenhower East, Hoffman property neighbors were proceeding with development based on the EESAP. Exclusive of the Hoffman properties there is approximately (1,100,000 sq. ft) of development in concept review and there is also approximately 2,300,000 sq. ft. of development under construction in Eisenhower East. However, the Hoffman Company. elected to disagree with several fundamental elements of the EESAP, such as use and parking requirements, and sued the City asserting vested rights to proceed under the 1998 Hoffman Concept Plan despite the subsequent approval of the EESAP. The City's position at the time of approval of the EESAP and the current position that is no vested rights were obtained and that the applicant's properties are subject to compliance with the requirements of EESAP and the Eisenhower East Design Guidelines.

F. Hoffman Lawsuit Against the City:

Hoffman Management, Inc. filed a lawsuit in the Circuit Court against the City of Alexandria. This lawsuit sought a determination by the Court that the approval of the 1998 Concept Plan vested Hoffman Properties with certain specific development rights, notwithstanding the subsequent adoption of the EESAP. The City opposed the argument that the 1998 Concept Plan created any vested rights with respect to the Hoffman Properties.

G. Part #1 (2004 Compromise)

In December 2004, the City and Hoffman Management, Inc. proceeded to trial on the legal dispute but, prior to the conclusion of the court testimony, the parties reached an initial compromise. In "Hoffman Town Center Land Use & Parking Compromise," dated December 14, 2004 (the "2004 Compromise"), use, density and parking were defined for each specific block of the Hoffman Properties within the EESAP. The 2004 Compromise called for the revision of the 1998 Concept Plan to be brought into conformance with EESAP and the previously submitted Transportation Master Plan (TMP) special use permit (SUP) and the extension of their validity to 2020, subject to Council approval. In addition, there were several "Notes" and "Conditions" associated with the 2004 Compromise.

Eisenhower East

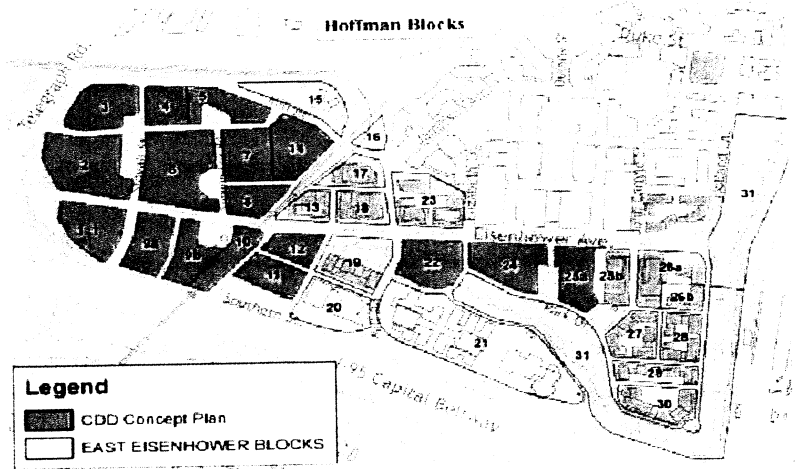
CDD #2005-0002

DSUP #2005-0031 thru 35

SUP(TMP) #2005-0115

H. Part #2 (2005 Compromise)

In early 2005, the applicant and the City began implementation of the 2004 Compromise. As a result of early meetings, a number of factors arose that led to several positive modifications of the 2004 Compromise. In mid-2005, the City and the applicant agreed to change the terms of the 2004 Compromise, to revise the 1998 Concept Plan to be more consistent with the EESAP, and to participate in a staged development review process. The result was an amended "Hoffman Town Center Land Use and Parking Compromise" (the 2005 Compromise). The applicant subsequently submitted an amended concept plan, stage 1 development use permits, and an amended TMP in November 2005.



As part of the 2005 Compromise, the applicant and the City agreed to a staged development special use permit approval process that allows the basic parameters for each block to be approved in a bifurcated, two step development special use permit process. Under this approach, each block within the Concept Plan area will be the subject of two development special use permit approvals: a Stage 1 DSUP approval and a Stage 2 DSUP approval.

The Stage 1 DSUP plans include significantly less detail and information than typically accompany a DSUP application and are intended to approve the maximum amount of gross floor area, specific uses, number of parking spaces, location and approximate amount of open space, and the general location of streets.

The Stage 2 DSUP provides the mechanism for the City to evaluate the specific buildings and blocks to make a final evaluation of these elements, as well as the specific development such as site-planning, site-specific streetscape elements, affordable housing and the mass and scale and detailing of specific buildings. As development for each specific block is brought forward over the next 10 or more years, each Stage 2 DSUP will be evaluated for consistency with the approved Concept Plan, and the Eisenhower East Design Guidelines.

Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

This two-step Hoffman Process is unique to the Hoffman Properties and is a direct result of the 2005 Compromise and the court-imposed deadlines. Through this process the fundamental principals of the EESAP will remain in tact. The Stage 2 development review of each block will receive the same critical attention to detail typical of other development special use permits within the City.

I. Applications Requested for Approval.

The applicant is requesting approval of the following:

- An amendment of the 1998 CDD Concept Plan;
- An amendment of the TMP SUP; and
- A "Stage 1" development special use permit (DSUP) for each block (Blocks 2, 3, 4, 5, 9A,9B, 11, 12,22, 24 and 25A)

Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

III. COMPARISON BETWEEN EESAP AND THE HOFFMAN PROPOSAL:

The amended Concept Plan and the Stage 1 DSUP applications under review provide, for each block, the use, densities, building heights, parking and general open space and general street alignments that will provide the framework for future development. While they are generally consistent with the EESAP, there are several deviations that must be addressed.

The general height of each block is based on the location of uses, with taller and larger buildings located near the Metro Station and buildings stepping down in height and massing as they are located away from the station consistent with the EESAP. The actual footprint, massing, scale and building height will be evaluated as part of the Stage 2 DSUP application for each block when a more detailed analysis of the building massing and design can be performed.

The proposed building locations are generally in a similar form and layout as is shown in the EESAP with some modifications consistent with the EESAP. There are two notable exceptions: the elimination of the small retail structure (4,000 sf) on Block 10 (Metro Station) and the shift of the proposed hotel from Block 5 to Block 9, with the concurrent addition of new residential use on Block 5. In addition, the use for Block 11 has changed from office to residential use.

Eisenhower East
 CDD #2005-0002
 DSUP #2005-0031 thru 35
 SUP(TMP) #2005-0115

A. Block Use Comparison (Excluding Parking Structures)

Tables 1 through 3 compare the uses set forth in the EESAP, except parking structures, to those proposed by Hoffman. Tables 4 through 12 cIII16 compare the density in the EESAP, including parking structures, to those proposed by Hoffman.

TABLE #1				
EESAP USE (Excluding Parking Structures)/BLOCK				
Block	Office (SF)	Residential (SF)	Retail (SF)	Hotel (SF)
2	630,000			
3	320,000			
4	240,000		18,000	
5			20,000	270,000
9A		375,000	15,000	
9B	585,000		50,000	
11	420,000		10,000	
12		430,000	20,000	
24	135,000	144,000		
25A	135,000	96,000		
Totals	2,465,000	1,045,000	133,000	270,000

TABLE #2				
DSUP USES (Excluding Parking Structures)/BLOCK				
Block	Office (SF)	Residential (SF)	Retail (SF)	Hotel (SF)
2	470,000			
3	300,000			
4	436,000		61,000	
5		260,000		
9A	350,000			170,000
9B	450,000		30,000	
11		430,000	65,000	
12		445,000		
24	180,000	230,000		
25A		180,000		
Totals	2,186,000	1,545,000	156,000	170,000

Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

TABLE #3				
HOFFMAN CHANGES IN USE COMPARED TO EESAP/BLOCK				
Block	Office (SF)	Residential (SF)	Retail (SF)	Hotel (SF)
2	-160,000			
3	-20,000			
4	196,000		43,000	
5		260,000	-20,000	-270,000
9A	350,000	-375,000	-15,000	170,000
9B	-135,000		-20,000	
11	-420,000	430,000	55,000	
12		15,000	-20,000	
24	45,000	86,000		
25A	-135,000	84,000		
Totals	-279,000	500,000	23,000	-100,000
	<i>Total Increase (Decrease) in GFA of Uses</i>			+144,000
	<i>Precent Change</i>			0.037

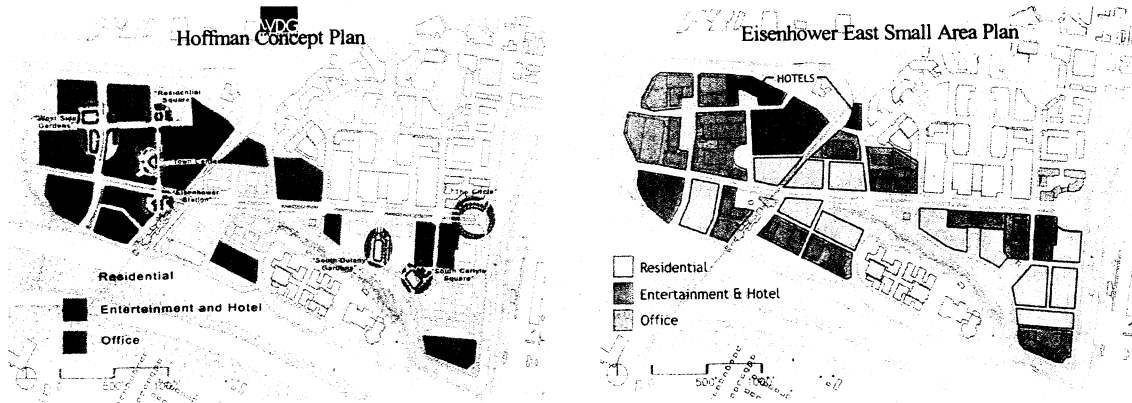
Eisenhower East

CDD #2005-0002

DSUP #2005-0031 thru 35

SUP(TMP) #2005-0115

B. Block Density Comparison (Including Parking Structures):



The following is block-by-block comparison of the density of the amended Concept Plan to the EESAP. These discussions include changes in non-parking uses as well as total density on each block.

Block 2 Decrease in office use

There are no significant variations in use, building height, maximum development square footage or parking that impact the EESAP. There is a decrease in office development of about 160,000 sf and a 334,548 sf decrease in density.

TABLE #4		
Block 2	EESAP	Stage 1 DSUP
Proposed Use	Office/Square	Office/Square
Maximum Density (AGFA)	789,000	454,452
Maximum Height	210	180 (210)

Eisenhower East
 CDD #2005-0002
 DSUP #2005-0031 thru 35
 SUP(TMP) #2005-0115

Block 3 - Small decrease in office use

There is a 20,000 decrease in office use and an 83,633 sf decrease in density.

TABLE #5		
Block 3	EESAP	Stage 1 DSUP
Proposed Use	Office	Office
Maximum Density (AGFA)	379,000	290,367
Maximum Height	210	168 (210)

Blocks 4 and 5 - Increase in office; hotel replaced by residential

The blocks have a net gain of use (196,000 sf) and density (346,078 sf) because the office and residential uses increased and hotel decreased. The office development and density on Blocks 4 and 5 offsets, in substantial part, the decreases in Blocks 2 and 3.

TABLE #6		
Block 4	EESAP	Stage 1 DSUP
Proposed Use	Office/Retail	Office/Retail
Maximum Density (AGFA)	339,000	685,078
Maximum Height	220	220

TABLE #7		
Block 5	EESAP	Stage 1 DSUP
Proposed Use	Hotel	Residential
Maximum Density (AGFA)	304,000	329,841
Maximum Height	220	220

The EESAP calls for a hotel on Block 5; that hotel has decreased in size from 270,000 sf to 170,000 sf and has relocated to Block 9B which is a location that has more visibility from the Capital Beltway and is close to the Metro Station. The use of Block 5 changes from a 270,000 SF hotel to 260,000 SF residential, with a small square foot increase in the amount of retail on the Block.

Eisenhower East

CDD #2005-0002

DSUP #2005-0031 thru 35

SUP(TMP) #2005-0115

Blocks 9A and 9B – hotel use replaces residential; new internal road system

The proposed plan moves the hotel use from Block 5 to Block 9A for the reasons set forth above and relocates the residential component to Block 5. Thus, Block 9A adds 170,000 SF hotel and eliminates 375,000 SF of residential. There is a decrease in the amount of retail use. There is also a net increase of 215,000 sf office. However, the density only increased 51,348 sf. The proposed plan also divides Block 9 into 3 sections, trisected by local road access; the new road system replaces the planned for single north-south road which bisected the block, and will thus reduce the massing of the structures on Block 9. There is a decrease in the amount of retail use. As discussed in more detail below the extension of Swamp Fox Road has been added.

TABLE #8		
Block 9A and 9B	EESAP	Stage 1 DSUP
Proposed Use	Office/Residential/Retail	Office/Hotel/Retail
Maximum Density (AGFA)	1,363,000	1,414,348
Maximum Height	220 (9A) 250 (9B)	220 (9A) 250 (9B)

Blocks 11 and 12 – Residential in place of office space; grocery store with surface parking

Residential use replaces the previous office use on this site. Given the increase in office space on Block 4 and 9A, the change continues to contribute to the balanced mix of residential and office uses within the EESAP. The proposed block increases the amount of retail space and proposes a grocery component on the south side of Block 11 to be served by surface parking, which was envisioned by the EESAP. The proposed density is modestly increased by a total of 32,218 sf.

TABLE #9		
Block 11	EESAP	Stage 1 DSUP
Proposed Use	Office/Retail	Residential/Retail
Maximum Density (AGFA)	591,000	626,456
Maximum Height	220	250

TABLE #10		
Block 12	EESAP	Stage 1 DSUP
Proposed Use	Residential/Retail	Residential/Retail
Maximum Density (AGFA)	549,000	545,762
Maximum Height	250	250

Eisenhower East
 CDD #2005-0002
 DSUP #2005-0031 thru 35
 SUP(TMP) #2005-0115

Blocks 24 and 25A – increase in floor area for both residential and office use

There is an increase in development square footage, with 80,000 sq ft of residential floor space being added. The AGFA has increased by 50,766 sf due to the fact that all of the parking is located above grade. Although the parking is located above grade the garage is screened with “liner” residential and office uses. In addition, the mass and scale are compatible to the adjoining blocks and the adjoining PTO building.

TABLE #11		
Block 24	EESAP	Stage 1 DSUP
Proposed Use	Office/Residential	Office/Residential
Maximum Density (AGFA)	295,000	400,926
Maximum Height	200	200

TABLE #12		
Block 25A	EESAP	Stage 1 DSUP
Proposed Use	Residential/Office	Residential
Maximum Density (AGFA)	231,000	171,840
Maximum Height	200	200

Swamp Fox Road South of Eisenhower Avenue –

A new North-South street, from Southern Road to Eisenhower Avenue will be located between Blocks 9 and 10 to align with Swamp Fox Road. This new road provides a second access to and from the southwest quadrant of Eisenhower East, ingress and egress to the reconfigured Block 9, including the relocated hotel, and direct access from the Block 9 area north to Mill Road.

Swamp Fox Road North of Eisenhower Avenue –

The EESAP contemplated that Swamp Fox Road would end at Mandeville Lane with a small “hotel park” on the North side of Mandeville Lane. In the Plan, Blocks 4 and 5 were planned as a unified block. The new plan extends Swamp Fox Road North to connect with Mill Road, although it does maintain a mid-road park North of Mandeville, as envisioned in the EESAP. The new connection will provide access to the structured parking on Blocks 4 and 5, will break up the mass of Blocks 4 and 5 and will provide additional street-level frontage for the new retail uses proposed for Block 4.

Eisenhower East

CDD #2005-0002

DSUP #2005-0031 thru 35

SUP(TMP) #2005-0115

Establishing a four-way intersection at Eisenhower Avenue and Swamp Fox Road was necessary to provide appropriate traffic circulation and access for Blocks 9A and 9B. In the EESAP, access was provided by a road that paralleled the Stovall Ramp on the west side of Blocks 9a and 9b and a road between these two blocks from Eisenhower Avenue. The western most road was eliminated due to the ramp design and complexity of the intersection. Access mid-block would not allow for left turn movement from Blocks 9A and 9B. The new intersection improves access between the Town Center and the southern parcels including the MetroRail Station.

Grist Mill Road Connection –

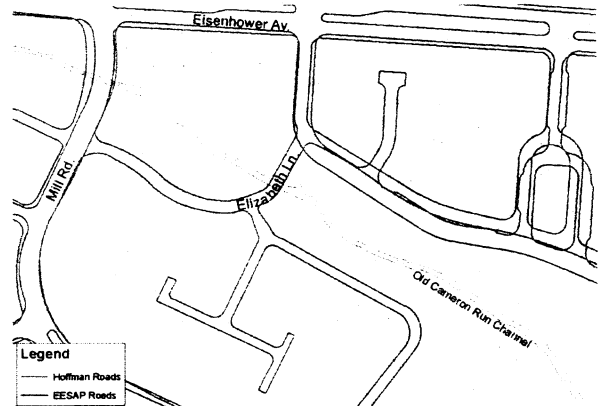
Hoffman is not required to make a connection of Grist Mill Lane under the Metro as a condition to plan approval. Any future connection of Grist Mill Lane will require action by the City.

Elizabeth Lane Connection –

The EESAP contemplated an extension of Elizabeth Lane south from Eisenhower Avenue to connect to Mill Road in the vicinity of Dock Lane. Due to concerns about the connection at Mill Road, the Elizabeth Lane connection has not been identified. The result is the necessity for a dual left turn lane on Westbound Eisenhower Avenue onto southbound Mill Road.

The Elizabeth Lane extension as proposed in the EESAP crosses Resource Protection Area (RPA) and does not link directly across from the proposed Dock Lane street. Although, the Elizabeth Lane alignment can be modified so that there is only one intersection on Mill Road rather than two and meet at 90 degrees to Dock Lane, the crossing of the RPA presents a bigger challenge to the environment.

At this time, the Elizabeth Lane connection is not identified and staff recognizes the practicality of this preferred solution and the benefits it creates for the environmental protection of the RPA and Eisenhower Park. The most significant implication to Mill Road is the addition of dual turn lanes from Mill Road westbound onto Eisenhower Avenue.



Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

Retail Use –

The retail use under the Hoffman proposals is increased in the amount of 23,000 SF, primarily on Blocks 4 and 11.

IV. ANALYSIS: ISSUES ADDRESSED BY RECOMMENDATIONS

Staff's review of the proposed Concept Plan, while mindful of the value of the Settlement Agreement, has focused on the EESAP. The EESAP not only reflects the City's expectations about what is appropriate for Eisenhower East, but includes a carefully coordinated arrangement of density, uses, transit, streets, open spaces and urban design, all of which result in elements that balance urban densities while creating a liveable and attractive urban environment for citizens of Alexandria.

The proposed amended Concept Plan is close to the EESAP as to the layout of blocks, the land uses, the street network, the preliminary building mass and the heights set forth in the EESAP. It does propose some changes to the EESAP, and staff has reviewed each change to determine whether the change is significant and how it will affect the principles of the EESAP. Most of the changes reflect realistic approaches as development is planned, albeit conceptually, for actual blocks and include: shifting or modifying uses, densities and/or parking from one block to another; realignment of portions of streets; inclusion of new streets. Some changes are more significant, such as dividing the Eisenhower Metro Station Plaza into two spaces, or the addition of building volume to Block 24 and Block 25A. The most significant issues relate to the projected timing of the proposed development over the next 14 years and how that timing relates to the City's ability to achieve the defining features of the EESAP ahead of, or at the same time as, the large development occurs. The discussion below enumerates each of the changes, and outlines the benefits or impacts that result.

A. Gross Floor Area (GFA)

The EESAP allows a maximum "allowable gross floor area" (AGFA), which measures volume (use and above-grade parking structures) for each block. Unlike most other areas and zones within the City, the EESAP and Eisenhower East zoning require structures to be calculated on an allowable gross floor area (see EESAP figures 4-9 and 4-10) which includes all above-grade volume on the site. The overall goal of the EESAP in utilizing the AGFA method was to define the massing within Eisenhower East area in a manner that could be applied to multiple owners and remain consistent with the overall goals and strategies in the EESAP.

At the time of adoption of the EESAP, the AGFA was computed on a block-by-block basis, with the parking for each block "placed" on that block and the resulting AGFA included in the EESAP. The Plan did not take into direct consideration the opportunity for multiple Hoffman blocks to share their parking requirements in centrally placed parking structures or that multiple

Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

Hoffman blocks could be submitted together for development special use permit approval.

Various individual development blocks have been submitted since the adoption of the EESAP. One of the many analyses by the City for each submitted block has been to ensure that the proposed development on the submitted block did not exceed approved AGFA for that particular block. These analyses have been simplified by the fact that the submissions have been in single block increments.

The Stage #1 development special use permits submittals by the applicant has presented challenges to the review of the submissions. Eleven blocks have been submitted for preliminary approval, six of those blocks (4 and 5, 9A and 9B, and 11 and 12) will share below-grade footprints between the two respective blocks. The majority of the streets within Eisenhower Avenue abut the proposed blocks or will be constructed in connection with the proposed blocks. Certain Hoffman blocks have approvals that pre-date the EESAP.

Since the development of the EESAP, several factors have arisen that further affect the analysis of the pending Stage #1 development special use permits, which include:

- A re-consideration of on-site uses to achieve the EESAP objective of a 70–30 mix of office to residential uses (addition of residential use West of Metro).
- The moving of the proposed hotel to the southern side of Eisenhower East (affecting pending blocks 5 and 9A).
- The current need for right-of-way along Eisenhower Avenue and Southern Road (affecting pending Blocks 2, 9A, 9B, 11, 12, 22, 24, and 25A).
- The provision streets by Hoffman not required under the EESAP.

As a result of the foregoing factors, the analysis of AGFA on a block-by-block basis reflects an under-development on some blocks and an over-development on other blocks. However, the applicant has achieved compliance with AGFA by the overall Concept Plan, although not on a block-by-block basis for the reasons outlined above.

Blocks 2, 3, 12 and 25A have an AGFA that is below the EESAP requirements, while blocks 4, 5, 9, 11 and 24 have an AGFA that exceeds the EESAP requirements. Overall, within the CDD, the total AGFA for all Hoffman blocks under the EESAP is 6,706,000; the AGFA for the

Eisenhower East

CDD #2005-0002

DSUP #2005-0031 thru 35

SUP(TMP) #2005-0115

Hoffman blocks as proposed is 6,668,000, not including the above-grade parking on Blocks 24 and 25A discussed above and below.

There are two elements in the AGFA calculation for the Hoffman blocks that warrant elaboration. First, the EESAP does not require any below-grade parking on Blocks 2 and 3 due to their proximity to Telegraph Road and the topography of those sites. Further, the above-grade parking on Blocks 2 and 3 is limited to “the height of 45' to the upper parapet” and states:

“[provided that the visible portions of the parking structures are architecturally treated in a manner acceptable to the Director of Planning and Zoning, the AGFA would be limited to the allowable active use area and the parking area would not be counted toward the AGFA]”

The applicant has elected to use the exemption of the parking structures in Block 2 and Block 3 AGFA calculations and a condition has been included in staff recommendations that the height be limited as set forth in the EESAP and the the parking structures comply with the EESAP requirements for architectural treatment “acceptable to the Director of Planning and Zoning”.

The second element in the AGFA calculation that warrants elaboration relates to Blocks 24 and 25A. Under the EESAP, the non-parking uses for these Blocks is 510,000 SF of residential and office use. In its Stage 1 submission for Blocks 24 and 25A, the applicant proposed non-parking uses of 576,000 SF of residential and office uses, with the increase coming in the residential component in order to bring the EESAP overall office-to-residential ratio in line with the 70-30 goal of the EESAP.

Similarly, under the EESAP, the AGFA is for these two blocks is 526,000 SF with two levels of parking below grade to be provided. However, in recognition of several factors, the settlement agreement deleted the requirement to place two levels of parking below grade. As a result of this compromise, the actual AGFA on these two Blocks, if and when developed fully, will exceed the AGFA in set forth in the EESAP. However, the effect of the additional density is offset by the overall compliance of the Hoffman properties with the AGFA set forth in the EESAP, and the fact that the office and residential uses will be designed to screen the above-grade parking structures. Furthermore, the height limitations under the EESAP will be met and these Blocks will be overshadowed by the mass of the PTO building across the street. For these reasons, staff is recommending approval for these blocks.

Eisenhower East

CDD #2005-0002

DSUP #2005-0031 thru 35

SUP(TMP) #2005-0115

B. Roadway, Pedestrian Infrastructure

One of the key elements of the EESAP is the road network, which includes Eisenhower Avenue as well as an organized grid of streets, both existing and new, joined together to allow reasonably sized development blocks, adequate vehicular access to and through the development area, and extensive pedestrian connections between developments, land uses, and amenities.

Eisenhower Avenue Median, Bike Path, Streetscape

Eisenhower Avenue is the primary vehicular spine through Eisenhower East and defines the character of the entire area. As stated in the EESAP,

"the vision for Eisenhower Avenue is for a proud, landscaped urban boulevard with wide landscaped sidewalks and a 30-foot wide landscaped median"

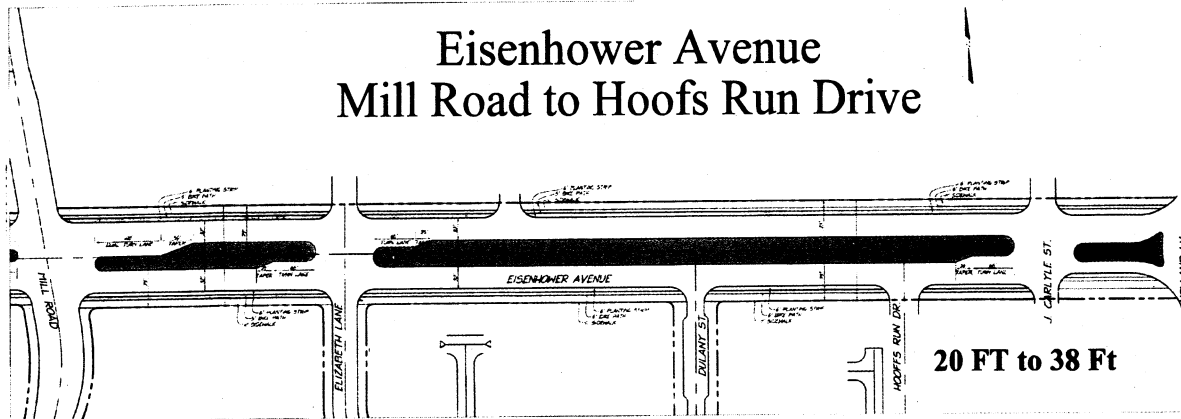
The EESAP envisioned a broad green landscaped median as one of the character-defining elements of Eisenhower East, unifying development along its expanse and providing a pedestrian refuge, open space and public amenity for residents and businesses in the City. The applicant's initial proposal showed a median for Eisenhower Avenue that was only 4 ft. wide at some places and never exceeded a width of 25 ft.

At the Planning Commission work sessions on December 6, 2005, the median issue was discussed at length with the conclusion that a reduced median would not be consistent with the EESAP, as the community and the City envisioned it. The Commission directed staff to work with the applicant on the configuration of Eisenhower Avenue to provide more of the anticipated open space, pedestrian access and aesthetics that a well-designed boulevard would create. While the Commission acknowledged the need for the roadway to effectively move cars, it specifically directed staff to focus less on simply moving cars and more on the need for Eisenhower Avenue to become a signature, unifying spine for the development area. In addition, the Commission suggested that staff hold a public work session, with experts in the field of urban transportation to balance vehicles, pedestrians and open space.

In response to the Commission suggestions, the City held a one day workshop on December 16, 2005. Dan Burden and Ian Lockwood, of Glatting Jackson Kercher Anglin Lopez Rinehart, Inc., assisted staff from Planning and Zoning, Transportation and Environmental Services, and Recreation, Parks and Cultural Activities. Citizens and the applicant joined the session at the end of the day to hear and discuss the findings of the workshop.

Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

The applicants have subsequently submitted alternate revised plans, which rearrange dimensions, and achieve a greatly enhanced median, providing open space and pedestrian refuge, while still maintaining the travel lanes necessary to accommodate East Eisenhower traffic.



The revised plans incorporate all or most of the following three specific results of the work session:

Travel lanes for cars.

The width of each vehicular travel lane has been decreased from 11 ft. to 10 ft. With three travel lanes eastbound and three westbound, this change effects an overall reduction in paving width of six feet, which can contribute to the central median.

Eisenhower East

CDD #2005-0002

DSUP #2005-0031 thru 35

SUP(TMP) #2005-0115

Sidewalk areas for pedestrians and bicyclists.

The width of the sidewalk area has been revised to be 22 feet and, instead of providing only one bike path on the south side of Eisenhower Avenue from Stovall to Mill Road, as identified in the EESAP, there can be a bike path on both the north and the south sides of Eisenhower Avenue from Stovall to Holland Lane. In both cases, the bike path will be accommodated as part of the planned 22 foot wide sidewalk area.

Providing a bike path on both the north and south sides of Eisenhower Avenue enables the pedestrian zone on the southern portion of Eisenhower to be decreased from the 31 ft envisioned by the EESAP to 22 ft, with the surplus dimension of nine feet contributing to the median/boulevard.

Curb side parking for retail customers.

The curb side parking lane will be used for on-street parallel parking during non-rush hours for the adjoining retail, residential and office uses, as envisioned by EESAP. Most importantly, curb side parking provides an additional physical barrier for pedestrian and cyclists.

Cumulatively, the above changes allow for a greatly enhanced median which will accommodate green space, trees, and pedestrians. Specifically, the proposed Eisenhower Plan includes:

- *Stovall to Mill Road.* The median can range in width from 8-17 ft. (at the location of left turn lanes) and from 17- 26 ft. (where there are no left turn lanes), which will exceed the 12-14 ft. dimension included in the EESAP.
- *Mill Road to Hoofs Run Drive.* The median can range from 20-29 feet (at the turn lane locations) and from 35 to 38 feet (where there are no left turn lanes). These dimensions meet or exceed the 30-36 foot median originally anticipated by EESAP, except at the location of the turn lanes.
- *22 ft. wide pedestrian zone.* Consistent with 22 ft. envisioned by EESAP for the north side of Eisenhower Avenue and east of Mill Road, a 22 ft. pedestrian zone is now included as a part of Eisenhower Avenue on the south side and west of Mill Road.

Eisenhower East

CDD #2005-0002

DSUP #2005-0031 thru 35

SUP(TMP) #2005-0115

- *Other properties affected.* In order to achieve a consistent approach, the larger median and sidewalk areas have consequences for non-Hoffman related properties along Eisenhower Avenue, but where necessary the other property owners have agreed to cooperate so the City will be able to create the Eisenhower Avenue median. For example, the new plan will reduce the sidewalk-landscaped area for PTO from approximately 30 ft. to 22 ft; Block 23 will have to dedicate right-of-way; and the sidewalk-landscaped area for Mill Race (not yet constructed) will be reduced from 30 to 22 ft.

The successful design of Eisenhower Avenue continues to be a collaborative effort. It was developed through a series of meetings with the applicant, two work sessions with the Planning Commission, and design development with consultants. It is an inter-agency effort involving staff from Planning and Zoning, Transportation and Environmental Services, and Recreation, Parks and Cultural Activities. While specific design details for the median will be developed to meet the design principles in the Eisenhower East Design Guidelines, the dimensions and function of this critical road will become part of the City's plans with the approval of the applicant's Concept Plan. The proposed Eisenhower Avenue Plan includes an attractive, pedestrian-friendly, open space median. It integrates active pedestrian zones, with retail storefronts, sidewalks for pedestrians, and a bike path, with the broad, landscaped median. It creates Eisenhower Avenue as a "grand boulevard," establishes a "sense of place" for Eisenhower East, and provides the spine of the EESAP which was the basis for the community's support.

Street Network

In addition to the "grand boulevard" envisioned for Eisenhower Avenue, the EESAP also established a comprehensive street grid network resulting in a series of urban blocks. The street network provides not only the means for traffic movement within the project, but also provides a key organizing element for each neighborhood and the pedestrian circulation within them. The street rights-of-way in Eisenhower East are 66 ft wide.

As part of its proposed Concept Plan, the applicant has proposed the general location of all streets in the area of its properties, including the required street sections, and has been guided by the EESAP for all streets within the project area. The location and width of the proposed streets are generally consistent with the EESAP, with several modest adjustments which are addressed within the staff recommendations. As discussed above, the primary difference in the street location and alignment is the introduction of a new north-south streets for Block 2 and Block 3, a

Eisenhower East

CDD #2005-0002

DSUP #2005-0031 thru 35

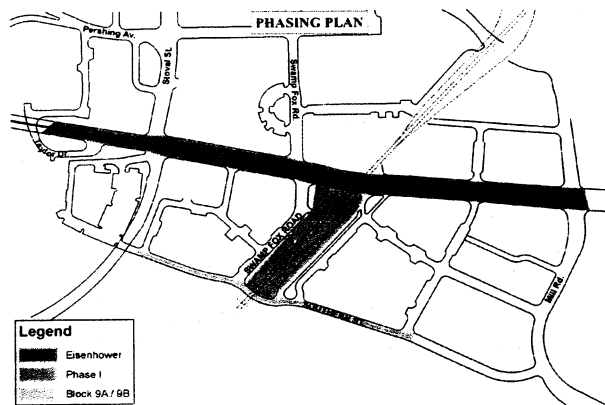
SUP(TMP) #2005-0115

through street at Blocks 4 and 5, revised configuration for Swamp Fox Road, and the right-of-way width for "Southern Road."

Proposed timing of infrastructure improvements

The applicant has proposed that planned infrastructure improvements be completed as development occurs on each block to include the street improvements, streetscape and open space areas within and adjacent to the construction of the proposed development. The applicant has also indicated that it anticipates that blocks near the Metro Rail Station, will likely develop first.

The applicant has also indicated that it will take 10-14 years to complete its development and staff notes it is possible that parts of the development may take longer to develop. While staff believes it is acceptable to have individual streets and block-related improvements constructed as development occurs, it will not be acceptable to wait 10 or more years to see Eisenhower Avenue developed.



Staff has required that, in the conditions, the applicant dedicate its portion of the Eisenhower Avenue at an early date. dedication in the conditions. However, as to the construction of Eisenhower Avenue, the applicant is agreeable to perform the work, *but only as to that portion of the Avenue adjacent to a block being developed.* Thus the creation of the broad, tree lined boulevard the City has been able to achieve through this development, if left to the applicant, will occur over many years, will at best be accomplished on a piecemeal schedule, and will be subject to the vagaries of the development market.

Importance of building Eisenhower Avenue as a single project

The EESAP recognizes the need for phasing and coordination of infrastructure improvements with private development, and provides a general framework for streetscape and open space phasing. In conjunction with the projected development, the Plan envisions a "fair-share" contribution to create the necessary infrastructure improvements, but also the need for the City to take responsibility for some of the infrastructure improvements, including Eisenhower Avenue.

Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

Within the EESAP, the Eisenhower Avenue improvements, with its green median, is listed as one of the highest infrastructure priorities.

The EESAP anticipates and staff strongly believes that the Eisenhower Avenue improvements and the construction of the median need to be completed as a single project rather than in piecemeal fashion as development occurs on adjacent development sites. A piecemeal approach over many years will cause significant disruption for traffic and occupants of Eisenhower East. It will not provide the visual identification for the area that the Avenue and median will create. And it will not provide the completed Eisenhower Avenue that is necessary to accommodate the development already approved or under construction in the area. In order to construct Eisenhower Avenue in a single construction project, it will have to be undertaken by the City.

Staff Recommendations for Eisenhower Avenue

Specifically, staff is recommending that the applicant be required to dedicate all of its land necessary to complete the construction of Eisenhower Avenue and the median. Staff notes that some parts of the necessary land is now in use, for example, as surface parking lots. The applicant will be able to continue the use of the land until such time as the City is ready to begin construction. Staff is further recommending that the applicant reimburse the City for the cost of constructing the roadway, with payment to occur as individual blocks that are adjacent to Eisenhower Avenue are developed, and with the amount of payment to be equal to the cost of the construction of that adjacent part of the roadway.

Option # 1 Because Eisenhower Avenue is essential to the functioning of the development from a traffic standpoint, and the traffic studies show that the anticipated development is based on the full-build out of Eisenhower Avenue, staff has recommended dedication of right-of-way and full payment of the cost to complete construction of Eisenhower, on the earlier:

- (1) an application for development within Eisenhower East is filed that will not meet the levels of service outlined in the applicable traffic studies; or
- (2) December 31, 2019.

Option # 2 The City will construct the entire length of Eisenhower Avenue and median at one time and require the applicant and other property owners as a condition of future development proposals to reimburse the City their fair-share proportion of the expense of the infrastructure. This provides the City, property owners in Eisenhower East and the larger community with an improved Eisenhower Avenue

Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

and median in the near future to accommodate current and anticipated development and not have construction of the road occur in a piecemeal manner. Although the City will need to fund the project up front, it should be reimbursed as future development occurs.

C. Open Spaces

A significant feature of the EESAP is the planned system of coordinated and connected open spaces built throughout the Eisenhower East area that will be available to the public and will provide a balanced system of active and passive, urban and natural areas as a relief from the built environment. All of the open spaces, squares and parks required by the EESAP are to be dedicated to the public and publically maintained or publically accessible through the provision of public access easements. The applicant's proposed Concept Plan includes each of the open spaces included in the EESAP, includes the dedication of land or an easement for public access as required by the Plan. However, the open space in the proposed Concept Plan presents two issues: the design of a key open space, the Eisenhower Metro Station Plaza, has changed; and the timing of the largest park, Eisenhower Park, is problematic.

Open Space Network

The EESAP requires and the proposed Concept Plan provides a comprehensive system of integrated and inter-connected conservation areas, passive urban parks and pedestrian places, which includes the following:

- *Boulevard Park Space* – Eisenhower Avenue as proposed becomes the most publically visible open space. It is designed as a boulevard/linear park with a landscaped median, wide brick sidewalks, street trees, seating areas, ample crosswalks and distinctive lighting. It extend the length of the planning area from Holland Lane to Stovall Road and unifies the development along Eisenhower Avenue. The area will be dedicated right-of-way.
- *Parks and Resource Protection Areas (RPAs)* – This area is to be integrated with the natural resource amenities found within the area, such as the stream valleys, watersheds and the Resource Protection Areas. It will be dedicated to the City as public open space, and become Eisenhower Park.

Eisenhower East

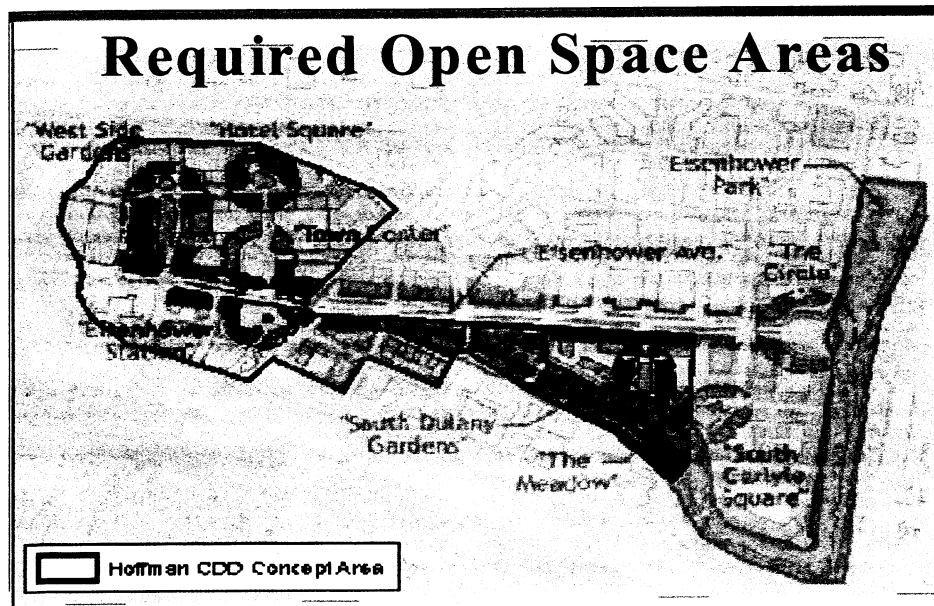
CDD #2005-0002

DSUP #2005-0031 thru 35

SUP(TMP) #2005-0115

- *Neighborhood Squares* – Neighborhood squares of green grass surrounded by shade trees are located within the residential neighborhoods as part of the Plan, and will be accessible to the public through public access easements.
- *Urban Squares* – Urban squares are centrally located throughout the higher density areas and are generally paved with enhanced materials, defined by shade trees at the edges, and include pedestrian amenities for sitting, small concerts, outdoor markets and restaurant/café dining opportunities. These areas will be accessible to the public with public access easements.

With the exception of Eisenhower Station Plaza, the proposed Concept Plan's open space reflects the general size and shape of the open space and urban squares anticipated by the EESAP.



Eisenhower East

CDD #2005-0002

DSUP #2005-0031 thru 35

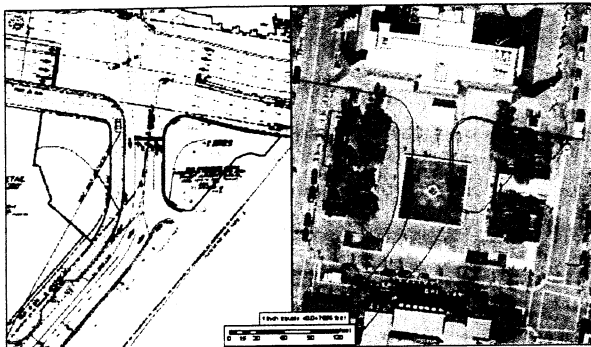
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TABLE #13					
OPEN SPACE COMPARISON					
			EESAP	DSUP's	Increase (Decrease)
Block	Type	Name	Square Footage	Square Footage	Square Footage
2/3	Neighborhood Square	West Side Gardens	34,800	34,800	0
4/5	Urban Square	Hotel Square	10,900	10,900	
6	Urban Square	Hoffman Town Center	Existing	Existing	
9B	Urban Square*	Eisenhower Station*	28,300	12,000	-16,300
22	Community Park	Eisenhower Park	116,000	116,000	
24/25A	RPA	Eisenhower Park/Meadows	75,000	75,000	
24/25A	Neighborhood Square	South Delaney Gardens	15,300	15,300	
Total			280,300	264,000	-16,300

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

The design for each of the open space areas will need to be further examined as part of the Stage 2 DSUP for each block. Staff is recommending that the future function and design of each park, square or plaza be planned in a comprehensive manner that provides a uniquely different design for each, so as to provide variety throughout the development and meet the active and passive recreational needs of its residents and visitors.

Eisenhower Metro Station Plaza



The Eisenhower Metro Station Plaza was planned in EESAP as a major civic plaza within Eisenhower East, and the proposed open space, even though changed in size and shape, will potentially be the most significant public space in the area. It is essential therefore, that the space function in the manner anticipated by the EESAP and be designed with the highest quality materials.

Eisenhower East

CDD #2005-0002

DSUP #2005-0031 thru 35

SUP(TMP) #2005-0115

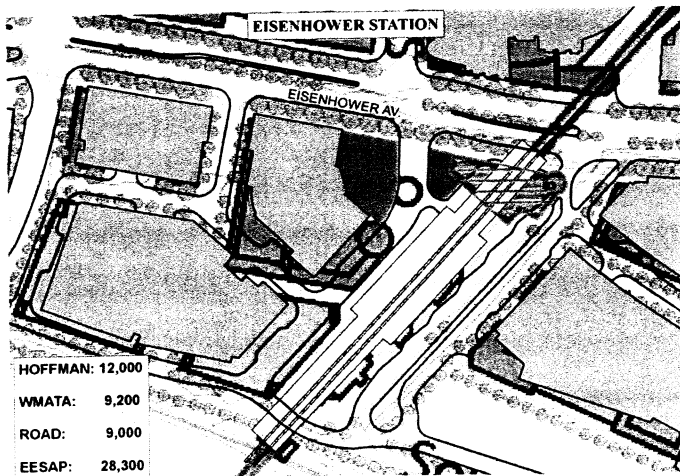
Consistency with EESAP

The configuration of the Eisenhower Station Plaza has been revised from the EESAP as a result of the new north-south extension of Swamp Fox Road. Creating a four-way intersection at Eisenhower Avenue and Swamp Fox Road was necessary to provide traffic circulation and access to Blocks 9A and 9B. As a result of the new road, what had been planned as a single large plaza will be separated into two open spaces, one adjacent to the Metro station and the other located directly across the street from the Metro entrance.

The overall area of the two proposed plazas and the extension of Swamp Fox Road is comparable to the proposed area in the EESAP.

If the spaces are well designed, they will function as a civic plaza envisioned by EESAP. They will provide a refuge for pedestrians on either side of the north-south road, will provide an opportunity for unique, well-designed plaza experiences and, can create the active, pedestrian experience appropriate for the welcoming space to Eisenhower East.

Importance of Quality Design for the Eisenhower Station Plaza



The Eisenhower Metro station and the adjoining Eisenhower Station Plaza will be one of the primary arrival and departure points for most of the future residents, employees and visitors for Eisenhower East and will function as one of the most important civic spaces within Eisenhower East, as well as within the City. It is critical, however, that the design of the plazas reflect the importance of the function and location of the plaza and provide an identity for all of Eisenhower East.

The principal function of the plazas will be as a welcoming place for persons arriving from or to the Metro. Therefore the pedestrian experience is paramount, with connections, refuge areas, activity centers and functional opportunities clearly visible and attractive. In addition, the pedestrian connections to and from the Station to other parts of the area, for example, across Swamp Fox Road, must be part of the design. It will be critical that the two plaza areas are linked visually and functionally and that pedestrian improvements across Swamp Fox Road give prominence to the pedestrian connections at this location. Quality materials should be

Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

incorporated into the design, which should also facilitate larger crowds, allow for small concerts and festivals, and provide a location for the statue of Eisenhower now located in the Holland Lane rotary.

Because of the significant reliance on transit within Eisenhower East, it is critical that the configuration and vehicular circulation of this Metro Rail Station be revised to accommodate the pedestrian and bus circulation anticipated for this area, and that the future design balance the need for pedestrians and buses while providing an extremely high quality urban space and plaza. For example, P&Z and T&ES staff question whether the Kiss and Ride area at the Eisenhower Avenue Metro Rail station is desirable, given the amount of proposed density adjacent to it. This location will have transit-oriented development that is urban and intended to encourage transit-use. Modifying the Kiss and Ride area to an urban standard can help to increase the size of the public space/plaza, potentially eliminate the need for dual left turns onto Eisenhower Avenue and reduce the amount of land designated for cars near a metro station. Coordination with WMATA will determine the final design for the Kiss and Ride area.

While the amended Concept Plan depicts the general circulation pattern and plaza area at the metro, the configuration will require a significant amount of additional refinement as well as consultation between the applicant and WMATA as part of the stage.

Because of the critical importance of the Eisenhower Metro Station to the functioning, character and appearance of the Eisenhower East area in general and the Hoffman properties particularly, staff has added conditions that require significant work by the applicant. To address the City's concerns about the design, function and configuration of the area around the Metro, Staff is recommending that

- the design and construction of the Metro Rail Station and adjoining streets be required to be approved by the Planning Commission and City Council as part of the first Stage 2 DSUP for *any* block within the Concept Plan area;
- the new Station Plaza configuration be actually constructed prior to the occupancy of development on any Stage 2 block;
- the applicant be required to coordinate with WMATA and City prior to submission of a plan for this area to address the configuration of the bus and vehicle access and the possible elimination of the "Kiss and Ride" surface parking lot; and
- the final design of the Station Plaza be of the highest quality urban design and materials and that it include public art, for example, a sculpture and/or a fountain.

Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

With these conditions, staff believes that the new open space design for the Metro Station Plaza will meet the intent of the EESAP.

Phasing of Open Space Improvements

With some minor modifications as recommended in the staff recommendations, the overall size, shape and location of the public spaces within the Concept Plan – Eisenhower Park, Metro Station Plaza, and the neighborhood squares and urban squares – all will be consistent with the EESAP. The challenge for the City, however, is to have the open spaces developed in a manner and on a schedule that will provide open space and “openness” for the significant amount of residents, employees and visitors that will begin occupying Eisenhower East in the upcoming years.

Urban Squares and Metro Plaza- Phasing

The Metro Station Plaza is of critical importance to the entire area and the development that is taking place early in the overall process. Therefore, staff has recommended that the design and construction of the revamped Metro station and the two Station plazas take place in conjunction with the first development block. The applicant indicates that the Block 11 or Block 12 or Blocks 9A and 9B, which are adjacent to the Metro, will likely be developed first. Even if they are not, however, the recommended conditions require completion of the Metro and Station Plaza improvements with the first development.

Eisenhower Park-Phasing

While the overall amounts and location of open space are compatible with the EESAP, a concern of staff is the timing and implementation of Eisenhower Park. The applicant proposes that portions of the park be dedicated as the adjacent blocks, Block 22, Block 24 and Block 25A, are developed. The applicant will then be responsible for the design and construction of the portion of the park adjacent to each block. If those blocks were to develop soon, that proposal would be acceptable. However, the applicant acknowledges that development of those two blocks is not likely to occur in the near future. There is also the issue of that part of Eisenhower Park located along Eisenhower Avenue, north of Block 19.

Eisenhower Park, as planned in the EESAP, will be a very large land area, which includes RPA land, and will be large enough to contain both passive natural areas and active park activities, including a multi-purpose trail which connects to the City’s overall trail system. Ideally, the land for this important future public park would be required to be designed, dedicated and constructed in the next couple years as part of the first block to be developed. That approach would be similar to what has been done in other developments and will be done in the Potomac Yard development. In the case of Eisenhower Park, however, there are existing buildings and surface parking lots in the location of the future park. Therefore, staff recognizes that it is not reasonable

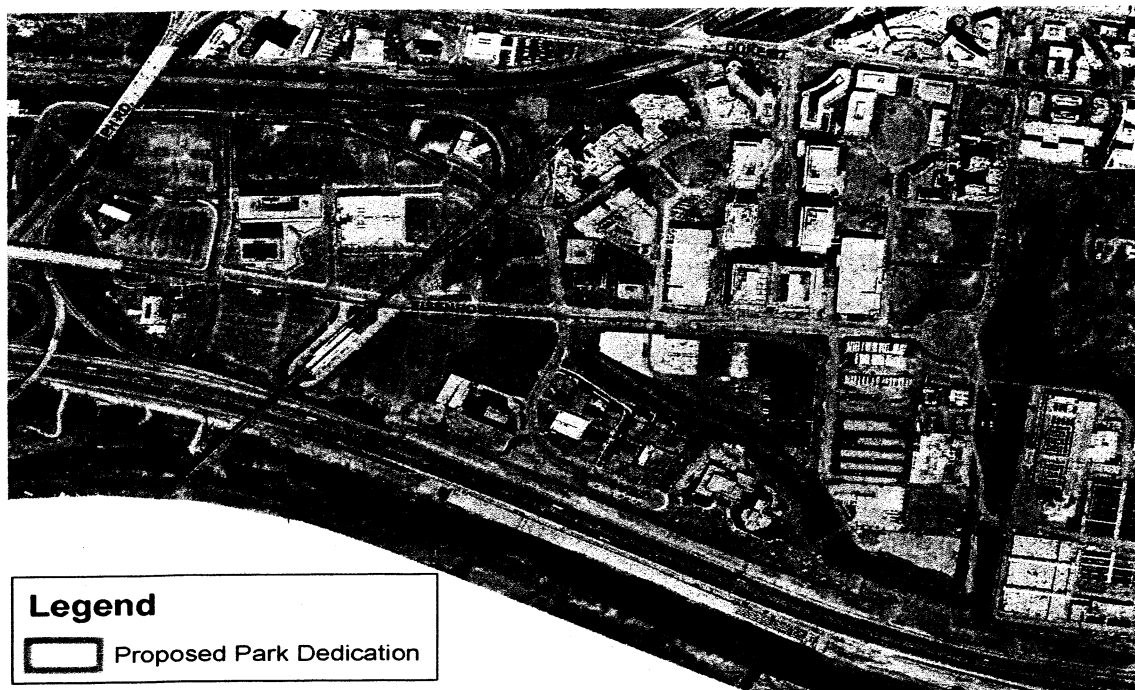
Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

to recommend the construction of the park or dedication of the land with the development of the first block within the amended Concept Plan.

In an effort to balance the problem achieving a well designed Eisenhower Park so that existing and new residents and users of Eisenhower East can enjoy it within a reasonable period of time, and allowing for the applicant's development over time, staff is recommending a series of alternative requirements designed to cover a range of possible circumstances in the future. Specifically, staff has recommended that:

- The applicant submit an overall Infrastructure and Open Space Phasing Plan for review and approval as part of the first Stage 2 DSUP;
- The applicant dedicate the portion of Eisenhower Park located to the north of Block 19.
- As Blocks 24 and/or Block 25A are developed, Block 22 and the adjoining portions of Eisenhower Park on Blocks 24 and 25A are to be dedicated and developed;
- If Blocks 24 and 25A are developed separately, the applicant is to provide a connection from the portion of the park developed, as well as connections from that portion of the park to Eisenhower Avenue;
- The applicant will coordinate with the City and adjoining property owners prior to development approvals within the CDD to ensure logical connections within the park are achieved.
- If Blocks 24 and 25 are not developed and the area required for Eisenhower Park is not dedicated by January 1, 2015, the applicant will be required to all of the land for the Eisenhower Park - Block 22, and portion of Block 24 and Block 25A.

Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115



The applicant is not being required to contribute to the Eisenhower East Open Space Fund under the program outlined in the EESAP, to represent a fair-share allotment of the cost of to acquire, remediate and construct the public parks and open spaces within Eisenhower East. A significant proportion of the parks and open space planned in Eisenhower East are located on land owned by the applicant. Therefore, the value of the land transferred by Hoffman and/or developed as part of the Block-specific urban squares and parks, will exceed the amount of “fair-share contribution” otherwise required of land owners and developers in Eisenhower East.

D. Traffic and Transportation Management :

Eisenhower East Planning Approach

Given the relative isolation of the the Eisenhower East planning area - the barriers created by the Capital Beltway (I-495) on the South, existing open space and neighborhoods on the east, and railroad yards on the northwest; the few vehicular and pedestrian connections to the area- one of the overarching challenges of the EESAP was to identify a comprehensive strategy to reduce traffic impacts that would result from development under the prior existing zoning. EESAP thus establishes the framework to create a mixed-use neighborhood with a balance between jobs and housing at a density that will support and be served by the transit system. The EESAP approach

Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

includes the following seven principles to mitigate the negative impact of traffic and to optimize the use of the existing transit resources.

- *Create an urban grid of interconnected streets – The street grid reduces traffic congestion by providing alternative routes and turning options while creating a sense of “openness” throughout the neighborhood.*
- *Concentrate the greatest development at the Metro Station – 73% of future office use, 66% of future residential use and 82% of the future retail/entertainment use should be within 1500 feet of the Metro station.*
- *Achieve a balance between jobs and housing – The EESAP calls for a balance of office, residential, hotel and retail/entertainment uses and a 50/50 distribution of the residential and office square footage, or two jobs for every resident. Balance in the residential and office use has a more positive effect upon traffic impacts than reducing the intensity of overall development.*
- *Provide a modest reduction in development intensity – A modest reduction in overall development intensity (from existing maximum zoning) is incorporated into the EESAP. To achieve the reduction, allowable square footage is based on the gross square footage rather than the net square footage. This change provides a better reflection of the actual size of buildings and results in better buildings as the incentive to construct occupied space with ceiling heights less than 7’-6” eliminated.*
- *Extend neighborhood activity over a 16-hour day and a 7-day per week period – The EESAP incorporates a regional-serving retail/entertainment complex and a neighborhood serving area to provide for the needs of the workforce and residents of Eisenhower East. Office workers will be encouraged to shop and eat within the neighborhood thus reducing the need to move their cars during the workday.*
- *Minimize the overall amount of parking/optimize the short-term parking- The parking strategy establishes a limitation on the amount of parking to encourage the use of transit and limit the number of single occupancy vehicles on the street. The EESAP provides for the availability of short-term off-street parking.*
- *Maximize the use of the transit facilities with a Transportation Management Plan – The EESAP includes the formation of a district-wide transportation management program to ensure a coordinated plan of policies and incentives to maximize the utilization of the existing and proposed transit infrastructure.*

Eisenhower East

CDD #2005-0002

DSUP #2005-0031 thru 35

SUP(TMP) #2005-0115

To accomplish this vision, the EESAP balances land uses, and assigns uses and densities to blocks in the planning area based on their relationship to the planned road network and to the Metro station, and requires applicants to address transportation management as part of their development applications.

The EESAP integrates a combination of highway access, local streets in a grid pattern and transit services to support the existing and proposed development. Significant through traffic pressures are created as the Virginia Department of Transportation (VDOT) connects the Capital Beltway express ramps directly to Mill Road and Stovall Street within the planning area. The EESAP recommends the creation of new connector streets including Southern Street extending from the base of the Mill Road ramps west to the south side of the planning area. Another recommended connection between Mill Road and Eisenhower Avenue is the extension of Elizabeth Lane, although unlikely unless a new alignment can be designed to connect directly across from the interior street (Dock Lane) between Blocks 19 and 20.

With the implementation of the Elizabeth Lane connector, the dual left turn lanes at Mill Road could be reduced to one. Additionally, local streets in a grid pattern were recommended through and between the different blocks within the Eisenhower East area to provide maximum opportunities for vehicular and pedestrian circulation.

Hoffman Concept Plan and Eisenhower East Traffic:

The adoption of the EESAP was predicated in major part upon the results of the comprehensive traffic study conducted for Eisenhower East and the City continues to evaluate each project against the background of that traffic study. In this case, the proposed Concept Plan increases the overall maximum permitted development within the Eisenhower East planning area by approximately 43,400 gross square feet (less than one percent increase) and redistributes land-uses among these parcels somewhat differently than was outlined in the EESAP. Although the proposed changes are minor in scope and scale, their potential impacts on the transportation network in East Eisenhower were evaluated in an October 2005, Traffic Impact Analysis prepared by BMI-SG. The traffic impact analysis specifically considered changes in the number of future trips projected to be generated by the modified land use plan and the effects of these changes on the planned Eisenhower East street network.

Eisenhower East
 CDD #2005-0002
 DSUP #2005-0031 thru 35
 SUP(TMP) #2005-0115

Changes in Travel Demand

The impact of the proposed changes in the overall amount and distribution of land-uses on the amount of vehicular travel that will be generated by the Hoffman Concept Plan was evaluated using the original EESAP methodology and assumptions. Based on the 2002 East Eisenhower Valley Traffic Study, trip reduction factors for all non-SOV trips (transit, car pool, etc.) of 24% and 28% were assumed for the AM and PM peak hours, respectively. As shown below, the changes proposed in the Hoffman Concept Plan equate to an increase of about 400 vehicles during the AM peak hour, and a decrease of about 100 vehicles during the PM peak hour.

TABLE #14						
	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
EESAP	3,459	1,033	4,492	2,036	4,029	6,065
HMP	3,834	1,069	4,903	1,881	4,096	5,977
Change	375	36	411	-155	67	-88
			(+9.1%)			(-1.5%)

The results of the analysis show a modest increase in the AM peak and a decreased traffic impact during the PM peak.

The traffic impact analysis provided a comparative evaluation between the approved EESAP and the proposed Concept Plan, using three street network scenarios. These were:

- **Scenario 1** - East Eisenhower Small Area Plan (EESAP) with updated street network (Used as baseline condition);
- **Scenario 2** - Hoffman Concept Plan with updated street network; and
- **Scenario 3** - Hoffman Concept Plan with updated street network with recommended changes to achieve adequate level of service (LOS).

For study purposes, the EESAP planned street network has been updated as follows:

Intersection of Mill Road and planned Southern Road

Due to the configuration of the I-95/495 ramps being constructed near the southern end of Mill Road, it is not certain at this time if the future intersection of Mill Road and planned Southern Road can be operated under traffic signal control, providing opportunities for all turning movements, or if this intersection will be limited to “right in/right out” operation. Without signal control, the majority of ramp traffic destined for parcels 1, 9A, and 9B will travel through the intersection of Mill Road and Eisenhower Avenue, creating the need for a second left-turn lane on the northbound Mill Road approach. With signal control, this traffic will be able to access

Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

parcels 1, 9A and 9B via the planned Southern Road and the additional turn lane will not be necessary. The traffic impact analysis considered both operating conditions at the intersections of Mill Road with Eisenhower Avenue and the planned Southern Road.

Elizabeth Lane is not extended through the RPA Site

Due to impacts on the RPA and the proximity of Eisenhower Avenue, the feasibility of this extension is highly questionable. Without the extension of Elizabeth Lane as previously planned, there will be more traffic making a westbound left (WBL) turns at the intersection of Eisenhower Avenue and Mill Road, necessitating an additional WBL lane.

Grist Mill connection between Mill Road & Swamp Fox Road is closed

The traffic analysis concludes that eliminating this planned connection will have little effect on operations on Grist Mill Road.

Telegraph/I-495 Ramp Connection to Stovall Street and Eisenhower Avenue for Holiday Inn access

The layout of this intersection was not known at the time of the EESAP development. The currently proposed design was incorporated in the traffic impact analysis.

Increased signal timings for pedestrian movements

Traffic signal timing plans were adjusted to increase the time available for pedestrian movements, resulting in some longer signal time for minor streets and some increase in vehicular delay, but both are necessary to serve pedestrians, consistent with the urban village vision.

Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

Required Intersection Improvements

The traffic impact analysis concluded that the proposed changes in the land use plan result in minimal changes in travel delay (level of service) within the Eisenhower East street network, with spot improvements recommended for at least two intersections. The recommended intersection improvements are:

- (1) dual left turn lanes on westbound Eisenhower Avenue at Mill Road and, depending on the final configuration of Mill Road and planned Southern Road, one or two left turn lanes on northbound Mill Road at Eisenhower Avenue; and
- (2) a single left turn lane on Mandeville Lane at Mill Road.

In addition, the analysis determined that dual left-turn lanes will be needed on the future northbound Swamp Fox at Eisenhower Avenue in order to accommodate the extended pedestrian crossing times and maintain adequate egress from the Eisenhower Station Kiss-and-Ride area.

Finally, the analysis results indicate that, independent of evaluation scenario, the Eisenhower East street network can be expected to experience congestion typical of urban conditions during peak traffic periods, although acceptable corridor-level operations are projected. Key intersections within the street network that significantly influence corridor operations are Eisenhower Avenue at Stovall Street and Mill Road. As development progresses and build-out conditions are realized, operations at these key intersections must be monitored and the city may need to consider improvements and/or additional demand reduction actions to maintain acceptable street network operations.

Transportation Management Plan

The EESAP encourages a very high level of transit use through incentives such as employee transit subsidies, shuttle transit systems and improved user information. To effect these results, large developments are required to include specific transportation management tools in their planning.

Several TMP's currently exist within Eisenhower East and include monetary and non-monetary contributions for transportation management. In addition, in accordance with the Plan, as the critical mass of development increases it is anticipated that "a district wide Transportation Management Program" will be established. Future approvals will continue to include similar TMP contributions and will include a condition for participation in the Transportation Management Plan and existing individual TMP's would be annexed into the district program. Lastly, the Plan requires "continuous monitoring of its transportation systems and parking in order to ensure its capability to provide for a large daytime population of employees and a weekend population of a comparable magnitude at a major town center." The City will continue

Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

to ensure that available parking keeps pace with the emerging growth of Eisenhower East and will make adjustments as necessary to achieve that goal.

Staff has included transportation management requirements as part of the Concept Plan and TMP conditions, that have become standard in Eisenhower East, including:

- a. A TMP coordinator with an on-site office responsible for implementing and managing all aspects of the TMP and the parking management program for the project.
- b. Biannual reports to the Office of Transit and Programs in the Department of T&ES with an assessment of the effects of the previous six month's TMP activities on carpooling, vanpooling, and transit ridership, an accounting of receipts and disbursements for any TMP accounts, and a work program for the subsequent six months.
- c. Promotion of transit, ridesharing, staggered work hours/compressed work weeks, parking restrictions, the elements of the parking management plan to prospective tenants and to employers and their employees.
- d. A ridesharing program with participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program.
- e. A Guaranteed Ride Home Program.
- f. A share car program.
- g. Discounted bus and rail fare media sold on-site to employees.
- h. Staggered work hour programs for office workers.
- i. A transportation management account, based on the occupied square foot of commercial space and/or residential use to be used exclusively for the transportation activities listed above.

E. Parking:

Closely related to the TMP requirements is the applicant's ability to minimize traffic impacts through limitations on parking. In addition to urban design issues related to the number and location of parked cars in the area, the City has advanced a program of limited parking in

Eisenhower East

CDD #2005-0002

DSUP #2005-0031 thru 35

SUP(TMP) #2005-0115

Eisenhower East in order to reduce the number of single occupancy vehicles and to promote transit use.

The EESAP includes extensive calculations outlining the appropriate number of parking spaces to accommodate development in Eisenhower East. Under the EESAP, the amount of parking on a particular block is calculated depending on the use, the amount of development and the block's proximity to the Metro (higher parking is allowed outside 1,500 ft from the Metro). In addition, while above grade parking is permitted (with conditions) all above-grade parking, with some expectations is included within the AGFA for that block.

The maximum parking for the Hoffman properties calculated under the EESAP is 12,316 spaces. The Hoffman properties are allowed a maximum of 12,076 and the conditions so reflect the maximum. The location of the structured parking within the Hoffman properties is permitted to be concentrated on specific blocks separate from the development that it is serving.

The EESAP provides for a phased reduction of existing surface parking as structured parking is constructed, and staff has included a condition requiring that surface parking spaces be eliminated as structured parking is constructed and that the total number of parking spaces within the Concept Plan area be maintained at a maximum of 12,076 spaces. The conditions also require the preparation and enforcement of a parking management plan which requires fair market rates for single occupancy vehicles (SOVs) parking, except that free parking is required for vanpool vehicles and for retail customers.

F. Affordable Housing

Housing Contribution

The EESAP mirrors the City's policy to provide housing to meet the income levels of a broad segment of the community. As is done elsewhere in the City, developers are asked to voluntarily provide a contribution to the City's Housing Trust Fund or to provide on-site affordable units. The applicant here has indicated a willingness to voluntarily contribute to the Alexandria Affordable Housing Fund in accordance with the recommendations in the Report of the Developer Housing Contribution Policy Work Group, accepted by the City Council on June 8, 2005. Staff is therefore recommending the following condition as part of the Concept Plan approval:

The developer agrees to comply with the terms and conditions of the City of Alexandria for new development in effect at such time as each preliminary development special use permit is submitted for approval. In the case of commercial development, the developer agrees to contribute to the Housing Reserve Fund in accordance with the then-current policy. In the case of residential

Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

development, the developer or successors agrees to cooperate with the City or non-profit housing providers to develop onsite affordable housing or, in the event onsite affordable housing is not feasible, contribute to the Housing Reserve Fund.

Bonus Density for Affordable Housing

The applicant has discussed with staff the potential for it to request a 20% density bonus as part of the Stage 2 DSUP for specific blocks, on a case-by-case basis, for the provision of affordable housing pursuant to Section 7-700 of the Alexandria Zoning Ordinance. The traffic analysis for the EESAP and the current traffic analysis for Hoffman's Concept Plan did not anticipate a 20% increase in density on any of these blocks. Staff is unable to judge, without a more detailed proposal, whether any of the development blocks would be an appropriate location for additional density if additional affordable housing were provided. Each of these proposals will require approval of subsequent development special use permit and will need to be evaluated on a case by case basis, as well as on evaluation of the impacts on traffic circulation.

Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

V. Development Special Use Permits - Stage 1

A. DSUP2005-00031: Blocks 2 & 3

Block 2

Block 2 is located on the northwest portion of the Hoffman Concept Plan that is bounded by Telegraph Road on the West, Eisenhower Avenue on the South and Stovall Road on the East. The proposed development pattern and massing of buildings generally follow the EESAP. The proposal of an office structure and a parking garage with a height of 40ft, which is below the maximum 45ft. height limit as defined under the EESAP. Blocks 2 and 3 are not required to have underground parking but based on the EESAP shall "provide that the visible portions of the parking structures are architecturally treated in a manner acceptable to the Director of P&Z..."

The proposed Concept Plan for this block has a free right turn lane from eastbound Pershing Avenue to southbound Stovall Road that reduces the open space (West Side Gardens). Staff is recommending removal of the free right turn at this location as envisioned by the EESAP and return of that area to the urban square. The proposed plan requires the vacation and acquisition of a portion of Taylor Road for the parking structure, staff has included a recommendation requiring the relocation of the parking structure outside the Taylor Run right-of-way. A new north/south street divides the proposed office building and parking structure, and connects to the remaining portion of Taylor Road.

Block 3

Block 3 is located to the north of Block 2 with a second urban square as part of West Side Gardens. A new north/south street is proposed to the parking structure and loading dock; if carried through the block it could connect Pershing Avenue to Mill Road, which borders the property on the North. This connection could reinforce the grid street pattern in the EESAP.

B. DSUP2005-00032: Blocks 4 & 5

Blocks 4 and 5

Blocks 4 and 5 are located to the north of the existing Hoffman Town Center. The proposed concept plan includes residential development with retail uses on the ground floor along Mandeville Lane, which strengthens the existing retail destination. The proposed urban square at Swamp Fox Road conforms to the EESAP. Mandeville Lane, which borders Blocks 4 and 5 on the south, is recommended to be a public street connecting Mill Road on the eastern side of Block 5 to Stovall Road on the west. The proposed North-South Road will provide connection to

Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

Mill Road and will strengthen the grid system. Blocks 4 and 5 had the most significant AGFA by increasing the AGFA on Block 4 and Block 5.

C. DSUP2005-00033: Blocks 9A & 9B

Blocks 9A and 9B

Blocks 9A and 9B are located adjacent to the south of Eisenhower Avenue and to the west of the MetroRail Station. There are several changes in the proposed development for this block since adoption of the EESAP that include:

- A north-south extension of Swamp Fox Road that divides the MetroRail Station from the development block resulting in two separate open space plazas on either side of the new road, of which the design for each plaza will require additional review during the State 2 DSUP process;
- Elimination of the retail structure (Block 10) illustrated in the EESAP since the land area is no longer large enough to accommodate such a structure; and
- Relocation of the hotel from Blocks 5 and shift of residential to Block 5.

This proposed Swamp Fox alignment provides access to the southwest quadrant of the Hoffman development blocks.

This configuration is consistent with the EESAP concept of locating the tallest buildings adjacent to the MetroRail Station.

Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

D. DSUP2005-0034: Blocks 11 and 12

Blocks 11 and 12

Blocks 11 and 12 are located to the east of the Eisenhower MetroRail station and are proposed for high-density residential development with a ground floor grocery store. Two 250' tall residential towers with ground floor retail are consistent with the EESAP's policy of locating the tallest buildings adjacent to the Metro station. Parking for the two sites are located in parking structures with the exception of a surface parking lot, which will serve the proposed grocery. If a grocery is not included on this site, the surface parking is eliminated.

Dock Lane – an east/west street separates the residential towers reinforces the grid pattern and provides a direct pedestrian link from the future residential redevelopment of the ATA site on Block 21 to the MetroRail Station. Although staff has some concern that the proposed width of Dock Lane will accommodate the height of the two residential towers without creating a tunnel effect, staff has recommended that Dock Lane be limited from 54'. Consistent with the EESAP, Southern Road, as discussed previously in the staff report, should become a public road serving the south side of Blocks 11 and 12, as well as through to Blocks 9A and 9B

E. DSUP2005-00035: Blocks 24 & 25A

Blocks 24 and 25A are located to the North of the proposed Eisenhower Park and directly across from the Patent and Trademark Office (PTO) complex on Eisenhower Avenue. The proposed building volume is different than that envisioned in the EESAP. In the EESAP, a pair of mid-rise office towers were shown for these blocks 24 were sited symmetrically placed at the centerline of the PTO atrium across from Dulaney Street. The balance of the site is devoted to lower scale residential buildings.

The amended Concept Plan under this DSUP proposes a 105 ft. mid-rise office tower on the west end of Block 24 with two 85 ft. high residential buildings placed symmetrically on the axis of the PTO atrium. Four-story (40 ft) high residential uses that serve as "liner" uses for the four story parking garage that faces South Dulaney Gardens, Park Drive and the newly created Eisenhower Park (RPA).

Access from Dulaney Street will be a right turn in and out from Eisenhower Avenue. This configuration differs from the EESAP, which had full intersection. On the eastern portion of Block 25A is a service drive, which parallels Hooffs Run Drive. Staff is recommending that Hooffs Run allow for a right-turn in and right-turn out from onto Eisenhower Avenue which will allow the elimination of the service road as recommended by staff. This is reflected in the

Eisenhower East

CDD #2005-0002

DSUP #2005-0031 thru 35

SUP(TMP) #2005-0115

conditions, which will be reviewed and revised in Stage 2 of the preliminary Special Use Permit. Timing of improvements to Hoofs Run Drive and development of the adjacent parcel (Block P) will require coordination between the two property owners and the City of Alexandria to assure a compatible design. The City of Alexandria has discussed this issue with the applicants for both parcels.

Eisenhower East
CDD #2005-0002
DSUP #2005-0031 thru 35
SUP(TMP) #2005-0115

VI. CONCLUSION

Because the proposed Concept Plan is generally consistent with the City's plan for the Eisenhower East area, and because each of the important elements of that plan have been addressed by the applicant, staff recommends approval of the Concept Plan, the TMP SUP, and the Stage 1 DSUPs, subject to the recommended conditions.

Staff: Eileen Fogarty, Director, Planning and Zoning
Jeffery Farner, Division Chief of Development
Tom Culpepper, Deputy Director, Transportation & Environmental Services

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

VII. STAFF RECOMMENDATION

Staff recommends approval of the amended Concept plan (CDD # 2005-0002), the amended Transportation Management Plan (TMP)(SUP# 2005-0115) and the Stage 1 development special use permits (DSUP # 2005-0031 thru 35) subject to compliance with all applicable codes and ordinances and the following conditions.

A. GENERAL:

1. **(DEFINITION)** The term "Settlement Agreement" means the "Hoffman Town Center Land Use and Parking Compromise" under original date of December 14, 2004, as amended under date of August 24, 2005. (P&Z)
2. **(DEFINITION)** The term "Hoffman Process Agreement" means that portion of the Settlement Agreement so denominated and setting forth the sequence of submissions/approvals governing the process for approval of the development permits for the Hoffman Property development blocks within the Eisenhower East area. A copy of the Hoffman Process Agreement is attached hereto as Addendum 1. (P&Z)
3. **(DEFINITION)** As used in this document, the phrase "Stage 1 preliminary development special use permit" means that preliminary development special use permit submitted pursuant to the Hoffman Process Agreement as "Preliminary Development Special Use Permit #1".(P&Z)
4. **(DEFINITION)** As used in this document, the phrase "Stage 2 preliminary development special use permit" means that preliminary development special use permit submitted pursuant to the Hoffman Process Agreement as "Preliminary Development Special Use Permit #2". (P&Z)
5. **(REVISED CONDITION)** Notwithstanding any contrary provisions in the Zoning Ordinance, the amended CDD Concept Plan (CDD#05-02 - hereby referred to as the Concept Plan), the amended Transportation Management Plan Special Use Permit (TMP-SUP # 2005-0115), the Stage 1 Development Special Use Permits, (DSUP#2005-0031, DSUP#2005-0032, DSUP#2005-0033, DSUP#2005-0034 and DSUP#2005-0035) shall remain valid until December 31, 2020. (CDD#98-05)
6. **(REVISED BY THE PLANNING COMMISSION)** (The review and approval of the Stage 1 and Stage 2 Development Special Use Permits shall be ~~subject to~~ the as followsing:
 - a. The use, "Allowable Gross Floor Area" (AGFA), number of parking spaces, levels of underground parking, preliminary mass, and height shall be reviewed

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

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

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

Transportation Management Plan pertaining to the subject of the change to the Stage 1 DSUP. If the use, AGFA, or number of parking spaces approved in the Stage 1 DSUP are amended by the Stage 2 DSUP, the applicant shall also submit and an amended Transportation Management Plan, however such amendment shall not require an increase to the funding for the TMP account established in TMP SUP #2005-0115. (P&Z)(PC)

8. **(REVISED BY THE PLANNING COMMISSION)** Block 1 shall be limited to the use and building configuration existing on January 1, 2006, and any alteration in the use or to the existing building (except interior alterations and alterations to the exterior facade) shall be subject to the Eisenhower East Small Area Plan and the Eisenhower East Design Guidelines, except that a parking structure with a maximum of 215 parking spaces may be constructed by Virginia Department of Transportation (VDOT) if necessary for the replacement of those spaces taken for the Stovall ramp realignment. (P&Z)(PC)
9. **(NEW CONDITION)** Prior to submitting a Stage 2 preliminary development special use permit application, the applicant shall submit a conceptual site plan for review by the City at least 90 days prior to submission of the preliminary development special use permit application for each block(s). (P&Z)
10. **(NEW CONDITION)** Each Stage 2 development special use permit application shall be subject to review by the Eisenhower East Design Review Board or successors prior to consideration of the preliminary development special use permit by the Planning Commission and City Council. The applicant shall submit architectural elevations, massing studies and other applicable information deemed necessary by the Director of P&Z for such review as part of the submission materials for review. (P&Z)
11. **(NEW CONDITION)** The applicant may transfer Gross Floor Area (GSF) of a use approved in the Concept Plan and a pro rata share of the Gross Floor Area (GSF) of the parking from that block from one block to another block as part of a Stage 2 development special use permit, subject to approval by the Director of P&Z and subject to the following:
 - a. Change in the primary use of the property may be permitted within each CDD during the development approval process provided that the change is consistent with the principles and intent of the EESAP
 - b. A change of use that results in the transfer of an equal amount of square footage from one parcel to another may be done administratively. A change that increases the amount of building area on a parcel shall be made as an amendment to the Master Plan. (P&Z)

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

12. (NEW CONDITION) All proposed and existing above grade utility lines for each block within the Concept Plan (excluding the VEPCO transmission lines) shall be placed below grade with the development and/or redevelopment of each block(s). The cost of locating the utility lines below grade shall be the sole responsibility of the applicant and/or its successors. All proposed and existing above-grade utility lines(excluding the VEPCO transmission lines) shall be located below grade prior to the certificate of occupancy permit for each building or structure. (P&Z) (T&ES)

13. (NEW CONDITION) The names of each public street dedicated for public use or a street with a public access easement within the Concept Plan shall require subsequent approval by the Planning Commission. (P&Z)

14. (REVISED BY THE PLANNING COMMISSION) N) The number of parking spaces within the CDD at all times shall be limited and/or conditioned as follows:
 - a. Structured parking on all development blocks except Block 1 is limited to a maximum of 11,585 parking spaces, unless otherwise defined in this Paragraph.
 - b. New surface parking on all development blocks except Block 1 is limited to a maximum of 160 parking spaces on Block 11 and only in conjunction with a grocery store tenant on that Block.
 - c. Surface and structured parking on Block 1 shall not exceed the surface parking existing on January 1, 2006, plus a maximum of 215 additional structured parking spaces to replace those taken by the construction of Ramp A-1 of the Telegraph Road Interchange.
 - d. Except for those blocks that are governed by DSUP #2000-0028 and Block 1, Block 2, Block 3, Block 24 and Block 25A, all parking structures shall have a minimum of two levels of parking below grade.
 - e. The number of off-street parking spaces within the Concept Plan shall be limited to a maximum number of ~~11,960~~12,060 parking spaces (including during interim development).
 - f. On street parking, including the Town Center circle, is excluded from the foregoing maximum number of parking spaces. (P&Z) (PC)

Eisenhower East
 CDD#2005-0002
 DSUP#2005-0031 thru 0035
 SUP(TMP)#2005-0115

B. BUILDINGS - USES:

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

BLOCK	RETAIL (GFA)	OFFICE (GFA)	RESIDENTIAL (GFA)	HOTEL (GFA)	SUBTOTAL (GFA)	GFA**** Exclusion	TOTAL GFA***	PARKING GFA***	AGFA**** TOTAL	Structure d-Parking	Surface Parking	Height (Feet)
2	0	470,000	0	0	470,000	15,548	454,452	**	454,452	1,058	0	210
3	0	300,000	0	0	300,000	9,633	290,367	**	290,367	675	0	210
4	36,950	436,000	0	0	472,950	13,442	459,508	225,570	685,078	2,284	0	220
5	24,050	0	260,000	0	284,050	9,282	274,768	55,073	329,841	In-Block 4	0	220
9	30,000	800,000	0	170,000	1,000,000	42,848	957,152	457,196	1,414,348	2,182	0	220/ 250
11	50,000	0	430,000	0	480,000	19,968	460,032	166,424	626,456	924	160*	250
12	15,000	0	445,000	0	460,000	16,536	443,464	102,298	545,762	238	0	250
22	0	0	0	0	0	0	0	0	0	0	0	0
24	0	180,000	230,000	0	410,000	9,074	400,926	**	400,926	600	0	200
25A	0	0	180,000	0	180,025	4,160	175,865	**	175,865	377	0	200
TOTALS	156,000	2,186,000	1,545,000	170,000	4,057,000	140,491	3,916,534	1,006,561	4,923,095	8,339	160	N/A

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

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

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

Block	RETAIL	OFFICE	RESIDENTIAL	HOTEL	SUBTOTAL	GFA Exclusion	USE GFA	PARKING GFA	AGFA TOTAL (Note 2)	Structured Parking	Surface Parking	Height (Feet)
1	0	0	0	101,000	101,000	0	101,000	0	101,000	215	100	Existing
2	0	470,000	0	0	470,000	15,548	454,452	--**	454,452	1,058	0	210
3	0	300,000	0	0	300,000	9,633	290,367	--**	290,367	675	0	210
4	36,950	436,000	0	0	472,950	13,442	459,508	225,570	685,078	2,281	0	220
5	24,050	0	260,000	0	284,050	9,282	274,768	55,073	329,841	Shared with Block 4	0	220
6*	33,500	1,002,000	0	0	1,035,500	0	1,035,500	0	1,035,500	0	0	Note 3
7*	136,000	0	0	0	136,000	0	136,000	0	136,000	0	0	Note 3
8*	31,000	461,430	0	0	492,430	0	492,430	0	492,430	375	0	Note 3
9A	0	0	0	170,000	170,000	8,190	161,810	389,396	551,206	2,172	0	220
9B	30,000	800,000	0	0	830,000	34,658	795,342	67,800	863,142	Shared with Block 9A	0	250
11	50,000	0	430,000	0	480,000	19,968	460,032	166,424	626,456	924	160***	250
12	15,000	0	445,000	0	460,000	16,536	443,464	102,298	545,762	238	0	250
14*	0	0	0	0	0	0	0	0	0	2,883	0	Note 3
22	0	0	0	0	0	0	0	0	0	0	0	0
24	0	180,000	230,000	0	410,000	9,074	400,926	--**	400,926	600	0	200
25A	0	0	180,000	0	180,000	4,160	175,840	--**	175,840	379	0	200
TOTALS	356,500	3,649,430	1,545,000	271,000	5,821,930	140,491	5,681,439	1,006,561	6,688,000	11,800	260	N/A

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

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

Note 3: Per approved DSUP# 2000-0028

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

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

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

Eisenhower East
 CDD#2005-0002
 DSUP#2005-0031 thru 0035
 SUP(TMP)#2005-0115

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

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

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

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

C. PEDESTRIAN-STREETScape:

18. **(REVISED BY THE PLANNING COMMISSION)** Within the right-of-way as required herein, a Sidewalk Area, which may consist of sidewalk, bike lane and/or tree wells/street tree areas and amenities, shall comply with the Eisenhower East

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

Small Area Plan and the Eisenhower East Design Guidelines and including the following:

Eisenhower Avenue

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

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

- a. A 14 ft. wide brick Sidewalk Area on both sides, which shall consist of a tree well/street tree area and an unobstructed sidewalk.
 - b. On-street parking is encouraged.
 - c. Bulbouts with a 25 ft. radius shall also be provided at the intersections pursuant to the Eisenhower East Design Guidelines. (P&Z) (T&ES) (PC)
19. **(NEW CONDITION)** The sidewalk materials and sidewalk street furniture, amenities, lighting and pedestrian areas and streetscape design shall comply with the EESAP and Eisenhower East Design Guidelines. (P&Z)
 20. **(NEW CONDITION)** The applicant shall prepare a plan for sculpture and public art as part of the submission of the first Stage 2 development special use permit for review and approval by the Planning Commission and City Council. (P&Z)
 21. **(REVISED BY THE PLANNING COMMISSION)** The urban ~~square~~ plaza planned and/or approved for Block 8 shall be designed to connect to and be compatible with the adjoining Mill Race project. The Hoffman development team shall coordinate with the Mill Race development team and WMATA on the design of the areas between the two projects, including the connecting open space and the area under the Metrorail tracks. (P&Z)(CDD #98-05)

D. STREETS - PUBLIC RIGHTS-OF-WAY:

22. **(NEW CONDITION) (PLANNING COMMISSION)** All improvements for Eisenhower Avenue shall be public, and shall consist of the following.
 - a. The following dimensions shall apply to the right of way for Eisenhower Avenue.

Eisenhower East
 CDD#2005-0002
 DSUP#2005-0031 thru 0035
 SUP(TMP)#2005-0115

Eisenhower Avenue							
	EESA P Minimum Right of Way (Feet)	Hoffman Minimum-Right of Way (Feet)	EESAP Median Width Without Turn Lanes (Feet)	Hoffman Median Width Without Turn Lanes (Feet)****	EESAP Median Width With Turn Lanes (Feet)	Hoffman Median Width With Turn Lanes (Feet)****	
Stoval Street to Metro Underpass	131- 133	131 <u>122-125*</u>	12-14	17-19	3-5	8	
Metro Underpass to Mill Race Lane/Port Street	131- 133	134**	12-14	19-26	3-5	9-17	
Mill Race Lane/Port Street to Mill Road	131- 133	134**	12-14	26	3-5	17	
Mill Road to Hooff's Run Drive	140- 146	146 ***	30-36	38	21-27	20-29	
* <u>55' north of the centerline shown on DSUP 98-0042 (as previously dedicated as part of the requirements therein). 67'-70' south of the centerline shown in DSUP 98-0042 shall be provided by the Applicant.</u>							
** <u>67' south of the centerline shown on DSUP 98-0042 shall be provided by Applicant; north side owned by others</u>							
*** <u>73' south of the centerline shown in the survey titled Boundary and Topographical Survey of Parcel 079.00-01-02 produced by christopher consultants and dated 8/21/05 shall be provided by Applicant; north side owned by others</u>							
****: <u>The median size is subject to final engineering, however, in no event shall the Applicant be required to provide more right of way than is shown above.</u>							

Eisenhower East
 CDD#2005-0002
 DSUP#2005-0031 thru 0035
 SUP(TMP)#2005-0115

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

b. ~~Rather than providing a right of way at Block 6 and Block 8 of 131 ft., the applicant may provide a right of way of a minimum of 122 ft. and provide a public access easement to the extent necessary for the 22 ft. wide sidewalk area. Any revisions required approved plans for Block 6 and Block 8 needed to provide the required sidewalk area described herein shall be approved administratively as a minor site plan amendment and the timing for the provision of the easements shall be concurrent with the dedication of right of way as set forth herein. (P&Z) (T&ES) (PC)~~

23. ~~(PLANNING COMMISSION)~~ **((REVISIED BY THE PLANNING COMMISSION)NEW CONDITION)** The following table sets forth the dimensions and elements for all streets other than Eisenhower Avenue. Except as provided herein, all streets in the Concept Plan, except those approved in DSUP 2000-0028, shall be public or provide public access easement, and shall be consistent

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

with the Eisenhower East Small Area Plan and the Eisenhower East Design Guidelines. Any changes to the Eisenhower East Design Guidelines shall require subsequent approval by the Planning Commission.

- a. The following table sets forth the minimum right of way and other conditions that shall be provided for the streets listed, subject to the limitations set forth in the following table.

Street Right of Way-(Minimums), Except Eisenhower Avenue			
Block	Street/Location	Minimum ROW Width	Dedicated ROW, Private Road or Public Access Easement
Block 2	N/S interior street	54'	Public Access Easement
	Taylor Street (existing)	54'	Public Access Easement
	Around West Side Gardens	54'	Public Access Easement
Block 3	N/S-E/W interior streets	54'	Public Access Easement
	Around West Side Gardens	54'	Public Access Easement
Block 4/5	N/S interior street	66 54'	Public Access Easement
	Around Hotel Square	54'	Public Access Easement
Block 9A/9B	Interior street 9N	66'	Public Access Easement
	Interior street 9E	66'	Public Access Easement
	Interior street 9W	66'	Public Access Easement
	Service road on West side	40'	To be dedicated <u>Public Access Easement</u>
Block 11/12	Dock Street	66'	Public Access Easement
	Port Street	66'/54' *	To be dedicated
Block 24/25A	Dulaney Street	66'	To be dedicated
	Around South Carlyle Square	66'	To be dedicated
Block 22/24/25A	Park Road	66'	To be dedicated

Eisenhower East
 CDD#2005-0002
 DSUP#2005-0031 thru 0035
 SUP(TMP)#2005-0115

Swamp Fox Road	All <u>South of Eisenhower Avenue</u>	66' ** 9'	To be dedicated
Southern Road	Service Road to Swamp Fox	50' *** 40.5'	To be dedicated
Southern Road	Anchor Street to Port Street	50' **** 42.5'	To be dedicated
Anchor Street	All	66' ***** 40'	To be dedicated
Stovall Street	All	Existing	Dedicated
Pershing Avenue	All	Existing	Dedicated
Mandeville Lane	All	Existing	Dedicated <u>Private</u> Dedicated or <u>Public Access Easement</u>
Grist Mill Place	All	Private Service Road	Private
* Amount or right of way to be provided from Blocks 11 and 12 to be determined by agreement with adjoining property owner. Total dedication by both property owners must meet minimum street width of <u>54' - 66'</u> .			
** Minimum 9' of right of way provided by Hoffman			
*** Minimum 40.5' of right of way provided by Hoffman			
**** Minimum 42.5' of right of way provided by Hoffman			
***** Minimum 40' of right of way provided by Hoffman			

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

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

as determined necessary by the Director of T&ES and P&Z as part of subsequent Stage 2 approvals except as may be precluded by a Federal Government tenant.

- d. ~~Pershing Road shall be constructed and operational at the time of the development of Block 2 or Block 3 or as needed for acceptable traffic circulation as determined necessary by the Director of T&ES as part of subsequent Stage 2 approvals.~~
- e. ~~Stovall Street shall be constructed and operational at the time of the development of Block 4 or Block 5 or as needed for acceptable traffic circulation as determined necessary by the Director of T&ES as part of subsequent Stage 2 approvals.~~
- f. The North /South interior street for Block 2 ~~and or~~ Block 3, and the street around West Side Gardens shall be constructed, operational and the public access easement granted prior to the issuance of the first certificate of occupancy for such Block 2 or Block 3.
- g. The North/South interior street and the street around the Hotel Square shall be constructed, operational and the public access easement granted prior to the issuance of the first certificate of occupancy for Block 4 or Block 5.
- h. In the event the City acquires the necessary right of way from WMATA as contemplated herein, ~~The~~ three interior streets on Block 9 (denominated 9N, 9E and 9W in the Table) and the service road on the West side of Block 9 immediately adjacent to each building on block 9 shall be constructed, operational and the public access easement granted prior to the issuance of the first certificate of occupancy for the adjacent building Block 9A or Block 9B.
- i. In the event the City acquires the necessary right of way from WMATA as contemplated herein, ~~The~~ East/West interior street between Block 11 and Block 12 (denominated Dock Street on the Concept Plan) shall be constructed, operational and the public access easement granted prior to the issuance of the first certificate of occupancy for Block 9A-11 or Block ~~9B.~~12
- j. The North/South street to the East of Block 9A and Block 9B (adjoining WMATA and denominated Swamp Fox Road in the Concept Plan) shall be constructed, operational and dedicated prior to the issuance of the first certificate of occupancy for Block 9A or Block 9B. The applicant shall

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

dedicate a ~~minimum of 9 ft.~~ of right of way to this street. The City and the Applicant shall ~~negotiate with~~ shall acquire the remaining 57' for the right of way from WMATA for the dedication of the remaining 57 ft. of right of way. In the event that WMATA does not provide to the City all or part of the 57' of right of way, the applicant and the City shall revise the Stage 1 DSUP as necessary to reconfigure the surrounding streets and massing (including any necessary increase in the approved height of each building) on each block to maintain the same use, AGFA, number of parking spaces and levels of underground parking reviewed and approved as part of the Stage 1 development special use permit. ~~In the event that WMATA does not dedicate all or part of the 57ft. of right of way, the applicant and the City shall work to reconfigure the interior footprints and density of the buildings on Block 9A and/or 9B and amend the Development Special Use Permits accordingly.~~

- k. The North/South street to the West of Block 11 and Block 12 (adjoining WMATA and denominated Anchor Road in the Concept Plan) shall be constructed, operational and dedicated prior to the issuance of the first certificate of occupancy for Block 11 or Block 12. The applicant shall dedicate a ~~minimum of 40 ft.~~ of right of way to this street. The applicant shall ~~negotiate with~~ City shall acquire the remaining 26 feet of right of way from WMATA for the dedication of the remaining 26 ft of right of way. In the event that WMATA does not provide to the City all or part of the 26' of right of way, the applicant and the City shall revise the Stage 1 DSUP as necessary to reconfigure the surrounding streets and massing (including any necessary increase in the approved height of each building) on each block to maintain the same use, AGFA, number of parking spaces and levels of underground parking reviewed and approved as part of the Stage 1 development special use permit. ~~In the event that WMATA does not dedicate all or part of the remaining 26 ft. of right of way, the applicant and the City shall work to reconfigure the interior footprints and density of the buildings on Block 9A and/or 9B and amend the Development Special Use Permits accordingly.~~
- l. In the event the City acquires the necessary right of way from WMATA as contemplated herein, the North/South street East of Block 11 and Block 12 (denominated Port Road in the Concept Plan) shall be constructed, operational prior to a certificate of occupancy for Block 11 or Block 12. The street shall be a ~~33~~ 66 ft. from Eisenhower Avenue to Dock Lane and 54 feet from Dock Lane to Southern Street right of way.

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

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

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

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

E. PHASING:

25. **(REVISED BY THE PLANNING COMMISSION)** The applicant shall dedicate the necessary public right-of-way as set forth in Condition ~~23-22~~ and construct all necessary improvements for Eisenhower Avenue at the time of the redevelopment of each block adjacent to Eisenhower Avenue, subject to the following:
- a. Upon formal request from the City, the applicant shall dedicate the right-of-way required by Condition ~~2223~~ from Blocks 9, 12 and 19 and shall provide the necessary plats, and accompanying applicable documentation necessary for the City to accept dedication of the property by the City within 60 days.
 - b. Dedication of the right-of-way required to provide the full right-of-way at Blocks 22 and 24 shall be made at time of redevelopment of Block 24 and the applicant shall provide the necessary plats, and accompanying applicable documentation necessary for the City to accept dedication of the property.
 - c. Dedication of the right-of-way required to provide the full right-of-way at Blocks 25A shall be made at the time of redevelopment of Block 25 and the applicant shall provide the necessary plats, and accompanying applicable documentation necessary for the City to accept dedication of the property.
 - d. ~~The applicant shall demonstrate with each Stage 2, preliminary development special use permit that the traffic for Eisenhower Avenue will function at an acceptable Level of Service (LOS) based on the traffic study prepared by BMI-SG dated October 2005 submitted as part of the Concept Plan. If acceptable levels of service (LOS) are not maintained as~~

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

~~part of each Stage 2 preliminary development special use permit, the City shall not permit approval and/or development of any subsequent blocks within the Concept Plan until such time as the the Eisenhower improvements are completed to achieve acceptable level of service of traffic as represented within the traffic study prepared by BMI SG dated October 2005. (T&ES) (P&Z) (PC)~~

26. **(NEW CONDITION)** If the Eisenhower Avenue improvements including but not limited to the Sidewalk Area, travel lanes and median are funded by the City and constructed by the City or a designee, the applicant shall, as a condition to approval of stage 2 preliminary development special use permit for Block 9B, Block 12, Block 24 and/or Block 25A , the applicant shall provide a payment to the City equivalent to the actual cost of construction of the improvements that would have been the responsibility of the applicant at the cost incurred at the time of construction. (P&Z) (T&ES) (PC)
27. **(REVISED BY THE PLANNING COMMISSION)** As part of the submission of the first Stage 2 development special use permit for Blocks 9A, Block 9B, Block 11 or Block 12, whichever occurs first, the applicant shall prepare a plan for the construction of the improvements for associated with the Eisenhower Station including the vehicle and bus loop and the eastern portion of Eisenhower Station Park improvements described in Condition #31C.; ("Bus Loop Plan"), Eisenhower Station plaza, pedestrian improvements and other associated elements of the facility deemed necessary by the Director of P&Z and T&ES. The applicant shall coordinate with the City and WMATA in that design and to explore the possibility of eliminating and/or relocating the "Kiss and Ride" surface parking lot as part of the Bus Loop Plan. The final design and configuration of the streets, plaza and pedestrian circulation in the Bus Loop Plan and shall be approved as part of the first Stage 2 development special use permit for either block 9 or blocks 11 and 12.. The applicant shall be responsible for designing and constructing all of the Eisenhower Station improvements including but not limited to streets, plaza and pedestrian amenities required as part of the first Stage 2 development special use permit for Block 9A. — Provided that the City acquires all necessary rights of way from WMATA , the Bus Loop Plan improvements associated with the Eisenhower Station, excluding Block 9, shall be constructed by the applicant, operational and dedicated prior to the issuance of the first certificate of occupancy permit for Blocks 9A, Block 9B, Block 11 or Block 12, whichever occurs first. ~~for any Block within the Concept Plan.~~ (P&Z)(T&ES) (PC)
28. **(REVISED BY THE PLANNING COMMISSION)** As part of the submission of the first Stage 2 development special use permit for Block 9A or 9B, the applicant shall submit a design for the construction of the Southern Street

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

connection along the southern portion of the Block 9A and Block 11, including a connection to Eisenhower Avenue on the East side of Block 11 and Block 12 (denominated Port Street on the Concept Plan). The applicant shall also coordinate with the adjoining property owner for Block 20 to explore the possibility of connecting the Southern Road to Mill Road at the time Southern Street is required to be constructed by the applicant. The connection to Eisenhower Avenue shall be constructed prior to a certificate of occupancy permit is issued either for ~~Block 9A, Block 9B~~, Block 11 or Block 12. (P&Z) (T&ES) (PC)

29. **(REVISED BY THE PLANNING COMMISSION) (NEW CONDITION)** ~~(PLANNING COMMISSION)~~ The first Stage 2 development special use permit application pursuant to the Concept Plan shall be accompanied by an Infrastructure and Open Space Phasing Plan (Phasing Plan), which shall be revised, updated and resubmitted with each subsequent Stage 2 development special use permit application. The Phasing Plan is intended to inform the City regarding the applicant's projected timing and nature of infrastructure and open space construction activities, and to ensure that the construction of the infrastructure and open space is completed in a comprehensive manner for the entire Concept Plan. Each Phasing Plan shall include the following:
- a. A general outline for each block, infrastructure and open space element, including the most up-to-date projection of the times when construction of the different blocks, uses (i.e., office, retail, hotel and residential), open space and infrastructure are likely to commence.
 - b. An outline of the events required to coordinate, design and manage the implementation of the infrastructure shown in the CDD Phasing Plan in a comprehensive manner.
 - c. Notwithstanding the foregoing, the applicant shall not be bound by the order or phasing in the Phasing Plan. (P&Z)
 - d. The Phasing Plan shall provide for the development of Block 24 or Block 25A prior to or contemporaneously with the development of Block 3, and this requirement shall preempt the provisions of Paragraph c of this Condition 29. (PC)

F. OPEN SPACE AND LANDSCAPE

30. **(REVISED BY THE PLANNING COMMISSION)** The portions of Eisenhower Park located on property owned by the applicant shall be improved and dedicated to the City consistent with the Eisenhower East Small Area Plan and with the following:

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

- a. Eisenhower Park - The Meadows (Block 22 and Block 31), shall consist of amenities such as a recreational trail and a meadow for active sports and passive recreation in conformance with the Eisenhower East Small Area Plan and the Eisenhower East Design Guidelines.
 - b. All improvements shall be installed and completed by the applicant and accepted by the City, prior to the space being dedicated to the City.
 - c. Relocate Park Drive to the north consistent with the EESAP alignment.
 - d. Dedication of the land required for Eisenhower Park from Block 22 shall take place at the same time as required in these conditions for dedication of the land required for Eisenhower Park from Block 24.
 - e. Dedication and construction of Eisenhower Park shall occur in conjunction with the development of each of the adjoining blocks (Block 24, Block 25A), pursuant to the following:
 - i. The Stage 2 development special use permit application for Block 24 and/or Block 25A shall be accompanied by a design plan for Eisenhower Park, which shall be reviewed and approved as part of the Stage 2 DSUP. The approval of a Stage 2 DSUP for either block 24 or 25A shall also require the construction and dedication of that portion of the land for Eisenhower Park adjacent to that block and the construction of a pedestrian connection from Eisenhower Avenue to that portion of the Park, consistent with the Eisenhower Park design plan.
 - ii. ~~In the event, the land that the applicant is required to dedicate for parkland for the Eisenhower Park as required by the EESAP by January 1, 2015.~~
 - iii. Construction of the applicable portion of the park shall be completed prior to the certificate of occupancy permit for any development within ~~the adjacent block 24 and/or 25A~~, whichever occurs first, provided that construction of the entire park shall be completed before the issuance of a certificate of occupancy permit for any development within the second block to be constructed. (P&Z) (RP&CA) (PC)
31. **(REVISED BY THE PLANNING COMMISSION)** The applicant shall dedicate land or a perpetual public access easement to the City, on property that is owned by the applicant, which shall provide public access to open space (including, where appropriate, access for bicycle purposes), for the following open spaces and urban squares within the Concept Plan area for Blocks 2, 3, 4, 5, 9A, 9B, 10, 24 and 25A and along the RPA, consistent with the following:
- a. West Side Gardens shall be two rectangular shaped urban squares with a minimum of 34,800 sq.ft. located on blocks 2 and 3 . The primary purpose of this park-open space is to provide a passive open space area

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

- lined with street trees, a combination of grassy and hardscape areas and a focal element such as a fountain, monument or statue. The design of the park shall be submitted as part of the Stage 2 development special use permit for Blocks 2 and/or 3. The design of the park shall be prepared and sealed by a Landscape Architect who is certified and licensed to practice in the Commonwealth of Virginia. Construction shall occur in conjunction with the development of Blocks 2 and/or 3, and shall be completed prior to the certificate of occupancy for Blocks 2 and/or 3.
- b. Block 4 and 5 Square shall be a rectangular shaped urban square with a minimum of 10,900 sq.ft. At least 30% of the area should be designed to accommodate informal community gatherings. Construction shall occur in conjunction with the development of Blocks 4 and/or 5, and shall be completed prior to the certificate of occupancy for Blocks 4 and/or 5. A structure such as a pavilion may be permitted within the space if approved by the City. The design of the park shall be submitted as part of the Stage 2 development special use permit for Blocks 4 and 5. The design of the park shall be prepared and sealed by a Landscape Architect who is certified and licensed to practice in the Commonwealth of Virginia. OK
- c. Eisenhower Station - shall be a urban plaza and open space area at the Eisenhower Metrorail Station, divided by Swamp Fox Road, with a minimum area of 12,000 sq.ft. on the western portion of the street and 9,200 sq.ft. on the eastern portion of Swamp Fox Road. This space shall be designed as a civic center, with at least 50% of the area suitable to accommodate informal community gatherings and events. As one of the principal focal areas of Eisenhower East, the Eisenhower Station plaza shall be created with the highest quality materials, paving, design and amenities. Consideration shall be given to providing a decorative paving material for Swamp Fox Road to visually connect the two areas of open space. The eastern portion of the park shall be constructed with the metro bus loop road which is required to be constructed as part of the first Stage 2 development special use permit for blocks 11 and 12 or 9A and 9B, whichever occurs first, any block(s) within the Concept Plan. The western portion of the ~~block-park~~ shall be constructed with Block 9AB.
- d. South Dulany Gardens - shall be a rectangular shaped urban square with a minimum of 15,300 sq.ft. and surrounded by Dulaney Street and Park Drive. The primary purpose of this park- open space is to provide a passive open space area lined with street trees, a combination of grassy and hardscape areas and a focal element such as a fountain, monuments, or statue. The design of the park shall be submitted as part of the Stage 2 development special use permit for Blocks 24 and/or 25A. Construction, will occur in conjunction with the development of Blocks 24 and/or 25A, and shall be completed prior to the certificate of occupancy for Blocks 24 and/or 25A. (P&Z) (RP&CA) (PC)

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

G. AFFORDABLE HOUSING:

32. **(REVISED BY THE PLANNING COMMISSION)** ~~The applicant shall make a voluntary monetary housing contribution in accordance with the conclusions of the Report of the Developer Housing Contribution Policy Work Group accepted by the City Council on June 8, 2005. The developer agrees to comply with the terms and conditions of the City of Alexandria for new development in effect at such time as each preliminary development special use permit is submitted for approval. In the case of commercial development, the developer agrees to contribute to the Housing Reserve Fund in accordance with the then-current policy. In the case of residential development, the developer or successors agrees to cooperate with the City or non-profit housing providers to develop onsite affordable housing or, in the event onsite affordable housing is not feasible, contribute to the Housing Reserve Fund.~~ (Housing)(PC)

H. TRANSPORTATION MANAGEMENT PLAN:

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

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

- c. Transit, ridesharing, staggered work hours/compressed work weeks, parking restrictions, the elements of the parking management plan and the other program elements shall be promoted to prospective tenants, residents and to employers.
- d. 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.
- e. 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.
- f. A Guaranteed Ride Home Program shall be established and promoted as part of the ridesharing and transit marketing efforts.
- g. A share car program shall be established and marketed as part of the ridesharing and transit marketing efforts for all blocks and buildings. These spaces should be in a convenient location for tenants and residents and the TMP Coordinator will arrange with any of the carshare companies for placement of vehicles in this project. (Currently, Zipcar and Flexcar both have vehicles in the Alexandria area.). For those individuals that take transit, carpool/vanpool, walk, or bike to work the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.
- h. Discounted bus and rail fare media shall be sold on-site to employees and residents of the project including during hours that are convenient for residents who work. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees and/or the Office of Transit Services and Programs. The availability of this fare media will be prominently advertised.

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

- i. The project shall have an overall goal of a 30% non single-occupant-vehicle travel. Individual parcel goals shall be 10% to 40%, depending on specific use and proximity to the Eisenhower Metro Rail Station. The project shall have a goal of a minimum of 32 % of the employees using transportation other than single-occupancy vehicles during the peak time periods.
- j. At full occupancy of each building, a survey of residents and employees for each block shall be conducted to determine the number of employees, their place of residence/employment, modes of transportation, arrival and departure times, willingness and ability to use carpooling and public transit, and such additional information as the City may require. This survey will be conducted annually.
- k. The applicant shall provide annual reports to OTS&P, including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, the results of the annual survey, and a work program for the following year. The initial report shall be submitted one year from the time of initial occupancy of any new building.
- l. The applicant and/or building tenants shall encourage use of a staggered work hour program for office workers including the promotion of the program among existing and prospective employees, the registration of staggered work hour participants, issuing stickers and/or electronic cards to verify vehicles participating in the program and monitoring the program.
- m. The applicant shall participate in Ozone Action Days and other regionally sponsored clean air, transit, and traffic mitigation promotions by advertising such promotions in a manner and at such locations within the building acceptable to the applicant.
- n. The applicant shall fund at an annual rate of \$.15 per occupied square foot of commercial space and \$60 per residential unit use, with an annual increase consistent with the CPI Index, a transportation management account to be used exclusively for the transportation activities listed above. ~~The amount of the funding shall be consistent with the approved Eisenhower East Transportation Management Plan.~~ As determined by the Director of T&ES and P&Z, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for similar uses.

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

- o. The applicant shall be participate in the provision of a separate shuttle(s) for the proposed development and/or an Eisenhower East bus-shuttle service as required by the City.
- p. The applicant will provide semi-annual reports to the Office of Transit Services and Programs on the TMP fund. These reports will provide a summary of the contributions to the fund and all expenses. The first report will be due six months following the issuance of the first certificate of occupancy.
- q. 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.
- r. Bicycle racks shall be provided in quantities sufficient to meet demand . Personal amenities (showers, lockers etc.) shall be provided for those who wish to walk, run, or bike to work.
- s. That the shall applicant prepare, as part of its leasing agreements, appropriate language to inform tenants of the transportation management plan special use permit and conditions therein, prior to any lease agreements.
- t. 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.
- u. Each block within the Concept Plan (excluding Blocks # 1, 6, 7, 8 and 14 unless otherwise provided herein) shall obtain approval of a subsequent Stage 2 development special use permit in order to redevelop or develop the site pursuant to the Stage 1 DSUP. If the use, AGFA or number of parking spaces approved in the Stage 1 DSUP for a particular block are amended by a Stage 2 DSUP for that block, to the extent that the amended use, AGFA or number of parking spaces causes an increase in peak am or pm traffic generation in relation to the traffic study prepared by BMI-SG dated October 2005, the applicant shall submit an amendment to the Transportation Management Plan pertaining to the subject of the change to the Stage 1 DSUP. (P&Z) (T&ES) (PC)

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

34. **(REVISED BY THE PLANNING COMMISSION)** The applicant shall prepare a parking management plan with each stage 2 preliminary development special use permit to the satisfaction of the Director of P&Z and T&ES which shall at a minimum include the following.
- a. Each building shall contribute to and participate in the management of parking assets within the development, as appropriate for the use of the building.
 - b. Depicts the reallocation of surface parking spaces and the resulting impacts on the adjoining blocks.
 - c. Single occupancy vehicle (SOV) parking at fair market rates.
 - d. Reserved, conveniently located, and free vanpool parking spaces
 - e. Reserved, conveniently located, and discounted carpool parking spaces.
 - f. Planning and implementation of special strategies related to major event parking relating to the requirements of any hotels or community activities within the concept plan.
 - g. Parking rates for the parking within the parking structure shall be consistent with market rates of comparable buildings located in adjoining developments within the City of Alexandria, except that free parking may be provided for retail patrons.
 - h. All office employees shall be required to pay market rates for parking; no parking may be provided free or at reduced rates or with costs reimbursed by the employer unless that employer provides an equivalent benefit to all employees who utilize transit options to commute; i.e., if an employer provides a \$100 parking space to an employee free of cost, that employer must also offer a pretax benefit for transit of \$100 to all transit users.
 - i. Spaces defined as "short-term" parking shall be solely utilized for use by ~~the~~ visitors and retail use and shall include all appropriate signage.
(P&Z)(PC)

34A. (NEW CONDITION ADDED BY THE PLANNING COMMISSION) The following Legal/Procedural conditions shall apply to the TMP SUP:

- 1. The TMP SUP or any amendment thereto shall not include a requirement for the properties to be part of a special taxing district. (Settlement Agreement Condition #10)
- 2. The TMP SUP or any amendment thereto shall not include a requirement for vehicular connection between Grist Mill Place and Grist Mill Road Lane (Settlement Agreement Condition #4)
- 3. Except as otherwise provided in conditions #23, #25, #27 and #28 of the Concept Design Plan (2005-0002), all property dedicated for right of way shall be dedicated as part of the physical redevelopment of the block where the property is located, shortly prior to the

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

issuance of the certificate of occupancy for the first building on such block. (Settlement Agreement condition # 5)

4. Except as otherwise provided in condition #25 of the Concept Design Plan (2005-0002), the dedication and/or acquisition of right-of-way required to widen Eisenhower Avenue shall only be required of/from the applicant/land owner upon the physical redevelopment of each block adjacent to Eisenhower Avenue pursuant to the Stage 1 DSUP for each such block, prior to the issuance of a certificate of occupancy for the first building constructed on such block.
5. Notwithstanding anything to the contrary contained herein or in the Concept Plan or EESAP, no parking ratios shall apply.

I. CONCEPT PLAN CONDITIONS PROPOSED TO BE DELETED.

35. ~~(CONDITION DELETED) The Streetscape along Eisenhower Avenue shall be designed to create a unified character along the portion of Eisenhower Avenue between Holland Lane and Telegraph Road, incorporating elements of the approved Carlyle streetscape for Eisenhower Avenue and the Eisenhower Avenue Preliminary Streetscape Guidelines produced by the Eisenhower Avenue Partnership. The streetscape shall include a double row of trees on each side of Eisenhower Avenue unless otherwise approved for specific areas on a Preliminary Development Plan, median plantings to the extent feasible, and 10' minimum clear sidewalks. The specific streetscape design details shall be approved in conjunction with each preliminary development phase. (P&Z)(CDD 98-05)~~
36. ~~(CONDITION DELETED)The streets addressed in subparagraphs (e) through (h) are east-west streets that are to be constructed within the CDD.~~
37. ~~(CONDITION DELETED) Improvements shall be made to facilitate pedestrians crossing Eisenhower Avenue, particularly in the area of the Metrorail station and the planned retail/theater uses. The crossing(s) shall be located and designed to minimize conflicts with vehicular traffic entering and existing the development, and may require provision of crosswalks and/or pedestrian activated or oriented signalization or improvements, including the possible construction of an overpass as determined by the Director of T&ES. Design of the pedestrian crossing(s) shall be coordinated with the developers of the adjoining Mill Race project. (P&Z)(CDD 98-05)~~
38. ~~(CONDITION DELETED) Bike paths shall be provided within the development consistent with the City's Bicycle Transportation and Multi-use Trail Master Plan. (P&Z)(CDD 98-05)~~

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

39. ~~(CONDITION DELETED) A unified streetscape shall be developed along the entire length of Mill Road. The specific streetscape design details shall be approved in conjunction with each preliminary development phase to the satisfaction of the Director of P&Z. (P&Z)(CDD 98-05)~~
40. ~~(CONDITION DELETED) The development shall accommodate the following public roadway improvements: (PC)~~
- ~~_____ the widening of Eisenhower Avenue~~
 - ~~_____ the realignment of Mill Road~~
 - ~~_____ the construction of a flyover ramp from the Capital Beltway to Eisenhower Avenue at Stovall Street and ramp from the Capital Beltway to Mill Road.~~
- ~~_____ All land transfers, vacations and dedications related to any of such improvements shall be accomplished and recorded prior to the approval of the final site plan for a preliminary development plan necessitating or potentially affecting the future planned implementation of such improvement. Specific design and implementation schedules and the extent of the developers responsibility for funding or constructing the improvements, if any, shall be approved in conjunction with preliminary development plans proposed at each of the various stages of development of the site. (T&ES) (P&Z) (CDD 98-05)~~
41. ~~(CONDITION DELETED) Specific improvements to existing streets and intersections in the area shall be required in conjunction with each preliminary development plan proposed. (T&ES)(CDD 98-05)~~
42. ~~(CONDITION DELETED) The private street between blocks 5 and 6 and/or the Metrorail driveway entrance shall be moved so that they are in alignment with each other. As a general principle, curb cuts on either side of Eisenhower Avenue throughout the length of the development shall be aligned with curb cuts across the street. (T&ES) (P&Z)(CDD 98-05)~~
43. ~~(CONDITION DELETED) 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. (T&ES)(CDD 98-05)~~
44. ~~(CONDITION DELETED) The project shall provide both active and passive recreation opportunities, including indoor and well landscaped outdoor facilities for employees, hotel guests, and, in Block 11, residents. (P&Z)(CDD# 98-05)~~

Eisenhower East
 CDD#2005-0002
 DSUP#2005-0031 thru 0035
 SUP(TMP)#2005-0115

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

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

Block	RETAIL (GFA)	OFFICE (GFA)	RESIDENTIAL (GFA)	HOTEL (GFA)	SUBTOTAL (GFA)	GFA Exclusion	TOTAL GFA	PARKING GFA	AGFA TOTAL (Note 2)	Structured Parking	Surface Parking	Height (Feet)
<u>2</u>	0	470,000	0	0	470,000	15,548	454,452	--*	454,452	1,058	0	210
<u>3</u>	0	300,000	0	0	300,000	9,633	290,367	--*	290,367	675	0	210
<u>4</u>	36,950	436,000	0	0	472,950	13,442	459,508	225,570	685,078	2,281	0	220
<u>5</u>	24,050	0	260,000	0	284,050	9,282	274,768	55,073	329,841	Shared with Block 4	0	220
9A	0	0	0	170,000	170,000	8,190	161,810	389,396	551,206	2,172	0	220
9B	30,000	800,000	0	0	830,000	34,658	795,342	67,800	863,142	Shared with Block 9A	0	250
<u>11</u>	50,000	0	430,000	0	480,000	19,968	460,032	166,424	626,456	924	160**	250
<u>12</u>	15,000	0	445,000	0	460,000	16,536	443,464	102,298	545,762	238	0	250
<u>22</u>	0	0	0	0	0	0	0	0	0	0	0	0
<u>24</u>	0	180,000	230,000	0	410,000	9,074	400,926	--*	400,926	600	0	200
<u>25A</u>	0	0	180,000	0	180,000	4,160	175,840	--*	175,840	379	0	200
TOTALS	156,000	2,186,000	1,545,000	170,000	4,057,000	140,491	3,916,509	1,006,561	4,923,070	8,327	0	N/A

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

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

***GFA of the parking structure do not count towards AGFA.**

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

45B. (NEW CONDITION ADDED BY THE PLANNING COMMISSION): The-Stage 1 Development Special Use Permits, (DSUP2005-0031, DSUP 2005-0032, DSUP 2005-0033, DSUP 2005-0034 and DSUP 2005-0035) shall remain valid until December 31, 2020. (PC)

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

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

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

- k. All planted areas shall be served by an irrigation and water management system that is designed, developed, detailed, executed and maintained to the satisfaction of the Directors of Planning & Zoning, Transportation & Environmental Services and Recreation, Parks & Cultural Activities.
 - l. Irrigation and water management plans shall be prepared and sealed by an Irrigation Designer who is class certified for work of this complexity and licensed to practice in the Commonwealth of Virginia.
 - m. Every effort to retain existing trees and vegetation shall be made dependent upon development site and specific site conditions. Preservation methods and/or removal of all existing trees and vegetation shall be performed with prior approval by the City Arborist, and in accordance with Landscape Guidelines for the City of Alexandria, Virginia. (RP&CA)
46. The subdivision plat shall be revised to include all sidewalks within the area to be dedicated for public right-of-way as required by the EESAP not within a public access easement. (P&Z)
47. Underground parking shall not be permitted under areas to be dedicated for open space or areas to be dedicated for public streets. (P&Z)
48. As part of the Stage 2 development special use permits, install pedestrian crossing improvements at all intersections. (T&ES)
49. All open space and landscape information shall be prominently located in the General Notes and Tabulations Section of each submission, and referenced on appropriate drawing sheets as part of Stage 2 DSUP. (RP&CA)
50. Landscape plan shall comply with the most current and up to date edition of the Eisenhower East Small Area Plan (EESAP) to the extent the EESAP is not inconsistent with the Concept Plan or the Stage 1 DSUPs approved therewith and Design Guidelines for Eisenhower East as produced by the City of Alexandria, Virginia. Landscape plans shall be prepared and sealed by a Landscape Architect who is certified and licensed to practice in the Commonwealth of Virginia.(RP&CA)
51. Open Space requirements shall be provided with each future submission for each block/development site and at a minimum, include compliance with the most current and up to date edition of the Eisenhower East Small Area Plan and Design Guidelines for Eisenhower East elements associated with pedestrian areas including sidewalks, crosswalks, depressed curbs, street and site lighting, site furnishings, signals and signs that shall be located and coordinated to maximize accommodation of street and on-site plantings. Horizontal and vertical location of all associated service, footings and foundations shall be adjusted to maximize accommodation of street and on-site plantings.(RP&CA)

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

52. All pedestrian facilities and public spaces shall comply with applicable ADA accessibility standards and guidelines. (T&ES)
53. Expand "Approval Process Note" on Cover Sheet to read as follows: "Utility layout, pipe sizes, BMP locations, etc, shown as part of DSUP #1 are approximate and for informational purposes only. Preliminary utility layout, pipe sizes, material, BMP location and size, etc., will be provided during the DSUP #2 and finalized during the Final Site Plan process. All items related to utilities will be reviewed and approved by the City during the DSUP #2 process." (T&ES)
54. Add a note to Drainage Area Map that states that "Storm sewer pipes and BMPs shown are preliminary and are for information only. Final location and design will be determined during DSUP #2 and Final Site Plan review and approval." (T&ES)
55. Plan must demonstrate to the satisfaction of the Director of T&ES that adequate stormwater outfall is available to the site or the developer is to design and build on-site or off-site improvements to discharge to an adequate outfall. (T&ES)
56. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of Article XIII of Alexandria Zoning Ordinance shall be met. (T&ES)
57. On future plan submissions, pertinent information from the TMP plan shall be incorporated into each of the preliminary plans for staff evaluation of transportation amenities and requirements. (T&ES)
58. Provide slopes for all ramps within the garage. Note that ramps shall not exceed 8%. Applicant shall provide bike racks in the garage. Quantity to be determined based on square footage of office, retail and/or residential space. (T&ES)
59. Provide a lighting plan with the future stages of the development site plan process to verify that lighting meets City standards. The plan shall be to the satisfaction of the Director of T&ES in consultation with the Chief of Police. (T&ES)
60. All private utilities are to be located outside of public right-of-way and public utility easements. (T&ES)
61. All private streets and alleys must comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
62. Provide handicap ramps as needed across driveways entrances and all pedestrian thoroughfare. (T&ES)

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

63. Provide bearings and distances on the new road alignment. (T&ES)
64. The submitted plan does not indicate whether or not there are any known areas of groundwater contamination associated with the project site as is required with all preliminary submissions. Should any unanticipated contamination or underground storage tanks, drums and containers be encountered at the site, the applicant shall immediately notify the City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality. (T&ES)
65. The storm water collection system is part of the Taylor Run watershed. All on-site storm water curb inlets and public curb inlets located within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES.(T&ES)
66. Provide BMP narrative and complete pre and post development drainage maps that include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMP's and a completed Worksheet A or B, as applicable. (T&ES)
67. Provide mechanisms to control water quality volume and runoff. Should this be impossible applicant is referred to City of Alexandria, Article XIII, Environmental Management Ordinance, Section 13-110(A), *Alternate stormwater management equivalency options and establishment of the Alexandria Water Quality Improvement Fund*. To employ either option, applicant shall follow the guidance provided in Section 13-110(D) and submit a letter to Bill Skrabak, Director of Department of Environmental Quality, 301 King Street, Room 3900, Alexandria, VA 22314 outlining his intent. (T&ES)
68. Provide how this development will incorporate the use of green/sustainable building technology including low impact development (LID) measures, green roof technology, and energy efficient materials into the design. (T&ES)(P&Z)
69. The project site lies within the Timber Branch Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed 90 percent of the existing runoff quantities for both the 2-year and 10-year storm events. (T&ES)
70. Comply with the City of Alexandria's storm water management regulations regarding water quality including phosphorus removal requirement and water quality volume default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

71. Provide BMP narrative and complete pre and post development drainage maps that include areas that contribute surface runoff from beyond project boundaries and includes adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMP's and a completed Worksheet A or B and Worksheet C, as applicable. Submit this information with the Stage 2 DSUP. (T&ES)
72. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES)
73. Surface-installed storm water Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Wwales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
74. The Applicant shall submit a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Stage 2 DSUP. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.(T&ES)
75. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. (T&ES)
76. Due to the close proximity of the site to the Metrorail and CSX tracks the following conditions shall be included in the development requirements:
 - a. Applicant shall prepare a noise study identifying the levels of noise that residents of the project will be exposed to at the present time, and 10 years into the future in

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

- a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD).
 - b. Identify available options to minimize noise exposure to future residents at the site, particularly in those units closest to the Metrorail and the CSX tracks, including: triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES.
 - c. The noise study shall be submitted and approved prior to final site plan approval. (T&ES)
77. The Applicant shall present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:
- a. That Metrorail tracks and other railway operations are located within the immediate vicinity of the project, are permitted to continue indefinitely, and will generate truck traffic, including empty garbage trucks emanating odors, on the public streets surrounding the project.
 - b. That Eisenhower Avenue is a major six-lane arterial and that future traffic is expected to increase significantly as development along Eisenhower Avenue continues. (T&ES)
78. All exterior building mounted loudspeakers are prohibited. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. No material may be disposed of by venting into the atmosphere. (T&ES)
79. The Applicant shall control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)
80. Due to historic uses at the site and potential for contamination, the following condition shall be included:
- a. The Applicant shall design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Enforcement. (T&ES)

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

- b. For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided. (Code Enforcement)
 - c. The internal streets which are located over the underground parking structure shall conform to H-20 loading requirements.(Code Enforcement)
81. **(NEW CONDITION)** A "Certified Land Disturber" shall be named on all Erosion & Sedimentation Control sheets prior to the pre-construction meeting or commencement of demolition or construction activity in accordance with the Virginia Department of Conservation and Recreation guidelines. (T&ES)
82. **(NEW CONDITION)** During the construction phase of this development, the site developer, their contractor, certified land disturber, or owner's other agent shall implement a waste and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Enforcement. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
83. **(NEW CONDITION)** If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
- a. The Applicant shall furnish the Homeowner's Association with an Owner s Operation and Maintenance Manual for all Best Management Practices (BMP s) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
 - b. The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowner s Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners. (T&ES)
 - c. Otherwise the following condition applies:

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

- i. The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)

84. **(NEW CONDITION)** Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the City on digital media. (T&ES)

85. **(NEW CONDITION)** Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations and that they are functioning as designed and are unaffected by construction activities. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. (T&ES)

86. **(NEW CONDITION)** The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
 - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.

 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "Clean" backfill shall be used to fill utility corridors.

 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.

87. **(NEW CONDITION)** Applicant shall submit 5 copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES)

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

IA. Legal Procedural Matters:

87A: (NEW CONDITION ADDED BY THE PLANNING COMMISSION) The following legal/procedural conditions apply to and be approved with all of the DSUPs as applicable:

1. Existing uses and approvals on the subject property shall be allowed to continue until the redevelopment of the block pursuant to the Stage 2 DSUP and such uses and approvals shall not be invalidated by the approval of this Stage 1 DSUP. Changes in use of existing buildings shall be permitted, subject to compliance with the underlying zoning district.
2. Nothing in the Stage 1 DSUP, the Stage 2 DSUP or any amendments thereto shall affect the vested rights status of the existing approval on Block numbers 6, 7, 8 and 14 (DSUP #2000-0028) (Settlement Agreement Condition #8)
3. The city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for the properties to be part of a special taxing district. (Settlement Agreement Condition #10)
4. The city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for vehicular connection between Grist Mill Place and Grist Mill Lane Road (Settlement Agreement Condition #4)
5. Except as otherwise provided in Conditions #23, #25, #27 and #28 of Concept Design Plan #2005-0002, the city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for dedication of right of way on property that is not the subject of the DSUP and all property dedicated for right of way shall be dedicated as part of the physical redevelopment of the block where the property is located and shortly prior to the issuance of the certificate of occupancy for the first building on such block. (Settlement Agreement condition # 5)
6. Except as otherwise provided in Conditions #27 and #30 of the Concept Design Plan (2005-0002), the city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for dedication of open space on property that is not the subject of the DSUP and all property dedicated for open space shall be dedicated as part of the redevelopment of the block where the property is located and prior to the issuance of the certificate of occupancy for the first building on such block.

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

7. The city and the applicant agree that changes in use or modifications to existing buildings (facades or interiors not increasing floor area) shall be authorized prior to the approval of the Stage 2 Development Special Use Permit and shall not require any dedication of right of way or open space. (Settlement Agreement Condition #5)
8. The city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for a monetary contribution to the Eisenhower East Open Space Fund. (Settlement Agreement Condition #10)
9. Except as otherwise provided in Conditions #25 of Concept Design Plan #2005-0002, the dedication and/or acquisition of all right-of-way required to widen Eisenhower Avenue shall only be required of/from the applicant/land owner at the time of the physical redevelopment of each block adjacent to Eisenhower Avenue pursuant to the Stage 1 DSUP, prior to the issuance of a certificate of occupancy for the first building constructed on such block.
10. Subject to the maximum parking limits contained in the Concept Plan, no parking ratios shall be applicable.
11. The city and the applicant agree that should the applicant need to locate a government tenant on blocks 2 and 3, such as DoD, in connection with responding to a market opportunity or relocating existing Hoffman tenants, the applicant and City will work in good faith to provide for an alternate development scheme on this site to accommodate the security needs of such tenant (Settlement Agreement Condition #7).
12. The city and the applicant agree that the underlying zoning on the 13.29 acre parcel owned by Hoffman Family, LLC., Tax Map #79.02-01-01, (Parcel 79.02) would provide for density at a 1.0 FAR with a site plan and exclusions from FAR for above grade parking. Development at the underlying zoning level would not require dedication or construction of areas shown as new parks and streets in the EESAP. Development at the underlying zoning level will be located so as not to preclude construction of areas shown in the EESAP as new parks and streets. Upon any adoption of a resolution by City Council authorizing the condemnation of land or buildings on Parcel 79.02 for parks or streets, this restriction precluding development on areas planned for streets and parks shall cease to be effective. Any such resolution condemning all or any portion of Parcel 79.02 and all valuation proceedings thereafter will consider Parcel 79.02 as having an underlying zoning of 1.25 FAR. Above grade parking built on this parcel would be appropriately screened by buildings or otherwise and meet any applicable design guidelines of the EESAP. (Settlement Agreement Condition #2) (PC)

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

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

Block 2

88. The grading on the southern portion of the site shall be as level with Eisenhower Avenue to the extent possible to provide a wide sidewalk, landscaping and open space on Eisenhower Avenue to the extent possible. (P&Z)
89. The sidewalk connection on Pershing Avenue on the southern portion of the block shall be extended to the west to connect with the reconfigured Telegraph Road sidewalk to the satisfaction of the Director of P&Z and T&ES as part of the Stage 2 development special use permit. (P&Z)
90. As part of Stage 2 DSUP submission, eliminate the "free-right" hand turn at the intersection of Pershing Avenue and Stovall Street as required by EESAP. The area gained by the elimination of the "free-right" shall be used entirely to increase the size of the adjoining park open space on Block 2. (P&Z)
91. The parking structure shall be located entirely outside the right-of-way for Taylor Drive, unless a subsequent vacation of public right-of-way is approved by the Planning Commission and City Council. (P&Z)
92. Revise narrative on Infrastructure Phasing Plan to address the following:
 - a. Discuss potential utility abandonment or relocation. Note that any modification to the existing utility infrastructure shall be to the satisfaction of the Director of Transportation and Environmental Services.
 - b. Discuss when utilities will be constructed. (T&ES)
93. Stormwater Management Narrative implies that a waiver of the Stormwater Management requirements will be requested. Provide a written waiver request as outlined in Memorandum to Industry No. 2002-0001, dated January 4, 2002. (T&ES)
94. The proposed buildings are shown over existing storm drain easement. No construction will be allowed over an existing sewer line and/or easement. Clarify whether utilities will be abandoned or relocated. (T&ES)
95. The proposed buildings are shown in locations of existing utilities. Provide information regarding treatment of these utilities and Coordinate with the respective utility companies. Clarify whether utilities will be abandoned or relocated. (T&ES)

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

96. Provide proposed grading along sidewalks and show how the proposed grades tie into the existing grades. Ensure conformance with the ADA requirements for persons with disabilities. (T&ES)
97. Clarify how proposed 28' contour ties into the existing contour at the western side of the parking garage. The applicant shall examine the grading for the overall site as part of Stage 2 DSUP. (T&ES)
98. Provide Emergency Vehicle Easements (EVE) on the roadways between the parking structure and the highrise structures and the highrise structures and Stovall Street. (Code Enforcement)
99. The proposed parking structure is under 50 feet in height. Ladder truck access is not required. Should revisions to the design increase the height of the structure over 50 feet, ladder truck access to the 2 longest sides will be required. (Code Enforcement)

Block 3

100. An additional setback may be required on the western portion of the site to provide screening for the proposed parking structure. (P&Z)
101. Provide an Emergency Vehicle Easement (EVE) on the roadway between the parking structure and the highrise structure. (Code Enforcement)
102. The proposed parking structure is under 50 feet in height. Ladder truck access is not required. Should revisions to the design increase the height of the structure over 50 feet, ladder truck access to the 2 longest sides will be required. (Code Enforcement) C-18 The internal streets which are located over the underground parking structure shall conform to H-20 loading requirements. (Code Enforcement)

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

103. The open space at the southwest portion of block 5 shall be subdivided as a separate parcel. As part of the Stage 2 DSUP for Block 5, explore ways to locate some of the proposed ground level open space on the eastern portion of the block to the open space on the southwestern portion of the site to provide a larger consolidated area of open space. (P&Z)
104. As part of the submission of the Stage 2 preliminary development special use permit for Blocks 4 and 5, the applicant shall explore alternatives to minimize the presence of the proposed loading dock on the eastern portion of the block or explore alternatives to relocate the loading dock to another location-street to minimize its visibility to the satisfaction of the Director of P&Z. (P&Z)

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

105. The proposed buildings are shown over existing storm drain easement which is to be vacated. Clarify whether utilities will be abandoned or relocated. (T&ES)
106. Remove the existing traffic barricades shown on plan sheet #6. It appears that the barricades are to be removed. (T&ES)
107. Clearly indicate the location of existing sandfilter #1 depicted on the existing conditions plan sheet #5 on the site plan sheet #6. (T&ES)
108. The existing total site area is indicated as 7.54 ac. and the proposed total site is depicted as 6.03 ac. Provide information regarding inter parcel exchange of land and indicate where the deficit or surplus of land has been allocated. (T&ES)
109. Clearly indicate the location of existing tree pit depicted on the existing conditions plan sheet #5 on the site plan sheet #6. (T&ES)
110. Provide additional grading information regarding the existing cross walk on Mandeville Lane as part of Stage 2 DSUP and provide ADA requirements at this location. (T&ES)
111. The zoning tabulation provided on sheet 2 indicates that there is structured parking associated with the proposed buildings. Identify the location of such parking and if parking is contained within the buildings, provide information regarding the number of underground parking levels. (T&ES)
112. Provide Emergency Vehicle Easements (EVE) on the roadways between the Blocks 4 and 5. (Code Enforcement)
113. The roadway barricades on Mandeville Lane restrict ladder truck access to Block 4. Barricades impair ladder truck access and shall be resolved to the satisfaction of the Director of Code Enforcement prior to DSP#2 submission. (Code Enforcement)
- 113A **(NEW CONDITION ADDED BY THE PLANNING COMMISSION)** The building face to building face width on the north-south service drive between blocks 4 and 5 shall be a 66', however public access easement right of way shall be 54'. (PC)

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

Blocks 9A and 9B

114. Clarify the location of the proposed retaining wall shown on sheet 7 is not clear. Also show grading on either side of the retaining wall. (T&ES)

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

115. The applicant shall underground all existing overhead utilities and all proposed utilities for the development shall be made via underground system. (T&ES)
116. The existing total site area is indicated as 4.87Ac. and the proposed total site is depicted as 4.91 Ac. Provide information regarding inter parcel exchange of land and indicate where the deficit or surplus of land has been allocated. (T&ES)
117. The zoning tabulation provided on sheet 2 indicates that there is structured parking associated with the proposed buildings. Identify the location of such parking and if parking is contained within the buildings, provide information regarding the number of underground parking levels. (T&ES)
118. The multi-level vehicle bridges which cross between buildings on lots 9A and 9B prevent ladder truck access. This issue requires resolution as part of Stage 2 DSUP submission. (Code Enforcement)
119. Multi-level parking garages obstruct fire access to residential, hotel and office towers. This issue requires resolution as part of Stage 2 DSUP submission. (Code Enforcement)
120. Provide Emergency Vehicle Easements (EVE) on the roadways between the parking structure and the high rise structures and the high rise structures and Stovall Street. (Code Enforcement)

Block 9A

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

Block 9B

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

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

123. The design and type of screening on the southern portion of the surface parking lot on block 11 shall be submitted and approved as part of the Stage 2 development special use permit for Blocks 11 and 12. (P&Z)
124. The surface parking lot shall provide internal landscape islands consistent with the City's Landscape Guidelines, one landscape island for each eleven parking spaces. (P&Z)

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

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

Block 11

131. Provide Emergency Vehicle Easements (EVE) on Dock, Port, Southern and Anchor Streets. (Code Enforcement)
132. Provide information on overhead power lines as to whether they will remain overhead or be undergrounded, Overhead lines in proximity to proposed location of Block 11 structure eliminates ladder truck access that cannot be considered for the South building face. (Code Enforcement)

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

133. There is a label on the existing conditions plan for Ex. 10" San. (RCD), can you clarify what this abbreviation means. (T&ES)
134. The existing features shown on sheet 5, 6 & 7 are not legible. Provide clearer plans with future submissions. (T&ES)

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

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

Block 25A

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

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

CITY DEPARTMENT CODE COMMENTS

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

Transportation and Environmental Services:

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

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

- C-13 The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management.
- C-14 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF.

Code Enforcement:

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

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

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

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

Eisenhower East
CDD#2005-0002
DSUP#2005-0031 thru 0035
SUP(TMP)#2005-0115

- C-13 Enclosed parking garages must be ventilated in accordance with USBC 406.4.2.
- C-14 This underground garage is required to have an automatic sprinkler system throughout the structure in compliance with USBC406.4.1 and 903.2.11.
- C-15 The proposed buildings must comply with the requirements of HIGH-RISE building (USBC 403).
- C-16 The applicant of any building or structure constructed in excess of 10,000 square feet; or any building or structure which constructs an addition in excess of 10,000 square feet shall contact the City of Alexandria Radio Communications Manager prior to submission of final site plan. The proposed project shall be reviewed for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:
- a) The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
 - b) The building or structure design shall support a minimal signal transmission strength of -95 dBm within 90 percent of each floor area.
 - c) The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.
 - d) The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.
- C-17 If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager.

**APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2005-0031**

PROJECT NAME: Hoffman Block 2 and Block 3

PROPERTY LOCATION: 301 Stovall Street, 312 Taylor Drive, 314 Taylor Drive; 315 Stovall Street (Block 2) and 201 Stovall Street and 2425 Mill Road (Block 3)

TAX MAP REFERENCE: 072.04-04-02; 072.03-04-09; 072.03-04-08 ZONE: CDD-2/OC
072.04/04/04; 072.04-04-01; 072.02-02-04

APPLICANT Name: Hoffman Company, LLC

Address: 2461 Eisenhower Avenue, Alexandria, Virginia, 22331

PROPERTY OWNER Name: Hoffman Family, LLC/Hoffman Management, Inc

Address: Eisenhower Avenue, Alexandria, Virginia, 22331

SUMMARY OF PROPOSAL: Request for a Development Special Use Permit pursuant to

Concept Design Plan #98-05 as amended for Office Uses and associated parking

MODIFICATIONS REQUESTED: _____

SUP's REQUESTED: amendment to TMP SUP #97-0162

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, Esq.

Print Name of Applicant or Agent

McGuireWoods LLP

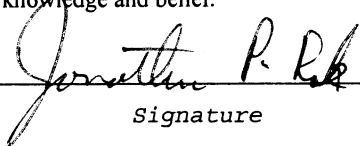
1750 Tysons Boulevard, Suite 1800

Mailing/Street Address

McLean, Virginia 22102

City and State

Zip Code



Signature

(703) 712-5411

(703) 712-5231

Telephone #

Fax #

10/4/05

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: _____

ACTION - CITY COUNCIL: _____


102

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)*

The proposed site is bordered by Mill on its north, Stovall Street on its east, Telegraph Road on the west and Eisenhower Avenue on its South.

Site access will be provided by private streets leading up from Pershing Avenue and Stovall Street. A ramp from Eisenhower also leads up to the site.

This project consists of the development of two landbays, Blocks 2 & 3, with maximum height of 210' (10-12 stories). Block 3 forms the northern portion of the site and Block 2 is the southern portion of the site. Pershing Avenue physically divides the two blocks. This development includes the construction of 2 office buildings on each block with 1 level of underground parking.

Further details regarding employees, patrons and noise generation will be provided with DSUP #2 if necessary.

Development Special Use Permit with Site Plan (DSUP) # 2005-0031

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: Developer

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.

Hubert N. Hoffman, III

Hoffman Family Trust

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.

Development Special Use Permit with Site Plan (DSUP) # 2005-0031

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

Information to be provided with DSUP #2

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

Information to be provided with DSUP #2

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

Day	Hours	Day	Hours
-----	-------	-----	-------

Information to be provided with DSUP #2

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

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

The noise levels anticipated will be normal noise levels for office use and will comply with the City of Alexandria Noise Control Code.

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

Any noise will be contained inside the buildings.

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

Information to be provided with DSUP #2

Development Special Use Permit with Site Plan (DSUP) # 2005-0031

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

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

Information to be provided with DSUP #2

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

Information to be provided with DSUP #2

C. How often will trash be collected?

Information to be provided with DSUP #2

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

Information to be provided with DSUP #2

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

Yes. No.

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

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

Yes. No.

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

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

Information to be provided with DSUP #2

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.

Information to be provided with DSUP #2

PARKING AND ACCESS REQUIREMENTS

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

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

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

- _____ Standard spaces
- _____ Compact spaces
- _____ Handicapped accessible spaces.
- _____ Other.

Information to be provided with DSUP #2

Development Special Use Permit with Site Plan (DSUP) # 2005-0031

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

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

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

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

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

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

B. How many loading spaces are available for the use? Information to be provided with DSUP #2 _____

C. Where are off-street loading facilities located? See Plans _____

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

Information to be provided with DSUP #2 _____

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

Information to be provided with DSUP #2 _____

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?

See TMP SUP _____

**Hoffman Property
Affordable Housing Plan**

The Applicant will make a voluntary contribution at the time of issuance of the occupancy permit for each building to the Alexandria Affordable Housing Fund in accordance with the recommendations in the Report of the Developer Housing Contribution Policy Work Group accepted by the City Council on June 8, 2005.

On a case by case basis, at the time of DSUP #2 Applicant may consider providing a percentage of affordable units if feasible in the residential developments pursuant to the density bonus allowance under section 7-700 of the Alexandria Zoning Ordinance.

The total contribution and number of affordable units proposed will be submitted with DSUP #2.

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**APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2005-0032**

PROJECT NAME: Hoffman Block 4 and Block 5

PROPERTY LOCATION: 200 Stovall Street (Block 4) and 2410 Mill Road (Block 5)

TAX MAP REFERENCE: 072.04-03-17; 072.04-03-18 ZONE: CDD-2/OC

APPLICANT Name: Hoffman Company, LLC

Address: 2461 Eisenhower Avenue, Alexandria, Virginia, 22331

PROPERTY OWNER Name: Hoffman Family, LLC/Hoffman Buildings, LP

Address: 2461 Eisenhower Avenue, Alexandria, Virginia, 22331

SUMMARY OF PROPOSAL: Request for an amendment to Development Special Use Permit Number 2000-0028 to change Blocks 4 and 5 (Previously block 2) to Office, Residential and Retail Use and associated parking pursuant to Concept Design Plan #98-05 as amended.

MODIFICATIONS REQUESTED: _____

SUP's REQUESTED: amendment to TMP SUP #97-0162

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, Esq.

Print Name of Applicant or Agent

McGuireWoods LLP

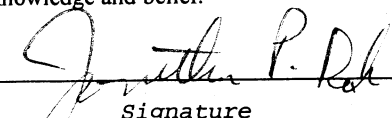
1750 Tysons Boulevard, Suite 1800

Mailing/Street Address

McLean, Virginia 22102

City and State

Zip Code


Signature

(703) 712-5411 (703) 712-5231

Telephone #

Fax #

10/11/05
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: _____

ACTION - CITY COUNCIL: _____

100
110

Development Special Use Permit with Site Plan (DSUP) # 2005-0032

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: Developer

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.

Hubert N. Hoffman, III
Hoffman Family Trust

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.

103
111

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)*

This site is bordered to the north by Mill Road; to the south by Mandeville Lane and the existing Hoffman Center Theater; to the east by Mandeville Lane and the existing parking lot for the AMC Hoffman Center theater; and to the west by Stovall Street.

Site access is from an existing entrance to Mandeville Lane located on Mill Road and proposed curb cut on Mill Road.

This project proposes two land-bays known as Blocks 4 and 5 consisting of office, residential, retail and underground parking. Block 4 being in the western portion of the site and Block 5 being in the eastern portion of the site.

Proposed road improvements along Stovall Street consists of a new curb cut to provide access to the parking garage at Block 4. A new curb cut along Mill Road to provide access and also modifications along Mandeville Lane for access to the site. Internal roads and sidewalks within Blocks 4 & 5 are also proposed with this project.

Futher details regarding employees, patrons and noise generation will be provided with DSUP #2 if necessary.

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112

Development Special Use Permit with Site Plan (DSUP) # 2005-0032

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

Information to be provided with DSUP #2

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

Information to be provided with DSUP #2

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

Day	Hours	Day	Hours
-----	-------	-----	-------

Information to be provided with DSUP #2

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

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

The noise levels anticipated will be normal noise levels for Office, Residential and retail uses and will comply with the City of Alexandria Noise Control Code.

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

Any noise will be contained inside the buildings.

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

Information to be provided with DSUP #2

Development Special Use Permit with Site Plan (DSUP) # 2005-0032

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

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

Information to be provided with DSUP #2

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

Information to be provided with DSUP #2

C. How often will trash be collected?

Information to be provided with DSUP #2

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

Information to be provided with DSUP #2

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

Yes. No.

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

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

Yes. No.

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

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

Information to be provided with DSUP #2

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.

Information to be provided with DSUP #2

PARKING AND ACCESS REQUIREMENTS

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

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

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

- _____ Standard spaces
- _____ Compact spaces
- _____ Handicapped accessible spaces.
- _____ Other.

Information to be provided with DSUP #2

Development Special Use Permit with Site Plan (DSUP) # 02005-0032

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

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

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

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

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

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

B. How many loading spaces are available for the use? Information to be provided with DSUP #2 _____

C. Where are off-street loading facilities located? See Plans _____

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

Information to be provided with DSUP #2 _____

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

Information to be provided with DSUP #2 _____

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?

See TMP SUP _____

**Hoffman Property
Affordable Housing Plan**

The Applicant will make a voluntary contribution at the time of issuance of the occupancy permit for each building to the Alexandria Affordable Housing Fund in accordance with the recommendations in the Report of the Developer Housing Contribution Policy Work Group accepted by the City Council on June 8, 2005.

On a case by case basis, at the time of DSUP #2 Applicant may consider providing a percentage of affordable units if feasible in the residential developments pursuant to the density bonus allowance under section 7-700 of the Alexandria Zoning Ordinance.

The total contribution and number of affordable units proposed will be submitted with DSUP #2.

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**APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2005-0033**

PROJECT NAME: Hoffman Block 9A and Block 9B

PROPERTY LOCATION: 2400 Eisenhower Avenue

TAX MAP REFERENCE: 078.02-01-01 ZONE: CDD-2/OC

APPLICANT Name: Hoffman Company, LLC

Address: 2461 Eisenhower Avenue, Alexandria, Virginia, 22331

PROPERTY OWNER Name: Hoffman Family, LLC

Address: 2461 Eisenhower Avenue, Alexandria, Virginia, 22331

SUMMARY OF PROPOSAL: Request for a Development Special Use Permit pursuant to
Concept Design Plan #98-05 as amended for Office, Retail and Hotel Uses and associated parking.

MODIFICATIONS REQUESTED: _____

SUP's REQUESTED: amendment to TMP SUP #97-0162

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, Esq.

Print Name of Applicant or Agent

McGuireWoods LLP

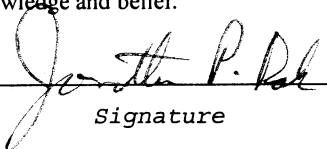
1750 Tysons Boulevard, Suite 1800

Mailing/Street Address

McLean, Virginia 22102

City and State

Zip Code



Signature

(703) 712-5411 (703) 712-5231

Telephone #

Fax #

Date 10/11/05

===== **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: _____

ACTION - CITY COUNCIL: _____

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118

Development Special Use Permit with Site Plan (DSUP) # 2005-0033

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: Developer

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.

Hubert N. Hoffman, III

Hoffman Family Trust

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.

Development Special Use Permit with Site Plan (DSUP) # 2005-0033

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)*

This site is bordered to the north by Eisenhower Avenue; to the south by the 495 Capital Beltway; to the east by the Eisenhower Avenue Metro Station; and to the west by the existing Hoffman Holiday Inn Hotel (Block 1).

Site access is from an existing entrance located on Eisenhower Avenue and existing Stovall Street located just to the west of the property between Block 1 and the site.

This project proposes two land-bays known as Blocks 9A and 9B consisting of office, hotel, retail, and underground parking to accommodate the proposed uses. Block 9A being in the southern portion of the site and Block 9B being in the northern portion of the site.

The proposed road improvements along Eisenhower Avenue are shown as modifications of medians, rights-of-way, and pedestrian accessibility enhancements; and road infrastructure to provide access throughout the site and the surrounding areas consisting of modifications to the traffic loop located at the Eisenhower Metro Station as well as twenty-six foot (26') wide (minimum) road between the two blocks and to the west of the site. Southern street is proposed to be parallel to the Beltway and located just south of the site, starting at curb returns located at existing Stovall Street and extending to the traffic loop on the adjacent Eisenhower Avenue Metro Station.

Further details regarding employees, patrons and noise generation will be provided with DSUP #2 if necessary.

Development Special Use Permit with Site Plan (DSUP) # 2005-0033

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

Information to be provided with DSUP #2

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

Information to be provided with DSUP #2

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

Day	Hours	Day	Hours
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Information to be provided with DSUP #2

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

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

The noise levels anticipated will be normal noise levels for Office, hotel and retail uses and will comply with the City of Alexandria Noise Control Code.

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

Any noise will be contained inside the buildings.

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

Information to be provided with DSUP #2

Development Special Use Permit with Site Plan (DSUP) # 2005-0033

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

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

Information to be provided with DSUP #2

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

Information to be provided with DSUP #2

C. How often will trash be collected?

Information to be provided with DSUP #2

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

Information to be provided with DSUP #2

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:

Development Special Use Permit with Site Plan (DSUP) # 2005-0033

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

Information to be provided with DSUP #2

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.

Information to be provided with DSUP #2

PARKING AND ACCESS REQUIREMENTS

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

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

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

- _____ Standard spaces
- _____ Compact spaces
- _____ Handicapped accessible spaces.
- _____ Other.

Information to be provided with DSUP #2

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123

Development Special Use Permit with Site Plan (DSUP) # 2005-0033

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

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

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

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

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

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

B. How many loading spaces are available for the use? Information to be provided with DSUP #2 _____

C. Where are off-street loading facilities located? See Plans _____

D. During what hours of the day do you expect loading/unloading operations to occur? Information to be provided with DSUP #2 _____

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

Information to be provided with DSUP #2 _____

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?

See TMP SUP _____

**Hoffman Property
Affordable Housing Plan**

The Applicant will make a voluntary contribution at the time of issuance of the occupancy permit for each building to the Alexandria Affordable Housing Fund in accordance with the recommendations in the Report of the Developer Housing Contribution Policy Work Group accepted by the City Council on June 8, 2005.

On a case by case basis, at the time of DSUP #2 Applicant may consider providing a percentage of affordable units if feasible in the residential developments pursuant to the density bonus allowance under section 7-700 of the Alexandria Zoning Ordinance.

The total contribution and number of affordable units proposed will be submitted with DSUP #2.

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**APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP #2005-0034**

PROJECT NAME: Hoffman Block 11 and Block 12

PROPERTY LOCATION: 2210 Eisenhower Avenue

TAX MAP REFERENCE: 078.02-01-01 ZONE: CDD-2/OC

APPLICANT Name: Hoffman Company, LLC

Address: 2461 Eisenhower Avenue, Alexandria, Virginia, 22331

PROPERTY OWNER Name: Hoffman Family, LLC

Address: 2461 Eisenhower Avenue, Alexandria, Virginia, 22331

SUMMARY OF PROPOSAL: Request for a Development Special Use Permit pursuant to
Concept Design Plan #98-05 as amended for Residential and Retail Uses and associated parking.

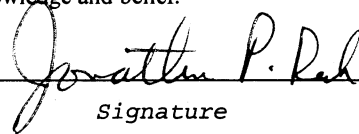
MODIFICATIONS REQUESTED: _____

SUP's REQUESTED: amendment to TMP SUP #97-0162

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, Esq.

Print Name of Applicant or Agent


Signature

McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800

Mailing/Street Address

(703) 712-5411 (703) 712-5231

Telephone # *Fax #*

McLean, Virginia 22102

City and State *Zip Code*

10/11/05
Date

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

Application Received: _____
Fee Paid & Date: \$ _____

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

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

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126

Development Special Use Permit with Site Plan (DSUP) # 2005-0034

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: Developer

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.

Hubert N. Hoffman, III

Hoffman Family Trust

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.

#19
127

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)*

This site is bordered to the north by Eisenhower Avenue; to the south by the 495 Capital Beltway; to the east by the existing Alexandria Trucking Association (ATA); and to the west by the Eisenhower Avenue Metro Station.

Site access is from an existing entrance located on Eisenhower Avenue and the existing traffic loop on the adjacent Eisenhower Metro Station property.

This project proposes two land-bays known as Block 11 and Block 12 consisting of residential, retail and underground parking to accommodate the proposed uses. Block 11 being in the southern portion of the site and Block 12 being in the northern portion of the site.

Proposed road improvements along Eisenhower Avenue are shown as modifications of medians, rights of-way, and pedestrian accessibility enhancements; and road infrastructure to provide access throughout the site and surrounding areas consisting of modifications to the traffic loop located at the Eisenhower Metro Station as well as twenty-six foot (26') wide (minimum) road between the two blocks and to the east of the site. Southern street is proposed to be parallel to the Beltway and located just south of the site, starting at curb returns located south of the adjacent ATA building and extending to the traffic loop on the adjacent Eisenhower Avenue Metro Station.

Further details regarding employees, patrons and noise generation will be provided with DSUP #2 if necessary.

120
128

Development Special Use Permit with Site Plan (DSUP) # 2005-0034

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

Information to be provided with DSUP #2

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

Information to be provided with DSUP #2

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

Day	Hours	Day	Hours
-----	-------	-----	-------

Information to be provided with DSUP #2

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

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

The noise levels anticipated will be normal noise levels for residential and retail use and will comply with the City of Alexandria Noise Control Code.

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

Any noise will be contained inside the buildings.

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

Information to be provided with DSUP #2

Development Special Use Permit with Site Plan (DSUP) # 2005-0034

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

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

Information to be provided with DSUP #2

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

Information to be provided with DSUP #2

C. How often will trash be collected?

Information to be provided with DSUP #2

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

Information to be provided with DSUP #2

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

Yes. No.

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

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

Yes. No.

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

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

Information to be provided with DSUP #2

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.

Information to be provided with DSUP #2

PARKING AND ACCESS REQUIREMENTS

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

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

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

- _____ Standard spaces
- _____ Compact spaces
- _____ Handicapped accessible spaces.
- _____ Other.

Information to be provided with DSUP #2

Development Special Use Permit with Site Plan (DSUP) # 2005-0034

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

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

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

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

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

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

B. How many loading spaces are available for the use? Information to be provided with DSUP #2 _____

C. Where are off-street loading facilities located? See Plans _____

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

Information to be provided with DSUP #2 _____

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

Information to be provided with DSUP #2 _____

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?

See TMP SUP _____

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APPLICATION for CDD DEVELOPMENT CONCEPT PLAN

CDD # 2005-0002

[must use black ink or type]

PROPERTY LOCATION: See Addresses Attached

TAX MAP REFERENCE: See Tax Map Numbers Attached ZONE: CDD-2/OC

APPLICANT'S NAME: Hoffman Company, LLC

ADDRESS: 2461 Eisenhower Avenue, Alexandria, Virginia, 22331

PROPERTY OWNER NAME: Hoffman Family/Hoffman Building, LP/Hoffman Management, Inc.

ADDRESS: 2461 Eisenhower Avenue, Alexandria, Virginia, 22331

REQUEST: Amendment to CDD Concept Design Plan 98-05.

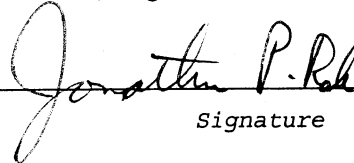
THE UNDERSIGNED hereby applies for CDD Development Concept Plan approval in accordance with the provisions of Section 5-600 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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, Esq.

Print Name of Applicant or Agent



Signature

McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800

Mailing/Street Address
McLean, Virginia 22102

City and State Zip Code

(703) 712-5411 (703) 712-5231

Telephone # Fax #

10/11/05
Date

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

Application Received: _____
Fee Paid & Date: \$ _____

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

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

Hoffman Property List

Block	Property Address	Tax Map Number	Property Owner
2	301 Stovall Street	072.04-04-02	Hoffman Family LLC
	312 Taylor Drive	072.03-04-09	Hoffman Management Inc.
	314 Taylor Drive	072.03-04-08	Hoffman Family LLC
	315 Taylor Drive	072.04-04-04	Hoffman Family LLC
3	201 Stovall Street	072.04-04-01	Hoffman Family LLC
	2425 Mill Road	072.02-02-04	Hoffman Family LLC
4	200 Stovall Street	072.04-03-17	Hoffman Bldgs. LP
5	2410 Mill Road	072.04-03-18	Hoffman Family LLC
9A, 9B	2400 Eisenhower Avenue	078.02-01-01	Hoffman Family LLC
11, 12	2210 Eisenhower Avenue	078.02-01-03	Hoffman Family LLC
24, 25A	2000 Eisenhower Avenue	079.01-01-01	Hoffman Family LLC

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APPLICATION for SPECIAL USE PERMIT # 2005-0115
[must use black ink or type]

PROPERTY LOCATION: See Addresses Attached

TAX MAP REFERENCE: See Tax Map Numbers Attached ZONE: CDD-2/OC

APPLICANT'S NAME: Hoffman Company, LLC

ADDRESS: 2461 Eisenhower Avenue, Alexandria, Virginia, 22331

PROPERTY OWNER NAME: Hoffman Family, LLC/Hoffman Building, LP/Hoffman Management, Inc.

ADDRESS: 2461 Eisenhower Avenue, Alexandria, Virginia, 22331

PROPOSED USE: Request for an amendment to Transportation Management Plan Special Use Permit 97-0162 for Blocks 2,3,4,5, 9A, 9B, 11, 12, 24 and 25A (Block numbers designated by the EESAP)

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.

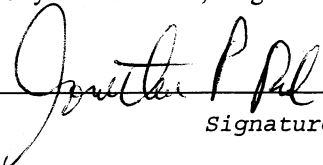
THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301(B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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, Esq.

Print Name of Applicant or Agent


Signature

McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800

Mailing/Street Address
McLean, Virginia 22102

City and State Zip Code

(703) 712-5411 (703) 712-5231

Telephone # Fax #

10/19/05
Date

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

Application Received: _____ Date & Fee Paid: _____ \$ _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

07/26/99 p:\zoning\pc-appl\forms\app-sup1

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All applicants must complete this form. Supplemental forms are required for child care facilities, restaurants, automobile oriented uses and freestanding signs requiring special use permit approval.

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

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

Hubert N. Hoffman, III
Hoffman Family Trust

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.

2. Submit a floor plan and a plot plan with parking layout of the proposed use. One copy of the plan is required for plans that are 8½" x 14" or smaller. Twenty-four copies are required for larger plans or if the plans cannot be easily reproduced. The planning director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver. This requirement does not apply if a Site Plan Package is required.

USE CHARACTERISTICS

4. The proposed special use permit request is for: (check one)
- a new use requiring a special use permit,
 - a development special use permit,
 - an expansion or change to an existing use without a special use permit,
 - expansion or change to an existing use with a special use permit,
 - other. Please describe: Amendment to a Transportation Management Plan Special Use Permit

5. Please describe the capacity of the proposed use:

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

See Attached Traffic Impact Analysis

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

See Attached Traffic Impact Analysis

6. Please describe the proposed hours and days of operation of the proposed use:

Day:

Hours:

_____	_____
_____	_____
_____	_____
_____	_____

7. Please describe any potential noise emanating from the proposed use:

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

N/A

B. How will the noise from patrons be controlled?

N/A

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

N/A

9. Please provide information regarding trash and litter generated by the use:

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

N/A

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

N/A

C. How often will trash be collected?

N/A

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

N/A

10. 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:

11. 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:

N/A

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

N/A

ALCOHOL SALES

13. 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.

N/A

PARKING AND ACCESS REQUIREMENTS

See Attached Traffic Impact Analysis

14. Please provide information regarding the availability of off-street parking:

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

B. How many parking spaces of each type are provided for the proposed use:
_____ Standard spaces
_____ Compact spaces
_____ Handicapped accessible spaces.
_____ Other.

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

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.

15. Please provide information regarding loading and unloading facilities for the use:

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

B. How many loading spaces are available for the use? _____

C. Where are off-street loading facilities located? _____

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

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

16. 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?

SITE CHARACTERISTICS – N/A

17. Will the proposed uses be located in an existing building? Yes No

Do you propose to construct an addition to the building? Yes No

How large will the addition be? _____ square feet.

18. What will the total area occupied by the proposed use be?

_____ sq. ft. (existing) + _____ sq. ft. (addition if any) = _____ sq. ft. (total)

19. The proposed use is located in: (check one)

a stand alone building a house located in a residential zone a warehouse

a shopping center. Please provide name of the center: _____

an office building. Please provide name of the building: _____

other, please describe: _____

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142

TMP SUP 2005-0115

Hoffman Property List

Block	Property Address	Tax Map Number	Property Owner
2	301 Stovall Street	072.04-04-02	Hoffman Family LLC
	312 Taylor Drive	072.03-04-09	Hoffman Management Inc.
	314 Taylor Drive	072.03-04-08	Hoffman Family LLC
	315 Taylor Drive	072.04-04-04	Hoffman Family LLC
3	201 Stovall Street	072.04-04-01	Hoffman Family LLC
	2425 Mill Road	072.02-02-04	Hoffman Family LLC
4	200 Stovall Street	072.04-03-17	Hoffman Bldgs. LP
5	2410 Mill Road	072.04-03-18	Hoffman Family LLC
9A, 9B	2400 Eisenhower Avenue	078.02-01-01	Hoffman Family LLC
11, 12	2210 Eisenhower Avenue	078.02-01-03	Hoffman Family LLC
24, 25A	2000 Eisenhower Avenue	079.01-01-01	Hoffman Family LLC

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**APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2005-0035**

PROJECT NAME: Hoffman Block 24 and Block 25A

PROPERTY LOCATION: 2000 Eisenhower Avenue

TAX MAP REFERENCE: 079.01-01-01 ZONE: CDD-2/OC

APPLICANT Name: Hoffman Company, LLC

Address: 2461 Eisenhower Avenue, Alexandria, Virginia, 22331

PROPERTY OWNER Name: Hoffman Family, LLC

Address: 2461 Eisenhower Avenue, Alexandria, Virginia, 22331

SUMMARY OF PROPOSAL: Request for a Development Special Use Permit pursuant to
Concept Design Plan #98-05 as amended for Office and Residential Uses and associated parking.

MODIFICATIONS REQUESTED: _____

SUP's REQUESTED: amendment to TMP SUP #97-0162

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, Esq.

Print Name of Applicant or Agent

McGuireWoods LLP

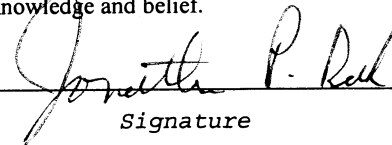
1750 Tysons Boulevard, Suite 1800

Mailing/Street Address

McLean, Virginia 22102

City and State

Zip Code


Signature

(703) 712-5411 (703) 712-5231

Telephone #

Fax #

10/11/05
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: _____

ACTION - CITY COUNCIL: _____

Development Special Use Permit with Site Plan (DSUP) # 2005-0035

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: Developer

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.

Hubert N. Hoffman, III

Hoffman Family Trust

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.

Development Special Use Permit with Site Plan (DSUP) #2005-0035

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)*

The proposed project site area is bordered by Eisenhower Avenue to its north, Hooffs Run Drive to the east, City of Alexandria Parks and Playgrounds to the south and Mill Road to the west.

Site access to this development will be provided by new and existing public streets bounding the site on the North East and South.

This project site consists of three landbays, Block 22, Block 24 and Block 25A. Block 22 forms the western side of the property, Block 24 is the middle section and Block 25A forms the eastern side. Development of these blocks will include one multiuse building on Block 24 with office and residential and one building on block 25A with office. Both buildings will have a maximum height of 200'. Parking for these two blocks will be provided on the surface and underground parking.

This project also includes the dedication of Block 22 as an open space area to enhance the existing City of Alexandria parks.

Further details regarding employees, patrons and noise generation will be provided with DSUP #2 if necessary.

Development Special Use Permit with Site Plan (DSUP) # 2005-0035

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

Information to be provided with DSUP #2

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

Information to be provided with DSUP #2

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

Day	Hours	Day	Hours
-----	-------	-----	-------

Information to be provided with DSUP #2

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

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

The noise levels anticipated will be normal noise levels for residential and Office use and will comply with the City of Alexandria Noise Control Code.

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

Any noise will be contained inside the buildings.

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

Information to be provided with DSUP #2

Development Special Use Permit with Site Plan (DSUP) # 2005-0035

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

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

Information to be provided with DSUP #2

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

Information to be provided with DSUP #2

C. How often will trash be collected?

Information to be provided with DSUP #2

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

Information to be provided with DSUP #2

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

Yes. No.

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

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

Yes. No.

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

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

Information to be provided with DSUP #2

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.

Information to be provided with DSUP #2

PARKING AND ACCESS REQUIREMENTS

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

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

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

_____ Standard spaces

_____ Compact spaces

_____ Handicapped accessible spaces.

_____ Other.

Information to be provided with DSUP #2

Development Special Use Permit with Site Plan (DSUP) # 2005-0035

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

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

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

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

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

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

B. How many loading spaces are available for the use? Information to be provided with DSUP #2 _____

- C. Where are off-street loading facilities located? See Plans _____

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

Information to be provided with DSUP #2 _____

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

Information to be provided with DSUP #2 _____

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?

See TMP SUP _____

February 2, 2006

Honorable William D. Euille
Mayor
City of Alexandria
301 King Street
Alexandria, VA 22314

Mr. Eric Wagner
Chairman
City of Alexandria
Planning Commission
Department of Planning & Zoning
301 King Street, Room 2100
Alexandria, VA 22314

RE: Hoffman Development
DSUP #2005-0031, DSUP #2005-0032, DSUP #2005-0033, DSUP #2005-0034,
DSUP #2005-0035, SUP 2005-01115, CDD #2005-0002
200, 201, 301 & 315 Stovall Street, 312 & 314 Taylor Drive, 2425 & 2410 Mill Road and
2400, 2210, 2000 Eisenhower Avenue

Dear Mr. Euille and Mr. Wagner:

It is our understanding that the City of Alexandria and Planning Commission will be hearing the application of the Hoffman Development for the above referenced Development Special Use Permits (DSUP), Special Use Permit (SUP) and Coordinate Development District (CDD) on February 7, 2006.

As you are probably aware, the Planning Commission and City Council approved Hoffman's DSUP #2000-0028 application for an amendment to an existing DSUP to add an office building, refine design of approved retail and parking garage. DSUP #2000-0028 also included condition #53, which required Hoffman to relocate the Holmes Run Trunk Sewer (HRTS). This condition required that the relocation of the HRTS by Hoffman be completed prior to the adjacent site next door's completion of its portion of the sanitary sewer.

Paradigm is the owner of the adjacent Mill Race property at 2351 Eisenhower Avenue and 2251 Eisenhower Avenue. The Mill Race project was approved by Planning Commission and the City of Alexandria City Council on September 14, 2002 as DSUP #2002-0002 and #2002-0003. In the DSUP approval for the Mill Race project, condition #43 which required that "The construction of the Holmes Run Trunk Sewer (HRTS) relocation shall be completed simultaneously with the relocation of the existing HRTS immediately west of the site in conjunction with the Development Special Use Permit #2000-0028 (Hoffman Towne Center)." (Exhibit B)

Paradigm worked with the City of Alexandria's Department of Transportation & Environmental Services (T&ES) and the Alexandria Sanitation Authority (ASA) to obtain approval of construction plans for the HRTS relocation. Plans for the project were approved by ASA on August 16, 2004 and T&ES on September 10, 2004. The plans went through numerous iterations before being approved where the final location of the HRTS was shifted from the north side of Eisenhower Avenue (shown on Hoffman's DSUP #2000-0028) to the south side of Eisenhower Avenue to satisfy ASA's engineering requirements.

During the eight month process to have the plans approved, Paradigm provided copies of the proposed plan to Hoffman and requested that Hoffman participate in the design process. Hoffman chose not to participate and objected to the alignment that was approved by T&ES and ASA. On July 7, 2004, Ignacio

Paradigm

Mayor Euille
Mr. Eric Wagner
City of Alexandria Planning Commission
February 2, 2006
Page 2

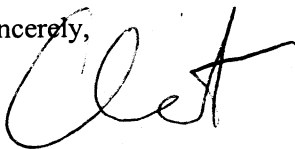
B. Pessoa, City of Alexandria City Attorney issued a "determination letter" (Exhibit D) which required that Hoffman "complete its portion of the HRTS relocation prior to Mill Race relocating its portion of the HRTS." and if the City was not provided with evidence of Hoffman complying with this requirement "the City will authorize Mill Race to undertake the entire HRTS relocation project ..."

Paradigm successfully completed the relocation of the HRTS in November 2005. During the construction period beginning in December 2004, we provided monthly invoices to Hoffman Management for the costs associated with their portion of the HRTS relocation. To date, we have not received any reimbursement from Hoffman for this work. Hoffman's share of costs for their portion of the project is approximately \$3,500,000.

As you prepare to review Hoffman's most recent DSUP, SUP and CDD applications, we would respectfully request that you consider their failure to abide by conditions set forth in their previous applications which were approved by Planning Commission and City Council. Without Paradigm having successfully relocated the HRTS, Hoffman would not be able to proceed forward with any plans to construct on their existing site which contained the old HRTS. It is only because of Paradigm's success that Hoffman's land has any value for the improvements that they are contemplating. We believe that Hoffman should reimburse Paradigm those costs associated with their portion of the HRTS and we would ask that the Planning Commission and City Council take the appropriate steps to insure that the Hoffman's meet their previous site plan obligations with their reimbursement of approximately \$3,500,000.

We appreciate your review of this information. If you have any questions, please do not hesitate to contact me.

Sincerely,



W. Clarke Ewart
Executive Vice President

cc: Eileen Fogarty, Director, Planning & Zoning
Richard Baier, Director, Transportation & Environmental Services
Ignacio B. Pessoa, City Attorney

mrc/WORD/MILL RACE/ALEXANDRIA P&Z 16

152
139

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McLean, VA 22102
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www.mcguirewoods.com

Jonathan P. Rak
Direct: 703.712.5411

McGUIREWOODS

jrak@mcguirewoods.com
Direct Fax: 703.712.5231

February 10, 2006

Chairman Eric Wagner and Members
Planning Commission
301 King Street, Room 2100
Alexandria, Virginia 22314

RE: Hoffman CDP, TMP SUP and DSUPs, Docket Item Number 12A-12G

Dear Chairman Wagner and Members of the Planning Commission:

On behalf of our client, Hoffman Company, we would like to request changes to the Staff's Recommendation for development conditions to CDP #2005-0002, TMP SUP #2005-0115 and DSUP #'s 2005-0031, 2005-0032, 2005-0033, 2005-0034, and 2005-0035. The changes we request have been noted on the attached black line of the full set of conditions. Since you received the Staff's recommended conditions for this case, we have come to an agreement with the staff on many of the changes that we are requesting. For your convenience, we have highlighted in yellow the changes in the conditions with which the staff is not in full agreement. We will continue to discuss the unresolved changes with city staff and hope to agree on all proposed revisions prior to the commission hearing. We are sending all proposed changes to you now because of the number of changes requested.

Changes Agreed Between Applicant and Staff:

The staff has indicated to us that they are in agreement with the following changed conditions:

CDP # 2005-0002

- o The changes to Condition #6
- o The change to the end of the first sentence in Condition #7
- o The changes to Condition #14
- o The changes to Condition #15
- o The changes to Condition #17
- o The changes to Condition #18
- o The changes to Condition #21
- o The changes that are not highlighted in Condition #22
- o The changes that are not highlighted in Condition #31
- o The changes to Condition #32

TMP SUP 2005-0115

- o The changes to Condition #33n

- The changes to Condition 34i
 - The addition of Condition #34A 1 – 5
- DSUP #2005-0031 - 0035**
- The addition of Condition 45A
 - The addition of Condition 45B
 - The addition of Condition 87A 1 – 12
 - The addition of Condition 113A

Issues still under discussion:

The areas where we have not come to full agreement with the staff have been highlighted in yellow in the attached document and are as follows:

Concept Design Plan #2005-0002:

Condition #7 & #33u (TMP): This change would limit the required amendment to the TMP to circumstances where the Stage 1 DSUP is amended by the Stage 2 DSUP and would prevent amending the funding rate for the TMP account. We request this change because the areas approved in the Stage 1 DSUP provide the basis for the TMP SUP and therefore no amendment is necessary unless that information is changed. Further, we have also requested a change to the staff's recommended funding rate to add an annual increase pursuant to the CPI index which allows for the necessary increase while still giving the applicant stability in the amount of the rate.

Condition #22: The highlighted changes in this condition clarify the location of the centerline of Eisenhower Avenue that is being used as a reference point and clarify that the widths provided in the chart for the median and the sidewalks may vary depending on the final engineering, however the total amount of right-of-way required from Hoffman by the chart will not change.

Condition #23: These changes include various changes to clarify street widths including changes to the width amount provided for the interior service drive on block 4 and 5 and Port Street on block 11/12. The changes also clarify the role of the City in obtaining public right-of-way thru property owned by WMATA, and timing of construction of the streets.

Condition # 25: This change would remove the condition that Stage 2 development approvals be dependant on traffic levels of service and Eisenhower Avenue improvements. While the applicant has agreed to provide the right of way for the widening of Eisenhower Avenue west of Mill Road when the City is ready to do the construction, making each phase dependant on traffic levels of service and Eisenhower Avenue improvements effectively revokes the vesting of approvals and makes each phase contingent on factors beyond the applicant's control. This condition would violate key terms of the Settlement Agreement.

February 10, 2006

Page 3

Condition #27: These changes indicate the applicant's willingness to provide the bus loop and eastern portion of the Eisenhower Station Park with either block 9 or blocks 11 and 12 and clarify what improvements will be provided.

Condition #28: These changes clarify the phasing of the construction of Southern Road.

Condition #30: The change is to remove the requirement that the Hoffman Property for the Eisenhower Park – "The Meadows" be dedicated by the year 2015. The Settlement Agreement that the Hoffman Family entered into with the City was clear that no property on blocks 24 and 25a would need to be dedicated until those blocks redevelop. Hoffman has strong incentives to redevelop these blocks and dedicate the park by 2020, but forcing early dedication would force the early demolition of valuable, income-producing property.

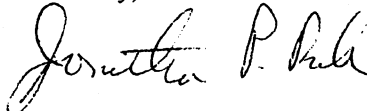
Condition #31: The highlighted change clarifies that the eastern portion of Eisenhower Station Park will be provided with either block 9 or blocks 11 and 12 as indicated in Condition #27.

TMP SUP #2005-0115:

2. Condition # 33u.: The change is described above with Condition #7 and would need to be amended in both the CDP (Condition #7) and the TMP (Condition #33u)

Thank you very much for your consideration of these requested changes. Please let us know if there is any further information we can provide you regarding this request.

Sincerely,



Jonathan Rak

Attachments

cc: Michael Perine, Hoffman Company
Eileen Fogarty, Director of Planning and Zoning
Tom Culpepper, Deputy Director, Transportation and Environmental Services

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VII. STAFF RECOMMENDATION

Staff recommends approval of the amended Concept plan (CDD # 2005-0002), the amended Transportation Management Plan (TMP)(SUP# 2005-0115) and the Stage 1 development special use permits (DSUP # 2005-0031 thru 35) subject to compliance with all applicable codes and ordinances and the following conditions.

A. GENERAL:

1. **(DEFINITION)** The term "Settlement Agreement" means the "Hoffman Town Center Land Use and Parking Compromise" under original date of December 14, 2004, as amended under date of August 24, 2005. (P&Z)
2. **(DEFINITION)** The term "Hoffman Process Agreement" means that portion of the Settlement Agreement so denominated and setting forth the sequence of submissions/approvals governing the process for approval of the development permits for the Hoffman Property development blocks within the Eisenhower East area. A copy of the Hoffman Process Agreement is attached hereto as Addendum 1. (P&Z)
3. **(DEFINITION)** As used in this document, the phrase "Stage 1 preliminary development special use permit" means that preliminary development special use permit submitted pursuant to the Hoffman Process Agreement as "Preliminary Development Special Use Permit #1". (P&Z)
4. **(DEFINITION)** As used in this document, the phrase "Stage 2 preliminary development special use permit" means that preliminary development special use permit submitted pursuant to the Hoffman Process Agreement as "Preliminary Development Special Use Permit #2". (P&Z)
5. **(REVISED CONDITION)** Notwithstanding any contrary provisions in the Zoning Ordinance, the amended CDD Concept Plan (CDD#05-02 - hereby referred to as the Concept Plan), the amended Transportation Management Plan Special Use Permit (TMP-SUP # 2005-0115), the Stage 1 Development Special Use Permits, (DSUP#2005-0031, DSUP#2005-0032, DSUP#2005-0033, DSUP#2005-0034 and DSUP#2005-0035) shall remain valid until December 31, 2020. (CDD#98-05)
6. **(NEW CONDITION)** The review and approval of the Stage 1 and Stage 2 Development Special Use Permits shall be ~~subject to the~~ as following:
 - a. The use, "Allowable Gross Floor Area" (AGFA), number of parking spaces, levels of underground parking, preliminary mass, and height shall be reviewed and approved as part of the Stage 1 development special use permit for each development block.
 - b. As part of its Stage 2 development special use permit application, the applicant shall submit the final massing, design, scale, articulation, and footprint of the

+ 156

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

- building(s) and other related factors including the checklist items not previously provided as part of the Stage 1 development special use permit, and in accordance with the Eisenhower East Design Guidelines applicable to the site.
- c. During the review of the Stage 2 development special use permit application, the scale, articulation, footprint, massing, and other architectural and/or design components will be reviewed for compliance with the Eisenhower East Design Guidelines and approved in accordance with the Eisenhower East Design Guidelines, subject to the Paragraph d below.
 - d. In the event that the application of the scale, articulation, footprint, massing, and other architectural and/or design components of Eisenhower East Design Guidelines as part of the review of a Stage 2 development special use permit results in the loss of AGFA on the block(s) under review, the applicant shall be permitted to consider an administrative transfer of an equivalent amount of AGFA to such other block(s) within the approved Concept Plan as the applicant proposes. If there is not agreement regarding the administrative transfer of the AGFA as requested, or the applicant chooses not to so request, the AGFA approved pursuant to the Concept Plan and Stage 1 development special use permit shall be permitted for that block and the City and applicant shall work together on the scale, articulation, footprint, massing, and other architectural and/or design components of Eisenhower East Design Guidelines to configure the final massing.
 - e. Any other requirement for conformance to the Eisenhower East Small Area Plan and/or the Eisenhower East Design Guidelines hereafter referred to in the conditions for this revised concept plan or any DSUP or TMP SUP approved therewith that affects the development rights approved with the Stage 1 Development Special Use Permit shall mean conformance to the extent not inconsistent with the Concept Plan, TMP SUP #2005-0115; DSUP # 2005-0031; #2005-0032; #2005-0033; #2005-0034; #2005-0035; and #2000-0028. (P&Z)
7. (NEW CONDITION) Each block within the Concept Plan (excluding Blocks # 1, 6, 7, 8 and 14 unless otherwise provided herein) shall obtain approval of a subsequent Stage 2 development special use permit in order to redevelop or develop the site pursuant to the Stage 1 DSUP. If the use, AGFA, or number of parking spaces approved in the Stage 1 DSUP are amended by the Stage 2 DSUP, the applicant shall also submit, and an amended Transportation Management Plan, however such amendment shall not require an increase to the funding for the TMP account established in TMP-SUP #2005-0115. Each Stage 2 development special use permit filed pursuant to § 5-605 of the Zoning Ordinance and this approval, shall be consistent with, and shall meet all requirements which are part of the Concept Plan, and to the extent not inconsistent with the Concept Plan and the Stage 1 development special use permit approved therewith, the Eisenhower East Small Area Plan and the Eisenhower East Design Guidelines.(P&Z)
8. (NEW CONDITION) Block 1 shall be limited to the ~~use and~~ building configuration existing on January 1, 2006, and any alteration ~~in the use or~~ to the

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

existing building (except interior alterations and alterations to the exterior facade) shall be subject to the Eisenhower East Small Area Plan and the Eisenhower East Design Guidelines, except that a parking structure with a maximum of 215 parking spaces may be constructed by Virginia Department of Transportation (VDOT) if necessary for the replacement of those spaces taken for the Stovall ramp realignment. (P&Z)

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

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

14. (NEW CONDITION) The number of parking spaces within the CDD at all times shall be limited and/or conditioned as follows:
- a. Structured parking on all development blocks except Block 1 is limited to a maximum of 11,585 parking spaces, unless otherwise defined in this Paragraph.
 - b. New surface parking on all development blocks except Block 1 is limited to a maximum of 160 parking spaces on Block 11 and only in conjunction with a grocery store tenant on that Block.
 - c. Surface and structured parking on Block 1 shall not exceed the surface parking existing on January 1, 2006, plus a maximum of 215 additional structured parking spaces to replace those taken by the construction of Ramp A-1 of the Telegraph Road Interchange.
 - d. Except for those blocks that are governed by DSUP #2000-0028 and Block 1, Block 2, Block 3, Block 24 and Block 25A, all parking structures shall have a minimum of two levels of parking below grade.
 - e. The number of off-street parking spaces within the Concept Plan shall be limited to a maximum number of ~~11,960~~12,060 parking spaces (including during interim development). (P&Z)
 - f. On street parking, including the Town Center circle, is excluded from the foregoing maximum number of parking spaces.

B. BUILDINGS - USES:

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

BLOCK	RETAIL (GFA)	OFFICE (GFA)	RESIDENTIAL (GFA)	HOTEL (GFA)	SUBTOTAL (GFA)	GFA**** Exclusion	TOTAL GFA****	PARKING GFA****	AGFA**** TOTAL	Structure d-Parking	Surface Parking	Height (Feet)
2	0	470,000	0	0	470,000	15,548	454,452	**	454,452	1,058	0	240
3	0	300,000	0	0	300,000	8,633	290,367	**	290,367	675	0	240
4	36,950	436,000	0	0	472,950	13,442	459,508	225,570	685,078	2,284	0	220
5	24,050	0	260,000	0	284,050	8,282	274,768	55,073	329,841	In-Block 4	0	220
9	30,000	800,000	0	170,000	1,000,000	42,848	957,152	457,196	1,414,348	2,182	0	220/250
11	50,000	0	430,000	0	480,000	19,968	460,032	166,424	626,456	924	160*	250
12	15,000	0	445,000	0	460,000	16,536	443,464	102,298	545,762	238	0	250
22	0	0	0	0	0	0	0	0	0	0	0	0
24	0	180,000	230,000	0	410,000	8,074	400,926	**	400,926	600	0	200
25A	0	0	180,000	0	180,025	4,160	175,865	**	175,865	377	0	200
TOTALS	156,000	2,186,000	1,645,000	170,000	4,067,000	140,494	3,926,506	1,006,664	4,923,095	8,339	160	N/A

4 159

APPLICANT'S PROPOSED BLACKLINE
FEBRUARY 10, 2006, 5:00 pm

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

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

Block	RETAIL	OFFICE	RESIDENTIAL	HOTEL	SUBTOTAL	GFA Exclusion	USE GFA	PARKING GFA	AGFA TOTAL (Note 2)	Structured Parking	Surface Parking	Height (Feet)
1	0	0	0	101,000	101,000	0	101,000	0	101,000	215	100	Existing
2	0	470,000	0	0	470,000	15,548	454,452	--**	454,452	1,058	0	210
3	0	300,000	0	0	300,000	9,633	290,367	--**	290,367	675	0	210
4	36,950	436,000	0	0	472,950	13,442	459,508	225,570	685,078	2,281	0	220
5	24,050	0	260,000	0	284,050	9,282	274,768	55,073	329,841	Shared with Block 4	0	220
6*	33,500	1,002,000	0	0	1,035,500	0	1,035,500	0	1,035,500	0	0	Note 3
7*	136,000	0	0	0	136,000	0	136,000	0	136,000	0	0	Note 3
8*	31,000	461,430	0	0	492,430	0	492,430	0	492,430	375	0	Note 3
9A	0	0	0	170,000	170,000	8,190	161,810	389,396	551,206	2,172	0	220
9B	30,000	800,000	0	0	830,000	34,658	795,342	67,800	863,142	Shared with Block 9A	0	250
11	50,000	0	430,000	0	480,000	19,968	460,032	166,424	626,456	924	160***	250
12	15,000	0	445,000	0	460,000	16,536	443,464	102,298	545,762	238	0	250
14†	0	0	0	0	0	0	0	0	0	2,883	0	Note 3
22	0	0	0	0	0	0	0	0	0	0	0	0
24	0	180,000	230,000	0	410,000	9,074	400,926	--**	400,926	600	0	200
25A	0	0	180,000	0	180,000	4,160	175,840	--**	175,840	379	0	200
TOTALS	356,500	3,649,430	1,545,000	271,000	5,821,930	140,491	5,681,439	1,006,561	6,688,000	11,800	260	N/A

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

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

Note 3: Per approved DSUP# 2000-0028

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

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

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

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

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

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

17. (NEW CONDITION) The urban plazas and open space, -shall be governed by the following table, which shall also be reflected in the Concept Plan. (P&Z)

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

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

C. PEDESTRIAN-STREETScape:

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

Eisenhower Avenue

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

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

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

- a. A 14 ft. wide brick Sidewalk Area on both sides, which shall consist of a tree well/street tree area and an unobstructed sidewalk.
 - b. On-street parking is encouraged.
 - c. Bulbouts with a 25 ft. radius shall also be provided at the intersections pursuant to the Eisenhower East Design Guidelines. (P&Z) (T&ES)
19. (NEW CONDITION) The sidewalk materials and sidewalk street furniture, amenities, lighting and pedestrian areas and streetscape design shall comply with the EESAP and Eisenhower East Design Guidelines. (P&Z)
20. (NEW CONDITION) The applicant shall prepare a plan for sculpture and public art as part of the submission of the first Stage 2 development special use permit for review and approval by the Planning Commission and City Council. (P&Z)
21. (REVISED CONDITION) The urban ~~square-plaza~~ planned and/or approved for Block 8 shall be designed to connect to and be compatible with the adjoining Mill Race project. The Hoffman development team shall coordinate with the Mill Race development team and WMATA on the design of the areas between the two projects, including the connecting open space and the area under the Metrorail tracks. (P&Z)(CDD #98-05)

D. STREETS - PUBLIC RIGHTS-OF-WAY:

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

Eisenhower Avenue						
	EESA P Minimum Right of Way (Feet)	Hoffman Minimum-Right of Way (Feet)	EESAP Median Width Without Turn Lanes (Feet)	Hoffman Median Width Without Lanes (Feet)****	EESAP Median Width With Turn Lanes (Feet)	Hoffman Median Width With Turn Lanes (Feet)****

T 162

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

Stoval Street to Metro Underpass	131-133	131 <u>122-125*</u>	12-14	17-19	3-5	8
Metro Underpass to Mill Race Lane/Port Street	131-133	134**	12-14	19-26	3-5	9-17
Mill Race Lane/Port Street to Mill Road	131-133	134**	12-14	26	3-5	17
Mill Road to Hooff's Run Drive	140-146	146 ***	30-36	38	21-27	20-29
* <u>55' north of the centerline shown on DSUP 98-0042 (as previously dedicated as part of the requirements therein). 67'-70' south of the centerline shown in DSUP 98-0042 shall be provided by the Applicant.</u>						
** <u>67' south of the centerline shown on DSUP 98-0042 shall be provided by Applicant, north side owned by others</u>						
*** <u>73' south of the centerline shown in the survey titled Boundary and Topographical Survey of Parcel 079.00-01-02 produced by christopher consultants and dated 8/21/05 shall be provided by Applicant, north side owned by others</u>						
**** <u>The median size is subject to final engineering, however, in no event shall the Applicant be required to provide more right of way than is shown above.</u>						

	<u>NORTH SIDE OF EISENHOWER AVENUE</u>		<u>SOUTH SIDE OF EISENHOWER AVENUE</u>	
		Sidewalk Area (Feet)**		Sidewalk (Feet)**
Stoval Street to Metro Underpass		18		22
Metro Underpass to Mill Race Road*		22		22
Mill Race Road to Mill Road*		22		22

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

Mill Road to Hooff's Run Drive*		22			22	
* North side owned by others						
** The sidewalk size is subject to final engineering, however, in no event shall the applicant be required to provide more right of way than is shown above						
Note: Width of Sidewalk Area on WMATA property on North and South side to be coordinated with WMATA						

b. Rather than providing a right-of-way at Block 6 and Block 8 of 131 ft., the applicant may provide a right of way of a minimum of 122 ft. and provide a public access easement to the extent necessary for the 22 ft. wide sidewalk area. Any revisions required approved plans for Block 6 and Block 8 needed to provide the required sidewalk area described herein shall be approved administratively as a minor site plan amendment and the timing for the provision of the easements shall be concurrent with the dedication of right-of-way as set forth herein. (P&Z) (T&ES)

23. (NEW CONDITION) The following table sets forth the dimensions and elements for all streets other than Eisenhower Avenue. Except as provided herein, all streets in the Concept Plan, except those approved in DSUP 2000-0028, shall be public or provide public access easement, and shall be consistent with the Eisenhower East Small Area Plan and the Eisenhower East Design Guidelines. Any changes to the Eisenhower East Design Guidelines shall require subsequent approval by the Planning Commission.

a. The following table sets forth the minimum right of way and other conditions that shall be provided for the streets listed, subject to the limitations set forth in the following table.

Street Right of Way (Minimums), Except Eisenhower Avenue			
Block	Street/Location	Minimum ROW Width	Dedicated ROW, Private Road or Public Access Easement
Block 2	N/S interior street	54'	Public Access Easement
	Taylor Street (existing)	54'	Public Access Easement
	Around West Side Gardens	54'	Public Access Easement

→ 1604

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

Block 3	N/S-E/W interior streets	54'	Public Access Easement
	Around West Side Gardens	54'	Public Access Easement
Block 4/5	N/S interior street	66 54'	Public Access Easement
	Around Hotel Square	54'	Public Access Easement
Block 9A/9B	Interior street 9N	66'	Public Access Easement
	Interior street 9E	66'	Public Access Easement
	Interior street 9W	66'	Public Access Easement
	Service road on West side	40'	To be dedicated <u>Public Access Easement</u>
Block 11/12	Dock Street	66'	Public Access Easement
	Port Street	66 54' *	To be dedicated
Block 24/25A	Dulaney Street	66'	To be dedicated
	Around South Carlyle Square	66'	To be dedicated
Block 22/24/25A	Park Road	66'	To be dedicated
Swamp Fox Road	<u>All South of Eisenhower Avenue</u>	66' **9'	To be dedicated
Southern Road	Service Road to Swamp Fox	50' ***40.5'	To be dedicated
Southern Road	Anchor Street to Port Street	50' ****42.5'	To be dedicated
Anchor Street	All	66' *****40'	To be dedicated
Stovall Street	All	Existing	Dedicated
Pershing Avenue	All	Existing	Dedicated

10
165

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

Mandeville Lane	All	Existing	Dedicated Private
Grist Mill Place	All	Private Service Road	Private
* Amount or right of way to be provided from Blocks 11 and 12 to be determined by agreement with adjoining property owner. Total dedication by both property owners must meet minimum street width of 54' - 66' .			
** Minimum 9' of right of way provided by Hoffman			
*** Minimum 40.5' of right of way provided by Hoffman			
**** Minimum 42.5' of right of way provided by Hoffman			
***** Minimum 40' of right of way provided by Hoffman			

- b. Where a public access easement is provided, it shall be a perpetual public access easement for vehicles and pedestrians.
- c. Mandeville Lane shall be constructed and operational at the time of the development of Block 4 or Block 5 or as needed for acceptable traffic circulation as determined necessary by the Director of T&ES and P&Z as part of subsequent Stage 2 approvals.
- ~~d. Pershing Road shall be constructed and operational at the time of the development of Block 2 or Block 3 or as needed for acceptable traffic circulation as determined necessary by the Director of T&ES as part of subsequent Stage 2 approvals.~~
- ~~e. Stovall Street shall be constructed and operational at the time of the development of Block 4 or Block 5 or as needed for acceptable traffic circulation as determined necessary by the Director of T&ES as part of subsequent Stage 2 approvals.~~
- f. The North /South interior street for Block 2 ~~and or~~ Block 3, and the street around West Side Gardens shall be constructed, operational and the public access easement granted prior to the issuance of the first certificate of occupancy for such Block 2 ~~or~~ Block 3.
- g. The North/South interior street and the street around the Hotel Square shall be constructed, operational and the public access easement granted prior to the issuance of the first certificate of occupancy for Block 4 or Block 5.

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

- h. ~~In the event the City acquires the necessary right of way from WMATA as contemplated herein, the three interior streets on Block 9 (denominated 9N, 9E and 9W in the Table) and the service road on the West side of Block 9 immediately adjacent to each building on block 9 shall be constructed, operational and the public access easement granted prior to the issuance of the first certificate of occupancy for the adjacent building Block 9A or Block 9B.~~
- ~~In the event the City acquires the necessary right of way from WMATA as contemplated herein, the East/West interior street between Block 11 and Block 12 (denominated Dock Street on the Concept Plan) shall be constructed, operational and the public access easement granted prior to the issuance of the first certificate of occupancy for Block 9A, 11 or Block 9B, 12.~~
- j. The North/South street to the East of Block 9A and Block 9B (adjoining WMATA and denominated Swamp Fox Road in the Concept Plan) shall be constructed, operational and dedicated prior to the issuance of the first certificate of occupancy for Block 9A or Block 9B. The applicant shall dedicate a minimum of 9 ft. of right of way to this street. The City and the Applicant shall negotiate with ~~shall acquire the remaining 57' for the right of way from WMATA for the dedication of the remaining 57 ft. of right of way. In the event that WMATA does not provide to the City all or part of the 57' of right of way, the applicant and the City shall revise the Stage 1 DSUP as necessary to reconfigure the surrounding streets and massing (including any necessary increase in the approved height of each building) on each block to maintain the same use, AGFA, number of parking spaces and levels of underground parking reviewed and approved as part of the Stage 1 development special use permit.~~In the event that WMATA does not dedicate all or part of the 57ft. of right of way, the applicant and the City shall work to reconfigure the interior footprints and density of the buildings on Block 9A and/or 9B and amend the Development Special Use Permits accordingly.
- k. The North/South street to the West of Block 11 and Block 12 (adjoining WMATA and denominated Anchor Road in the Concept Plan) shall be constructed, operational and dedicated prior to the issuance of the first certificate of occupancy for Block 11 or Block 12. The applicant shall dedicate a minimum of 40 ft. of right of way to this street. The applicant ~~shall negotiate with City shall acquire the remaining 26 feet of right of way from WMATA for the dedication of the remaining 26 ft. of right of way. In the event that WMATA does not provide to the City all or part of the 26' of right of way, the applicant and the City shall revise the Stage 1 DSUP as necessary to reconfigure the surrounding streets and massing (including any necessary increase in the approved height of each building) on each block to maintain the same use, AGFA, number of parking spaces~~

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

~~and levels of underground parking reviewed and approved as part of the Stage 1 development special use permit. In the event that WMATA does not dedicate all or part of the remaining 26 ft. of right-of-way, the applicant and the City shall work to reconfigure the interior footprints and density of the buildings on Block 9A and/or 9B and amend the Development Special Use Permits accordingly.~~

~~l. In the event the City acquires the necessary right of way from WMATA as contemplated herein, The North/South street East of Block 11 and Block 12 (denominated Port Road in the Concept Plan) shall be constructed, operational prior to a certificate of occupancy for Block 11 or Block 12. The street shall be a 33 66 ft. from Eisenhower Avenue to Dock Lane and 54 feet from Dock Lane to Southern Street right-of-way.~~

m. The North/South interior street and the street around South Dulaney Gardens shall be constructed, operational prior to the issuance of the first certificate of occupancy for Block 24 or Block 25A.

n. Southern Road from Port Street to the service drive at the West side of Block 9A shall be constructed, operational and dedicated prior to the issuance of the first certificate of occupancy for Block 9A, 9B, 11 or 12 ~~provided the City acquires the necessary right-of-way from WMATA. Southern Road from Port Street to Swamp Fox Road shall be constructed, operational and dedicated prior to the issuance of the first certificate of occupancy for Block 11 or 12, provided the City acquires the necessary right-of-way from WMATA.~~ The applicant shall dedicate a minimum of 40.5 ft. of right-of-way for this street between the service drive at the West side of Block 9A and the Metro underpass. The applicant shall dedicate a ~~minimum of 42.6 ft. of right-of-~~ for this street between the Metro underpass East to Port Street. The City and the Applicant shall negotiate with VDOT for the dedication of the remaining right-of-way to achieve a full right of way width of not less than 50 ft. ~~The right of way for this road shall not include the landscape, buffering or other requirements of the surface parking lot on Block 11, if that lot is built. The surface parking lot on block 11 shall comply with the surface parking lot landscaping requirements in Section 11-410(cc)(6) of the Zoning Ordinance, except as may be modified by the Planning Commission or City Council in the Stage 2 DSUP for Blocks 11 and 12. If the landscape or right-of-way requirements in the Stage 2 DSUP result in fewer than 160 surface parking spaces on Block 11, the applicant may convert up to 35,000 square feet of retail space to residential use on Block 11.~~ As part of the construction of Southern Road, the applicant shall be required to coordinate with VDOT to provide plantings and landscaping within the adjoining VDOT right-of-way. If approved by VDOT, the applicant shall be required to prepared a landscape plan and install landscape screening as approved by the City and VDOT. The landscape plan shall accompany the block withing the

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

CDD which requires the construction of Southern Road and shall be reviewed and approved by the Planning Commission and City Council as part of the Stage 2 development special use permit process for the applicable block.

- o. Park Road shall be constructed, operational and dedicated from Eisenhower Avenue to the East end of Block 25A prior to the issuance of the first certificate of occupancy for Block 24 or 25A.
- p. All other road shall be constructed, operational and dedicated (or a public access easement granted) prior to the issuance of the first certificate of occupancy for the block adjoining the road.(T&ES) (P&Z)
- q. Dimensions of Mill Road shall be as shown on DSUP 2000-0028.

24. (NEW CONDITION) The preliminary subdivision plats included in the Stage 1 development special use permit application shall be revised to include all sidewalk and streets areas within the area shall be a dedicated for public right-of-way, unless otherwise specified herein. The validity of the subdivision plats shall be concurrent with the Stage 1 development special use permit in compliance with the subdivision regulations of the Zoning Ordinance. (P&Z)

E. PHASING:

25. (NEW CONDITION) The applicant shall dedicate the necessary public right-of-way as set forth in Condition ~~23~~22 and construct all necessary improvements for Eisenhower Avenue at the time of the redevelopment of each block adjacent to Eisenhower Avenue, subject to the following:
- a. Upon formal request from the City, the applicant shall dedicate the right-of-way required by Condition ~~22~~23 from Blocks 9, 12 and 19 and shall provide the necessary plats, and accompanying applicable documentation necessary for the City to accept dedication of the property by the City within 60 days.
 - b. Dedication of the right-of-way required to provide the full right-of-way at Blocks 22 and 24 shall be made at time of redevelopment of Block 24 and the applicant shall provide the necessary plats, and accompanying applicable documentation necessary for the City to accept dedication of the property.
 - c. Dedication of the right-of-way required to provide the full right-of-way at Blocks 25A shall be made at the time of redevelopment of Block 25 and the applicant shall provide the necessary plats, and accompanying applicable documentation necessary for the City to accept dedication of the property.
 - d. ~~The applicant shall demonstrate with each Stage 2, preliminary development special use permit that the traffic for Eisenhower Avenue will function at an acceptable Level of Service (LOS) based on the traffic study prepared by BMI SG dated October 2005 submitted as part of the Concept Plan. If acceptable levels of~~

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

~~service (LOS) are not maintained as part of each Stage 2 preliminary development special use permit, the City shall not permit approval and/or development of any subsequent blocks within the Concept Plan until such time as the the Eisenhower improvements are completed to achieve acceptable level of service of traffic as represented within the traffic study prepared by BMI-SG dated October 2005. (T&ES) (P&Z)~~

26. (NEW CONDITION) If the Eisenhower Avenue improvements including but not limited to the Sidewalk Area, travel lanes and median are funded by the City and constructed by the City or a designee, the applicant shall, as a condition to approval of stage 2 preliminary development special use permit for Block 9B, Block 12, Block 24 and/or Block 25A, the applicant shall provide a payment to the City equivalent to the actual cost of construction of the improvements that would have been the responsibility of the applicant at the cost incurred at the time of construction. (P&Z) (T&ES)
27. (NEW CONDITION) As part of the submission of the first Stage 2 development special use permit for Blocks 9A, Block 9B, Block 11 or Block 12, whichever occurs first, the applicant shall prepare a plan for the construction of the improvements ~~for associated with the Eisenhower Station including the vehicle and bus loop and the eastern portion of Eisenhower Station Park improvements described in Condition #3.1C. ("Bus Loop Plan"). Eisenhower Station plaza, pedestrian improvements and other associated elements of the facility deemed necessary by the Director of P&Z and T&ES. The applicant shall coordinate with the City and WMATA in that design and to explore the possibility of eliminating and/or relocating the "Kiss and Ride" surface parking lot as part of the Bus Loop Plan. The final design and configuration of the streets, plaza and pedestrian circulation in the Bus Loop Plan and shall be approved as part of the first Stage 2 development special use permit for either block 9 or blocks 11 and 12. The applicant shall be responsible for designing and constructing all of the Eisenhower Station improvements including but not limited to streets, plaza and pedestrian amenities required as part of the first Stage 2 development special use permit for Block 9A. Provided that the City acquires all necessary rights of way from WMATA, the Bus Loop Plan improvements, associated with the Eisenhower Station, excluding Block 9, shall be constructed by the applicant, operational and dedicated prior to the issuance of the first certificate of occupancy permit for Blocks 9A, Block 9B, Block 11 or Block 12, whichever occurs first for any Block within the Concept Plan. (P&Z)(T&ES)~~
28. (NEW CONDITION) As part of the submission of the first Stage 2 development special use permit for Block 9A or 9B, the applicant shall submit a design for the construction of the Southern Street connection along the southern portion of the Block 9A and Block 11, including a connection to Eisenhower Avenue on the East side of Block 11 and Block 12 (denominated Port Street on the Concept Plan). The applicant shall also coordinate with the adjoining property owner for Block 20 to explore the possibility of connecting the Southern Road to Mill Road at the time Southern Street is required to be constructed by the applicant. The connection to Eisenhower Avenue shall be constructed prior to a certificate of occupancy permit is issued either for Block 9A, Block 9B, Block 11 or Block 12. (P&Z) (T&ES)

29. **(NEW CONDITION)** The first Stage 2 development special use permit application pursuant to the Concept Plan shall be accompanied by an Infrastructure and Open Space Phasing Plan (Phasing Plan), which shall be revised, updated and resubmitted with each subsequent Stage 2 development special use permit application. The Phasing Plan is intended to inform the City regarding the applicant's projected timing and nature of infrastructure and open space construction activities, and to ensure that the construction of the infrastructure and open space is completed in a comprehensive manner for the entire Concept Plan. Each Phasing Plan shall include the following:
- a. A general outline for each block, infrastructure and open space element, including the most up-to-date projection of the times when construction of the different blocks, uses (i.e., office, retail, hotel and residential), open space and infrastructure are likely to commence.
 - b. An outline of the events required to coordinate, design and manage the implementation of the infrastructure shown in the CDD Phasing Plan in a comprehensive manner.
 - c. Notwithstanding the foregoing, the applicant shall not be bound by the order or phasing in the Phasing Plan.(P&Z)

F. OPEN SPACE AND LANDSCAPE

30. **(NEW CONDITION)** The portions of Eisenhower Park located on property owned by the applicant shall be improved and dedicated to the City consistent with the Eisenhower East Small Area Plan and with the following:
- a. Eisenhower Park - The Meadows (Block 22 and Block 31), shall consist of amenities such as a recreational trail and a meadow for active sports and passive recreation in conformance with the Eisenhower East Small Area Plan and the Eisenhower East Design Guidelines.
 - b. All improvements shall be installed and completed by the applicant and accepted by the City, prior to the space being dedicated to the City.
 - c. Relocate Park Drive to the north consistent with the EESAP alignment.
 - d. Dedication of the land required for Eisenhower Park from Block 22 shall take place at the same time as required in these conditions for dedication of the land required for Eisenhower Park from Block 24.
 - e. Dedication and construction of Eisenhower Park shall occur in conjunction with the development of each of the adjoining blocks (Block 24, Block 25A), pursuant to the following:
 - i. The Stage 2 development special use permit application for Block 24 and/or Block 25A shall be accompanied by a design plan for Eisenhower Park, which shall be reviewed and approved as part of the Stage 2 DSUP. The approval of a Stage 2 DSUP for either block 24 or 25A shall also require the construction and dedication of that portion of the land for Eisenhower Park adjacent to that block and the construction of a

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

pedestrian connection from Eisenhower Avenue to that portion of the Park, consistent with the Eisenhower Park design plan.

- ~~ii. In the event, the land that the applicant is required to dedicate for parkland for the Eisenhower Park as required by the EESAP by January 1, 2015.~~
- iii. Construction of the applicable portion of the park shall be completed prior to the certificate of occupancy permit for any development within the adjacent block 24 and/or 25A, whichever occurs first, provided that construction of the entire park shall be completed before the issuance of a certificate of occupancy permit for any development within the second block to be constructed. (P&Z) (RP&CA)

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

which is required to be constructed as part of the first Stage 2 development special use permit for ~~blocks 11 and 12 or 9A and 9B, whichever occurs first, any block(s) within the Concept Plan.~~ The western portion of the ~~block park~~ shall be constructed with Block 9AB.

- d. South Dulany Gardens - shall be a rectangular shaped urban square with a minimum of 15,300 sq. ft. and surrounded by Dulany Street and Park Drive. The primary purpose of this park- open space is to provide a passive open space area lined with street trees, a combination of grassy and hardscape areas and a focal element such as a fountain, monuments, or statue. The design of the park shall be submitted as part of the Stage 2 development special use permit for Blocks 24 and/or 25A. Construction, will occur in conjunction with the development of Blocks 24 and/or 25A, and shall be completed prior to the certificate of occupancy for Blocks 24 and/or 25A.

G. AFFORDABLE HOUSING:

32. ~~(NEW CONDITION) The applicant shall make a voluntary monetary housing contribution in accordance with the conclusions of the Report of the Developer Housing Contribution Policy Work Group accepted by the City Council on June 8, 2005. The developer agrees to comply with the terms and conditions of the City of Alexandria for new development in effect at such time as each preliminary development special use permit is submitted for approval. In the case of commercial development, the developer agrees to contribute to the Housing Reserve Fund in accordance with the then current policy. In the case of residential development, the developer or successors agrees to cooperate with the City or non-profit housing providers to develop onsite affordable housing or, in the event onsite affordable housing is not feasible, contribute to the Housing Reserve Fund. (Housing)~~

H. TRANSPORTATION MANAGEMENT PLAN:

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

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

- g. A share car program shall be established and marketed as part of the ridesharing and transit marketing efforts for all blocks and buildings. These spaces should be in a convenient location for tenants and residents and the TMP Coordinator will arrange with any of the carshare companies for placement of vehicles in this project. (Currently, Zipcar and Flexcar both have vehicles in the Alexandria area.) For those individuals that take transit, carpool/vanpool, walk, or bike to work the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.
- h. Discounted bus and rail fare media shall be sold on-site to employees and residents of the project including during hours that are convenient for residents who work. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees and/or the Office of Transit Services and Programs. The availability of this fare media will be prominently advertised.
- i. The project shall have an overall goal of a 30% non single-occupant-vehicle travel. Individual parcel goals shall be 10% to 40%, depending on specific use and proximity to the Eisenhower Metro Rail Station. The project shall have a goal of a minimum of 32 % of the employees using transportation other than single-occupancy vehicles during the peak time periods.
- j. At full occupancy of each building, a survey of residents and employees for each block shall be conducted to determine the number of employees, their place of residence/employment, modes of transportation, arrival and departure times, willingness and ability to use carpooling and public transit, and such additional information as the City may require. This survey will be conducted annually.
- k. The applicant shall provide annual reports to OTS&P, including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, the results of the annual survey, and a work program for the following year. The initial report shall be submitted one year from the time of initial occupancy of any new building.
- l. The applicant and/or building tenants shall encourage use of a staggered work hour program for office workers including the promotion of the program among existing and prospective employees, the registration of staggered work hour participants, issuing stickers and/or electronic cards to verify vehicles participating in the program and monitoring the program.
- m. The applicant shall participate in Ozone Action Days and other regionally sponsored clean air, transit, and traffic mitigation promotions by advertising such promotions in a manner and at such locations within the building acceptable to the applicant.

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

- n. The applicant shall fund at an annual rate of \$.15 per occupied square foot of commercial space and \$60 per residential unit use, with an annual increase consistent with the CPI Index, a transportation management account to be used exclusively for the transportation activities listed above. ~~The amount of the funding shall be consistent with the approved Eisenhower East Transportation Management Plan.~~ As determined by the Director of T&ES and P&Z, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for similar uses.
- o. The applicant shall be participate in the provision of a separate shuttle(s) for the proposed development and/or an Eisenhower East bus-shuttle service as required by the City.
- p. The applicant will provide semi-annual reports to the Office of Transit Services and Programs on the TMP fund. These reports will provide a summary of the contributions to the fund and all expenses. The first report will be due six months following the issuance of the first certificate of occupancy.
- q. 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.
- r. Bicycle racks shall be provided in quantities sufficient to meet demand . Personal amenities (showers, lockers etc.) shall be provided for those who wish to walk, run, or bike to work.
- s. That the shall applicant prepare, as part of its leasing agreements, appropriate language to inform tenants of the transportation management plan special use permit and conditions therein, prior to any lease agreements.
- t. 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.
- u. If the use, AGFA, or number of parking spaces approved in the Stage 1 DSUP are amended by the Stage 2 DSUP, the transportation management plan shall be amended with the approval of each such subsequent Stage 2 development special use permit; however such amendment shall not require an increase to the funding for the TMP account established herein.

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

34. (REVISED CONDITION) The applicant shall prepare a parking management plan with each stage 2 preliminary development special use permit to the satisfaction of the Director of P&Z and T&ES which shall at a minimum include the following.
- a. Each building shall contribute to and participate in the management of parking assets within the development, as appropriate for the use of the building.
 - b. Depicts the reallocation of surface parking spaces and the resulting impacts on the adjoining blocks.
 - c. Single occupancy vehicle (SOV) parking at fair market rates.
 - d. Reserved, conveniently located, and free vanpool parking spaces
 - e. Reserved, conveniently located, and discounted carpool parking spaces.
 - f. Planning and implementation of special strategies related to major event parking relating to the requirements of any hotels or community activities within the concept plan.
 - g. Parking rates for the parking within the parking structure shall be consistent with market rates of comparable buildings located in adjoining developments within the City of Alexandria, except that free parking may be provided for retail patrons.
 - h. All office employees shall be required to pay market rates for parking; no parking may be provided free or at reduced rates or with costs reimbursed by the employer unless that employer provides an equivalent benefit to all employees who utilize transit options to commute; i.e., if an employer provides a \$100 parking space to an employee free of cost, that employer must also offer a pretax benefit for transit of \$100 to all transit users.
 - i. Spaces defined as "short-term" parking shall be solely utilized for use by the visitors and retail use and shall include all appropriate signage. (P&Z)

34A.(New Condition) The following Legal/Procedural conditions shall apply to the TMP SUP:

1. The TMP SUP or any amendment thereto shall not include a requirement for the properties to be part of a special taxing district. (Settlement Agreement #10)
2. The TMP SUP or any amendment thereto shall not include a requirement for vehicular connection between Grist Mill Place and Grist Mill Lane (Settlement Agreement Condition #4)
3. Except as otherwise provided in conditions #23, #25, #27 and #28 of the Concept Design Plan (2005-0002), all property dedicated for right of way shall be dedicated as part of the physical redevelopment of the block where the property is located, shortly prior to the issuance of the certificate of occupancy for the first building on such block. (Settlement Agreement condition # 5)
4. Except as otherwise provided in condition #25 of the Concept Design Plan (2005-0002), the dedication and/or acquisition of right-of-way required to widen Eisenhower Avenue shall only be required of/from the applicant/land owner upon the physical redevelopment

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

of each block adjacent to Eisenhower Avenue pursuant to the Stage 1 DSUP for each such block, prior to the issuance of a certificate of occupancy for the first building constructed on such block.

5. Notwithstanding anything to the contrary contained herein or in the Concept Plan or EESAP, no parking ratios shall apply.

APPLICANT'S PROPOSED BLACKLINE
FEBRUARY 10, 2006, 5:00 pm

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

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

Block	RETAIL (GFA)	OFFICE (GFA)	RESIDENTIAL (GFA)	HOTEL (GFA)	SUBTOTAL (GFA)	GFA Exclusion	TOTAL GFA	PARKING GFA	AGFA TOTAL (Note 2)	Structured Parking	Surface Parking	Height (Feet)
2	0	470,000	0	0	470,000	15,548	454,452	--*	454,452	1,058	0	210
3	0	300,000	0	0	300,000	9,633	290,367	--*	290,367	675	0	210
4	36,950	436,000	0	0	472,950	13,442	459,508	225,570	685,078	2,281	0	220
5	24,050	0	260,000	0	284,050	9,282	274,768	55,073	329,841	Shared with Block 4		220
9A	0	0	0	170,000	170,000	8,190	161,810	389,396	551,206	2,172	0	220
9B	30,000	800,000	0	0	830,000	34,658	795,342	67,800	863,142	Shared with Block 9A		250
11	50,000	0	430,000	0	480,000	19,968	460,032	166,424	626,456	924	160**	250
12	15,000	0	445,000	0	460,000	16,536	443,464	102,298	545,762	238	0	250
22	0	0	0	0	0	0	0	0	0	0	0	0
24	0	180,000	230,000	0	410,000	9,074	400,926	--*	400,926	600	0	200
25A	0	0	180,000	0	180,000	4,160	175,840	--*	175,840	379	0	200
TOTALS	156,000	2,186,000	1,545,000	170,000	4,057,000	140,491	3,916,509	1,006,561	4,923,070	8,327	0	N/A

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

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

***GFA of the parking structure do not count towards AGFA.**

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

45B (NEW CONDITION): The Stage 1 Development Special Use Permits, (DSUP2005-0031, DSUP 2005-0032, DSUP 2005-0033, DSUP 2005-0034 and DSUP 2005-0035) shall remain valid until December 31, 2020.

45. Landscape plan(s) will be provided with each future submission for each block/development site and at a minimum, include the following
- Landscape plan will be provided, designed, developed, detailed, executed and maintained to the satisfaction of the Directors of Planning & Zoning, Transportation & Environmental Services and Recreation, Parks & Cultural Activities.

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

- b. Landscape plan shall be provided in accordance with Landscape Guidelines for the City of Alexandria, Virginia and shall include:
 - i. Reference Standards and Specifications/Notes
 - ii. Protection and Preservation of Existing Vegetation
 - iii. Specification and Location of All Plant Material
 - iv. Street Trees and Plantings in Parking Areas
 - v. Crown Coverage Calculations
 - vi. Bioretention Plantings
 - vii. Maintenance Standards and Requirements
- c. Landscape plan shall comply with the most current and up to date edition of the Eisenhower East Small Area Plan and Design Guidelines for Eisenhower East as produced by the City of Alexandria, Virginia.
- d. Landscape plan shall be prepared and sealed by a Landscape Architect who is certified and licensed to practice in the Commonwealth of Virginia.
- e. Specification and Grading of all plant material shall be in accordance with The American Standard for Nursery Stock (ANSI Z60.1)-latest and most current edition as produced by the American Association of Nurserymen; Washington, DC.
- f. In the absence of more strenuous specifications, plantings shall be installed in accordance with Landscape Specification Guidelines as produced by the Landscape Contractors Association of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland.
- g. Proposed plantings shall be coordinated with on-site utilities. Horizontal and vertical location of all site utilities including storm and sanitary sewer, water, electrical, gas, and associated appurtenances shall be adjusted to maximize accommodation of street and on-site plantings.
- h. Project elements associated with pedestrian areas including sidewalks, crosswalks, depressed curbs, street and site lighting, site furnishings, signals and signs shall be located and coordinated so as maximize accomodation of street and on-site plantings. Horizontal and vertical location of all associated service, footings and foundations shall be adjusted to maximize accommodation of street and on-site plantings.
- i. All planted areas, with exception of roof areas, shall have fully external on-site building access for maintenance equipment, personnel and associated materials.
- j. All plantings associated with surface parking areas for development sites and those associated with the Eisenhower Metro Station shall comply with Landscape Guidelines for the City of Alexandria, Virginia.
- k. All planted areas shall be served by an irrigation and water management system that is designed, developed, detailed, executed and maintained to the satisfaction of the Directors of Planning & Zoning, Transportation & Environmental Services and Recreation, Parks & Cultural Activities.
- l. Irrigation and water management plans shall be prepared and sealed by an Irrigation Designer who is class certified for work of this complexity and licensed to practice in the Commonwealth of Virginia.

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

- m. Every effort to retain existing trees and vegetation shall be made dependent upon development site and specific site conditions. Preservation methods and/or removal of all existing trees and vegetation shall be performed with prior approval by the City Arborist, and in accordance with Landscape Guidelines for the City of Alexandria, Virginia. (RP&CA)
46. The subdivision plat shall be revised to include all sidewalks within the area to be dedicated for public right-of-way as required by the EESAP not within a public access easement. (P&Z)
47. Underground parking shall not be permitted under areas to be dedicated for open space or areas to be dedicated for public streets. (P&Z)
48. As part of the Stage 2 development special use permits, install pedestrian crossing improvements at all intersections. (T&ES)
49. All open space and landscape information shall be prominently located in the General Notes and Tabulations Section of each submission, and referenced on appropriate drawing sheets as part of Stage 2 DSUP. (RP&CA)
50. Landscape plan shall comply with the most current and up to date edition of the Eisenhower East Small Area Plan (EESAP) to the extent the EESAP is not inconsistent with the Concept Plan or the Stage 1 DSUPs approved therewith and Design Guidelines for Eisenhower East as produced by the City of Alexandria, Virginia. Landscape plans shall be prepared and sealed by a Landscape Architect who is certified and licensed to practice in the Commonwealth of Virginia. (RP&CA)
51. Open Space requirements shall be provided with each future submission for each block/development site and at a minimum, include compliance with the most current and up to date edition of the Eisenhower East Small Area Plan and Design Guidelines for Eisenhower East elements associated with pedestrian areas including sidewalks, crosswalks, depressed curbs, street and site lighting, site furnishings, signals and signs that shall be located and coordinated to maximize accommodation of street and on-site plantings. Horizontal and vertical location of all associated service, footings and foundations shall be adjusted to maximize accommodation of street and on-site plantings. (RP&CA)
52. All pedestrian facilities and public spaces shall comply with applicable ADA accessibility standards and guidelines. (T&ES)
53. Expand "Approval Process Note" on Cover Sheet to read as follows: "Utility layout, pipe sizes, BMP locations, etc, shown as part of DSUP #1 are approximate and for informational purposes only. Preliminary utility layout, pipe sizes, material, BMP location and size, etc., will be provided during the DSUP #2 and finalized during the Final Site Plan process. All items related to utilities will be reviewed and approved by the City during the DSUP #2 process." (T&ES)

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

54. Add a note to Drainage Area Map that states that "Storm sewer pipes and BMPs shown are preliminary and are for information only. Final location and design will be determined during DSUP #2 and Final Site Plan review and approval." (T&ES)
55. Plan must demonstrate to the satisfaction of the Director of T&ES that adequate stormwater outfall is available to the site or the developer is to design and build on-site or off-site improvements to discharge to an adequate outfall. (T&ES)
56. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of Article XIII of Alexandria Zoning Ordinance shall be met. (T&ES)
57. On future plan submissions, pertinent information from the TMP plan shall be incorporated into each of the preliminary plans for staff evaluation of transportation amenities and requirements. (T&ES)
58. Provide slopes for all ramps within the garage. Note that ramps shall not exceed 8%. Applicant shall provide bike racks in the garage. Quantity to be determined based on square footage of office, retail and/or residential space. (T&ES)
59. Provide a lighting plan with the future stages of the development site plan process to verify that lighting meets City standards. The plan shall be to the satisfaction of the Director of T&ES in consultation with the Chief of Police. (T&ES)
60. All private utilities are to be located outside of public right-of-way and public utility easements. (T&ES)
61. All private streets and alleys must comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
62. Provide handicap ramps as needed across driveways entrances and all pedestrian thoroughfare. (T&ES)
63. Provide bearings and distances on the new road alignment. (T&ES)
64. The submitted plan does not indicate whether or not there are any known areas of groundwater contamination associated with the project site as is required with all preliminary submissions. Should any unanticipated contamination or underground storage tanks, drums and containers be encountered at the site, the applicant shall immediately notify the City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality. (T&ES)
65. The storm water collection system is part of the Taylor Run watershed. All on-site storm water curb inlets and public curb inlets located within 50 feet of the property line shall be

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

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

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

APPLICANT'S PROPOSED BLACKLINE
FEBRUARY 10, 2006, 5:00 pm

- b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES)
73. Surface-installed storm water Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Wwales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
74. The Applicant shall submit a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Stage 2 DSUP. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.(T&ES)
75. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. (T&ES)
76. Due to the close proximity of the site to the Metrorail and CSX tracks the following conditions shall be included in the development requirements:
- a. Applicant shall prepare a noise study identifying the levels of noise that residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD).
- b. Identify available options to minimize noise exposure to future residents at the site, particularly in those units closest to the Metrorail and the CSX tracks, including: triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES.
- c. The noise study shall be submitted and approved prior to final site plan approval. (T&ES)
77. The Applicant shall present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:
- a. That Metrorail tracks and other railway operations are located within the immediate vicinity of the project, are permitted to continue indefinitely, and will generate truck traffic, including empty garbage trucks emanating odors, on the public streets surrounding the project.

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

- b. That Eisenhower Avenue is a major six-lane arterial and that future traffic is expected to increase significantly as development along Eisenhower Avenue continues. (T&ES)
78. All exterior building mounted loudspeakers are prohibited. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. No material may be disposed of by venting into the atmosphere. (T&ES)
79. The Applicant shall control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)
80. Due to historic uses at the site and potential for contamination, the following condition shall be included:
- a. The Applicant shall design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Enforcement. (T&ES)
- b. For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided. (Code Enforcement)
- c. The internal streets which are located over the underground parking structure shall conform to H-20 loading requirements. (Code Enforcement)
81. (NEW CONDITION) A "Certified Land Disturber" shall be named on all Erosion & Sedimentation Control sheets prior to the pre-construction meeting or commencement of demolition or construction activity in accordance with the Virginia Department of Conservation and Recreation guidelines. (T&ES)
82. (NEW CONDITION) During the construction phase of this development, the site developer, their contractor, certified land disturber, or owner's other agent shall implement a waste and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Enforcement. All

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)

83. **(NEW CONDITION)** If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
- a. The Applicant shall furnish the Homeowner's Association with an Owner s Operation and Maintenance Manual for all Best Management Practices (BMP s) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
 - b. The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowner s Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners. (T&ES)
 - c. Otherwise the following condition applies:
 - i. The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)
84. **(NEW CONDITION)** Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the City on digital media. (T&ES)
85. **(NEW CONDITION)** Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations and that they are functioning as designed and are unaffected by construction activities. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. (T&ES)
86. **(NEW CONDITION)** 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:

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

- a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "Clean" backfill shall be used to fill utility corridors.
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
87. (NEW CONDITION) Applicant shall submit 5 copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES)

IA. Legal Procedural Matters:

87A: The following legal/procedural conditions apply to and be approved with all of the DSUPs as applicable:

1. Existing uses and approvals on the subject property shall be allowed to continue until the redevelopment of the block pursuant to the Stage 2 DSUP and such uses and approvals shall not be invalidated by the approval of this Stage 1 DSUP. Changes in use of existing buildings shall be permitted, subject to compliance with the underlying zoning district.
2. Nothing in the Stage 1 DSUP, the Stage 2 DSUP or any amendments thereto shall affect the vested rights status of the existing approval on Block numbers 6, 7, 8 and 14 (DSUP #2000-0028) (Settlement Agreement Condition #8)
3. The city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for the properties to be part of a special taxing district. (Settlement Agreement Condition #10)
4. The city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for vehicular connection between Grist Mill Place and Grist Mill Lane (Settlement Agreement Condition #4)
5. Except as otherwise provided in Conditions #23, #25, #27 and #28 of Concept Design Plan #2005-0002, the city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for dedication of right of way on property that is not the subject of the DSUP and all property dedicated for right of way shall be dedicated as part of the physical redevelopment of the block where the

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

property is located and shortly prior to the issuance of the certificate of occupancy for the first building on such block. (Settlement Agreement condition # 5)

6. Except as otherwise provided in Conditions #27 and #30 of the Concept Design Plan (2005-0002), the city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for dedication of open space on property that is not the subject of the DSUP and all property dedicated for open space shall be dedicated as part of the redevelopment of the block where the property is located and prior to the issuance of the certificate of occupancy for the first building on such block.
7. The city and the applicant agree that changes in use or modifications to existing buildings (facades or interiors not increasing floor area) shall be authorized prior to the approval of the Stage 2 Development Special Use Permit and shall not require any dedication of right of way or open space. (Settlement Agreement Condition #5)
8. The city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for a monetary contribution to the Eisenhower East Open Space Fund. (Settlement Agreement Condition #10)
9. Except as otherwise provided in Conditions #25 of Concept Design Plan #2005-0002, the dedication and/or acquisition of all right-of-way required to widen Eisenhower Avenue shall only be required of/from the applicant/land owner at the time of the physical redevelopment of each block adjacent to Eisenhower Avenue pursuant to the Stage 1 DSUP, prior to the issuance of a certificate of occupancy for the first building constructed on such block.
10. Subject to the maximum parking limits contained in the Concept Plan, no parking ratios shall be applicable.
11. The city and the applicant agree that should the applicant need to locate a government tenant on blocks 2 and 3, such as DoD, in connection with responding to a market opportunity or relocating existing Hoffman tenants, the applicant and City will work in good faith to provide for an alternate development scheme on this site to accommodate the security needs of such tenant (Settlement Agreement Condition #7).
12. The city and the applicant agree that the underlying zoning on the 13.29 acre parcel owned by Hoffman Family, LLC., Tax Map #79.02-01-01, (Parcel 79.02) would provide for density at a 1.0 FAR with a site plan and exclusions from FAR for above grade parking. Development at the underlying zoning level would not require dedication or construction of areas shown as new parks and streets in the EESAP. Development at the underlying zoning level will be located so as not to preclude construction of areas shown in the EESAP as new parks and streets. Upon any adoption of a resolution by City Council authorizing the condemnation of land or buildings on Parcel 79.02 for parks or streets, this restriction precluding development on areas planned for streets and parks shall cease to be effective. Any such resolution condemning all or any portion of Parcel

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

79.02 and all valuation proceedings thereafter will consider Parcel 79.02 as having an underlying zoning of 1.25 FAR. Above grade parking built on this parcel would be appropriately screened by buildings or otherwise and meet any applicable design guidelines of the EESAP. (Settlement Agreement Condition #2)

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

Block 2

88. The grading on the southern portion of the site shall be as level with Eisenhower Avenue to the extent possible to provide a wide sidewalk, landscaping and open space on Eisenhower Avenue to the extent possible. (P&Z)
89. The sidewalk connection on Pershing Avenue on the southern portion of the block shall be extended to the west to connect with the reconfigured Telegraph Road sidewalk to the satisfaction of the Director of P&Z and T&ES as part of the Stage 2 development special use permit. (P&Z)
90. As part of Stage 2 DSUP submission, eliminate the "free-right" hand turn at the intersection of Pershing Avenue and Stovall Street as required by EESAP. The area gained by the elimination of the "free-right" shall be used entirely to increase the size of the adjoining park open space on Block 2. (P&Z)
91. The parking structure shall be located entirely outside the right-of-way for Taylor Drive, unless a subsequent vacation of public right-of-way is approved by the Planning Commission and City Council. (P&Z)
92. Revise narrative on Infrastructure Phasing Plan to address the following:
 - a. Discuss potential utility abandonment or relocation. Note that any modification to the existing utility infrastructure shall be to the satisfaction of the Director of Transportation and Environmental Services.
 - b. Discuss when utilities will be constructed. (T&ES)
93. Stormwater Management Narrative implies that a waiver of the Stormwater Management requirements will be requested. Provide a written waiver request as outlined in Memorandum to Industry No. 2002-0001, dated January 4, 2002. (T&ES)
94. The proposed buildings are shown over existing storm drain easement. No construction will be allowed over an existing sewer line and/or easement. Clarify whether utilities will be abandoned or relocated. (T&ES)
95. The proposed buildings are shown in locations of existing utilities. Provide information regarding treatment of these utilities and Coordinate with the respective utility companies. Clarify whether utilities will be abandoned or relocated. (T&ES)

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

96. Provide proposed grading along sidewalks and show how the proposed grades tie into the existing grades. Ensure conformance with the ADA requirements for persons with disabilities. (T&ES)
97. Clarify how proposed 28' contour ties into the existing contour at the western side of the parking garage. The applicant shall examine the grading for the overall site as part of Stage 2 DSUP. (T&ES)
98. Provide Emergency Vehicle Easements (EVE) on the roadways between the parking structure and the highrise structures and the highrise structures and Stovall Street. (Code Enforcement)
99. The proposed parking structure is under 50 feet in height. Ladder truck access is not required. Should revisions to the design increase the height of the structure over 50 feet, ladder truck access to the 2 longest sides will be required. (Code Enforcement)

Block 3

100. An additional setback may be required on the western portion of the site to provide screening for the proposed parking structure. (P&Z)
101. Provide an Emergency Vehicle Easement (EVE) on the roadway between the parking structure and the highrise structure. (Code Enforcement)
102. The proposed parking structure is under 50 feet in height. Ladder truck access is not required. Should revisions to the design increase the height of the structure over 50 feet, ladder truck access to the 2 longest sides will be required. (Code Enforcement) C-18 The internal streets which are located over the underground parking structure shall conform to H-20 loading requirements. (Code Enforcement)

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

103. The open space at the southwest portion of block 5 shall be subdivided as a separate parcel. As part of the Stage 2 DSUP for Block 5, explore ways to locate some of the proposed ground level open space on the eastern portion of the block to the open space on the southwestern portion of the site to provide a larger consolidated area of open space. (P&Z)
104. As part of the submission of the Stage 2 preliminary development special use permit for Blocks 4 and 5, the applicant shall explore alternatives to minimize the presence of the proposed loading dock on the eastern portion of the block or explore alternatives to

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

- relocate the loading dock to another location-street to minimize its visibility to the satisfaction of the Director of P&Z. (P&Z)
105. The proposed buildings are shown over existing storm drain easement which is to be vacated. Clarify whether utilities will be abandoned or relocated. (T&ES)
 106. Remove the existing traffic barricades shown on plan sheet #6. It appears that the barricades are to be removed. (T&ES)
 107. Clearly indicate the location of existing sandfilter #1 depicted on the existing conditions plan sheet #5 on the site plan sheet #6. (T&ES)
 108. The existing total site area is indicated as 7.54 ac. and the proposed total site is depicted as 6.03 ac. Provide information regarding inter parcel exchange of land and indicate where the deficit or surplus of land has been allocated. (T&ES)
 109. Clearly indicate the location of existing tree pit depicted on the existing conditions plan sheet #5 on the site plan sheet #6. (T&ES)
 110. Provide additional grading information regarding the existing cross walk on Mandeville Lane as part of Stage 2 DSUP and provide ADA requirements at this location. (T&ES)
 111. The zoning tabulation provided on sheet 2 indicates that there is structured parking associated with the proposed buildings. Identify the location of such parking and if parking is contained within the buildings, provide information regarding the number of underground parking levels. (T&ES)
 112. Provide Emergency Vehicle Easements (EVE) on the roadways between the Blocks 4 and 5. (Code Enforcement)
 113. The roadway barricades on Mandeville Lane restrict ladder truck access to Block 4. Barricades impair ladder truck access and shall be resolved to the satisfaction of the Director of Code Enforcement prior to DSP#2 submission. (Code Enforcement)

113A. The building face to building face width on the north-south service drive between blocks 4 and 5 shall be a 66', however public access easement right of way shall be 54'.

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

Blocks 9A and 9B

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

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

Block 9A

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

Block 9B

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

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

123. The design and type of screening on the southern portion of the surface parking lot on block 11 shall be submitted and approved as part of the Stage 2 development special use permit for Blocks 11 and 12. (P&Z)

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

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

Block 11

131. Provide Emergency Vehicle Easements (EVE) on Dock, Port, Southern and Anchor Streets. (Code Enforcement)
132. Provide information on overhead power lines as to whether they will remain overhead or be undergrounded, Overhead lines in proximity to proposed location of Block 11 structure eliminates ladder truck access that cannot be considered for the South building face. (Code Enforcement)

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

133. There is a label on the existing conditions plan for Ex. 10" San. (RCD), can you clarify what this abbreviation means. (T&ES)
134. The existing features shown on sheet 5, 6 & 7 are not legible. Provide clearer plans with future submissions. (T&ES)

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

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

Block 25A

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

CITY DEPARTMENT CODE COMMENTS

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

Transportation and Environmental Services:

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

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

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

Code Enforcement:

- F-1 The type of ownership will affect parcels and fire separation requirements and shall be addressed as early as possible in Phase 2 of the DSP process. The applicant shall indicate whether ownership of the parking structure and office building will be a sole owner or a separate ownership for each structure proposed.
- F-2 The design of the parking structure shall include location of handicap parking spaces adjacent to elevator access and shall be addressed in Phase 2 of the DSP process. Handicap persons shall not be required to cross travel lanes to access elevator lobbies and shall be addressed in Phase 2 of the DSP Process.
- F-3 Submit the required Fire Access Study and general hydrant locations or general locations of Emergency Vehicle Easements shown as part of Phase 1 DSP requirements.
- F-4 Submit utility and infrastructure information as part of Phase 2 DSP. The existing total site area is indicated as 7.5 acres and the proposed total site area is depicted as 7.79 acres, clarify discrepancy or correct numbers. (T&ES)
- R-1 As part of Phase 2 DSP submission, sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C-1 Provide two Siamese connections located to the satisfaction of the Director of Code Enforcement.
- C-2 A separate tap is required for the building fire service connection. Show tap location and size of fire lines.
- C-3 Buildings over 50 feet in height are required to have ladder truck access to the front and the rear of the buildings by public roads or recorded emergency vehicle easements (eve). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. The face of the building may not articulate back into the mass of the building more than 7 feet horizontally in the first 75 feet of vertical dimension of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis.

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

- C-4 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement.
- C-5 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-6 Prior to submission of the Final Site Plan #1 and as part of Phase 2 of the DSP Process, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered.
- C-7 The final site plans shall show placement of fire easement signs.
- C-8 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C-9 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property.
- C-10 These structures contain mixed use groups and is subject to the mixed use and occupancy requirements of USBC 302.3.
- C-11 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Handicapped accessible bathrooms shall also be provided.
- C-12 The public parking garage floor must comply with USBC 406.2.6 and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code (USBC 2901). This parking garage is classified as an S-2, Group 2, public garage.
- C-13 Enclosed parking garages must be ventilated in accordance with USBC 406.4.2.
- C-14 This underground garage is required to have an automatic sprinkler system throughout the structure in compliance with USBC 406.4.1 and 903.2.11.

APPLICANT'S PROPOSED BLACKLINE

FEBRUARY 10, 2006, 5:00 pm

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

Active3527397.1

AS 198



Ellen Pickering
<elpickering@juno.com>

02/24/2006 03:58 PM

To <jackie.henderson@alexandriava.gov>

cc

bcc

Subject Parkland in Hoffman Proposal

12-18

2-25-06

Jackie Please forward to the Mayor and Members of City Council :
Thanks (One day I will lean to make a council e-mail list)

Mr. Mayor and CouncilAn integral and important element in the East Eisenhower Plan is the Parkland along the old mill stream...This amenity enhances everyone's development in the eastern half of the valley, but no one more than the Hoffman proposal....This parkland is such an important link in the green crescent we are all striving to achieve that to fail to require that it be dedicated to the City now would hamper any timely completion of the goals for open space and stream valley parks in Alexandria. Please take the necessary action to obtain Council's declared goals for the green crescent, stream valley park which lie before you in the Hoffman proposal. Thank you...Ellen Pickering

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

12-18
2-25-06

Jonathan P. Rak
Direct: 703.712.5411

McGUIREWOODS

jrak@mcguirewoods.com
Direct Fax: 703.712.5231

February 24, 2006

The Honorable William D. Euille, Mayor and
Members of the City Council
301 King Street
Alexandria, Virginia 22314

RE: Hoffman Development Applications (February 25, 2006 Docket Item #12 - #18)

Dear Mayor Euille and Members of Council:

I am writing on behalf of our client, Hoffman Company, LLC, in regard to the above referenced applications.

We request that you include the following revisions and technical corrections in your approval of these applications. All of the proposed changes have been reviewed and accepted by the City Staff.

Phasing of the Dedication of Eisenhower Park

Delete Condition 29(d) which was added by the Planning Commission.

Replace Condition 30(e)(ii) with the following language:

“The applicant shall be required to submit, as part of the first Stage 2 DSUP for any block approved hereunder, a permanent easement to the City for parks, open space and playgrounds, on that portion of Tax Map Parcel 079.00-01-01, beginning at a point which is five feet (5') south of the back of the existing curb line of the surface parking lot behind the buildings located on such parcel, to the southern boundary line of the property, as illustrated on the exhibit prepared by christopher consultants, ltd., dated February 24, 2006, titled Proposed Open Space Easement Area Exhibit. Such easement shall contain conditions expressly reserving to the grantor, its successors and/or assigns, all development rights, density (whether floor area, AGFA, or otherwise) and/or any other appurtenant rights that would otherwise be associated with or derived from the land area falling within the bounds of such easement consistent with Condition #87A (12).”

Classification of Mandeville Lane

Condition #23a includes a table outlining the Street Location, ROW width and whether the Street is dedicated, has a public access easement or is private. In the row

of the chart that describes Mandeville Lane, please change the designation from "Dedicated or Public Access Easement" to "Private" as follows:

Block	Street/Location	ROW Width	Dedicated ROW, Private Road or Public Access Easement
Mandeville Lane	All	Existing	Dedicated or Public Access Easement Dedicated Private Easement-Private

In addition, please revise Condition 23 (c) regarding Mandeville Lane as follows (underlined language recommended by Planning Commission, italicized language requested in this change).

23c. **(CONDITION AMENDED BY PLANNING COMMISSION)** Mandeville Lane shall be constructed, ~~and~~ operational and open to the public for vehicular and pedestrian use at the time of the development of Block 4 or Block 5.~~or~~ In addition, Mandeville Lane shall be constructed, and operational, and open to the public for vehicular and pedestrian use as needed for acceptable traffic circulation as determined necessary by the Director of T&ES and P&Z as part of subsequent Stage 2 DSUP approvals except as may be precluded by a Federal Government tenant in block 6.

Technical Corrections:

In the version of the Planning Commission recommended conditions that you received, the following two conditions have been revised to reflect the Planning Commission's recommendation. These conditions should read as follows:

Condition 22a:

Reinsert the following note designated with **** in the table titled Eisenhower Avenue.

**** The median size is subject to final engineering, however, in no event shall the Applicant be required to provide more right of way than is shown above.

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If the use, AGFA, or number of parking spaces approved in the Stage 1 DSUP are amended by the Stage 2 DSUP, the transportation management plan shall be amended with the approval of each such subsequent Stage 2 development special use permit however such amendment shall not require an increase to the funding for the TMP account established herein. If the use, AGFA or number of parking spaces approved in the Stage 1 DSUP for a particular block are amended by a Stage 2 DSUP

February 24, 2006

Page 3

for that block, to the extent that the amended use, AGFA or number of parking spaces causes an increase in peak am or pm traffic generation in relation to the traffic study prepared by BMI-SG dated October 2005, the applicant shall submit an amendment to the Transportation Management Plan pertaining to the subject of the change to the Stage 1 DSUP. (P&Z) (T&ES) (PC)

Thank you for your consideration of these changes. Please let me know if I can provide you with any further information regarding this request.

Sincerely,



Jonathan P. Rak

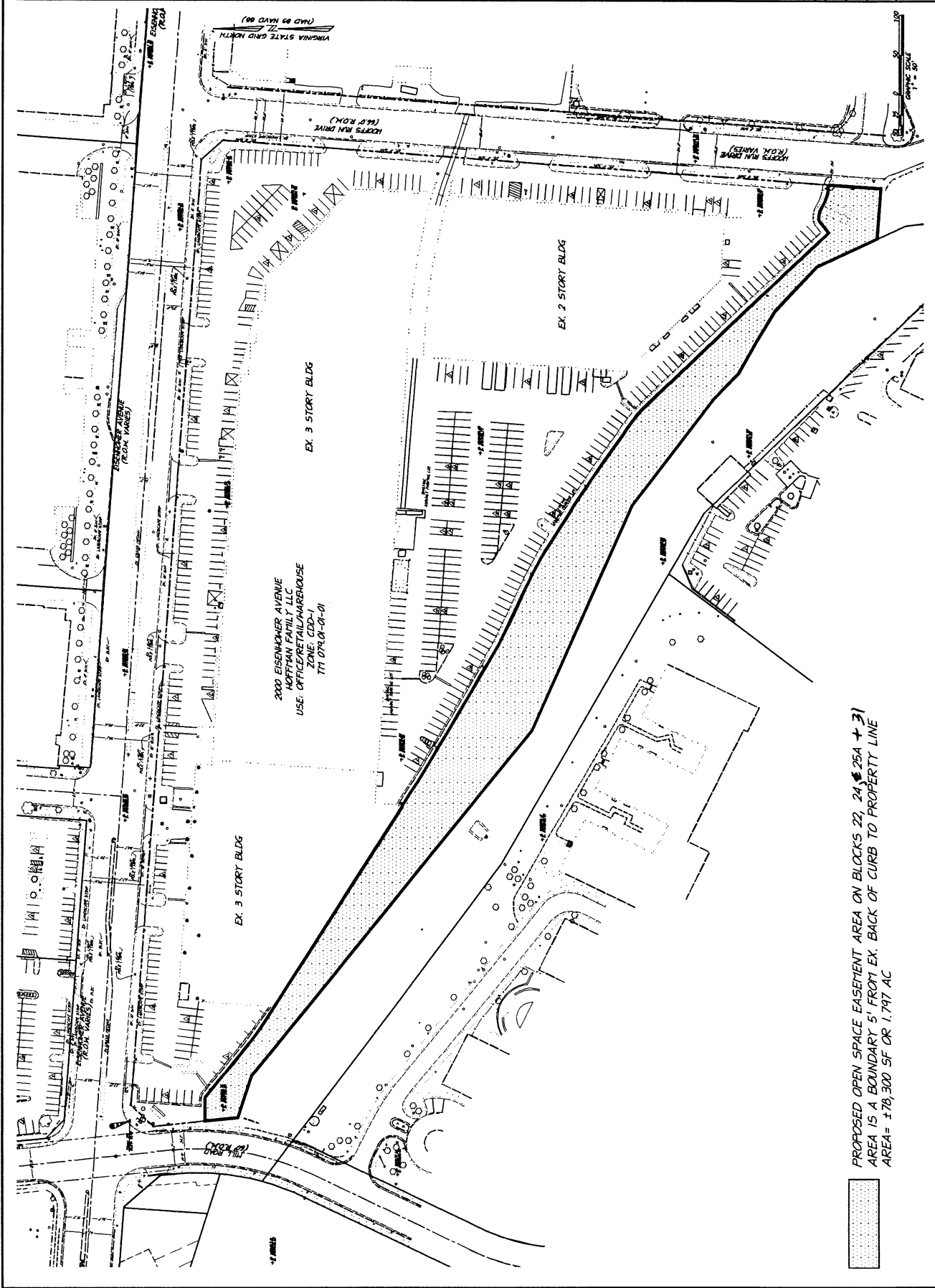
Attachment

cc: Eileen Fogarty, Director Department of Planning and Zoning
Ignacio Pessoa, City Attorney
Michael Perine, Executive Vice President, Hoffman Company

Active\3589032.7

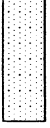


PROJECT NO.	98-04-20
SCALE	1"=50'
DATE	02-24-04
DRAWN BY	PC
CHECKED BY	PC
SHEET NO.	1



2000 EISENHOWER AVENUE
 HOFFMAN FAMILY LLC
 USE: OFFICE/RETAIL/WAREHOUSE
 ZONE: CDD-1
 TT 07401-01-01

PROPOSED OPEN SPACE EASEMENT AREA ON BLOCKS 22, 24, 25A + 31
 AREA IS A BOUNDARY 5' FROM EX. BACK OF CURB TO PROPERTY LINE
 AREA = ±78,300 SF OR 1.797 AC



SPEAKER'S FORM

DOCKET ITEM NO. 12-18

**PLEASE COMPLETE THIS FORM AND GIVE IT TO THE CITY CLERK
BEFORE YOU SPEAK ON A DOCKET ITEM**

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: Jonathan Rak

2. ADDRESS: 1750 Tysons Blvd. McLean VA 22101

TELEPHONE NO. 703 712 5000 E-MAIL ADDRESS: jrak@mcgwireless.com

3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? Applicant

4. WHAT IS YOUR POSITION ON THE ITEM?
FOR: AGAINST: _____ OTHER: _____

5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):
Attorney

6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL?
YES NO _____

This form shall be kept as a part of the permanent record in those instances where financial interest or compensation is indicated by the speaker.

A maximum of three minutes will be allowed for your presentation, except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard on a docket item shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation. If you have a prepared statement, please leave a copy with the Clerk.

Additional time not to exceed 15 minutes may be obtained with the consent of the majority of the council present; provided notice requesting additional time with reasons stated is filed with the City Clerk in writing before 5:00 p.m. of the day preceding the meeting.

The public normally may speak on docket items only at public hearing meetings, and not at regular legislative meetings. Public hearing meetings are usually held on the Saturday following the second Tuesday in each month; regular legislative meetings on the second and fourth Tuesdays in each month. The rule with respect to when a person may speak to a docket item at a legislative meeting can be waived by a majority vote of council members present but such a waiver is not normal practice. When a speaker is recognized, the rules of procedures for speakers at public hearing meetings shall apply. If an item is docketed *for public hearing* at a regular legislative meeting, the public may speak to that item, and the rules of procedures for speakers at public hearing meetings shall apply.

In addition, the public may speak on matters which are not on the docket during the Public Discussion Period at public hearing meetings. The mayor may grant permission to a person, who is unable to participate in public discussion at a public hearing meeting for medical, religious, family emergency or other similarly substantial reasons, to speak at a regular legislative meeting. When such permission is granted, the rules of procedures for public discussion at public hearing meetings shall apply.

Guidelines for the Public Discussion Period

(a) All speaker request forms for the public discussion period must be submitted by the time the item is called by the city clerk.

(b) No speaker will be allowed more than three minutes; except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard during the public discussion period shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation.

(c) If more speakers are signed up than would be allotted for in 30 minutes, the mayor will organize speaker requests by subject or position, and allocated appropriate times, trying to ensure that speakers on unrelated subjects will also be allowed to speak during the 30 minute public discussion period.

(d) If speakers seeking to address council on the same subject cannot agree on a particular order or method that they would like the speakers to be called on, the speakers shall be called in the chronological order of their request forms' submission.

(e) Any speakers not called during the public discussion period will have the option to speak at the conclusion of the meeting, after all docketed items have been heard.

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2005-0032

PROJECT NAME: Hoffman Block 4 and Block 5

PROPERTY LOCATION: 200 Stovall Street (Block 4) and 2410 Mill Road (Block 5)

TAX MAP REFERENCE: 072.04-03-17; 072.04-03-18 ZONE: CDD-2/OC

APPLICANT Name: Hoffman Company, LLC

Address: 2461 Eisenhower Avenue, Alexandria, Virginia, 22331

PROPERTY OWNER Name: Hoffman Family, LLC/Hoffman Buildings, LP

Address: 2461 Eisenhower Avenue, Alexandria, Virginia, 22331

SUMMARY OF PROPOSAL: Request for an amendment to Development Special Use Permit Number 2000-0028 to change Blocks 4 and 5 (Previously block 2) to Office, Residential and Retail Use and associated parking pursuant to Concept Design Plan #98-05 as amended.

MODIFICATIONS REQUESTED: _____

SUP's REQUESTED: amendment to TMP SUP #97-0162

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, Esq.

Print Name of Applicant or Agent

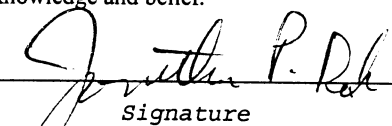
McGuireWoods LLP

1750 Tysons Boulevard, Suite 1800

Mailing/Street Address

McLean, Virginia 22102

City and State Zip Code


Signature

(703) 712-5411 (703) 712-5231

Telephone # Fax #

10/11/05
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: Recommended Approval /w amendments 2/15/06 6-0

ACTION - CITY COUNCIL: 2/25/06 -CC approved the PC recommendation -7-0

(see attachment)

100
110

12. DEVELOPMENT SPECIAL USE PERMIT #2005-0031
301, 315 & 201 STOVALL STREET, 312 & 314 TAYLOR DRIVE, 2425 MILL ROAD
HOFFMAN DEVELOPMENT - BLOCKS 2 AND 3
Public Hearing and Consideration of a request for a development special use permit, with site plan, for the construction of office buildings with below and above grade parking structures; zoned CDD-2/Coordinated Development District. Applicant: Hoffman Company, LLC by Jonathan Rak, Attorney

PLANNING COMMISSION ACTION: Recommend Approval as amended 6-0

City Council approved the Planning Commission recommendation, with the amendments noted in the letter from McGuire Woods dated February 24, 2006.

Council Action: _____

13. DEVELOPMENT SPECIAL USE PERMIT #2005-0032
200 STOVALL STREET AND 2410 MILL ROAD
HOFFMAN DEVELOPMENT - BLOCKS 4 AND 5
Public Hearing and Consideration of a request for a development special use permit, with site plan, for the construction of office, retail and residential buildings with above and below grade parking structures; zoned CDD-2/Coordinated Development District. Applicant: Hoffman Company, LLC by Jonathan Rak, Attorney

PLANNING COMMISSION ACTION: Recommend Approval as amended 6-0

City Council approved the Planning Commission recommendation, with the amendments noted in the letter from McGuire Woods dated February 24, 2006.

Council Action: _____

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

Jonathan P. Rak
Direct: 703.712.5411

McGUIREWOODS

jrak@mcguirewoods.com
Direct Fax: 703.712.5231

February 24, 2006

The Honorable William D. Euille, Mayor and
Members of the City Council
301 King Street
Alexandria, Virginia 22314

RE: Hoffman Development Applications (February 25, 2006 Docket Item #12 - #18)

Dear Mayor Euille and Members of Council:

I am writing on behalf of our client, Hoffman Company, LLC, in regard to the above referenced applications.

We request that you include the following revisions and technical corrections in your approval of these applications. All of the proposed changes have been reviewed and accepted by the City Staff.

Phasing of the Dedication of Eisenhower Park

Delete Condition 29(d) which was added by the Planning Commission.

Replace Condition 30(e)(ii) with the following language:

"The applicant shall be required to submit, as part of the first Stage 2 DSUP for any block approved hereunder, a permanent easement to the City for parks, open space and playgrounds, on that portion of Tax Map Parcel 079.00-01-01, beginning at a point which is five feet (5') south of the back of the existing curb line of the surface parking lot behind the buildings located on such parcel, to the southern boundary line of the property, as illustrated on the exhibit prepared by christopher consultants, ltd., dated February 24, 2006, titled Proposed Open Space Easement Area Exhibit. Such easement shall contain conditions expressly reserving to the grantor, its successors and/or assigns, all development rights, density (whether floor area, AGFA, or otherwise) and/or any other appurtenant rights that would otherwise be associated with or derived from the land area falling within the bounds of such easement consistent with Condition #87A (12)."

Classification of Mandeville Lane

Condition #23a includes a table outlining the Street Location, ROW width and whether the Street is dedicated, has a public access easement or is private. In the row

of the chart that describes Mandeville Lane, please change the designation from "Dedicated or Public Access Easement" to "Private" as follows:

Block	Street/Location	ROW Width	Dedicated ROW, Private Road or Public Access Easement
Mandeville Lane	All	Existing	Dedicated or Public Access Easement Private

In addition, please revise Condition 23 (c) regarding Mandeville Lane as follows (underlined language recommended by Planning Commission, italicized language requested in this change).

23c. **(CONDITION AMENDED BY PLANNING COMMISSION)** Mandeville Lane shall be constructed, ~~and~~ operational and open to the public for vehicular and pedestrian use at the time of the development of Block 4 or Block 5.~~er~~In addition, Mandeville Lane shall be constructed, and operational, and open to the public for vehicular and pedestrian use as needed for acceptable traffic circulation as determined necessary by the Director of T&ES and P&Z as part of subsequent Stage 2 DSUP approvals except as may be precluded by a Federal Government tenant in block 6.

Technical Corrections:

In the version of the Planning Commission recommended conditions that you received, the following two conditions have been revised to reflect the Planning Commission's recommendation. These conditions should read as follows:

Condition 22a:

Reinsert the following note designated with **** in the table titled Eisenhower Avenue.

**** The median size is subject to final engineering, however, in no event shall the Applicant be required to provide more right of way than is shown above.

Condition # 33u:

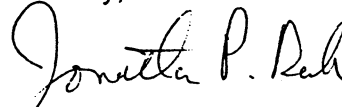
If the use, AGFA, or number of parking spaces approved in the Stage 1 DSUP are amended by the Stage 2 DSUP, the transportation management plan shall be amended with the approval of each such subsequent Stage 2 development special use permit however such amendment shall not require an increase to the funding for the TMP account established herein. If the use, AGFA or number of parking spaces approved in the Stage 1 DSUP for a particular block are amended by a Stage 2 DSUP

February 24, 2006
Page 3

for that block, to the extent that the amended use, AGFA or number of parking spaces causes an increase in peak am or pm traffic generation in relation to the traffic study prepared by BMI-SG dated October 2005, the applicant shall submit an amendment to the Transportation Management Plan pertaining to the subject of the change to the Stage 1 DSUP. (P&Z) (T&ES) (PC)

Thank you for your consideration of these changes. Please let me know if I can provide you with any further information regarding this request.

Sincerely,



Jonathan P. Rak

Attachment

cc: Eileen Fogarty, Director Department of Planning and Zoning
Ignacio Pessoa, City Attorney
Michael Perine, Executive Vice President, Hoffman Company

Active\3589032.7

APPLICATION for CDD DEVELOPMENT CONCEPT PLAN

CDD # 2005-0002

[must use black ink or type]

PROPERTY LOCATION: See Addresses Attached

TAX MAP REFERENCE: See Tax Map Numbers Attached ZONE: CDD-2/OC

APPLICANT'S NAME: Hoffman Company, LLC

ADDRESS: 2461 Eisenhower Avenue, Alexandria, Virginia, 22331

PROPERTY OWNER NAME: Hoffman Family/Hoffman Building, LP/Hoffman Management, Inc.

ADDRESS: 2461 Eisenhower Avenue, Alexandria, Virginia, 22331

REQUEST: Amendment to CDD Concept Design Plan 98-05.

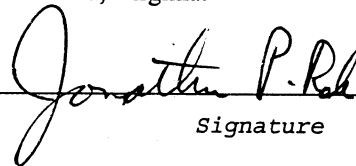
THE UNDERSIGNED hereby applies for CDD Development Concept Plan approval in accordance with the provisions of Section 5-600 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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, Esq.

Print Name of Applicant or Agent



Signature

McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800

Mailing/Street Address
McLean, Virginia 22102

City and State Zip Code

(703) 712-5411 (703) 712-5231

Telephone # Fax #

10/11/05
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: _____
Fee Paid & Date: \$ _____

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

ACTION - PLANNING COMMISSION: Recommended Approval /w amendments 2/15/06 6-0
ACTION - CITY COUNCIL: 2/25/06 - CC approved PC recommendation 7-0

(see attachment)
07/26/99 p:\zoning\pc-appl\forms\app-cdd ***
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133
\\REA\281288.1

18. COORDINATED DEVELOPMENT DISTRICT #2005-0002
200, 201, 301 & 315 STOVALL STREET, 312 & 314 TAYLOR DRIVE, 2425 &
2410 MILL ROAD, 2400, 2210 & 2000 EISENHOWER AVENUE
HOFFMAN DEVELOPMENT
Public Hearing and Consideration of a request for an amendment to the CDD
concept design plan; zoned CDD-2/Coordinated Development District and
CDD-11/Coordinated Development District. Applicant: Hoffman Company, LLC
by Jonathan Rak, Attorney

PLANNING COMMISSION ACTION: Recommend Approval as amended 6-0

City Council approved the Planning Commission recommendation, with the
amendments noted in the letter from McGuire Woods dated February 24, 2006.

Council Action: _____

19. TEXT AMENDMENT #2005-0006
COORDINATED DEVELOPMENT DISTRICTS
Public Hearing and Consideration of a request to amend Section 5-602 of the
Zoning Ordinance pertaining to the provisions for CDD Special Use Permit within
CDD#2 Eisenhower Avenue Metro and CDD#11, South Carlyle; and to enact
Section 5-611 pertaining to the establishment of the Eisenhower East Design
Review Board. Staff: Department of Planning and Zoning

PLANNING COMMISSION ACTION: Recommend Approval 7-0

City Council approved the Planning Commission recommendation.

Council Action: _____

20. TEXT AMENDMENT #2006-0001
ENVIRONMENTAL MANAGEMENT ORDINANCE
Public Hearing and Consideration of a request for a text amendment to Article
XIII of the Environmental Management Ordinance. Staff: Department of
Transportation and Environmental Services

PLANNING COMMISSION ACTION: Recommend Approval 7-0

City Council approved the Planning Commission recommendation.

Council Action: _____

21. Pursuant to a motion made by City Council on January 10, 2006, City Council
will reconsider a motion made on December 17, 2005, for the following item:

SPECIAL USE PERMIT #2005-0114
301 LAVERNE AVENUE
SUBSTANDARD LOT DEVELOPMENT

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

Jonathan P. Rak
Direct: 703.712.5411

McGUIREWOODS

jrak@mcguirewoods.com
Direct Fax: 703.712.5231

February 24, 2006

The Honorable William D. Euille, Mayor and
Members of the City Council
301 King Street
Alexandria, Virginia 22314

RE: Hoffman Development Applications (February 25, 2006 Docket Item #12 - #18)

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February 24, 2006

Page 2

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February 24, 2006
Page 3

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Sincerely,



Jonathan P. Rak

Attachment

cc: Eileen Fogarty, Director Department of Planning and Zoning
Ignacio Pessoa, City Attorney
Michael Perine, Executive Vice President, Hoffman Company

Active\3589032.7

#13

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2005-0032

PROJECT NAME: Hoffman Block 4 and Block 5

PROPERTY LOCATION: 200 Stovall Street (Block 4) and 2410 Mill Road (Block 5)

TAX MAP REFERENCE: 072.04-03-17; 072.04-03-18 ZONE: CDD-2/OC

APPLICANT Name: Hoffman Company, LLC

Address: 2461 Eisenhower Avenue, Alexandria, Virginia, 22331

PROPERTY OWNER Name: Hoffman Family, LLC/Hoffman Buildings, LP

Address: 2461 Eisenhower Avenue, Alexandria, Virginia, 22331

SUMMARY OF PROPOSAL: Request for an amendment to Development Special Use Permit Number 2000-0028 to change Blocks 4 and 5 (Previously block 2) to Office, Residential and Retail Use and associated parking pursuant to Concept Design Plan #98-05 as amended.

MODIFICATIONS REQUESTED: _____

SUP's REQUESTED: amendment to TMP SUP #97-0162

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, Esq.

Print Name of Applicant or Agent

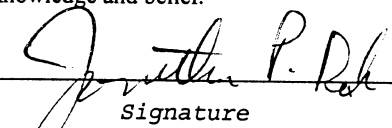
McGuireWoods LLP

1750 Tysons Boulevard, Suite 1800

Mailing/Street Address

McLean, Virginia 22102

City and State Zip Code


Signature

(703) 712-5411 (703) 712-5231

Telephone # Fax #

10/11/05
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: Recommended Approval /w amendments 2/15/06 6-0

ACTION - CITY COUNCIL: 2/25/06 -CC approved the PC recommendation -7-0

(see attachment)

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12. DEVELOPMENT SPECIAL USE PERMIT #2005-0031
301, 315 & 201 STOVALL STREET, 312 & 314 TAYLOR DRIVE, 2425 MILL ROAD
HOFFMAN DEVELOPMENT - BLOCKS 2 AND 3
Public Hearing and Consideration of a request for a development special use permit, with site plan, for the construction of office buildings with below and above grade parking structures; zoned CDD-2/Coordinated Development District. Applicant: Hoffman Company, LLC by Jonathan Rak, Attorney

PLANNING COMMISSION ACTION: Recommend Approval as amended 6-0

City Council approved the Planning Commission recommendation, with the amendments noted in the letter from McGuire Woods dated February 24, 2006.

Council Action: _____

13. DEVELOPMENT SPECIAL USE PERMIT #2005-0032
200 STOVALL STREET AND 2410 MILL ROAD
HOFFMAN DEVELOPMENT - BLOCKS 4 AND 5
Public Hearing and Consideration of a request for a development special use permit, with site plan, for the construction of office, retail and residential buildings with above and below grade parking structures; zoned CDD-2/Coordinated Development District. Applicant: Hoffman Company, LLC by Jonathan Rak, Attorney

PLANNING COMMISSION ACTION: Recommend Approval as amended 6-0

City Council approved the Planning Commission recommendation, with the amendments noted in the letter from McGuire Woods dated February 24, 2006.

Council Action: _____

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

Jonathan P. Rak
Direct: 703.712.5411

McGUIREWOODS

jrak@mcguirewoods.com
Direct Fax: 703.712.5231

February 24, 2006

The Honorable William D. Euille, Mayor and
Members of the City Council
301 King Street
Alexandria, Virginia 22314

RE: Hoffman Development Applications (February 25, 2006 Docket Item #12 - #18)

Dear Mayor Euille and Members of Council:

I am writing on behalf of our client, Hoffman Company, LLC, in regard to the above referenced applications.

We request that you include the following revisions and technical corrections in your approval of these applications. All of the proposed changes have been reviewed and accepted by the City Staff.

Phasing of the Dedication of Eisenhower Park

Delete Condition 29(d) which was added by the Planning Commission.

Replace Condition 30(e)(ii) with the following language:

"The applicant shall be required to submit, as part of the first Stage 2 DSUP for any block approved hereunder, a permanent easement to the City for parks, open space and playgrounds, on that portion of Tax Map Parcel 079.00-01-01, beginning at a point which is five feet (5') south of the back of the existing curb line of the surface parking lot behind the buildings located on such parcel, to the southern boundary line of the property, as illustrated on the exhibit prepared by christopher consultants, ltd., dated February 24, 2006, titled Proposed Open Space Easement Area Exhibit. Such easement shall contain conditions expressly reserving to the grantor, its successors and/or assigns, all development rights, density (whether floor area, AGFA, or otherwise) and/or any other appurtenant rights that would otherwise be associated with or derived from the land area falling within the bounds of such easement consistent with Condition #87A (12)."

Classification of Mandeville Lane

Condition #23a includes a table outlining the Street Location, ROW width and whether the Street is dedicated, has a public access easement or is private. In the row

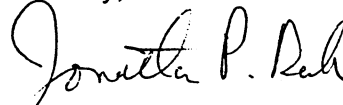
12-18
2-25-06

February 24, 2006
Page 3

for that block, to the extent that the amended use, AGFA or number of parking spaces causes an increase in peak am or pm traffic generation in relation to the traffic study prepared by BMI-SG dated October 2005, the applicant shall submit an amendment to the Transportation Management Plan pertaining to the subject of the change to the Stage 1 DSUP. (P&Z) (T&ES) (PC)

Thank you for your consideration of these changes. Please let me know if I can provide you with any further information regarding this request.

Sincerely,



Jonathan P. Rak

Attachment

cc: Eileen Fogarty, Director Department of Planning and Zoning
Ignacio Pessoa, City Attorney
Michael Perine, Executive Vice President, Hoffman Company

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of the chart that describes Mandeville Lane, please change the designation from "Dedicated or Public Access Easement" to "Private" as follows:

Block	Street/Location	ROW Width	Dedicated ROW, Private Road or Public Access Easement
Mandeville Lane	All	Existing	Dedicated or Public Access Easement Dedicated Private Easement-Private

In addition, please revise Condition 23 (c) regarding Mandeville Lane as follows (underlined language recommended by Planning Commission, italicized language requested in this change).

23c. (CONDITION AMENDED BY PLANNING COMMISSION) Mandeville Lane shall be constructed, ~~and~~ operational and open to the public for vehicular and pedestrian use at the time of the development of Block 4 or Block 5. ~~or~~ In addition, Mandeville Lane shall be constructed, and operational, and open to the public for vehicular and pedestrian use as needed for acceptable traffic circulation as determined necessary by the Director of T&ES and P&Z as part of subsequent Stage 2 DSUP approvals except as may be precluded by a Federal Government tenant in block 6.

Technical Corrections:

In the version of the Planning Commission recommended conditions that you received, the following two conditions have been revised to reflect the Planning Commission's recommendation. These conditions should read as follows:

Condition 22a:

Reinsert the following note designated with **** in the table titled Eisenhower Avenue.

**** The median size is subject to final engineering, however, in no event shall the Applicant be required to provide more right of way than is shown above.

Condition # 33u:

If the use, AGFA, or number of parking spaces approved in the Stage 1 DSUP are amended by the Stage 2 DSUP, the transportation management plan shall be amended with the approval of each such subsequent Stage 2 development special use permit however such amendment shall not require an increase to the funding for the TMP account established herein. If the use, AGFA or number of parking spaces approved in the Stage 1 DSUP for a particular block are amended by a Stage 2 DSUP

#14

APPLICATION for DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN DSUP # 2005-0033

PROJECT NAME: Hoffman Block 9A and Block 9B

PROPERTY LOCATION: 2400 Eisenhower Avenue

TAX MAP REFERENCE: 078.02-01-01 ZONE: CDD-2/OC

APPLICANT Name: Hoffman Company, LLC

Address: 2461 Eisenhower Avenue, Alexandria, Virginia, 22331

PROPERTY OWNER Name: Hoffman Family, LLC

Address: 2461 Eisenhower Avenue, Alexandria, Virginia, 22331

SUMMARY OF PROPOSAL: Request for a Development Special Use Permit pursuant to
Concept Design Plan #98-05 as amended for Office, Retail and Hotel Uses and associated parking.

MODIFICATIONS REQUESTED: _____

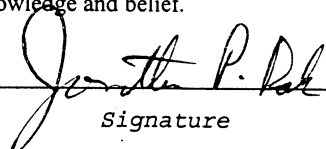
SUP's REQUESTED: amendment to TMP SUP #97-0162

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, Esq.


Signature

Print Name of Applicant or Agent
McGuireWoods LLP

(703) 712-5411 (703) 712-5231

1750 Tysons Boulevard, Suite 1800

Telephone # Fax #

Mailing/Street Address

McLean, Virginia 22102

10/11/05
Date

City and State Zip Code

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

Application Received: _____
Fee Paid & Date: \$ _____

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

ACTION - PLANNING COMMISSION: Recommended Approval /w amendments 2/15/06 6-0
ACTION - CITY COUNCIL: 2/25/2006 - CC approved the PC recommendation -7-0
(see attachment)

~~110~~
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14. DEVELOPMENT SPECIAL USE PERMIT #2005-0033
2400 EISENHOWER AVENUE
HOFFMAN DEVELOPMENT - BLOCKS 9A AND 9B
Public Hearing and Consideration of a request for a development special use permit, with site plan, for the construction of office, retail and hotel buildings with below and above grade parking structures; zoned CDD-2/Coordinated Development District. Applicant: Hoffman Company, LLC by Jonathan Rak, Attorney

PLANNING COMMISSION ACTION: Recommend Approval as amended 6-0

City Council approved the Planning Commission recommendation, with the amendments noted in the letter from McGuire Woods dated February 24, 2006.

Council Action: _____

15. DEVELOPMENT SPECIAL USE PERMIT #2005-0034
2210 EISENHOWER AVENUE
HOFFMAN DEVELOPMENT - BLOCKS 11 AND 12
Public Hearing and Consideration of a request for a development special use permit, with site plan, for the construction of retail and residential buildings with below and above grade parking structures; zoned CDD-2/Coordinated Development District. Applicant: Hoffman Company, LLC by Jonathan Rak, Attorney

PLANNING COMMISSION ACTION: Recommend Approval as amended 6-0

City Council approved the Planning Commission recommendation, with the amendments noted in the letter from McGuire Woods dated February 24, 2006.

Council Action: _____

16. DEVELOPMENT SPECIAL USE PERMIT #2005-0035
2000 EISENHOWER AVENUE
HOFFMAN DEVELOPMENT - BLOCKS 24 AND 25A
Public Hearing and Consideration of a request for a development special use permit, with site plan, for the construction of office and residential buildings with above grade parking structures; zoned CDD-11/Coordinated Development District. Applicant: Hoffman Company, LLC by Jonathan Rak, Attorney

PLANNING COMMISSION ACTION: Recommend Approval as amended 6-0

City Council approved the Planning Commission recommendation, with the amendments noted in the letter from McGuire Woods dated February 24, 2006.

Council Action: _____

17. SPECIAL USE PERMIT (TRANSPORTATION MANAGEMENT PLAN)

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

Jonathan P. Rak
Direct: 703.712.5411

McGUIREWOODS

jrak@mcguirewoods.com
Direct Fax: 703.712.5231

February 24, 2006

The Honorable William D. Euille, Mayor and
Members of the City Council
301 King Street
Alexandria, Virginia 22314

RE: Hoffman Development Applications (February 25, 2006 Docket Item #12 - #18)

Dear Mayor Euille and Members of Council:

I am writing on behalf of our client, Hoffman Company, LLC, in regard to the above referenced applications.

We request that you include the following revisions and technical corrections in your approval of these applications. All of the proposed changes have been reviewed and accepted by the City Staff.

Phasing of the Dedication of Eisenhower Park

Delete Condition 29(d) which was added by the Planning Commission.

Replace Condition 30(e)(ii) with the following language:

"The applicant shall be required to submit, as part of the first Stage 2 DSUP for any block approved hereunder, a permanent easement to the City for parks, open space and playgrounds, on that portion of Tax Map Parcel 079.00-01-01, beginning at a point which is five feet (5') south of the back of the existing curb line of the surface parking lot behind the buildings located on such parcel, to the southern boundary line of the property, as illustrated on the exhibit prepared by christopher consultants, ltd., dated February 24, 2006, titled Proposed Open Space Easement Area Exhibit. Such easement shall contain conditions expressly reserving to the grantor, its successors and/or assigns, all development rights, density (whether floor area, AGFA, or otherwise) and/or any other appurtenant rights that would otherwise be associated with or derived from the land area falling within the bounds of such easement consistent with Condition #87A (12)."

Classification of Mandeville Lane

Condition #23a includes a table outlining the Street Location, ROW width and whether the Street is dedicated, has a public access easement or is private. In the row

of the chart that describes Mandeville Lane, please change the designation from "Dedicated or Public Access Easement" to "Private" as follows:

Block	Street/Location	ROW Width	Dedicated ROW, Private Road or Public Access Easement
Mandeville Lane	All	Existing	Dedicated Private Dedicated or Public Access Easement Private

In addition, please revise Condition 23 (c) regarding Mandeville Lane as follows (underlined language recommended by Planning Commission, italicized language requested in this change).

23c. **(CONDITION AMENDED BY PLANNING COMMISSION)** Mandeville Lane shall be constructed, ~~and~~ operational and open to the public for vehicular and pedestrian use at the time of the development of Block 4 or Block 5. ~~or~~ In addition, Mandeville Lane shall be constructed, and operational, and open to the public for vehicular and pedestrian use as needed for acceptable traffic circulation as determined necessary by the Director of T&ES and P&Z as part of subsequent Stage 2 DSUP approvals except as may be precluded by a Federal Government tenant in block 6.

Technical Corrections:

In the version of the Planning Commission recommended conditions that you received, the following two conditions have been revised to reflect the Planning Commission's recommendation. These conditions should read as follows:

Condition 22a:

Reinsert the following note designated with **** in the table titled Eisenhower Avenue.

**** The median size is subject to final engineering, however, in no event shall the Applicant be required to provide more right of way than is shown above.

Condition # 33u:

If the use, AGFA, or number of parking spaces approved in the Stage 1 DSUP are amended by the Stage 2 DSUP, the transportation management plan shall be amended with the approval of each such subsequent Stage 2 development special use permit however such amendment shall not require an increase to the funding for the TMP account established herein. If the use, AGFA or number of parking spaces approved in the Stage 1 DSUP for a particular block are amended by a Stage 2 DSUP

February 24, 2006
Page 3

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Thank you for your consideration of these changes. Please let me know if I can provide you with any further information regarding this request.

Sincerely,



Jonathan P. Rak

Attachment

cc: Eileen Fogarty, Director Department of Planning and Zoning
Ignacio Pessoa, City Attorney
Michael Perine, Executive Vice President, Hoffman Company

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#17

APPLICATION for SPECIAL USE PERMIT # 2005-0115

[must use black ink or type]

PROPERTY LOCATION: See Addresses Attached

TAX MAP REFERENCE: See Tax Map Numbers Attached ZONE: CDD-2/OC

APPLICANT'S NAME: Hoffman Company, LLC

ADDRESS: 2461 Eisenhower Avenue, Alexandria, Virginia, 22331

PROPERTY OWNER NAME: Hoffman Family, LLC/Hoffman Building, LP/Hoffman Management, Inc.

ADDRESS: 2461 Eisenhower Avenue, Alexandria, Virginia, 22331

PROPOSED USE: Request for an amendment to Transportation Management Plan Special Use Permit 97-0162 for Blocks 2,3,4,5, 9A, 9B, 11, 12, 24 and 25A (Block numbers designated by the EESAP)

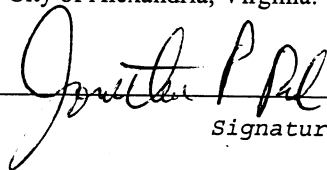
THE UNDERSIGNED hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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, Esq.

Print Name of Applicant or Agent



Signature

McGuireWoods LLP

1750 Tysons Boulevard, Suite 1800

Mailing/Street Address

McLean, Virginia 22102

City and State *Zip Code*

(703) 712-5411 (703) 712-5231

Telephone # *Fax #*

10/19/05

Date

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

Application Received: _____ Date & Fee Paid: _____ \$ _____

ACTION - PLANNING COMMISSION: Recommended Approval /w amendments 2/15/06 6-0

ACTION - CITY COUNCIL: 2/25/2006 - CC approved the PC recommendation -7-0

07/26/99 p:\zoning\pc-appl\forms\app-sup1 (see attachment)

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#2005-0115

201, 200, 301 & 315 STOVALL STREET, 312 & 314 TAYLOR DRIVE, 2425 &
2410 MILL ROAD, 2400, 2210 & 2000 EISENHOWER AVENUE

HOFFMAN DEVELOPMENT

Public Hearing and Consideration of a request for a special use permit for an amendment to the transportation management plan for the subject properties; zoned CDD-2/Coordinated Development District and CDD-11/Coordinated Development District. Applicant: Hoffman Company, LLC by Jonathan Rak, Attorney

PLANNING COMMISSION ACTION: Recommend Approval as amended 6-0

City Council approved the Planning Commission recommendation, with the amendments noted in the letter from McGuire Woods dated February 24, 2006.

Council Action: _____

12-18
2-25-06

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
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February 24, 2006

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301 King Street
Alexandria, Virginia 22314

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February 24, 2006

Page 2

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February 24, 2006
Page 3

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Thank you for your consideration of these changes. Please let me know if I can provide you with any further information regarding this request.

Sincerely,



Jonathan P. Rak

Attachment

cc: Eileen Fogarty, Director Department of Planning and Zoning
Ignacio Pessoa, City Attorney
Michael Perine, Executive Vice President, Hoffman Company

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