

Docket Item #7 A&B
DEVELOPMENT SITE PLAN#2004-0037(A)
TMP SPECIAL USE PERMIT #2005-0057(B)
VICTORY CENTER

Planning Commission Meeting
November 1, 2005

ISSUE: Consideration of a request for a development site plan and a SUP for a transportation management plan to construct 512,537 sq. ft. of new offices and three parking structures.

APPLICANT: Eisenhower Real Estate Holdings, L.L.C.,
By Jonathan Rak, attorney

LOCATION: 5001 Eisenhower Avenue

ZONE: OCM(100) - Office Commercial Medium (100) Zone

DSP #2004-0037
TMP SUP #2005-0057
Victory Center

SITE GRAPHIC
(AVAILABLE IN THE PLANNING AND ZONING OFFICE)

I. IMPACTS / BENEFITS:

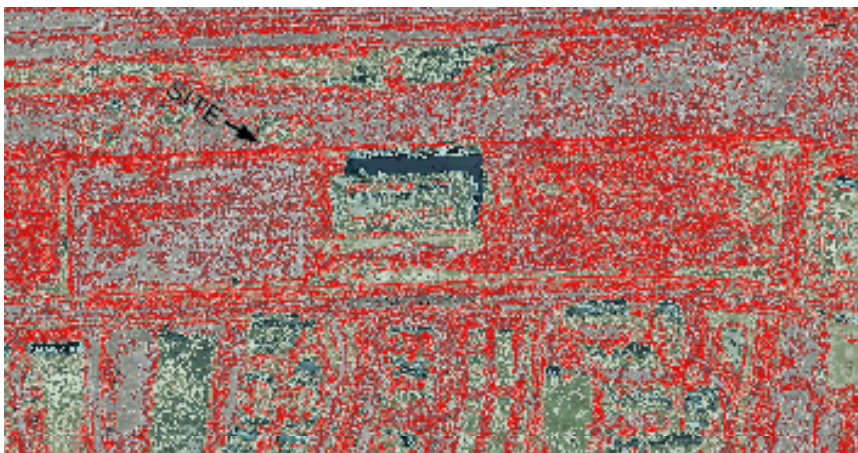
IMPACT/BENEFIT	COMMENTS
Consistency with Strategic Plan	<ul style="list-style-type: none"> ▪ The proposed new office buildings are approximately 2,000 ft. from the Van Dorn Metro, providing new jobs with convenient access to transit. ▪ Significant open space will be provided. ▪ The redevelopment will eliminate expansive surface parking lots.
Use	<ul style="list-style-type: none"> ▪ 512,537 sq. ft. of new office, and redevelopment of 532,903 sq. ft. of existing office.
Open Space	<ul style="list-style-type: none"> ▪ No on-site open space required. ▪ Site will include 5.95 acres of open space. ▪ Providing pedestrian connections to future park to the north.
Pedestrian / Streetscape	<ul style="list-style-type: none"> ▪ Provision of 10 ft. public sidewalk/bike path. ▪ Double row of street trees. ▪ Streetscape consistent with Eisenhower East.
Building Compatibility	<ul style="list-style-type: none"> ▪ New buildings will meet OCM(100) standards. ▪ New building will stepdown 20 ft. from existing building. ▪ All buildings will be constructed of high quality materials.
Affordable Housing	<ul style="list-style-type: none"> ▪ The applicant will make a voluntary offer of \$1.50 per sq. ft. of new floor area for a total voluntary contribution of \$793,286.
Traffic/Transit	<ul style="list-style-type: none"> ▪ TMP will encourage use of transit and other alternative means of travel. ▪ Construction of 2 new bus shelters.
Parking	<ul style="list-style-type: none"> ▪ 1 space proposed per 412 sq. ft. of building. ▪ Parking will primarily be in 3 above-ground parking structures.
Environment	<ul style="list-style-type: none"> ▪ A recommended condition requires the incorporation of green and sustainable building technology.

II. EXECUTIVE SUMMARY:

This development proposal will result in a large office complex at the west end of Eisenhower Avenue, consisting of over 1,000,000 square feet of office space in three large buildings (one of which is existing), and three above-grade parking garages with approximately 3,000 parking spaces. To achieve this result, the applicant is requesting:

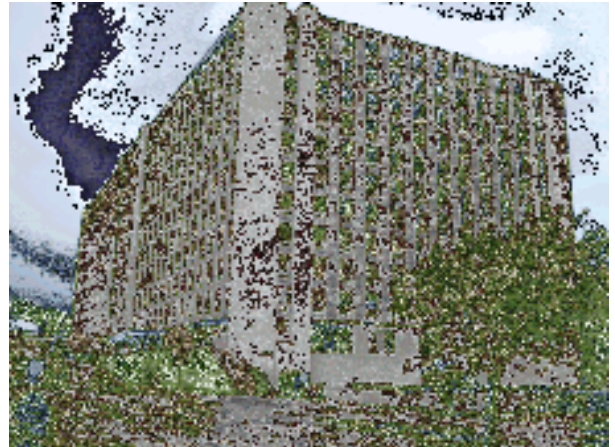
- Site plan approval for the construction of two 100-115 ft. tall office buildings with a combined square footage of 512,056 sq. ft. and three parking structures and renovation of the existing building; and
- Special use permit approval for a transportation management plan (TMP) for commercial office buildings larger than 50,000 sq. ft.

While a tenant has not been selected, the buildings are being designed to accommodate government, likely Department of Defense or other government tenants, including their associated security requirements. The renovation of the existing office building, and the construction of two new office buildings and three parking garages will occur in three development phases, and take approximately five years to complete.



Comprehensive Redevelopment

The development site now contains one large, unattractive, outdated, 11-story building and extensive parking lots covering its 16 acres of land. Therefore, when the applicant initially approached the City with the idea of only renovating the existing (532,903 sq.ft.) building and adding a large security-perimeter fence, a proposal that would not require review by either the Planning Commission or City Council, staff asked the applicant to prepare comprehensive plans for the integrated redevelopment of the entire site. The current proposal allows the City and the applicant to conduct a more comprehensive analysis of the interrelationship of the vehicular access, building design, vehicular and pedestrian circulation, transit support, open space and parking for this significant development site.



Challenges and Opportunities

The application presents unique challenges and opportunities for the City, principally:

Challenges:

- Building and site security elements;
- Parking;
- Minimizing the impacts of scale of the proposed office buildings on Cameron Station and Eisenhower Avenue;
- Phasing; and
- Maximizing the use of transit.

Opportunities:

- Pedestrian and streetscape improvements;
- Ground-level open space and open space connections;
- Eliminating a large surface parking lot; and
- Office use consistent with the intent of the Master Plan.

Mandated Security Elements

One of the most significant challenges with this proposal is that the existing 11-story building will be retained at its existing location, about 120 feet back from Eisenhower Avenue, and the new buildings will include mandated responses to concerns about terrorism and security for government tenants, such as large (82 ft. to 100 ft.) setbacks, above grade parking structures, secured perimeters, fences and checkpoints. The design is not typical of an urban environment where buildings located close to the street help define the street, place high quality materials at

the pedestrian level, and create a more active street and sidewalk next to the building. These fundamental principles of good urban design are absent from this proposal, which would therefore not be appropriate in many areas of the City such as Carlyle, Eisenhower East and Potomac Yard.

Staff has concluded however that the secure design features can be accommodated in this Eisenhower West area. Furthermore, the extensive setback areas provide opportunities for enhanced landscaping and open space. As a result, of the mandated secure design, staff has sought a significantly higher quality pedestrian environment than might otherwise be available. Staff is recommending the following landscape and open space enhancements:

- A double row of street trees along the 1,900 feet of frontage on Eisenhower Avenue;
- A continual 10 ft. wide sidewalk for pedestrians and cyclists along the Eisenhower Avenue frontage;
- Because there is a long-term possibility of future open space or trail connections on the northern portion of the site, staff has also recommended pedestrian connections through the property on the eastern and western portion of the site;
- Staff has also worked with the applicant to maximize the 120-foot wide linear green area between the sidewalk and the buildings, creating plazas in front of the office buildings, and significant green space along Eisenhower Avenue.

If this area is appropriately designed and the security elements (fencing and bollards) appropriately integrated, this space can be an attractive contribution to Eisenhower Avenue. Thus, on balance, staff is recommending approval, although this recommendation is based on a significant amount of additional landscaping and high quality design and materials for the buildings on this very visible and linear site.

Parking

The development site is located so as to take advantage of two major transportation elements within the City: part of the site is within 2,000 feet of the Van Dorn Metro and the site is also in close proximity to the Interstate 495 Capital Beltway. Despite the site's proximity to the Metro, the proposal consists of a significant (about 3,000) number of parking spaces, and this fact represents a significant issue for staff. Staff's positive recommendation in this case, is based on two points about parking.

First, although the amount of parking is considerable, the development also includes an extensive amount of office space; the parking ratio is similar to comparable office developments. Specifically, the ratio of parking to office space (2.4 sp/1,000 sf) is comparable to parking ratios permitted in the Eisenhower East area for buildings beyond 1,500 feet from a Metro station. Most of the site (all but the future building #3) is beyond 2,000 feet from the Metro. Several

other office developments have parking ratios either higher or comparable to the ratios proposed with this development. Second, even though the overall parking ratio is consistent with other office buildings in the region, staff's recommendation includes a series of requirements to minimize single-occupancy vehicles, such as market rate pricing of on-site parking and a shuttle to the Metro station.

Traffic - Transportation Management Plan

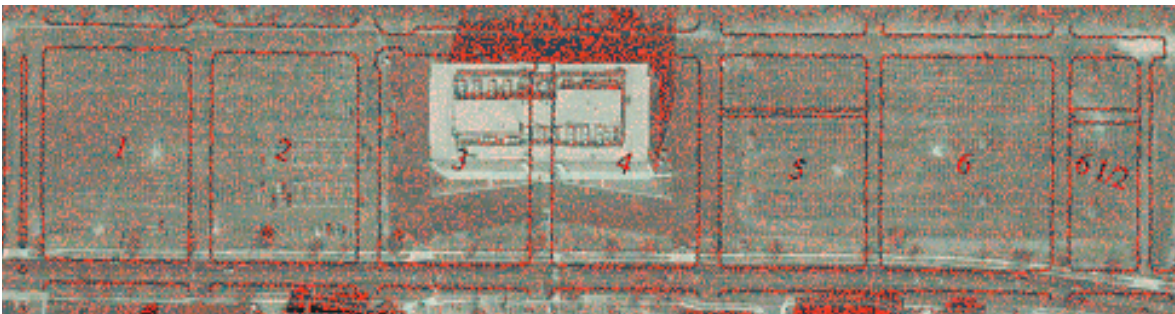
The proposed development will represent an increase in traffic generally along Eisenhower Avenue as well as at the three closest intersections on Eisenhower Avenue: at Clermont Avenue, Metro Road, and Van Dorn Street. The traffic study provided by Wells & Associates is analyzed and discussed in some detail below, but generally found that the nearby Clermont and Metro Road intersections will continue to operate at acceptable levels, although improvements are required at Metro Road. The development will exacerbate the unacceptable level of service problem already experienced at the intersection of Van Dorn Street and Eisenhower Avenue.

To help mitigate for the impact on the two intersections most impacted by traffic associated with the development, the applicant is being required to contribute \$100,000 to roadway improvements for these intersections upon issuance of the Certificate of Occupancy for Buildings #2 and #3. In addition to intersection improvements, staff is recommending that the applicant reevaluate the need for signals at the eastern and western most entrances prior to occupancy of Building #2. If signals are warranted, the applicant will be required to install traffic signals prior to building occupancy.

Mass and Scale

One of the greatest challenges with the proposal has been assessing the overall mass and scale of the buildings as experienced from Eisenhower Avenue and the visibility and appearance of the buildings and parking structures from Cameron Station.

Eisenhower Avenue. The length of the site along Eisenhower Avenue, 1,897 feet, is considerable and the site is the equivalent of approximately six Old Town City blocks as illustrated in the graphic below. Because of the length of the site, the applicant has worked with the City to provide building breaks for the parking structures and the buildings to create a series of "blocks" on the site, which helps to reduce the perceived scale of the proposal.



Also, although there is no question that the project will include an extensive amount of building, the mass will be set back from the street, with significant green area in front of the buildings to soften their impact. Finally, the applicant has worked with staff to improve and refine the building design and materials. Staff has included recommendations requiring high quality materials and design for each of the three buildings and parking structures.

Cameron Station. To address the visibility of the proposal from Cameron Station, staff has added recommendations that require additional landscaping and screening, including off-site landscaping and screening requirements within the linear park of Cameron Station, as well as conditions that require using higher quality materials, such as cast stone, and architectural elements for the parking structure.



NORTH VIEW OF SITE (PHOTO VIEW #2)

View from Cameron Station Linear Park



NORTH VIEW OF SITE (PHOTO VIEW #1)

View from Cameron Station south of school

Community

Staff and the applicant have held community meetings with surrounding residential neighborhoods, including Cameron Station and Summers Grove. The response to the proposal has generally been positive, supporting the renovation of the existing building, but Cameron Station did have concerns regarding the visibility of the proposed parking structures. Staff has added recommendations, as described in this report, to improve the appearance and minimize the impacts of the proposed parking structures.

Conclusion

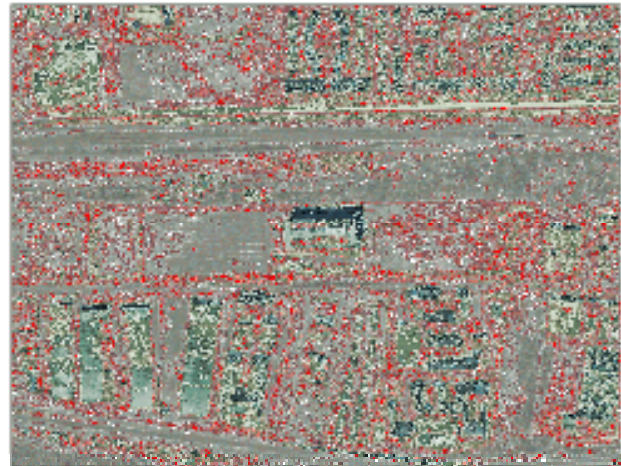
The applicant has worked with the City and community to revise the project to provide elements addressing each of the many concerns expressed by staff and the community. While the proposal is large, and includes mandated security features that staff would find unacceptable in other parts of the City, the applicant has been willing to agree to a series of improvements such as building design, high quality materials, building breaks, open space, landscaping and streetscape improvements. The applicant has also agreed to recommendations regarding the treatment and materials of the buildings and parking structures, green and LEED elements for the buildings and a voluntary offer to the affordable housing fund. Finally, the applicant has agreed to considerable TMP incentives including the provision of a shuttle, and to work with the City on a shared parking use of the parking structures. All of these elements will provide benefit to the site.

One significant issue of disagreement between staff and the applicant concerns the timing of streetscape and landscape improvements along the Eisenhower Avenue frontage. The applicant desires to install Eisenhower Avenue improvements in three different phases concurrent with each phase of building construction. Staff is concerned that Building #2 and #3 may not get constructed or may be constructed in the distant future, resulting in the majority of the Eisenhower Avenue property frontage remaining unimproved. Staff is recommending a condition that Eisenhower Avenue frontage improvements be constructed with Phase 1 Building #1 renovation to result in a consistent street frontage for the site. On balance, staff is recommending approval of the application with staff recommended conditions.

III. BACKGROUND

A. Site Description:

The site is located on the northern portion of Eisenhower Avenue approximately 2,000 feet east of the Van Dorn Metro station. The 16-acre site has approximately 1,900 feet of frontage on Eisenhower Avenue and has a depth of 360 feet. The site contains an existing 11-story building with 532,903 sq. ft. of office space and a surface parking lot that occupies the remainder of the site.



The site is surrounded by a wide range of uses including residential areas and an active railway line. Immediately to the north of the site is a narrow strip of land owned by Norfolk Southern Railway, and beyond it is an existing, active railway on property owned by CSX. Farther north, across Backlick



Run, is the large, residential Cameron Station development. To the west of the subject property is a parking lot used for UPS employee parking and the Covanta Waste-to-Energy Plant, and to the east are low-rise office uses. Across Eisenhower Avenue, to the south, is a mix of uses including residential condominiums and apartments, and commercial office and warehouse/industrial flex space.

B. Proposal:

The proposed development will include three office buildings for a total of 1,045,440 square feet and three parking garages for a total of 3,056 spaces. The three office buildings will be clustered together and the parking garages will be at either end of the site. Access to the site will be from three entrances along Eisenhower Avenue, with internal vehicular circulation provided by a ring road around the buildings. Service and loading facilities will be located to the rear of the buildings.

Between the internal drive and the street, large green areas will be provided that will buffer the buildings with screening and landscaping, and provide camouflage for the security barriers to be installed. Open space and landscaped areas will also be provided at both east and west ends of the site with paths from Eisenhower Avenue to the rear of the site and possible future trail or open space areas.

The size of the future buildings will be as allowed by zoning. Their height will be 100 feet and the overall FAR on this large site will not exceed 1.5. The new buildings will be set back approximately 120 feet from the street.

There will be a prominent shared entrance plaza to Buildings # 2 and #3 when they are built, and the two buildings will function as a single building upon completion. Between Building #2 and the existing building there will be a shared dining terrace that will be accessible from both buildings. The existing building will have a smaller plaza in front of the main entrance. The plazas will contain landscaping, ornamental trees, shrubs, benches, and decorative trash receptacles. In front of Buildings #2 and #3 there will be a fountain between the courtyard and the drive aisle.

Security measures include a large, 120 foot, setback from Eisenhower Avenue to protect against the possibility of vehicle bombs. In addition, there will be a secured perimeter around the buildings with a seven foot black metal picket fence and 3 foot tall bollards inside the fence. Vehicular access to the parking garages will be fully open, however, vehicular access to the interior roadway in the vicinity of the buildings will be controlled with vehicle barriers located between the parking garages and the office buildings. Although the garages will not be located within the secured perimeters, the applicant proposes to have guard stations in both the west garage and the easternmost garage.

The applicant proposes to develop the site in three phases. The first phase will involve the renovation of the existing 11-story building, referenced as Building #1, by removing the entire exterior of the building down to the frame and reconstructing it. During this phase the existing surface parking will remain. The phasing plan shows only partial completion of the streetscape improvements along Eisenhower Avenue during this phase. However, staff recommends that the applicant construct the majority of the streetscape improvements along Eisenhower Avenue during phase one to ensure completion. During phase two, the applicant proposes to construct Building #2 and Garage "A"(Left)(as referenced in the Applicant's plans), to the east of the existing building, and to retain the remaining surface parking spaces. The last phase involves the construction of Building #3 and Garage "A"(Right) as well as Garage "B". Upon completion, Building #2 and Building #3 will tie together to have the appearance of a single office building.

	Building	Parking
Phase 1	<ul style="list-style-type: none"> Renovation of existing building (Building #1) - 532,903 square feet 	<ul style="list-style-type: none"> 1,680 surface parking spaces to remain
Phase 2	<ul style="list-style-type: none"> Construction of Building #2- 285,952 square feet 	<ul style="list-style-type: none"> Construction of Garage "A" (Left)- 1,059 spaces 1,046 surface parking spaces to remain
Phase 3	<ul style="list-style-type: none"> Construction of Building #3-226,585 square feet 	<ul style="list-style-type: none"> Construction of Garage "A" Right)-1,225 spaces Construction of Garage "B"- 728 spaces

C. Small Area Plan and Strategic Plan:

The proposal is consistent with the Landmark/Van Dorn Small Area Plan, which designates this area of Eisenhower Avenue for medium- to high-density commercial development. The proposed office development also provides a large office use near a major transit station and will likely have high transit usage, especially with a government tenant, which is also consistent with the Small Area Plan. The proposal introduces open space on a site that previously had little open space, provides and pedestrian connections to potential future open space.

While this proposal does not necessarily create an urban village, or a mix of uses, it does foster a strong, economic base for the City. Staff's challenge here has been to balance the location of the site with the opportunity to accommodate secure government facilities somewhere within the City. On balance, staff has determined that, given the nature and location of the site, and the extensive improvements and agreements by the applicant, staff can support this government complex as a one of a kind, unique development.

IV. ZONING:

The applicant is requesting development site plan and transportation management plan (SUP) approval to allow the renovation of the existing building, and the construction of two new office buildings and three parking structures in the OCM(100)/Office Commercial Medium. The OCM(100) zone allows for moderate densities and maximum heights up to 100 feet without a special use permit.

The height allowed is 100 feet. The existing building is 11 stories or 120 feet (exclusive of penthouse). As a noncomplying building, it can be renovated freely, even rebuilt to its current height. The two new buildings are 100 feet in height. The three parking garages will be six and seven stories with heights ranging from 52 to 69 feet.

The allowable floor area ratio under the OCM(100) zone is 1.5. The proposed FAR for the site is 1.5. With a 16-acre site, that would allow a total building square footage of 1,045,440. The three proposed buildings have a total of 1,045,440 square feet, thereby utilizing the maximum allowable FAR.

The zoning characteristics of the proposed development are summarized in the table below:

Victory Center		
Property Address:	5001 Eisenhower Avenue	
Site Area:	16 acres (696,960 sq. ft.)	
Zone:	OCM(100)/Office Commercial Medium	
Current Use:	Office	
Proposed Use:	Office/Parking Structure	
	<u>Permitted/Required</u>	<u>Proposed</u>
Building Area	1,045,440 sq. ft.	1,045,440 sq. ft.
FAR	1.5	1.5
Yards	none	Front: 120 ft. (bldg); 60 ft. (garage) Side: 48 ft. (garage) Rear: 60 ft. (bldg); 38 ft. (garage)
Open Space	N/A	5.95 acres
Height	100 feet	100 feet (tower element)
Parking	<u>Existing Bldg and Bldg #2</u> 1 sp./475 s.f. = 2,046 spaces <u>Bldg #3</u> 1 sp./650 s.f. = 477 spaces Total Required = 2,523 spaces	1 sp. / 412 s.f. office Parking Garages = 3,013 spc Surface Parking = 43 spaces Total Provided = 3,056 spaces

V. STAFF ANALYSIS:

Staff recommends **approval** of the proposed site plan and the SUP for a transportation management plan. The applicant has worked with staff to resolve issues regarding pedestrian and landscaping improvements, treatment of the parking structures, provisions for public open space, and the arrangement and design of buildings on the site. These improvements, plus the extensive TMP commitments to support transit use, lead to staff's positive recommendation.

In recommending approval, staff recognizes the dilemma this case presents for the City - how to accommodate the need for secure office space for government tenants while ensuring that development is in character with the rest of the City. Department of Defense security standards simply do not conform to Alexandria's traditional urban character. The most striking examples are the required building setbacks and the above ground parking structures, both of which would be inappropriate in most other areas of the City, such as Carlyle, Eisenhower East or Potomac Yard. However, the nature of this part of the Eisenhower Corridor makes this location suitable for the proposed development for several reasons. First, office uses are envisioned by the Master Plan for Eisenhower West. The corridor contains industrial uses such as the UPS shipping facility and the waste-to-energy plant that will remain in place for a considerable time. In addition, because of the linear nature of the site, located between the I-495 Beltway and the CSX/Norfolk Southern rail line, the property is not integrated into and defined by the character of an existing neighborhood or area. Finally, the site is located centrally between the District of Columbia and military installations south of the City, making it an ideal location for government use.

In addition to the security features, staff analyzed the phasing, traffic, transit and parking issues closely. Staff also examined the building layout and design, green building technology, landscaping and pedestrian amenities, open space, and treatment of the resource protection area.

A. Phasing

Phase 1

The applicant proposes to develop the site in three phases (See attachment #1 for the phasing plan). The first phase will include the refacing of the existing building. The existing surface parking lot will provide parking during Phase 1. The applicant proposes to incorporate landscaping around the building as well as installing the Eisenhower Avenue streetscape improvements for the middle section of the property only. Staff, however, has concerns regarding installing only a portion of the streetscape improvements as this will not create a consistent streetscape along Eisenhower Avenue if the development is not completed as proposed. Staff recommends as a condition of approval that the applicant complete the following improvements during Phase 1:

- install the 10 foot wide sidewalk along the entire frontage of Eisenhower Avenue;
- install a row of ornamental trees between the curb and sidewalk and a row of shade trees to the north of the sidewalk along the entire frontage;
- install a decorative bus shelter along Eisenhower Avenue;

- dedicate public access easements along the paths on the western and eastern portion of the site.

Phase 2

During the second phase, the applicant proposes to construct the left section of the east garage and Building 2. The west surface parking lot will remain as well as half of the east surface parking lot. As during Phase 1, the applicant intends to install streetscape improvements along Eisenhower Avenue and site landscaping that correspond to the area of improvement on the site along with one bus shelter. During this phase, staff has included recommended conditions to include additional improvements to the site that the applicant proposes to complete during Phase 3. Staff is recommending that the applicant install a second decorative bus shelter during Phase 2.

Staff also recommends that the following financial contributions be made prior to the occupancy of Building 2:

- \$50,000 for improvements to intersections at Eisenhower Avenue & Van Dorn Street and Eisenhower Avenue & Metro Road;
- \$20,000 contribution to install trees for screening in the Cameron Station Linear Park

Phase 3

Phase 3 will include the construction of Building 3, the west parking garage, and the right section of the east garage. This phase represents completion of the proposed development. During Phase 3, the applicant proposes to complete the streetscape improvements in their entirety, which staff has recommended be completed during Phases 1 and 2. Staff also recommends the following for Phase 3 as a condition of approval:

- installation of public access areas on the western and eastern ends of the site;
- the remainder of the site improvements.

Staff also recommends that the following financial contributions be made prior to the occupancy of Building 3:

- \$50,000 for improvements to intersections at Eisenhower Avenue & Van Dorn Street and Eisenhower Avenue & Metro Road.

B. Traffic

A traffic impact study was prepared by Wells & Associates. It found that improvements, now recommended by staff as conditions to approval, could ameliorate many of the impacts created by the development, but also found that the background traffic in the South Van Dorn area will continue to be a problem, with or without this development. Staff has recommended appropriate conditions on this site plan case to address the traffic issues caused by this development and provides a summary of the traffic report below to explain the background of those conditions, with the need for applicant requirements highlighted in *italics*.

Because the development will occur over time, the study analyzes traffic conditions in four stages of development from existing conditions to the ultimate build-out and occupancy of Victory Center. It focused on the entering and exiting traffic from the development onto Eisenhower Avenue as well as at three nearby existing intersections:

- South Van Dorn and Eisenhower Avenue
- Metro Drive and Eisenhower Avenue
- Clermont Drive and Eisenhower Avenue

Some detail about the four scenarios, representing each step in the development over time, are described below with summaries of the traffic operations at key intersections.

Existing Traffic Conditions

The traffic consultants began their study by assessing existing traffic conditions, which includes current traffic as it stands today *with the site consisting of the vacant office building*. The data for this condition was collected in February and April of 2005. Each of the above intersections are now operating at acceptable levels of service (LOS), with the exception of Van Dorn Street and Eisenhower Avenue.

At this difficult intersection, the overall LOS is “F” during the AM peak hour, with only the eastbound approach operating at an acceptable LOS “D”. During the PM peak hour, the overall LOS for this intersection is also unacceptable at “E”, which reflects “near failing” conditions, although it is significant that, during the PM peak, both the eastbound and westbound approaches operate at an acceptable LOS “D”. For this intersection, the bulk of the delay is concentrated on northbound and southbound Van Dorn Street, which carries a proportionately higher volume of traffic in comparison to Eisenhower Avenue.

Base Traffic Conditions

The report also analyzed “base traffic conditions,” which includes the existing conditions plus the existing building when it is fully renovated and occupied. The traffic generated by the occupancy of the renovated building (assuming a 20% transit mode share) has been simply added to the existing volumes. The traffic impact study estimates that the Victory Center site will generate 591 AM peak hour trips, 560 PM peak hour trips, and 3,991 daily trips. As anticipated, the occupancy of the renovated Victory Center introduces traffic to the surrounding network, increasing current delays and degrading the LOS for some intersection approaches.

The intersection of Eisenhower Avenue and Clermont Avenue functions as an alternative access point from I-495 to the immediate area. The overall intersection will continue to operate at an acceptable LOS “D” after the existing building is occupied, even though the northbound approach will change from LOS “D” to “E” during the PM peak. At the intersection of Eisenhower Avenue and Metro Road, the overall LOS for the intersection will also be at an acceptable LOS “D,” although the southbound movement operates with an unacceptable LOS

“E” during the PM peak period. *Traffic signal timing adjustments at this intersection are able to achieve an acceptable LOS for each approach.*

Finally, at the intersection of South Van Dorn Street and Eisenhower Avenue, the LOS remains at “F” after the existing building is occupied, although the AM southbound delay increases to 2.5 times the existing delay. During the PM peak hour, the overall LOS remains the same, but the currently acceptable westbound Eisenhower Avenue approach is changed to “E,” similar to the rest of the intersection. *The report proposes traffic signal timing changes in an effort to reduce the overall delay at this intersection.*

Background 2009 Conditions

The traffic report’s discussion of background 2009 conditions is an effort to approximate what the area’s traffic will be in 2009 by applying an annual growth rate to the study’s “Base Traffic Conditions” scenario. This is also referred to in the study as “Phase I.”

As expected, four years of annual growth results in further delay within the surrounding network. *At this stage, roadway improvements are suggested at the intersection of South Van Dorn Street and Eisenhower Avenue to mitigate the increase in delay, which result in modest delay reductions. Roadway improvements are also recommended for the intersection of Eisenhower Avenue and Metro Road in an effort to bring the overall intersection LOS during the PM peak from “F” to “C”.*

Total Future 2009 Conditions

“Total future 2009 conditions” (also referred to as “Phase II” and the “ultimate” scenario) include the expansion of the site, the construction of Buildings 2 and 3, and the full build out of the site. At this stage, the traffic impact study estimates that Victory Center Site will generate 1,013 AM peak hour trips, 1,038 PM peak hour trips, and 6,706 daily trips.

At full build out, and after four years of growth, the delay at the intersection of South Van Dorn Street and Eisenhower Avenue will experience a notable increase and, while the improvements being required of the developer will alleviate some of the problem, they will not prevent an unacceptable LOS and considerable impacts on the surrounding traffic network from this intersection.

At the intersection of Eisenhower Avenue and Metro Road, additional roadway improvements are recommended to achieve an acceptable LOS for the failing southbound approach. This condition is successfully mitigated by these improvements.

At full build out in 2009, traffic conditions for exiting the Victory Center development site begin to degrade for the two driveways on the east side of the development to an “F,” causing significant queuing within the development. As a result of the initial traffic analysis, staff requested a traffic signal warrant analysis, which revealed that warrants are met for the eastern

most driveways. According to the FHWA's Manual on Uniform Traffic Control Devices, this condition is sufficient to warrant consideration for a traffic signal installation. *Given the substantial delay (LOS "F") for both driveways, staff recommends that the applicant submit a warrant study prior to occupancy of Building #2 and fund installation of traffic signals if warranted by the subsequent study.*

Conditions to Address Traffic

As a result of the traffic analysis performed by the applicant, staff is recommending a series of conditions to address the increased traffic caused by the development:

- a Transportation Management Plan as described in the following section;
- \$100,000 for intersection improvements; and
- a warrant study is required prior to occupying building #2, and if warranted by the study, the applicant will fund installation of traffic signals.

In addition, staff has included significant conditions to discourage users of the development from driving alone to work and to encourage them to use alternative modes of travel, thus adding to the improvement to the roadway conditions.

C. Parking and Transportation Management Plan

As with every application, the amount of parking spaces and parking management is a concern. Overall, the goal is to provide disincentives for the use of the single-occupancy vehicles as part of the development for commuting into Eisenhower West, while making transit and other options as inexpensive and easy as possible.

Given the current Zoning Ordinance requirement of 2,523 parking spaces (2.0 spaces per thousand square feet of office space), the proposal by the applicant to provide 3,056 spaces (2.4 spaces/1,000) exceeds the City's requirement. Staff was originally very concerned that the number of spaces provided conflicts with the City's goal of encouraging Metro ridership, carpooling, and transit use. The applicant has worked with staff to reduce the amount of parking below the amount initially desired by the applicant, albeit at an amount that is more than required by Zoning.

Furthermore, the number of parking spaces in this final proposal is consonant with the large amount of tenant space and the location of the building with a large portion of the site located more than 2,000 feet from the Metro station. Using the established parking maximums in the Eisenhower East Plan as a guide, staff found that the parking numbers in this case are consistent with the parking anticipated there. In Eisenhower East, for structures that are more than 1,500 feet from the Metro, the parking ratio is a maximum of 2.25 with an additional allowance of 0.25 for short-term parking. Even the Eisenhower East Plan, with its very low parking ratios applied

to some sites adjacent to Metro, recognizes that people are less likely to walk to transit beyond a distance of about 1,500 feet from Metro. Consistent with the Eisenhower East ratios, the applicant proposes to provide an overall parking ratio of 2.4, with a long-term parking ratio of 2.25.

The proposed parking is also consistent with the amount of parking being provided in other recently approved office developments:

Parking Comparison

ADDRESS	COMPLEX NAME	Parking Ratio (spaces per 1,000 square feet)	Building Square Footage
1705 N. Beauregard	The Mark Center	3.5	374,616 Addition
2,700-2,960 Eisenhower Avenue	Alexandria Tech Center	2.6	659,106
5001 Eisenhower Avenue	Victory Center	2.41	1,045,440
Eisenhower East Small Area Plan	Properties greater than 1500 ft. from Metro	2.25 for long-term parking + 0.25 for short-term parking	
2310-2318 Mill Road	Mill Race	2.06	223,573

The table above shows parking ratios for several developments in the City and Eisenhower East. The proposed ratio for Victory Center falls in the middle of these existing ratios, which makes sense due to its location. Although Victory Center is near a Metro station, it does not have the level of density or more urban environment that exists in, for example, Carlyle. Conversely, it does not have the suburban office park character of the Mark Center, where transit is not a convenient option.

In reviewing the proposal with regard to parking, staff had to balance the goal of minimizing single-occupancy vehicles and maximizing the use transit with providing parking that makes sense for this site. Given the guidelines established in the Eisenhower East Plan and the existing parking ratios at other office developments, staff can support the proposed parking ratio here, contingent upon its recommended requirements to complement the parking with subsidies for transit, the adoption of market rates for parking, preferential parking for carpools and vanpools, and providing a shuttle service during peak times.

Parking and Transportation Management Plan

In order to ensure that workers are encouraged to not drive alone to work, the management of the development must implement a traffic and parking management plan which consists of a variety of features and mechanisms, all of which are necessary to make not driving easy, convenient and affordable. The applicant has established a goal of 20% transit ridership and, in order to best encourage this or greater levels of ridership, staff is requiring conditions that include several management features, including the following:

- The creation of a car share program (Zipcar and Flexcar) and provision of parking spaces for participating vehicles.
- Providing preferential parking for carpools and vanpools.
- Providing showers and lockers, and bicycle storage, to promote cycling and walking.
- Charging market rate prices for all parking spaces, which typically reduces parking demand 10-30% compared with unpriced parking. Where an employer subsidizes part or all of the cost for parking, the employer must provide a transit subsidy equivalent to the monthly parking rate.
- Providing a minimum 20% discount for transit and rail fare media for Metrorail, Metrobus, DASH.
- Constructing and maintaining 2 bus shelters on Eisenhower Avenue in front of the site.
- Providing shuttle service to the Metro during peak times.

D. Building Design

In a development of this size, it is important that the architecture and design of individual buildings stand alone but also combine to achieve an integrated whole. The applicant has worked with staff throughout the process and has improved the building design. As a result, the design has been refined substantially with the addition of breaks and the creation of a base, middle, and top, through the addition of larger cornices, expression lines, and trim details. The effect has been to create a series of buildings each with its own distinctive shape and profile but related in the architectural elements and materials.

Existing Building:

The applicant proposes to resurface the existing building. Staff has included recommendations that will require higher quality building elements such as stone, precast



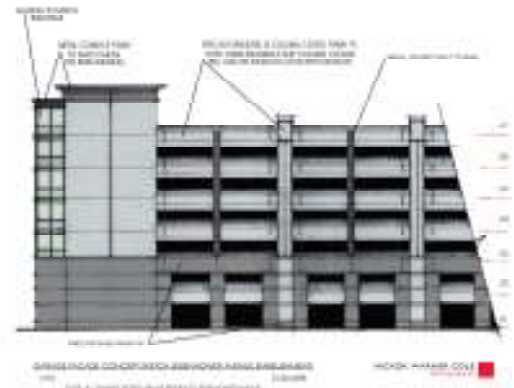
and metal. The resurfacing of the building will help to visually break down the scale of its large rectangular shape by creating a clear base, middle and top to the building. The proposed fenestration will also help to visually reduce the building mass by providing a series of vertical bays. The vertical center portion of the building is being made taller than the rest of the building and, with the multi-story windows, will provide a clearly identified primary entrance to the building. The top two stories of the vertical center will consist of contrasting materials and will have a broad cornice that distinguishes it from the rest of the building.

Building 2 and Building 3:

While the facade of building 2 and building 3 are not included as part of the current submission, the overall footprint, height and articulation are represented with the current plan. Both buildings are nine stories and consist of considerably more relief in the design of the exterior than exists with the current building. The new buildings will incorporate the same materials as the proposed existing building with similar detailing.

Parking Structures:

The applicant originally indicated that the parking garages would have architectural embellishments along Eisenhower Avenue, but would remain open without a decorative facade on the north sides facing Backlick Run. Staff encouraged changes to improve the appearance of the garages from nearby residential neighborhoods and the applicant has agreed to a series of design improvements, which staff has included as conditions to enhance the appearance of the parking garages. These recommended conditions include such elements as precast spandrels and columns on the north and south elevations, precast bases and glazing to match the building on the Eisenhower Avenue side, and additional landscape screening.



E. Green Building Technology

The applicant has agreed to implement environmentally sensitive methods of building and operation in working towards achieving LEED certification. The applicant will use energy efficient heating and cooling systems, and all mechanical systems will contain non-ozone depleting chemicals. The interior build-outs will include materials that have recycled content and have low emissions of volatile organic compounds. Additional elements of the certification may include the use of building materials that are available within a limited radius of the project, a construction waste management plan, and flushing the building after construction prior to occupancy to reduce construction off-gases.

Staff supports the applicant's goal of LEED certification and has included additional examples of green building techniques within the recommended conditions to address LEED certification. These examples fall within specific categories in which the applicant must obtain points towards LEED certification:

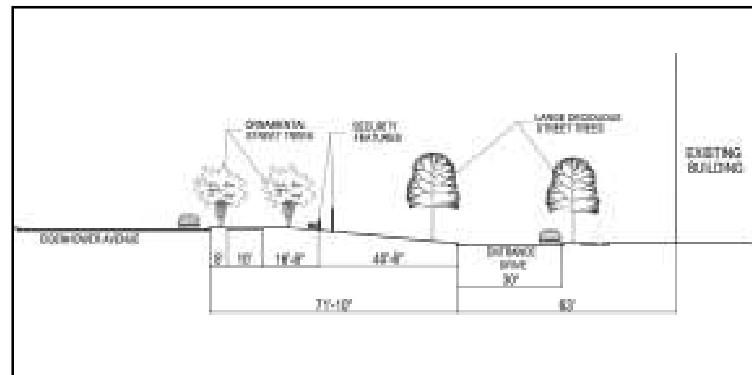
- Sustainable Sites
- Water Efficiency
- Energy and Atmosphere
- Materials and Resources
- Indoor Environmental Quality
- Innovation and Design Process

F. Landscaping and Pedestrian Improvements

The development site is currently almost entirely covered with impervious surfaces including the existing building and surface parking lot. Staff has worked with the applicant to introduce a significant amount of landscaping, pedestrian enhancements and streetscape enhancement on the site and for the Eisenhower frontage.

Eisenhower Avenue Frontage

An important element of this proposal is to improve pedestrian access and circulation along Eisenhower Avenue. The sidewalk along Eisenhower Avenue in front of the site is currently four feet wide, which does not accommodate pedestrian traffic well along a major thoroughfare. Staff is therefore recommending that redevelopment of the site include an Eisenhower Avenue frontage consisting of a landscape strip and street trees between the sidewalk and the curb, a 10 ft. wide sidewalk and a second row of street trees. Given the length of the frontage (1900 ft.), streetscape improvements on this property will have a significant and positive impact for Eisenhower West. The sidewalk width will provide adequate width for pedestrians and bicycles.



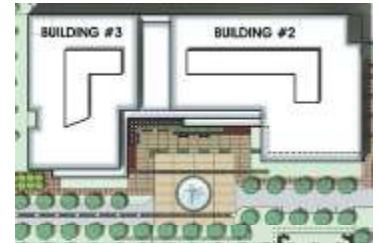
Adjacent to the 10-foot sidewalk, on the private portion of the property, a second row of street trees is being required in order to provide a buffer for pedestrians and help reduce the visual impact of the security fence. Staff is also recommending two bus stops along Eisenhower Avenue and decorative trash receptacles along Eisenhower Avenue as additional improvements in the public right-of-way.

On-Site Improvements

At the entrance to each building, staff is recommending courtyard areas that will add interest to the entrances and provide areas where employee and visitors can enjoy the outdoors. The courtyard area for Building 2 and 3 is a shared and prominent space, including landscaped beds with shrubs and groundcover, benches and trash receptacles, and decorative paving. Staff also recommends the addition of ornamental trees to provide visual interest and seasonal color within the courtyard. The courtyard in front of the existing building is much smaller and includes a mix of decorative pavers and concrete, but the applicant has proposed no landscaping or pedestrian amenities. To make this courtyard more inviting, staff has included recommended conditions to include additional landscaping, decorative benches and trash receptacles, and low scale pedestrian lighting.



Existing Building Courtyard



Courtyard for Bldg #2 and #3

Landscaping - Screening from the rear

A concern of Cameron Station citizens is the view of the parking structures from their neighborhood. Because of the existing vegetation a significant portion of the parking structures will be screened, although the top portions of the parking structures will be visible. To address the concerns of Cameron Station, staff has added recommendations that will require additional evergreen plantings to better screen the buildings during the winter months, require architectural treatment of the parking structure and require additional landscaping within the Cameron Station linear park.

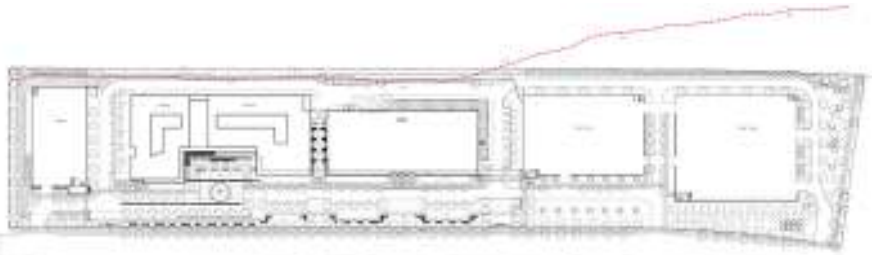
G. Open Space

Despite the fact that currently this site has little open space other than open parking lots and that the zoning does not require any open space, the redevelopment proposal introduces almost six acres of open space, approximately 37% of the site. The open space will primarily be located in front of the buildings between them and Eisenhower Avenue. This large green area will include additional trees and landscaping, and provide space to buffer the mass of the building. In addition, the open space will be located in a mixture of landscaping along the buildings and parking garages, pedestrian areas that include two courtyard areas, a dining terrace between buildings, and two pedestrian paths on either side of the site. Staff has included several recommended conditions to ensure that there is functional open space on the site that will benefit both employees and citizens.

The landscaped areas with paths on either end of the site are significant because they lead to the rear of the site and provide, in addition to open space for occupants of the buildings, connections to future potential open space areas, such as Clermont Cove. Staff is therefore requiring public access easements in both areas, and requiring that the areas be improved with a path, landscaping and decorative lighting as part of phase II of the development.

H. Benefits to Resource Protection Area (RPA)

At the north and northwest portion of the site, a small portion of what is now part of the existing paved parking lot intrudes into the buffer area of an intermittent stream. Even though this encroachment



100' RPA Buffer Limit (Shown with red line)

into the RPA by an existing structure is permitted to remain as noncomplying, the applicant agreed to remove as much of the encroaching pervious area as possible. Under the current proposal, the applicant has reduced the amount of impervious surface within the RPA buffer area from 2,009 sq. ft. to 627 sq.ft, representing more than a 50% reduction. In addition to removal of impervious surface within the RPA, the applicant is reducing other impervious surface on the site by 26%, resulting in a site that is 63% impervious.

VI. COMMUNITY:

Staff and the applicant have held several joint community meetings to provide an overview of the project and discuss the potential impacts the development on surrounding residential neighborhoods. Meetings with citizens of Cameron Station were held on March 16, 2005 and September 21, 2005. One of the largest concerns is the potential visual impact that the height of the buildings and parking garages will have on the surrounding neighborhoods. Many citizens expressed concern regarding the appearance of the parking garage from the rear, but also expressed general support for the project. Members of the community from Cameron Station expressed a desire to have more architectural treatment of the parking garages so that they appeared more as buildings rather than parking garages.

Staff also met with Summer's Grove Citizens on May 9, 2005. These citizens had questions regarding transit subsidies. Although citizens did have concerns regarding the project, they generally supported the proposal as it is an improvement to the site.

VII. Conclusion:

Staff recommends **approval** of the proposed development with conditions as outlined in this staff report.

STAFF: Eileen Fogarty, Director, Department of Planning and Zoning;
Jeffrey Farner, Development Division Chief
Katrina Newtonson, Urban Planner

VIII. STAFF RECOMMENDATION:

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

TRANSPORTATION MANAGEMENT PLAN:

1. The applicant shall create a program and implement a incentives to encourage the use of mass transit, carpooling, teleworking, and ridesharing and discouraging the use of single occupancy vehicles to the satisfaction of the Directors of P&Z and T&ES by providing the following:
 - a. The applicant shall fund a transportation management account at an annual rate of \$0.18 per occupied square foot of commercial space, which shall increase annually in an amount equal to the CPI Index to be used exclusively for the transportation activities listed below. As determined by the Director of T&ES and P&Z, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use.
 - b. Discounted bus and rail fare media shall be sold on-site to employees of the project including during hours that are convenient for residents who work. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees and/or the Office of Transit Services and Programs. The availability of this fare media will be prominently advertised.
 - c. Dedicated shuttle service to and from the Van Dorn Metro Station during peak periods shall be provided with *Building # 1*
 - d. The project shall have a goal of a minimum of 20% of the employees using transportation other than single-occupancy vehicles during the peak time periods.
 - e. A carshare program shall be established and marketed as part of the ridesharing and transit marketing efforts for all buildings. At a minimum at least two parking spaces should be reserved for the location of carshare vehicles. These spaces should be in a convenient location for tenants and residents and the TMP Coordinator will arrange with any of the carshare companies for placement of vehicles in this project. (Currently, Zipcar and Flexcar both have vehicles in the Alexandria area.). For those individuals that take transit, carpool/vanpool, walk, or bike to work the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.
 - f. The applicant shall provide 1 bicycle rack per 7,500 square feet, or portion thereof, of office floor area.
 - g. The applicant shall provide 3 showers and a minimum of 10 clothes storage lockers per gender, per building (60 total). The lockers shall be accessible to all tenants of the building to the satisfaction of the Director of T&ES.
 - h. The applicant shall participate in Ozone Action Days and other regionally sponsored clean air, transit, and traffic mitigation promotions by advertising such promotions in a manner and at such locations within the building acceptable to the applicant.

- i. The applicant shall participate and cooperate with other developments in the Eisenhower West area in a mutually agreed upon cooperative planning and implementation of transportation activities.
- j. The applicant shall implement transit, ride sharing, staggered work hours/compressed work weeks and parking restrictions and shall be promoted to prospective tenants, employers and employees, including the registration of staggered work hour participants, issuing stickers and/or electronic cards to verify vehicles participating in the program and monitoring the program.
- k. All ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.
- l. A Guaranteed Ride Home Program shall be established and promoted as part of the ridesharing and transit marketing efforts.
- m. At full occupancy of each of each building, a survey of employees shall be conducted to determine the number of employees, their place of residence/employment, modes of transportation, arrival and departure times, willingness and ability to use carpooling and public transit, and such additional information as the City may require. This survey will be conducted annually.
- n. Information about all transit, ridesharing, and other TMP elements shall be distributed and displayed to employers, and employees—including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be provided in a prominent location within each building and a web site with this information and appropriate links to transit providers will be provided and maintained.
- o. A TMP coordinator with experience in this occupation shall be designated for the project upon application for the certificate of occupancy permit for the first building. The TMP coordinator shall have an on-site office, and the name, location and telephone number of the coordinator will be provided to the City at that time, and the City will be notified at the time of any changes. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project, and for providing biannual reports to the Office of Transit and Programs in the Department of T&ES. The biannual reports will include an assessment of the effects of the previous six month's TMP activities on carpooling, vanpooling, and transit ridership; an accounting of receipts and disbursements for any TMP accounts, and a work program for the subsequent six months. (P&Z) (T&ES)

PARKING:

2. The applicant shall provide a parking management plan to the satisfaction of the Directors of P&Z and T&ES. At a minimum the plan shall include:
 - a. Parking rates for the surface parking and the parking structure(s) when constructed shall be consistent with market rates of comparable buildings within the City of Alexandria, except that free parking may be provided for short-term office visitor parking. All office employees shall be required to pay market rates for parking; no parking may be provided free or at reduced rates or with costs reimbursed by the employer unless the employer provides an equivalent benefit to all employees who utilize transit options to commute; i.e., if an employer provides a \$100 parking space to an employee free of cost, that employer must also offer a pretax benefit for transit of \$100 to all transit users.
 - b. A minimum of 5% of parking spaces for carpool and vanpool vehicles that shall be conveniently located adjacent to garage entrances and exits, and/or elevator locations.
 - c. "Short-term" parking for use by visitors shall be provided at a ratio of 0.16 sp/1,000 gross square feet. Parking spaces defined as "short-term" parking shall be solely utilized for use by visitors and shall include all appropriate signage.
 - d. Up to 500 parking spaces shall be provided within the surface parking lots and/or parking structure(s) when constructed, which shall be for the use of the general public for recreational-special events in the evening and weekends if deemed necessary by the Directors of P&Z, RP&CA and T&ES subject to the reasonable review of the building tenant and with appropriate security measures taken. The on-site public parking provided pursuant to this condition may be provided at a reasonable fee.
 - e. The applicant shall provide controlled access into the parking structures.
 - f. The controlled access to the parking structures for short-term spaces shall be designed to allow convenient access for employees, visitors-short-term parking.
 - g. A photometric lighting plan shall demonstrate that sufficient lighting is being provided in the garages to the satisfaction of the Police Chief and the Director of T&ES.
 - h. The headroom within the parking structure shall be not exceed 7' 6" in height.
 - i. The applicant agrees to provide parking for all construction workers without charge to the workers or shall provide subsidy for the construction workers in order that they may use Metro, DASH, provide a van for van pooling, or another method of providing for construction workers to arrive at the site. Compliance with this condition shall be based on a plan, which shall be submitted to the Department of P&Z and T&ES prior to the issuance of the Excavation/Sheeting, and Shoring or building permit. This plan shall set forth the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of Metro, carpooling, vanpooling, and other similar efforts. The plan shall also provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and

routes, and carpooling and vanpooling information. If the plan is found to be violated during the course of construction, a correction notice will be forwarded to the applicant. If the violation is not corrected within ten (10) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z)

PEDESTRIAN - STREETScape:

3. The applicant shall provide pedestrian streetscape improvements that at a minimum shall provide the level of improvements depicted on the preliminary site plan and shall provide the following, to the satisfaction of the Directors of P&Z and RP&CA:
 - a. A 10 ft. wide concrete sidewalk on Eisenhower Avenue with a 5 ft. wide continuous landscape strip between the curb and the sidewalk. If the sidewalk encroaches onto the applicant's property, an access easement shall be granted to the City.
 - c. The sidewalks on Eisenhower Avenue shall continue over the proposed curb cuts to provide an uninterrupted concrete sidewalk.
 - d. Two (4") continuous conduits for future traffic signals shall be installed.
 - e. Two decorative bus shelters and benches shall be installed on Eisenhower Avenue. One shelter shall be installed with the certificate of occupancy permit for *Building #1* and one shelter shall be installed with the certificate of occupancy permit for *Building #2*.
 - f. The applicant shall contribute \$1,000/ea to the Director of T&ES for the purchase and installation of two City standard street cans (Model SD-42, Bethesda series litter receptacle) along the frontage of Eisenhower Avenue adjacent to the bus shelters.
 - g. Decorative pedestrian scale acorn lights shall be provided along Eisenhower Avenue frontage on the northern portion of the sidewalk. Decorative pedestrian scale black acorn lights shall also be provided for the on-site walkways and drive aisles.
 - h. A pedestrian countdown signal shall be provided for the pedestrian crossing at the adjoining signalized intersections.
 - i. The width of the north-south paths shall be 10 ft. wide and shall be concrete. The pathways shall also include pedestrian scale lighting.
 - j. The sidewalk on the western portion of *Building #3* shall be increased to a minimum of 6 ft. wide.
 - k. A minimum 6 ft. wide sidewalk shall be provided for the parallel parking in front of the buildings.
 - l. Applicant shall install two City standard street cans (Model SD-42, Bethesda series litter receptacle) in close proximity to the main entrances of each building. (T&ES)
 - m. All pedestrian improvements shall be reflected on an overall pedestrian circulation plan. (P&Z)

4. If Phase #2 and Phase #3 are implemented, the applicant shall contribute \$1.50 per gross square foot (approximately \$793,000, based on the current proposed gross square footage of 528,376 for Buildings #2 and #3) for the

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

5. The applicant shall make a contribution in the amount of \$50,000 at the time of the issuance of the Certificate of Occupancy for Building #2 and \$50,000 at the time of the issuance of the Certificate of Occupancy for Building #3 to the Eisenhower Improvement Fund for the purposes of off-site improvements. (T&ES)
6. Prior to occupancy of Building #2, the applicant will resubmit a warrant study evaluating the need for a traffic signal at the eastern and westernmost site entrances. Based on the results of the study, the Director of Transportation and Environmental Services will determine if signals are needed at the site entrances prior to occupancy of Buildings #2 or #3. If signals are needed, the applicant is responsible for the cost of the installation to the satisfaction of the Director of T&ES. (T&ES)
7. The courtyard-plaza adjacent to the primary entrance for all buildings shall be designed to provide the level of detail and amenities depicted on the preliminary plan and shall also provide amenities to encourage their use to the satisfaction of the Director of P&Z and RP&CA including the following:
 - a. Special paving surfaces and landscaping.
 - b. A focal element such as a sculpture or fountain, that is an appropriate scale for the space shall be provided in front of Building #2 and #3 only. The focal element shall be permanently mounted within each space.
 - c. Provide decorative benches and trash receptacles.
 - d. Additional trees, shrub plantings shall provide seasonal color and be arranged to provide visual interest and harmony within the public space as well as be complimentary to the design of the public space and its proposed use.
 - e. Low scale pathway or bollard lighting.
 - f. Where walls or planters are necessary they shall be precast, brick or stone. (P&Z)
8. All pedestrian crossings (including curb ramps) shall be located closer to the intersection, as opposed to being set back. Additionally, all curb ramps must be shown on the plans and adhere the City's policy on ADA compliant curb ramps. All curb ramps shall be ADA compliant and adhere to the City Standards. (T&ES)

9. Provide a traffic control plan for the site, which includes details regarding pavement markings, signage, and signal control to clarify the internal traffic circulation throughout the site. (T&ES)

OPEN SPACE - LANDSCAPING:

10. The public access points on the western and eastern portion of the site shall be accessible to the public and shall provide amenities to encourage its use. In addition the connections shall provide the following to the satisfaction of the Director of P&Z and RP&CA:
- a. The applicant shall record a reservation of the public access easement for the approximately 20 ft. x 360 ft. area on the western and eastern portion of the site in a form satisfactory to the City Attorney, and the Directors of P&Z, RP&CA, and T&ES prior to the release of the certificate of occupancy permit for *Building #1*. This recordation of the reservation of the public access easement shall run with the land and be binding on future owners, and the City shall have the right to call the easement into being. The pathways and improvements shall be completed prior to the issuance of the certificate of occupancy permit for *Building #3* or at a time when a public pedestrian-sidewalk-trail connection is provided on the northern portion of the site, whichever is first.
 - b. The pathways shall be 10 ft. wide concrete trails-sidewalks and shall include the following:
 - i. The landscaping adjacent to the path shall be provided as indicated on the landscape plan and shall also provide an additional 10-15 additional trees, which shall include a mix of evergreen and deciduous trees on each side of the path. The shade trees shall be spaced approximately 25 ft. on-center while the evergreen trees shall be spaced approximately 15 ft. on-center.
 - ii. Decorative black pedestrian scale lighting for each pathway.
 - iii. One bench for each pathway.
 - iv. A 15 ft x 15 ft concrete terminus shall be provided at the northern portion of each pathway where the pathway until a future connection is provided.
 - v. The grass pavers-EVE on the northern portion of the site shall include sod.
 - vi. A decorative pedestrian scale sign shall be added to identify each pedestrian connection as a public open space area / path.
 - vii. The paths, landscaping and amenities within the public access easement shall be privately maintained.
 - viii. The path connections shall be fully open to the public following the hours and guidelines established by the Department of Parks, Recreation and Cultural Activities during hours normally associated with residential uses. (P&Z)

11. A final landscape plan shall be provided, which shall include the level of landscaping depicted on the preliminary landscape plan and shall also at a minimum provide the following to the satisfaction of the Directors of P&Z and RP&CA.
 - a. A continuous double row of street trees on-center on Eisenhower Avenue that shall consist of the following:
 - i. Ornamental trees between the sidewalk and the curb space 15-20 ft. on-center. The trees shall be extended to the curb cuts on Eisenhower Avenue.
 - ii. On the northern portion of the sidewalk, a continuous row of ornamental trees shall be provided 15-20 ft. on-center.
 - iii. The ornamental street trees shall be 8 to 10 feet in height at the time of planting.
 - iv. The street trees along Eisenhower shall be continuous except for the breaks in trees, which are intended to visually reinforce the north south “streets.”
 - v. A combination of continual evergreen shrubs to provide a continual screening for the parking, fencing and security wall, except where necessary to visually reinforce the north south streets.
 - vi. All landscaping and trees adjacent to Eisenhower shall be irrigated.
 - b. The applicant shall make a contribution to the City in the amount of \$20,000 at the time of the issuance of the Certificate of Occupancy for Building #2 towards the installation of additional 35-40 trees within the Cameron Station linear park.
 - c. The applicant shall provide a continual row of shade trees and evergreen trees on the northern portion of buildings #2 and #3.
 - d. Evergreen screen plantings shall be provided on the northern portion of all buildings.
 - e. Evergreen and deciduous trees shall be provided on the southern and eastern portion of the eastern parking structure.
 - f. A continual row of trees on the western portion of the western parking garage spaced 10-15 ft. on-center. The type of evergreen trees shall be varied to provide a more natural appearance of plantings-screening.
 - g. A variety of evergreen and deciduous trees on the western portion of the site adjacent to the proposed trail connection.
 - h. Ornamental trees or shade trees for the entry plaza-courtyard areas for the buildings.
 - i. Groundcover for the perimeter of the buildings.
 - j. Turf shall be provided for all grass ring - grass paver areas .
 - k. All utility structures (except fire hydrants) shall be clustered where possible and located so as not to be visible from a public right-of-way or property. When such a location is not feasible, such structures shall be located behind the front building line and screened subject to the approval of the applicable utility company.
 - l. Crown coverage which denotes street trees under a separate tabulation.
 - m. All plant specifications shall be in accordance with the current and most up to date edition of the American Standard For Nursery Stock (ANSI Z60.1) as produced by the American Association for Nurserymen; Washington, D.C.

- n. All work shall be performed in accordance with Landscape Specifications Guidelines current and up-to-date edition as produced by the Landscape Contractors Association (LCA) of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland.
- o. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space.
- p. The location of all light poles shall be coordinated with the street trees.
- q. As trees mature they are to be limbed up as necessary to maintain traffic sign visibility. Trees are not to be planted under or near light poles.
- r. The maximum height for the shrubs is 36 inches.
- s. No shrubs higher than three feet shall be planted within six feet of walkways.
- t. Demonstrate that the proposed grading will not negatively impact the existing trees to be retained on the adjoining site on the northern portion of the site.
- u. All landscaping shall be maintained in good condition and replaced as needed. (P&Z) (RP&CA)

PHASING - CONSTRUCTION:

12. Pursuant to Section 11-418 (A) of the Zoning Ordinance, the approval shall be valid for:

- Phase I:* Commencement of substantial construction must occur within 18 months after initial Planning Commission approval, or Council approval in case of an appeal.
- Phase II:* Commencement of substantial construction must occur within 24 months of substantial completion of Phase I construction.
- Phase III:* Commencement of substantial construction must occur within 24 months of substantial completion of Phase II construction.

For the purposes of the validity of the approval, Phase I shall constitute the renovation of the existing building, Phase II shall constitute the construction of the left section of the east garages and Building #2, and Phase III shall constitute the construction of the west garage, Building #3 and the right section of the east garage. (P&Z)

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

Building #1

- a. Prior to the issuance of a certificate of occupancy permit for Building #1, the applicant shall complete the following improvements.
 - i. The pedestrian improvements, sidewalks, landscaping, one bus shelter, traffic signal conduits and streetscape improvements adjacent to Eisenhower for the entire frontage of the property. The streetscape

improvements as part of Phase I shall consist of a 31.5 ft. wide pedestrian area that shall consist of the following for the entire length of the Eisenhower frontage:

- 5 ft. wide landscape strip adjacent to the curb.
 - 10 ft. wide concrete sidewalk.
 - 16.5 ft. wide grass area on the northern portion of the sidewalk.
 - Continual row of ornamental trees shall be planted between the curb and the sidewalk and on the north side of the sidewalk. The spacing for the trees shall be 15-20 ft. on center.
 - Streetscape improvements shall be completed prior to the issuance of a certificate of occupancy permit for Building #1.
- ii. If the parking structure(s) are not substantially constructed within 48 months of the occupancy of the building, the applicant shall provide landscape islands.
 - iii. Recordation of reservation of the public access easement.

Building # 2

- b. Prior to the issuance of a certificate of occupancy permit for Building #2, the applicant shall complete the following improvements.
 - i. The second bus shelter

Building # 3

- c. Prior to the issuance of a certificate of occupancy permit for Building # 3, the applicant shall complete the following site improvements.
 - i. Public access points on the western and eastern portions of the site.
 - ii. Remainder of improvements
- d. A Traffic Control Plan detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging.
- e. A plan for temporary pedestrian and vehicular circulation during construction and each phase.
- f. A parking plan for construction workers will be prepared that provides on-site parking for workers. Only after best efforts are made to provide sufficient parking on-site for the construction workers.
- g. Provisions in the event construction is suspended for 6 months or more for:
 - i. temporary streetscape improvements
 - ii. removal of debris
 - iii. screening and barrier protection of construction areas and interim open space improvements.
- h. Submit a construction phasing plan to implement a process that will allow for the review, approval and partial release of final site plans to the satisfaction of the Director of T&ES. In addition, building and construction permits required for site

preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. (P&Z) (T&ES)

14. Provide a traffic circulation plan for the proposed development. (T&ES)
15. Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process. (Code)
16. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with all adjoining property owners, including Cameron Station, to review the hauling routes, location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. Copies of plans showing the hauling route, construction worker parking and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor before they commence work on the project. (P&Z)
17. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site, and to the Directors of P&Z and T&ES. (P&Z) (T&ES)
18. Temporary construction trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a certificate of occupancy permit for the building. (P&Z)
19. Prior to the release of the final site plan, provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging. (T&ES)
20. 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)
21. A temporary informational sign shall be installed on the site prior to approval of the first final site plan for the project and shall be displayed until construction is complete or

replaced with a marketing sign incorporating the required information: the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z)

SECURITY ELEMENTS:

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

BUILDING:

- 27. The massing, articulation and general design of the office buildings (Buildings #1, #2 and #3) shall be generally consistent with the drawings and renderings submitted with this application. The final design of each building shall be revised to the extent necessary to incorporate the following to the satisfaction of the Director of P&Z:

General

- a. The new buildings will generally share the material palette and detailing planned for the renovation of the existing building, creating a unified composition.
- b. Glass spandrel panels shall complement the window patterns, and shall not be of contrasting colors.
- c. The proposed facade of the existing and proposed buildings shall have a traditional horizontal base, middle and top organization.
- d. The vertical center portion of each building shall be taller and shall have vertical windows multi-story in height, giving the entry a monumental presence
- e. The top two-stories of the center portion of each building shall be made of a contrasting material, and have a broad cornice to distinguish the center entry piece.
- f. Color architectural elevations (front, side and rear) shall be submitted with the final site plan.
- g. The buildings shall be entirely masonry (brick, precast concrete, or stone) materials for the front, side and rear facades, exclusive of fenestration and screening of the mechanical equipment.
 - h. The buildings shall use a variation in color, planes and materials to reduce the perceived scale of the buildings.
- i. Refine the proportions of the cornice, including the possible introduction of horizontal banding.
 - j. *Building #2* and *Building #3* shall have a comparable solid to void ratio as proposed by *Building #1*.

Parking Structures:

- k. The facades shall have an upgraded precast mix to resemble cast stone. The precast will be similar to the office buildings in order to tie the project together as a unified whole.
- l. The facades shall have detailing in the precast mix with horizontal and vertical reveals for visual relief.
- m. The garages shall be designed as generally depicted in *Attachment # 2*, except that on Eisenhower Avenue the vertical precast or metal columns, subject to the approval of the Director of P&Z, shall be spaced at an approximately 20 ft. to 30 ft. between each column.
- n. The vertical columns shall project above the horizontal plane of the parking structures to reduce the perceived length of each façade.
- o. On Eisenhower Avenue the parking structures shall incorporate a rusticated base, which shall be a different color than the body of the parking structure.
- p. The stair towers shall be designed as open glass elements that are integrated as part of each parking structure.
- q. The use of freestanding light poles on the top level shall be minimized and the height shall be prohibited. The use of bollard lighting or similar light sources other than freestanding poles shall be encouraged.
 - r. The height of the parking structure shall not be increased above what is generally represented on the preliminary plans. (P&Z)

28. The applicant shall hire a LEED certified consultant as a member of the design and construction team. The consultant shall work with the team to incorporate sustainable design elements and innovative technologies into the project wherever possible so that elements can be incorporated into the site and each building with the goal of achieving as many points as possible towards a possible LEED certification under the U.S. Green Building Council's system. (T&ES)(P&Z)
29. Buildings and parking structures are over 50 feet in height and as such are required to have ladder truck access to the front and the rear of the buildings by public roads or recorded emergency vehicle easements (EVE), except as specifically approved by the Director of Code Enforcement on a case by case basis when building alternatives demonstrate a level of equivalency to this condition. For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. The face of the building may not articulate back into the mass of the building more than 7 feet horizontally in the first 75 feet of vertical dimension of the building. Prior to Final #1, a turning movement diagram utilizing the City of Alexandria Fire Apparatus Specifications for Truck 204 and Truck 208 shall be provided to demonstrate that both vehicles can maneuver around the fountain and achieve proper placement of the aerial ladder truck in compliance with this fire access requirement. (Code)
30. The proposed buildings and structures are in excess of 10,000 square feet. Prior to the submission of a final site plan for each building or structure, contact the City of Alexandria Radio Communications Manager to review the buildings and structures for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager. Such buildings and structures shall meet the following conditions:
 1. The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
 2. The building or structure design shall support a minimal signal transmission strength of -95 dBm within 90 percent of each floor area.
 3. The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.
 4. The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.

If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design, which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type

bi-directional amplifier. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager. (Code)

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

SITE PLAN:

32. The colors and materials of signs shall be designed to be integrated into the architecture of the building and relate in materials, color and scale to the building. Facilities for all recyclables shall be located within the building; the screening for the loading area shall be faced with materials to match the precast material for the building. Handicap parking needs to be provided closer to the building entrances, not just within the parking garages. Provide additional handicap parking spaces within the curbside parking near the main building entrances. (T&ES)
 - a. All signs must comply with the zoning ordinance requirements;
 - b. Sign messages shall be limited to logos, names and street address information;
 - c. Walls signs; and no freestanding signs other than traffic/directional signs shall be permitted (P&Z)
33. Provide a lighting plan with the first final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Director of T&ES in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed streetlights and site lights, shading back less relevant information;
 - b. A lighting schedule that identifies each type and number of fixtures, mounting height, and strength of fixture in Lumens or Watts;
 - c. Manufacturer's specifications and details for all proposed fixtures; and
 - d. A photometric plan with lighting calculations that includes all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties. (T&ES)
34. Provide additional detail needs related to the various types of paving (i.e. - special paving) and the type of curb (e.g. - mountable?) throughout the site. (T&ES)
35. The diagonal bus/truck/heavy vehicle parking area in the rear of the site has sight distance limitations due to the offset of the adjacent building. Provide sight distance and turning movement diagrams to show if there potential problems. Identify type and location of solid waste collection. (T&ES)

36. All proposed dumpsters and recycling facilities shall be shown on the final site plan. Such facilities shall be located in locations not visible from public rights-of-ways to the extent possible, and shall be screened to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES)
37. The site is located on marine clay areas as delineated on the City map of marine clay areas. Provide a geotechnical report including recommendations from a geotechnical professional for proposed cut slopes, embankments and any soil improvement required. (T&ES)
38. Provide a two-phase erosion control plan and include the drainage divides. (T&ES)
39. All roof drains are to be tied into the storm sewer system. All storm and sanitary sewers to be labeled by size and class, the minimum class allowed is Class IV. Provide a profile sheet for all sanitary and storm sewers labeled with the inverts in and out. (T&ES)
40. Label all of the curb and gutter and entrances city standard. The entrances are to be CSES-1A with 9 inches of concrete. (T&ES)
41. Provide the location of the utilities that are existing and proposed. (T&ES)
42. The applicant shall submit a final as-built site plan (with landscape plan) and interior layout of the parking garage prior to issuance of a certificate of occupancy permit. (P&Z)
43. The applicant shall be allowed to make minor adjustments to the building location if the changes do not result in an increase in building height or increase in floor area. (P&Z)
44. If applicant pursues connection to or relocation of the nearby sanitary sewer owned by Fairfax County, written proof that approval has been obtained from Fairfax County for the sewer connection and/or relocation must be provided. (T&ES)
45. Provide dimensions of parking spaces, aisle widths, etc. within the parking garages. Note that dimensions shall not include column widths. (T&ES)
46. To insure that significant information is not lost as a result of the current development project, the applicant must hire an archaeological consultant to complete a Documentary Study and an Archaeological Evaluation. Contact Alexandria Archaeology to obtain a scope of work for this investigation. If significant resources are discovered, the consultant must complete a Resource Management Plan, as outlined in the *City of Alexandria Archaeological Standards*. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented.
47. The applicant shall not allow any other metal detection to be conducted on the property, unless authorized by Alexandria Archaeology. (Archaeology)

STORMWATER-ENVIRONMENT:

48. The applicant is advised that all stormwater designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
49. The Plan must demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
50. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of Article XIII of AZO shall be met. (T&ES)
51. Provide a narrative describing how the project will comply with the stormwater quantity and quality requirements of Article XIII of the Zoning Ordinance. (T&ES)
52. Provide pre and post development, two and ten year storm water computations for the entire site. (T&ES)
53. The storm water collection system is located within the Backlick Run watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

WATER QUALITY:

54. The applicant must comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control which includes requirements of pollutant load reductions and treatment of the Water Quality Volume Default (WQV). (T&ES)
55. The Applicant shall provide documentation regarding the source of onsite wetland delineation and a description of any actions to be taken to minimize and/or mitigate the impact of the development on existing wetlands as required by Article XIII of the City of Alexandria Zoning Ordinance. (T&ES)
56. The project location contains several areas that require a buffer to protect water quality. Several water features originate at culverts located along the northern edge of the parcel before flowing into a perennial tributary of Cameron Run. According to the 2004 Phase I Stream Assessment to determine stream classification, the western most water feature scored as perennial but the easternmost did not. All perennial streams require a 100 foot

vegetated buffer to protect water quality. Staff from the Department of Transportation and Environmental Services (T&ES) met with the Williamsburg Environmental Group (WEG) to discuss the field delineation of these RPA features. According to WEG, the western water feature does not meet the perennial criteria. City staff acknowledges that this feature does not strongly meet the criteria for a perennial stream but that it more closely meets the criteria for an intermittent stream and shall be protected by a 50 foot buffer, or an alternative method pursuant to Section 13-109(E)(6)(c) of the Zoning Ordinance. City Staff has determined that the eastern most feature is an intermittent stream/wetland system and shall also be protected by in the manner required by Section 13-109(E)(6)(c). The applicant shall prepare a Water Quality Impact Assessment for all proposed disturbance in both the 100 foot and 50 foot buffer areas. (T&ES)

57. The Applicant is required to mitigate any impacts on water quality of the development by encroachment into and/or destruction of an existing resource protection areas (RPA's) and mapped wetland area by the following methods to the satisfaction of the Director of Transportation and Environmental Services:

- a. Restoring streams subject to historic erosion damage,
- b. Increasing vegetation onsite and/or performing offsite plantings.
- c. Contribution to T&ES / DEQ funds to stream restoration / water quality projects.

These mitigation efforts shall be quantified and tabulated against encroachments as follows:

- i. Wetlands destruction shall be mitigated at a ratio of 2:1 and offsite at 3:1.
 - ii. Resource Protection Area Encroachments shall be mitigated at a ratio of 2:1 onsite or 3:1 offsite.
 - iii. Any enhancements to existing areas, wetlands, or vegetated RPA's, shall be double the aforementioned ratios. (T&ES)
58. Water quality impacts shall be mitigated by stream restoration / stabilization equal to the linear distance to that of the linear encroachment into the RPA's on-site. (T&ES)
59. The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
60. To limit encroachment into the RPA, the applicant shall shift the grasscrete drive that is intended for emergency vehicle access along the back of the western parking garage and the parking garage approximately three feet farther south on the site. The applicant shall depict this on the final site plan. (P&Z)

61. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMP's and a completed Worksheet A or B and Worksheet C, as applicable. The applicant states that they are sending all water quality volume generated by impervious surfaces on the site through aquaswirl BMPs. The reviewer can not verify this information with the details provided. (T&ES)
62. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - i. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - ii. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES)
63. The Applicant shall submit a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. (T&ES)
64. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the City on digital media. (T&ES)
65. The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)
66. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations and that they are functioning as designed and are unaffected by construction activities. If maintenance

of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. (T&ES)

ENVIRONMENTAL:

67. Plan does not indicate whether or not there is any known groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality. (T&ES)
68. All exterior building mounted loudspeakers are prohibited. (T&ES)
69. The Applicant shall control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)
70. A "Certified Land Disturber" shall be named on all Erosion & Sedimentation Control sheets prior to the pre-construction meeting or commencement of demolition or construction activity in accordance with the Virginia Department of Conservation and Recreation guidelines. (T&ES)

LEGAL/PROCEDURAL:

71. Plats of consolidation, resubdivision and/or dedication shall be submitted for final review and approval by P&Z, T&ES and the City Attorney prior to release of any final site plans for the project. (P&Z)
72. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z)
73. Temporary structures for construction shall be permitted and the period such structures are to remain on the site, size and site design for such structures shall be subject to the approval of the Director of P&Z. (P&Z)
74. Final location surveys for each building and parking garage shall be submitted by the applicant to the Department of P&Z for each building prior to issuance of a certificate of occupancy permit. (P&Z)
75. Modifications to building footprints, locations and/or other design features shall be permitted so long as the changes are generally consistent with this development plan approval, does not significantly impact designated tree planting areas, as determined by the Directors of P&Z, T&ES and PR&CA. (P&Z)

76. The applicant is advised to provide all site applicable details with the final plans. (T&ES)
77. The proposed curb alignment along Eisenhower Avenue has encroached into the travelway reducing the westbound curbside travel lane 7.7 feet. The applicant shall reconfigure the two driveway entrances and curb face to match the existing travelway. (T&ES)
78. The alignment of curbs, orientation of intersections, and physical obstructions within the network shall be redesigned to resolve concerns related to sight distance, conflict points, pedestrian access, and the maneuverability of heavy vehicles to the satisfaction of the Director of T&ES. The proposed curb alignment at all proposed entrances shall not encroach into the existing travel lanes and curb line (i.e maintain existing travel lanes and curb line). (T&ES)
79. In accordance with City of Alexandria Landscape Guidelines, identify the location of existing vegetation to be removed or retained/preserved. (RP&CA)
80. All proposed improvements, including limits of site disturbance adjacent to the north property line shall be approved by the City Arborist prior to final site plan approval. (RP&CA)
81. Provide paved landings (unobstructed by trees) directly adjacent to building exits. (T&ES)

HOUSING:

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

CITY DEPARTMENT COMMENTS

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

Transportation and Environmental Services (T&ES):

- C-1 A performance Bond to guarantee installation of the required public improvements must be posted prior to release of a development plan.
- C-2 All downspouts must be connected to a storm sewer by continuous underground pipe.

- C-3 The sanitary sewer tap fee must be paid prior to release of the plan.
- C-4 All easements and/or dedications must be recorded prior to release of the plan.
- C-5 Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan.
- C-6 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-7 All utilities serving this site to be placed underground.
- C-8 Provide site lighting plan to meet minimum city standards.
- C-9 Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control.
- C-10 Provide a phased erosion and sediment control plan consistent with grading and construction per City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4.
- C-11 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.
- C-12 The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management.
- C-13 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law.
- C-14 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF.

Code Enforcement

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

- F-1 Building Code Analysis is incomplete. Average grade and building height above average grade plane are not provided for Garages A and B on Sheet A0.00. **Condition met. Information provided.**
- F-2 Emergency vehicle easements are not shown on site plan. They are provided on fire lane marking exhibit but need to be shown on site plan sheets. **Condition not met.**
- F-3 Locations of all building entrances and exits are not shown on all structures (existing and proposed). **Condition met.**
- F-4 Size of existing water lines used to tie into proposed water lines are not provided. **Condition met.**
- F-5 Fire Department Connections and Fire Hydrants are not shown for Garage A (East and West) **Condition met, FDCs and hydrants provided.**
- F-6 Turning radii is not provided for hardscape and grasscrete roadways. **Condition met, radii provided.**
- F-7 Ladder truck access is required for all structures at this site. There is insufficient access as proposed. Ladder truck access shall be provided to all structures over 50 feet in height. **The revised design complies with agreed upon conditions by Code Enforcement except for the area in front of the fountain. The submitted diagrams show the ladder truck deployed partially in the fountain to access buildings 2 and 3 on the South side of the structures. This issue shall be resolved prior to Final #1. Provide a turning movement diagram utilizing Alexandria Ladder Truck Specifications for Truck 204 and Truck 208 to demonstrate that both vehicles can maneuver around the fountain and achieve placement of the aerial ladder in compliance with this finding.**
- F-8 **The applicant shall resolve fire access versus security access. The current proposed security plan does not fully detail fire access. In the event of a power failure how will the knox box and key pad receive power? Will there be a manual method for lowering the barricades and if so, how many people are required to perform such an action?**
- F-9 Fireflow calculations provided on cover sheet are insufficient. Provide fire flow calculations as provided in C-9 below. **Condition met, resubmitted fire flow approved on 8/12/05.**
- F-10 General notes are not provided with this submission. **Condition met, notes provided.**

- F-11 Handicap parking spaces listed on Sheet A0.00 fall below requirements of the 2000 USBC. Add 1 additional handicap parking space in Garage A for a total of 33 handicap spaces. Add 1 additional handicap parking space in Garage B for a total of 15 handicap parking spaces. **Condition not met. Handicap spaces not shown on Sheets A1.01-A1.03.**
- F-12 Fire Department Connection for Garage B on Sheet C3.A exceeds 100 feet from the nearest hydrant as measured along the travel way. **Hydrant provided. Fire line not shown for underground portion of garage requiring a sprinkler system.**
- F-13 There is insufficient ladder truck access to East and South sides of Garage B. **Condition met. On next submission, provide details and locations of markers that will denote limits of grass pave from ordinary sod.**
- F-14 All Entrances and Exits are not shown for Garage B on Sheet C3.A **Entrances shown, handicap curb cuts and accessibility not provided.**
- F-15 Garage B requires a second Fire Department Connection located on an opposite side of the structure. **FDC provided but location exceeds 100 feet from nearest hydrant as measured along the travelway.**
- F-16 All Entrances and Exits are not shown for Building 3 on Sheet C3.A. **Entrances shown however, stairwell location is not compliant per the USBC. At least one stairwell shall discharge directly to the exterior of the building. Handicap curb cuts and accessibility not provided.**
- F-17 There is insufficient ladder truck access to West, East and South sides of Building 3. **Ladder truck access has been achieved except for area around fountain. See F-7.**
- F-18 All Entrances and Exits are not shown for Building 2 on Sheet C3.B. **Entrances shown however, stairwell location is not compliant per the USBC. At least one stairwell shall discharge directly to the exterior of the building. Handicap curb cuts and accessibility not provided.**
- F-19 There is insufficient ladder truck access to West, East and South sides of Building 2. **Ladder truck access has been achieved except for area around fountain. See F-7.**
- F-20 Show size of existing water line running between Buildings 1 & 2 on Sheet C3.B. **Condition met.**

- F-21 All Entrances and Exits are not shown for Building 1 on Sheet C3.C. **Entrances shown, handicap curb cuts and accessibility not provided.**
- F-22 There is insufficient ladder truck access to all sides of Building 1. **Condition met.**
- F-23 There is no fire hydrant located within 100 feet of the rear Fire Department Connection as measured from the travel way. (Sheet C3.C). **Condition met.**
- F-24 Provide size of existing waterline that ties in to the proposed water line on the North side of Building 1 on Sheet C3.C. **Condition met.**
- F-25 Show clearance height of pedestrian bridge on sheet C3.C. **Condition met.**
- F-26 Two Fire Department Connections are required for Garage A (West). FDCs shall be located on opposite sides of the structure. (Sheet C3.D) **Condition met.**
- F-27 Fire hydrants are required for FDCs mentioned in F26 above. Hydrants shall be located no more than 100 feet from FDCs as measured in the vehicle travelway. (Sheet C3.D). **Condition met.**
- F-28 Two Fire Department Connections are required for Garage A (East). FDCs shall be located on opposite sides of the structure. (Sheet C3.E) **Condition met**
- F-29 Fire hydrants are required for FDCs mentioned in F28 above. Hydrants shall be located no more than 100 feet from FDCs as measured in the vehicle travelway. (Sheet C3.E). **Condition met.**
- F-30 All Entrances and Exits are not shown for Garage A (East and West) (Sheets C3.D and C3.E). **Entrances shown, handicap curb cuts and accessibility not provided.**
- F-31 There is insufficient ladder truck access to East and South sides of Garage A. **Sheet C3.D shows bollards and security fencing in roadway of EVE at Southwest corner of Garage A. This is an obstruction to fire access.**
- F-31 Architectural drawings (A1.01) are misleading concerning handicap parking. Detail 2 indicates 3 handicap parking spaces provided on each level for P1, P2, P4, P5, P6, P7, and P8 indicating a combined total of 26 handicap parking spaces for Garage B. Sheet A0.00 lists 14 handicap spaces for Garage B, of which 15 spaces are required per the 2000 USBC. **Condition not met, handicap parking not shown.**
- F-32 Architectural drawings (A1.02 and A1.03) are misleading concerning handicap parking. Detail 2 indicates 5 handicap parking spaces provided on each level for P2, P3, P4, and P5 indicating a combined total of 42 handicap

parking spaces for Garage B. Sheet A0.00 lists 32 handicap spaces for Garage A, of which 33 spaces are required per the 2000 USBC. **Condition not met, handicap parking not shown.**

- F-33 Vehicle clearance under Pedestrian bridge on Sheet A3.03, Detail 3 does not line up with shown clearance and indicates actual clearance is less than 14 feet. **Condition met.**
- C-1 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within 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-2 Provide two Siamese connections located to the satisfaction of the Director of Code Enforcement for each structure. **Condition met.**
- C-3 Provide a minimum clearance of 14 feet below the proposed pedestrian bridge. **Condition met.**
- C-4 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). **Add to General Notes.**
- C-5 Alterations to the existing structure must comply with the current edition of the Uniform Statewide Building Code (USBC). **Add to General Notes.**
- C-6 A separate tap is required for the building fire service connection. **Tap, fire line and size of fire line not provided for Garage B.**
- C-7 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor ; e) fire protection plan. **Condition met.**
- C-8 The final site plans shall show placement of fire easement signs. **Acknowledged, not shown.**
- C-9 Prior to submission of the Final Site Plan #1, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. Fire Flow shall be submitted on 8 ½ x 11 sheets of paper and not as part of a plan sheet. **Condition met, approved on 8/12/05.**

- C-10 A soils report must be submitted with the building permit application. **Acknowledged by applicant.**
- C-11 Certification is required from the owners or owner's agent that the existing building has been inspected by a licensed asbestos inspector for the presence of asbestos (USBC 112.1.4). **Acknowledged by applicant.**
- C-12 The applicant must obtain a Certificate of Occupancy prior to occupancy (use) of each structure (USBC 119.1). **Acknowledged by applicant.**
- C-13 These structures contain mixed use groups [A, Assembly; B, Business], and are subject to the mixed use and occupancy requirements of USBC 302.3. **Acknowledged by applicant.**
- C-14 Required exits, parking, and facilities shall be accessible for persons with disabilities. **Condition not met, curb cuts, parking and access not shown.**
- C-15 The public parking garage floor must comply with USBC 406.2.6 and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code (USBC 2901). This parking garage is classified as an S-2, Group 2, public garage. **Acknowledged by applicant.**
- C-16 The proposed buildings must comply with the requirements of HIGH-RISE building (USBC 403). **Acknowledged by applicant.**
- C-17 Fire suppression systems shall be installed in building and structures of Use Group B, when > 50' in height. Building height shall be measured from the point of the lowest grade level elevation accessible by fire department vehicles at the building or structure to the floor of the highest occupiable story of the building or structure (USBC 905.2.12.3). **Acknowledged by applicant.**
- C-18 A fire protective signaling system is required in the B, Business use group area (offices) which are located two or more stories above the lowest level of exit discharge (USBC 907.2.2). **Acknowledged by applicant.**
- C-19 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers. **Add note to General Notes.**
- C-20 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. **Acknowledged by applicant.**

Housing:

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

Archaeology:

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