

Docket Items #15A-B  
Coordinated Development District #2006-0002 (A)  
Development Special Use Permit #2005-00011 (B)  
MARRIOTT RESIDENCE INN AT MILL ROAD

Planning Commission Meeting  
June 6, 2006

**ISSUE:** Consideration of a request for (A) CDD concept plan approval and (B) a CDD preliminary development special use permit, with site plan and modifications, to construct a 15 story hotel with underground parking.

**APPLICANT:** Residence Inn by Marriott, Inc  
by Duncan Blair, attorney

**LOCATION:** 2345-2347 Mill Road

**ZONE:** CDD#2 /Coordinated Development District - Eisenhower East

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**SITE GRAPHIC**  
(AVAILABLE IN THE PLANNING AND ZONING OFFICE)

# I. EXECUTIVE SUMMARY

The applicant is requesting approval of a CDD Concept Plan and a Development Special Use Permit (DSUP) to construct a 150 ft. tall extended-stay hotel at the intersection of Mill Road and Andrews Lane. The proposed hotel will consist of 181 rooms, with almost all of the parking provided within a three level underground garage accessed from Mill Road or Andrews Lane. The proposed hotel use is consistent with that envisioned by the Eisenhower East Plan.

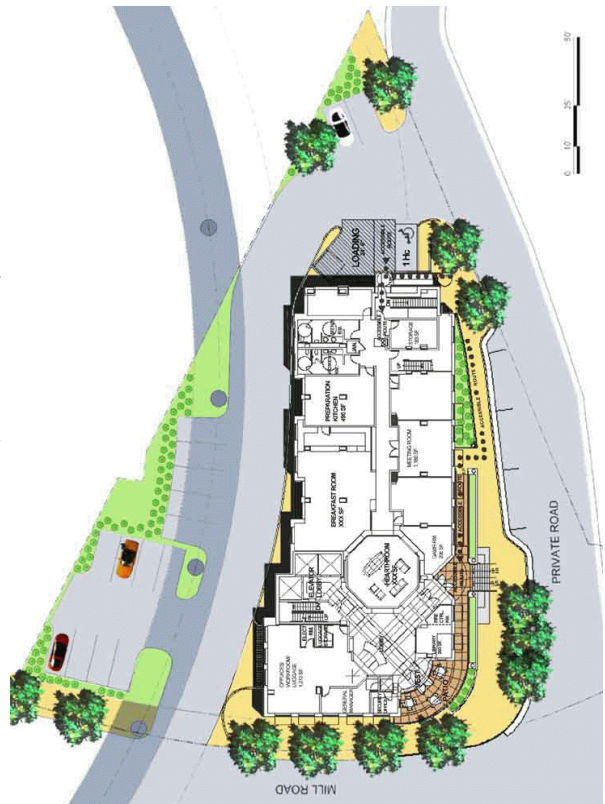
The site is extremely challenging to develop due to considerable site constraints related to the Metro line, including the significant physical impediment of the above grade rail lines, the associated noise, and the required setbacks from the rail lines. The Metro line and the associated setbacks result in approximately 35% of the site being undevelopable. Furthermore, the size, shape, and topography of the site make it even more difficult to develop. Despite the obstacles, the applicant has worked with staff to develop a site plan and building mass that respond well to the site constraints.

The building has been designed to accommodate 14 ft. wide brick sidewalks on the perimeter of the site and streetscape improvements that will significantly improve this important intersection. In addition, staff has recommended multiple pedestrian improvements to further enhance the sidewalks, pedestrian crossings, and streetscape on Mill Road and on Andrews Lane, which leads to a public open space park to the north of the site behind Carlyle Towers.

The site is currently vacant, although past uses have included temporary parking and construction staging areas. The proposed redevelopment will allow this intersection and block to be physically



**Aerial View (Site Outlined in Red)**



**Site Plan**

and visually connected to the adjoining Eisenhower East and Carlyle neighborhoods. The Mill Race office and residential buildings are currently under construction immediately to the south of the site, and upon completion, will result in a significantly enhanced intersection and pedestrian connections to the Metro.



**View of Site from the Mill Road and Andrews Lane Intersection**

The proposal is within the parking maximums required in Eisenhower East Plan and will also contribute the required amount of \$2.13/sq. ft. (approximately \$270,000), to defray the cost of purchasing and developing the public open spaces planned within Eisenhower East.

Staff supports the proposal because the use is a good one for the area and the site. The building is well designed and compatible with its current and future neighbors, Carlyle Towers, the Federal Courthouse, and Mill Race. Staff welcomes the introduction of a hotel use for adjoining businesses and the City as envisioned by the Eisenhower East Plan. Although staff has included recommendations to address specific issues such as parking, open space, pedestrian improvements and building design details, overall this is a fundamentally good proposal and staff recommends approval.



**Building Perspective as Viewed from Mill Road and Andrews Lane Intersection**

## II. BACKGROUND - PROJECT DESCRIPTION:

This proposed Marriott Residence Inn will be a 15-story hotel with a three level underground parking garage. It is proposed for Block 16 in Eisenhower East, at the northwest corner of the intersection of Mill Road, Jamieson Avenue and Andrews Lane, where the Carlyle development meets the remainder of Eisenhower East.

The parcel is severely challenging from a development perspective. It is triangular in shape and partitioned by the elevated Metro tracks and associated easement. The property is bounded by Mill Road to the south, a WMATA easement to the west, and Andrews Lane to the east. Andrews Lane extends from Mill Road behind the Carlyle Towers buildings, to provide a access to the public park with tennis courts and dog exercise area south of Duke Street behind the residential Carlyle Towers development.

The proposed hotel will consist of 181 guestrooms with 127,000 sq. ft. of floor area. The primary entrance will be located on Andrews Lane, on the east side of the building just north of Mill Road. The front of the hotel is slightly elevated from the street. Because of the topography and configuration of the site, it was not feasible to place the entrance on Mill Road.

The hotel will cater to extended stay guests who will stay for five or more days, and anticipates its primary clientele will be business travelers and secondarily tourists. Rooms are fifty percent larger than average hotel rooms. In this case, the guest rooms consist of 140 studios, 33 one-bedroom units and 8 two-bedroom units. The rooms are configured with separate sleeping and living areas, and with fully equipped kitchens to comfortably accommodate travelers for extended stay. The hotel will offer a meeting room, socializing space, a pool, an exercise room, a sport court and other amenities to accommodate extended stay business guests. Marriot estimates that, with an average occupancy rate of 80%, the hotel will accommodate 200 guests and have a total of 48 employees on varying shifts.



**Site Plan in Aerial**



**East Elevation on Andrews Lane**



**South Elevation on Mill Road**

Two curb cuts will provide access to the hotel: one on Mill Road and the other on Andrews Lane at the north end of the development site. There will be three levels of underground parking, 112 parking spaces, with the parking garage entrance located close to Mill Road on the west side of the building. In addition to the below grade parking, the proposal includes 15 surface parking spaces; three at the far north end of the site and 12 located under and beyond the elevated Metro tracks on the west side of the property. Loading will take place behind the building at the far north end, where handicapped surface parking will also be available, as well as in a layby created on Andrews Lane at the main entrance to the building.

The proposal includes pedestrian improvements, such as brick sidewalks constructed along both Mill Road and Andrews Lane, to include a continuation of the brick pavers over the driveway curb cuts. The streetscape will include street tree, as well as street lights, benches and trash cans, all following the specifications of the Eisenhower East Design Guidelines. In addition, stamped asphalt pedestrian crosswalks will be provided across both Andrews Lane and Mill Road. An additional crossing will be provided farther north on Andrews Lane to provide pedestrian access to the public park behind Carlyle Towers.

Landscaping is part of the proposal in the form of extensive planters along the front of the hotel on Andrews Lane and at the corner of Mill Road, as well as on land at the back of the hotel site. The planters along the front of the building will improve the appearance along the street while helping to mitigate substantial grade changes at the corner of the building.

### **III. STAFF ANALYSIS:**

The proposed hotel use, one of the few uses appropriate for this challenging site, will facilitate an active urban use for the site. The proposed hotel will be in addition to the hotel now under construction within Carlyle across from the Courthouse, and the new Marriott on Duke Street reporting high occupancy rates. A new hotel near the Courthouse, the PTO, and the Hoffman Town Center is an important amenity for the Eisenhower East area. The hotel proposal represents an opportunity to develop an urban project consistent with the vision laid out in the Eisenhower East Plan.

With the proposed conditions, staff is recommending approval.

#### **A. Land Use and Scale:**

The proposed 15-story hotel fits well in the current and future context of land uses in the area as well as the scale of buildings surrounding it. Immediately to the east of the building is the Carlyle Towers residential buildings, built to approximately 190 feet. To the southeast is the 225 foot Federal Courthouse, and adjacent to the courthouse is the Eisenhower Center III development, approved for a six story, 98,618 square foot, office and retail building, which will be 85 feet with a 92 foot tower element. To the south/southwest across Mill Road, the 200 foot tall, 406,000 sq. ft. Mill Race Office building will soon be under construction. With the adjacent residential and office uses, the proposed hotel enriches the mix of uses. At 150 feet, it will be smaller than its Carlyle Towers, Courthouse, and Mill Race neighbors, but will be taller than the 85 foot Eisenhower Center III development south of the courthouse. The proposed hotel fits well in the surrounding context in terms of both use and scale.



**Area Building Heights showing Proposed building footprint at 150 feet**

#### **B. Compliance with Eisenhower East Plan, Design Guidelines and Zoning:**

The Eisenhower East Plan designates Block 16 for hotel use, in part recognizing the difficulty of developing this site for other uses. The Plan also requires that its height be limited to 150 feet, and calls for the building to be 100,000 sq. ft. in size. In this case there has been a transfer of floor area to allow the density to increase by 27,000 sq. ft. with the floor area taken from the Mill Race Office

development project which was reduced by the same amount. This transfer of floor area was envisioned and permitted by the Plan.

The zoning for the site, as part of CDD#2, requires compliance with the above Eisenhower East parameters, as well as the Eisenhower East Plan and Design Guidelines. The applicant is requesting a modification for loading spaces.

**TABLE #1  
EISENHOWER EAST PLAN - DESIGN GUIDELINES**

	<b>REQUIRED</b>	<b>PROVIDED</b>	<b>COMPLY?</b>
Land Use	Hotel	181 hotel rooms plus common area	yes
Density	127,000 sf*	127,000 sf*	yes*
Height	150'	150'	yes
Open Space	Contribution to EESAP Open Space Fund	Contribution of \$2.13/sf to EESAP Open Space Fund	yes
Parking: max. allowed location	<ul style="list-style-type: none"> <li>• 127 (0.7 per room max)</li> <li>• underground or behind uses</li> </ul>	<ul style="list-style-type: none"> <li>• 112 parking spaces</li> <li>• majority underground (97 spaces), plus 15 surface spaces</li> </ul>	yes yes
Loading	6 loading (1 per 20,000 sf)	1 loading interior to the site, plus loading on Andrews Lane if necessary	no**
Pedestrian	<ul style="list-style-type: none"> <li>• Pedestrian amenities</li> </ul>	<ul style="list-style-type: none"> <li>• Perimeter sidewalks on Mill Road and Andrews Lane</li> <li>• stamped asphalt crosswalks</li> <li>• Pedestrian scale lighting</li> </ul>	yes
Mass and scale	<ul style="list-style-type: none"> <li>• Articulated base, middle, and top to buildings</li> <li>• Focal elements</li> <li>• Appropriate to Metro location</li> <li>• Building shall front street 75% or more of facade</li> <li>• must meet build-to line</li> </ul>	<ul style="list-style-type: none"> <li>• Articulated base, middle and top features including stepbacks, color, material</li> <li>• Rounded corner element relating to Mill Race office to the south</li> <li>• height transition from taller buildings to east and south</li> <li>• Approval by Eisenhower East Design Review Board</li> </ul>	yes
Material	<ul style="list-style-type: none"> <li>• Predominantly masonry, brick, stone or precast</li> </ul>	<ul style="list-style-type: none"> <li>• Building is predominantly brick with glass and metal elements at the corner and building entryway</li> </ul>	yes
Green building	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• Completion of the City's Green Building Technology Checklist and achievement LEED points.</li> </ul>	

\* Includes transfer of 27,000 sf from Block 17 to Block 16.

\*\* SUP requested for loading space reduction.



The Eisenhower East Plan uses “form based code,” rather than the more traditional zoning, which enhances an applicant’s required compliance with form criteria specified in the Plan, similar to the process in Carlyle. The overall volume, size and height that are proposed for this building are consistent with the Plan as outlined in the principles below:

- *Create an urban, not suburban, development - an extension of Old Town/Carlyle;*
- *Maximize the use of Metro and other transit;*
- *Ensure a network of urban streetscapes;*
- *Provide a jobs/housing balance, development tied to performance criteria, and an appropriate level of affordable housing;*
- *Provide a coordinated recreation system of public streets, resource protection areas and open space squares; and*
- *Ensure parking programs and parking standards consistent with urban - not suburban - models*

***Principle: Create an urban, not suburban, development: an extension of Old Town/Carlyle***

The proposed hotel use will complement the office and residential uses in the immediate vicinity. The proposed building completes the street wall on Mill Road and Andrews Lane, framing the street and partially shielding views and noise of the elevated Metro rail tracks on a primary pedestrian pathway to the Metro station.

***Principle: Maximize the use of Metro and other transit***

The site is within 1,300 feet of the Eisenhower Metro Station, providing a walkable connection to the regional rail system. Additionally, the site has immediate access to bus service on Mill Road and Jamieson Avenue.

Staff is recommending that the applicant charge market rate prices for the parking to encourage the use of transit and discourage single-occupancy vehicles. Given the size of the hotel, the applicant anticipates that a total of 48 employees will work at the hotel, with the number of employees varying throughout the day.

***Principle: Ensure a network of urban streetscapes.***

The applicant is providing continuous brick sidewalks on Mill Road and along Andrews Lane which will include a continuous row of street trees, pedestrian scale lighting, and landscaping to enhance the urban streetscape for each street frontage. Staff is recommending landscape and hardscape improvements along the frontages including additional landscaping, benches, trash receptacles and a bus shelter on Mill Road.

***Principle: Provide a jobs/housing balance, development tied to performance criteria and an appropriate level of affordable housing.***

The Plan proposes hotel uses in several locations within the Plan area to adequately serve the needs of the City and the emerging neighborhood's businesses and residents. The Plan seeks to achieve a 50/50 balance between housing and office uses. This goal is a basis for the allocation of floor area and land uses throughout the planning area. Developing within the parameters of the Plan helps achieve the objective of a jobs/housing balance. To date, the other conceptual proposals that have been submitted to staff since the adoption of the Plan are beginning to implement the desired balance, as they include three residential developments and three office developments.

While this proposal does not include office or residential uses, it offers an important complementary use that is well positioned to take advantage of transit. As a hotel project, it achieves the form and goals of the Plan, with active uses on the ground floor, a building that is oriented to the street, and encourages walking by providing wide sidewalks, and more limited parking, and a building that meets the parameters established in the Design Guidelines in both form and design.

***Principle: Provide a coordinated recreation system of public streets, resource protection areas and open space squares.***

While the site is not a designated location for resource protection areas or neighborhood parks identified in the Plan, it does provide a wide sidewalk and bicycle parking to allow people to more easily access the future parks and open space. The proposal will also be required to participate in the Eisenhower East open space plan, by contributing \$2.13 per square foot of floor area for the future parks.

***Principle: Ensure parking programs and standards consistent with urban - not suburban - models.***

The project proposes to provide 112 automobile parking spaces, less than the 127 spaces permitted under the Eisenhower East Plan guidelines for *maximum* parking. Ninety-seven of the parking spaces will be provided in a three level below grade parking structure, with an additional 15 spaces on the surface behind the building.

### ***C. Proposed Building Design and Guideline Compliance:***

The site is designated as a "B Street" frontage on Mill Road, and a "C Street" frontage on Andrews Lane, and is in a location which essentially serves as a transition between Eisenhower East to the south and west and Carlyle to the east.

The building consists of a simple rectangular floor plan, with the main axis oriented north-south. There is a strong circular primarily glass and metal element at the southeast corner, which runs the full height of the building, and opens at the lobby level to a terrace that sits about six feet higher than the sidewalk along Mill Road. The entry has been pulled as far to the south as possible along

Andrews Lane to maintain a better relationship to the corner, and incorporates a wide staircase, along with cascading planters and seating platforms to soften the transition between the building and the pedestrian space.

The building design closely follows the Eisenhower East Design Guidelines for “B” and “C” street frontages. The building articulates a clear base, middle, and top. There are only two areas where the design departs slightly from the guidelines. The first involves the entry location on the “C” rather than the “B” street, which was necessitated by site topography. The second area is the setbacks, which are smaller and lower than required by the Eisenhower East Plan (setbacks are 4' to 6' deep, and located at about 30 feet above grade, instead of 7'-20' deep at 40'-60' of height (for “B” streets) or 5'-10' deep at 40'-60' of height (for “C” streets). The shallow setbacks are largely due to the floor plate requirements for a hotel, which cannot make effective use of floor depths in excess of 55 feet. Given the difficulty and restrictions of both the site and the program/building type, staff finds that the applicant’s approach to building setbacks is appropriate. The design has actually gone some distance to establish as strong a streetwall relationship as possible, and to bring active uses to the south and east elevations of the ground floor.

The design also conforms with the more detailed Design Guidelines, requiring:

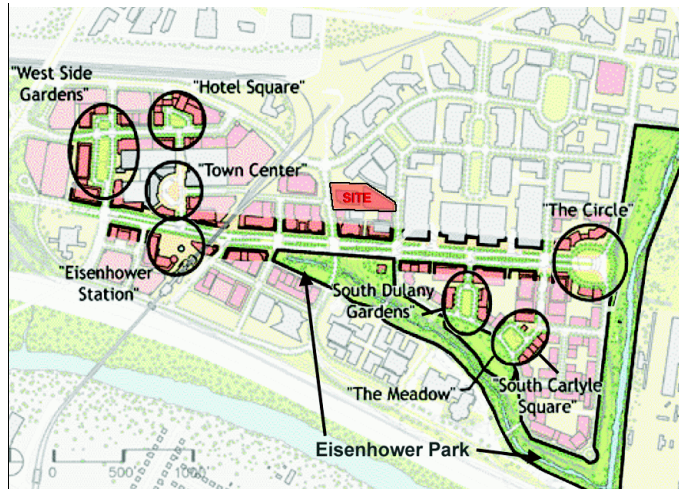
- clearly defined building streetwall/base, middle and top, with horizontal expression lines;
- facades developed with depth, including rich shadow articulation;
- the use of residential-scaled bay elements and multiple rhythms;
- varied massing and skyline;
- facades articulated with quality materials, especially in the pedestrian base; and
- fenestration incorporating vertically oriented punched window openings.

This project clearly meets these requirements. The two-story base is simple but well-detailed, including a generous amount of glass, with canvas awnings to create shade and accent. The curved corner glass element, which recalls its much more highly-detailed cousin on the office building across the street, is flanked by two bays clad in dark metal, which give this rather small form a strong presence.

In summary, this is a well-planned and detailed project, which is in keeping with the Eisenhower East Small Area Plan and Design Guidelines. Staff recommended its approval to the Eisenhower East Design Review Board, which has approved the project’s design. The project will undoubtedly form a strong presence in combination with the Mill Race I and II residential projects, and the Mill Race III Office Building and Carlyle Towers across the street. The applicant will need to provide additional detail regarding materials, finishes and colors, and additional large-scale elevations and details of the base elements and façade treatment will be required.

***D. Participation in a Eisenhower East Open Space Fund:***

One of the key principles of the Eisenhower East Plan is the creation of meaningful public parks, plazas, and other open space within the study area, with linkages between the spaces provided by trails, attractive streets sidewalks, and linear parks extending through the area's Resource Protection Areas. The Plan's approach represents a significant departure from past practice in the City where open space is created in small often unconsolidated increments on each individual site.



**Eisenhower East Parks & Open Space**

The future parks, open space areas, and squares are distributed across several property owners. Depending on the location of the property, owners will be required to dedicate land and/or contribute a monetary amount to the Eisenhower East Open Space Fund. In the case of this application, there is no open space required on the subject parcel. Consistent with the approved formula for contributions to the Eisenhower East Open Space Fund, the applicant is providing an amount equal to \$2.13 for each square foot of floor space in the proposed hotel. The resulting approximately \$270,000 will be used to defray the cost of purchasing and developing the public open spaces planned for Eisenhower East.

***E. Pedestrian Amenities and Landscaping:***

One of the most significant public benefits of the proposed hotel development is that an awkward property will be put to a positive use; that the property will be made more attractive for all people in the neighborhood; and that the pedestrians in the area will have new and better amenities to serve them. Through landscaped planters on the Mill Road and Andrews Lane frontages, and especially at the corner, both drivers and passersby will experience additional greenery from the entrance level of the hotel down to the sidewalk level, creating an appealing corner and softening the vertical space between the hotel and the sidewalk. In addition, there will be a mix of deciduous and evergreen trees and shrubs at the rear of the property, softening the drive aisle through the site.

Brick sidewalks will be constructed on both frontages for the full length of the property. While there is not sufficient room on Andrews Lane for the preferred 14 foot wide sidewalk, staff is recommending that the Mill Road sidewalk, which will be more heavily used, be expanded from 10.5 ft. to 14 ft. in width. The sidewalks will be constructed over the curb cuts on both Andrews Lane and Mill Road so as not to interfere with the pedestrian experience. The streetscape amenities include street trees with tree grates, pedestrian scale lighting, benches, and trash cans. Staff is also recommending that landscape planters at street level be capped with material suitable for seating. The applicant will also make significant improvements to the intersection by providing pedestrian

crosswalks across both Mill Road and Andrews Lane. An additional crosswalk will be built at the north end of the site for pedestrians crossing Andrews Lane at that location.

A 3-acre public-use park is located north of the Marriot site, behind Carlyle Towers. The park includes two tennis courts, a fenced dog exercise area, and 14 parking spaces and can only be accessed from Andrews Lane. The proposed hotel use and new sidewalk, crosswalks and streetscape will vastly improve the environment for members of the public accessing the park. These attractive and functional additions to this corner of Eisenhower East begin to extend the Carlyle experience westward, joining the two neighborhoods for the residents and users of both areas.

***F. Loading/Unloading:***

The applicant is requesting a reduction in the number of loading spaces from the Zoning Ordinance requirement of six spaces to one space, which is located on the northern portion of the building. Staff has no objection to the loading reduction from six spaces to one space. Clearly, six spaces is excessive for the proposed hotel use, which is likely to require very limited deliveries because of the nature of the operation; it does not have full-service food facilities nor any conference or meeting room facilities. The one loading space being proposed is located within an interior area at a convenient and accessible location. If necessary, some on-street loading will be possible in front of the building on Andrews Lane. The Marriott hotel on Duke Street also has one loading, which has proven to be sufficient for the proposed hotel.

***G. Traffic Impacts***

The development of a hotel on this parcel conforms to the land use anticipated in the adopted Eisenhower East Small Area Plan (EESAP). Compared to the EESAP, the proposed development includes an increase of 27,000 square feet (27 percent) in the allowable gross floor area (AGF), acquired through an administrative transfer of 27,000 square feet of office AGF from an adjacent parcel. Based on the applicant's traffic impact study, the effect of this transfer of AGF from office to hotel use is a net reduction in traffic demand generated by these two parcels compared to the EESAP. During the AM and PM peak periods, this transfer results in reductions of 46 trips and 73 trips, respectively.

As shown in the table below, this project is not expected to materially change traffic conditions that were anticipated in the adopted EESAP.

**TABLE #2**  
**Comparison of Peak Hour Traffic Conditions**

Scenario and Location	AM Peak Period		PM Peak Period	
	Level of Service	Delay (sec/veh)	Level of Service	Delay (sec/veh)
<b>2010 Background Traffic Conditions (EESAP)</b>				
Mill Road at Jamieson Road	A	7.2	A	6.3
Mill Road at Eisenhower Avenue	C	26.5	C	26.9
Mill Road at Grist Mill Place	A	N/A <sup>1</sup>	A	N/A <sup>1</sup>
<b>2010 Traffic Conditions With Full Project Build Out</b>				
Mill Road at Jamieson Road	A	7.6	A	6.5
Mill Road at Eisenhower Avenue	C	26.6	C	26.5
Mill Road at Grist Mill Place	A	N/A <sup>1</sup>	A	N/A <sup>1</sup>
Mill Road at Residence Inn Drive	A	N/A <sup>1</sup>	A	N/A <sup>1</sup>

1. Unsignalized intersection, average delay applicable.

Hotel uses are exempt from transportation management plan (TMP) requirements under the current zoning ordinance; therefore, no TMP was developed for this project.

#### **IV. 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 Farnar, Development Division Chief; and  
Stephen Milone, Principal Planner.

**V. STAFF RECOMMENDATION:**

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

**A. PEDESTRIAN IMPROVEMENTS:**

1. The applicant shall provide pedestrian improvements that at a minimum shall provide the level of improvements depicted on the preliminary site plan and shall also provide the following, consistent with the *Eisenhower East Design Guidelines* to the satisfaction of the Director of P&Z and T&ES:
  - a. All sidewalks shall be City standard red brick and shall be a herringbone pattern.
  - b. The brick sidewalks shall continue over the proposed curb cuts on Mill Road and Andrews Lane to provide a continuous uninterrupted brick sidewalk for each street.
  - c. A stamped and colored asphalt crosswalk for the Andrews Lane mid-block pedestrian crossing.
  - d. A pedestrian countdown signal shall be provided for the pedestrian crossing at the intersection of Mill Road and Andrew Lane.
  - e. Stamped and colored asphalt crosswalks at the intersection of Mill Road and Andrews Lane.
  - f. The raised planter on the southeast portion of the building shall be revised to provide a 14 ft. wide sidewalk on Mill Road.
  - g. The lower raised planter at the corner of Mill Road and Andrews Lane shall be designed in a manner to function as a “seat wall ” for pedestrians. The materials for the planter wall shall be brick and precast stone similar to the materials of the building.
  - h. An Iron Site Bethesda Series, Model S-42 decorative black metal trash can shall be provided on Mill Road and on Andrews Lane Decorative pedestrian scale black “acorn” single acorn luminaires as specified in the Design Guidelines (W.J. Whatley Washington series fiberglass pole, General Electric Edison III luminaire, and Hadco Victorian III series refractive globe) shall be provided for the Mill Road and Andrews Lane frontage.
  - i. Decorative pedestrian scale lighting shall also be provided for the on-site walkways and parking.
  - j. The applicant shall be responsible for the design and construction of a 14 ft. wide brick sidewalk under the above grade metro rail tracks to connect to the City owned property to the west of the site.

- k. An intake vent for the underground garage shall not be located on the Mill Road and/or Andrews Lane building facades and shall also not be permitted between the building and the adjoining perimeter sidewalks for Mill Road and/or Andrews Lane. The exhaust vent shall continue to be located on the northern portion of the site.
  - l. A decorative 3-3.5 ft tall brick screening wall shall be provided to screen the parking on Mill Road.
  - m. A perpetual public access easement shall be granted for the sidewalk on Mill Road and Andrews Lane located outside the public right-of-way. The easement(s) shall be approved and recorded prior to the release of the final site plan.
  - n. All pedestrian improvements shall be completed prior to the issuance of a certificate of occupancy permit. (P&Z)(T&ES)
2. The applicant shall provide (6) bicycle parking space(s) within the underground garage and (2) visitor bicycle parking space(s) on the surface to the satisfaction of the Director of T&ES. Provide all pedestrian and traffic signage in accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)

**B. OPEN SPACE - LANDSCAPING:**

3. The applicant shall provide an open space contribution of \$2.12/ gross square feet of building area pursuant to the *Eisenhower East Plan*. The contribution shall be paid prior to the release of the final site plan. (P&Z)(RP&CA)
4. A final landscape plan shall be provided with the final plan submission to the satisfaction of the Director of P&Z and RP&CA. The plan shall use industry standard nomenclature, shall include the level of landscaping depicted on the preliminary landscape plan, and shall at a minimum also provide:
- a. Additional evergreen shrubs and landscaping shall be provided to screen the transformer on the northern portion of the site.
  - b. The applicant shall work with staff to develop a landscape plan that includes appropriate species, and horticultural selection, specification and location of plantings.
  - c. Provide an enhanced level of detail plantings throughout the site (in addition to street trees). The overall planting scheme shall include a mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
  - d. Evergreen groundcover shall be provided within each tree well.



- e. Develop, provide, install and maintain an integrated Landscape Plan that is coordinated with other associated site conditions to the satisfaction of the Directors of Recreation, Parks & Cultural Activities, Planning & Zoning and Transportation & Environmental Services
- f. Provide an additional street tree on Andrews Lane by shifting the street tree ( in front of the entrance) to the south and by providing an additional street tree to the north of the entrance and by eliminating or shifting one of the on-street parking spaces.
- g. A minimum of 5 ft. of soil depth shall be provided for the street trees on Andrews Lane on top of the underground parking structure.
- h. Because the required crown coverage cannot be accommodated on-site the applicant shall install fifteen (15) street trees on Mill Road to the west of the site, which shall be depicted on the final landscape plan. The trees shall be installed prior to the Certificate of Occupancy.
- i. All street trees shall be planted in a continuous planting trough with aeration, drainage and irrigation systems. The tree troughs shall be large enough to provide sufficient arable soil volume to support adequate moisture for the trees and shall be consistent with the Eisenhower East Design Guidelines. A detail shall be provided on the final landscape plan.
- j. The street trees shall be a minimum of 3 to 4 inch caliper at the time of planting.
- k. The final landscape plan shall be prepared by a licensed landscape architect.
- i. All utility lines shall be located away from the proposed landscaped areas to minimize the impact upon the proposed landscaping. All utilities or transformers shall be located on the final site plan to the satisfaction of the Directors of P&Z and T&ES.
- j. 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.
- k. All work shall be performed in accordance with the latest and most current edition of the Landscape Specifications Guidelines, as produced by the Landscape Contractors Association (LCA) of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland.
- l. All landscaping shall be maintained in good condition and replaced as needed.
- m. Provide note on drawings that indicates: “Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the City’s Arborist and Landscape Architects to review plant installation procedures and processes.”
- n. Provide specification for turf areas as grass or sod. Indicate limits of grassing operations and limits of work.

- o. Coordinate above and below grade site utilities, site furnishings, fences, architecture, lights, signs and site grading to avoid conflicts. Ensure positive drainage in all planted areas.
- p. The landscape plan shall be developed in compliance with City of Alexandria Landscape Guidelines.
- q. Be prepared and sealed by a Landscape Architect certified to practice in the Commonwealth of Virginia. (P&Z)(RP&CA)

**C. PARKING:**

- 5. The applicant shall provide a parking management plan which outlines mechanisms to maximize the use of the underground parking garage which shall include the following to the satisfaction of the Directors of P&Z and T&ES.
  - a. Parking rates for employees for the parking within the underground parking garage shall be consistent with market rates of comparable buildings located in adjoining developments within the East Eisenhower area of the City of Alexandria. If parking is provided free or at a reduced rate for employees with the costs reimbursed by the employer, the employer shall be required to provide an equivalent benefit to all employees who utilize transit options to commute; i.e., if an employer provides a \$100.00 parking space to an employee free of cost, that employer must also offer a pretax benefit of transit of \$100 to all transit users.
  - b. The applicant shall provide controlled access into the underground parking.
  - c. The controlled access to the parking structure shall be designed to allow convenient access for guests.
  - d. The lighting for the underground parking garage is to be 5.0 foot-candles minimum maintained. The walls and ceilings in the garage are to be painted white.
  - e. The applicant shall 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 Planning & Zoning and Transportation and Environmental Services prior to the issuance of the release of the final site plan. 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)(Police)

6. Relocate the following handicap parking spaces within the garage. These spaces require a handicap individual to cross the vehicle travel lane and in some instances in front of a blind corner. Handicap parking shall be located on the same side of the travel lane as the accessible entrance. The applicant shall revise Level P-1 - Spaces HC1 and HC2 and Level P-2 - Space HC3 spaces. (Code)

**D. BUILDING:**

7. The final architectural elevations shall be consistent with the level of quality and detail provided in the preliminary architectural elevations. The applicant shall provide refinements to the satisfaction of the Director of P&Z that shall include:
  - a. The facade materials for the front, side and rear of the building other than the screening for the mechanical equipment shall be entirely masonry (brick, precast and stone).
  - b. The facade on Mill Road shall be revised to include windows at the pedestrian street level. The fenestration pattern and window types shall be consistent with the remainder of the facade.
  - c. Large-scale elevations and details of typical bays for representative sections of the building: base, typical wall, and top, to evaluate the retail base, cornice, entrance canopies and sign bands and the final detailing, finish and color of these elements. These detail elements shall be submitted prior to review and approved prior to the release of the final site plan.
  - d. The entrance canopies shall be a high quality metal and/or comparable material.
  - e. Color architectural elevations (front, side and rear) shall be submitted with the final site plan.
  - f. Through-the-wall HVAC vent grills shall be prohibited.
  - g. The screening for the proposed dumpster enclosure shall be brick with an opaque metal gate.
  - h. Low-level lighting shall be provided at the retail base as an integral part of the facade design to add nighttime visual interest to the buildings.
  - i. Applicant shall study penthouse design -particularly the east and south elevations, where the strongly horizontal mechanical slot conflicts with the building's overall vertical proportions. The treatment of the west side of the

penthouse, where the form is broken down and works with the building mass below, is a good example of this treatment. The penthouse shall be designed to be as unobtrusive as possible.

- j. The applicant shall provide information on the noise level from proposed rooftop and penthouse mechanical equipment, and its effect on adjacent residential developments and mitigate to the extent possible.
  - k. The treatment and details of the 45 degree niche above the entry on the Andrews Lane elevation shall be refined.
  - l. The applicant shall provide complete materials samples, including brick and precast samples, vision, spandrel and canopy glass, mullion and metal cladding finishes, pavers and product cut sheets for sitework elements, exterior lights, railings, bollards, etc. (P&Z)
8. 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 outlined below into the project with the goal of achieving 20 points towards LEED certification under the U.S. Green Building Council's systems. The architect shall provide a checklist and specific examples prior to the release of a building permit, to the satisfaction of the Director of P&Z and T&ES which shall include the elements outlined below:

*Sustainable Sites*

- a. Utilize an Energy Star rated membrane roofing that exhibits a high reflectivity and emissivity. This roof can reduce cooling load, and thus HVAC size, by as much as 10%.
- b. Minimize exterior lighting fixtures. Provide shielding to exterior lights to ensure that there is no direct beam light trespass onto adjacent property lines.
- c. Provide bicycle storage facilities and showers as well as other methods to encourage alternative transportation to the site.

*Water Efficiency*

- d. Utilize native or adaptive plant species for the exterior planting beds and boxes.
- e. Provide water efficient fixtures.

*Energy and Atmosphere*

- f. Perform fundamental building commissioning prior to occupancy to ensure optimal performance of the building's systems.
- g. Minimize the need for artificial lighting for the interior spaces by maximizing day-lighting opportunities.

*Materials and Resources*

- h. Work to reuse salvageable materials from the existing building on site and for leftover building materials upon completion of construction.
- i. Provide centralized recycling collection point(s) within the building.

- j. Provide a waste management plan to target a reduction of waste being transported to local landfills.
- k. Where practical utilize materials that have high recycled content, such as steel and concrete with flyash. Purchase locally harvested and manufactured materials where practical.
- l. Provide tenant fit-out guidelines to encourage that materials chosen are environmentally sensitive.

*Indoor Environmental Quality*

- m. Encourage open office spaces with low partitions along the perimeter of the building to maximize day-lighting into the space. Encourage the placement of enclosed spaces toward the core of the building and glass partitions or vision panels to take advantage of day-lighting.
- n. Provide interior finishes such as paint and carpet with low VOC off-gassing.

The architect shall provide a checklist, specific examples and certify the implementation of these measure necessary to achieve a score to achieve a LEED rating prior to the release of a building permit, to the satisfaction of the Director of P&Z and T&ES. (T&ES)(P&Z)

- 9. The colors and materials of the signs shall be designed of high quality materials and shall be designed as an integral part of the building that shall relate in materials, color and scale to the remainder of the building. All signage shall be subject to the following and require subsequent review and approval by the Eisenhower East Design Review Board:
  - a. All signs must comply with the zoning ordinance requirements.
  - b. Illuminated or non-illuminated parapet signs or wall signs above the first level for retail uses are prohibited.
  - c. Signs applied to storefront windows shall cover no more than 20% of the glass.
  - d. Box signs shall be prohibited.
  - e. Any exterior decorative banners or flags shall be deducted from the overall permitted sign area. Permanent or temporary advertising banners shall be prohibited.
  - f. Pedestrian scaled projecting signs over the sidewalk are encouraged for the retail uses.
  - g. Awnings are encouraged for the lower level.
  - h. No freestanding signs other than traffic signs shall be permitted. (P&Z)
- 10. The height of the structure requires compliance with high rise requirements of the USBC.(Code)

11. The following fire safety design requirements shall be incorporated into the building design:
  - a. A corridor smoke ventilation system.
  - b. Enclose all elevator lobbies in smoke tight construction.
  - c. Stair capacity to be designed without taking the sprinklered building exception.
  - d. Fire phones installed on every level in the elevator lobby and stairs landings.
  - e. Full automatic sprinkler system designed to NFPA 13.
  - f. Stair access to roof from at least one stairwell, access from the other stairwell may be provided by ship's ladder.

The applicant has demonstrated smoke control measures which exceed code and AHJ requirements. Floor drain requirement has been waived by the Director of Code Enforcement. (Code)

12. Provide the floor area per floor; fire protection plan - applicable design standard and special smoke and fire systems agreed to the satisfaction of the Director of Code Enforcement. (Code)
13. Based on a history of sound transmission complaints, it is recommended that all dwelling units have a STC rating of at least 60 for interior walls and floor systems or a substantial equivalency to this requirement subject to the satisfaction of the Director of Code Enforcement. (Code)
14. For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided. (Code)

**E. SITE PLAN:**

15. Depict all utility structures, including transformers, on the final development plan. The transformers and all utilities shall not be permitted on the street frontages of Mill Road and Andrews Lane. The utility structures (except fire hydrants) shall be clustered where possible. (P&Z)
16. A plat of consolidation shall be submitted with the final site plan and shall be approved and recorded prior to the release of the final site plan. (P&Z)
17. The retaining wall on the western portion of the site shall be a brick veneer, similar to the proposed building. The wall shall include recessed areas and/or columns to reduce the perceived length and height. The wall shall be setback two feet from the adjoining curb-drive aisle. (P&Z)

18. The four ninety degree parking spaces on the western portion of the site shall be eliminated. (P&Z)
19. Provide detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. Pole mounted light foundations shall be concealed from view. (RP&CA)
20. Provide specifications and details for all site lighting, including landscape lighting, pedestrian area, sign(s) and security lighting. (P&Z)
21. The applicant shall provide lighting within the project and the adjoining rights-of-way pursuant to a plan approved by the Director of T&ES and Director of P&Z in consultation with the Chief of Police; the lighting plan shall incorporate the following requirements and elements:
  - a. Show existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in lumens or watts.
  - b. Provide manufacturer's specifications for and installation schedule indicating the number of each fixture to be installed.
  - c. Provide lighting calculations and photometric plan to verify that lighting meets City Standards. Lighting plan to cover site, adjacent right-of-way and properties. (T&ES)
22. 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)
23. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site, and to the Directors of P&Z and T&ES. (P&Z)(T&ES)
24. 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)
25. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with all adjoining property owners 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)

26. The applicant shall submit a wall check to the Department of Planning & Zoning prior to the commencement of framing for the building. The building footprint depicted on the wall check shall comply with the approved final site plan. The wall check shall also provide the top-of-slab and first floor elevation as part of the wall check. The wall check shall be prepared and sealed by a registered engineer or surveyor. The wall check shall be approved by the City prior to commencement of framing. (P&Z)
27. As part of the request for a certificate of occupancy permit, the applicant shall submit a building and site location survey to the Department of P&Z for all site improvements, including the below grade garage. The applicant shall also submit a certification of height for the building as part of the certificate of occupancy for the building. The certification shall be prepared and sealed by a registered architect and shall state that the height of the building complies with the height permitted pursuant to the approved development special use permit and that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z)
28. A security survey is to be completed for any sales or construction trailers that are placed on the site. This is to be completed as soon as the trailers are placed on site by calling the Community Relations Unit at 703- 838-4520. (Police)
29. The business shall contact the Community Relations Unit of the Alexandria Police Department at 703-838-4520 regarding a security survey for the business and employees. (Police)
30. The redesigned road leading through the property shall be designated as an Emergency Vehicle Easement (EVE). Although this EVE will not be used for ladder truck access, it will provide access for ambulances as well as providing a means of exiting the site from the private road on the East side of the structure. Provided turning radii does not meet the minimum R-25 radii for Emergency Vehicle Easements. Turning radii within an EVE shall be a minimum or R-25. Because the EVE is overtop the garage, the EVE shall conform to AAHSTO Rating H-20 loading. (Code)
31. Provide the size of the water main on Andrews Lane on all plan sheets showing water lines. Water line sizes provided. Survey of existing and proposed conditions appear to conflict with City Water Maps. Verify whether there is a connection from Andrews Lane to Englehardt Lane and the size of the water line. (Code)



32. Show locations of domestic and fire lines. Separate taps shall be provided for each. Locations and separate taps are shown. Based upon submitted plans, all services are fed off a deadend main, unless verification of an additional connection listed in F-6 above is verified. Relocation of the fire line serving this site to the 24 inch main off Eisenhower is advised due to the lack of ladder truck access and to improve the survivability of the site in the event of failure of the shown dead end main. Finding resolved, see F-6 above. (Code)
33. Fire Department Connection at Andrews and Mill is located within 40 feet of the hydrant. FDCs shall be located no closer than 40 feet and no greater than 100 feet from the hydrant served. Landscaping shall be kept clear of all FDCs to a minimum of 10 feet per City Code. (Code)
34. Exhaust vents for garage are shown. Provide locations of intake vents. (Code)
35. Provide ADA ramps at driveway entrances which are oriented perpendicular to the direction of travel. (T&ES)
36. The curb ramp provided on the east side of Mill Road entrance shall be aligned with the crosswalk. (T&ES)
37. Provide 15" curb radii on all driveway entrances associated with the proposed site. (T&ES)
38. Provide a sight distance exhibit in conformance with AASHTO standards. The site distance line provided is going through the building. Revise as needed. (T&ES)
39. Provide 60 square foot recyclable material space in conjunction with the solid waste requirement. The recycling space shall be provided in accordance with the City's latest recycling ordinance. (T&ES)
40. Legends provided for proposed site lighting and proposed water valve are similar and create confusion. Select appropriate legend for the proposed water valves to make it different than other features and easy to recognize on the plan. (T&ES)
41. Clearly depict the Emergency Vehicle Easement (EVE) on the plan. (T&ES)
42. A noise study shall be submitted and approved prior to final site plan approval. (T&ES)
43. The Applicant shall present a disclosure statement disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:

1. That heavy industrial uses, Metrorail tracks and other railway operations are located within the immediate vicinity of the project, are permitted to continue indefinitely, and will generate truck traffic, including empty garbage trucks emanating odors, on the public streets surrounding the project.
2. That Eisenhower Avenue is a major four-lane arterial and that future traffic is expected to increase significantly as development along Eisenhower Avenue continues. (T&ES)
  
44. All exterior building mounted loudspeakers are prohibited. (T&ES)
45. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. (T&ES)
46. No material may be disposed of by venting into the atmosphere. (T&ES)
47. 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)
48. 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)
49. The NW corner of Jamieson and Mill needs to have two ADA ramps with the truncated dome tactile pattern along the bottom two feet of each ramp. (T&ES)
50. The “stamped asphalt” crosswalks crossing the intersection needs to be manufactured using Jarvis Imprint Paving Material or approved equal. (T&ES)
51. Provide slopes for all ramps within the garage. Note that ramps shall not exceed 10%. (T&ES)

52. The developer agrees to deliver all solid waste, as defined by the Code of the City of Alexandria, to a refuse disposal facility designated by the Director of T&ES. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
53. Applicant shall provide \$1,000/ea to the Director of T&ES for the purchase and installation of (3) City standard street cans to be install along the public right of way directly fronting the site. (T&ES)
54. All private streets and alleys must comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
55. Provide City standard pavement for emergency vehicle easements. (T&ES)
56. All driveway entrances, sidewalks, curbing, etc. in public ROW or abutting public ROW shall meet City design standards. (T&ES)
57. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)
58. 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)
59. All private street signs that intersect a public street shall be marked with a flourescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)
60. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
61. Show turning movements of standard vehicles in the parking structure and/or parking lots. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
62. The minimum diameter for public storm sewers is 18-inches. (T&ES)
63. The minimum diameter for public sanitary sewer is 10-inches. (T&ES)

64. All private utilities are to be located outside of public right-of-way and public utility easements. (T&ES)
65. Show all existing and proposed easements, both public and private. (T&ES)
66. The City Attorney has determined that the City lacks the authority to approve the gravity fed sanitary sewer systems which serve over 400 persons. Accordingly, the overall sanitary sewer system for the proposed development must be submitted for approval by the Virginia Department of Health (VDH). Both City and VDH approval are required, though City approval may be given conditioned upon the subsequent issuance of VDH approval. Should state agencies require changes in the sewer design, these must be accomplished by the developer prior to the release of a certificate of occupancy for the units served by this system. Prior to the acceptance of dedications of the sewers by the City or release of any construction bonds, the developer must demonstrate that all necessary state agency permits have been obtained and as-built drawings submitted to the City that reflect all changes required by the state. (T&ES)
67. The applicant shall prepare and submit a plan that delineates a detailed construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES and Code Enforcement prior to the release the final site plan. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. (T&ES)
68. Submit a construction phasing plan to implement a proves 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 Direction of T&ES. (T&ES)
69. The applicant shall obtain all the necessary permits to perform work in close proximity to the WMATA property. (T&ES)
70. A voluntary contribution of \$1.50 per square foot of gross floor area will be consistent with the conclusions of the Developer's Housing Contribution Policy Work Group (DHCPWG). (Housing)

**F. STORMWATER:**

71. Developer to comply with the peak flow requirements of Article XIII of the Alexandria Zoning Ordinance. (T&ES)
72. 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)
73. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
74. Plan must demonstrate to the satisfaction of the Director of T&ES that adequate stormwater outfall is available to the site or the developer is to design and build on-site or off-site improvements to discharge to an adequate outfall. (T&ES)
75. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of Article XIII of AZO shall be met. (T&ES)
76. Plan must demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
77. The storm water collection system is located within the Timber Branch 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 (Cameron Run marker), or to the satisfaction of the Director of T&ES. (T&ES)
78. Sheet 12 states Hooff's Run Watershed, whereas this property is within the Timber Branch Watershed. Correction is needed. (T&ES)
79. Water quality volume is generated by the impervious surface on the site. Applicant's BMP is treating 0.546 acres of the water quality volume being generated. There remains 0.114 acres of impervious surface, from which the water quality volume is not being treated. Applicant is encouraged to carefully explore mechanisms to treat this volume. Should this be impossible applicant is referred to City of Alexandria, Article XIII, Environmental Management Ordinance, Section 13-110(A), *Alternate stormwater management equivalency options and establishment of the Alexandria Water Quality Improvement Fund*. To employ either option, applicant shall follow the guidance provided in Section 13-110(D) and submit

a letter to Bill Skrabak, Director of Department of Environmental Quality, 301 King Street, Room 3900, Alexandria, VA 22314 outlining his intent. (T&ES)

80. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
  - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
  - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES)
81. 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)
82. 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)
83. 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)
84. 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)
85. On Sheet 12, Drainage maps shall have the area of the divides clearly calculated and labeled. Drainage arrows shall be placed on the divides. (T&ES)
86. BMP #2 is not on plan as stated. Show on the final site plan. (T&ES)

87. This area is known to have flyash contamination. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
- a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
  - b. Submit a Risk Assessment indicating any risks associated with the contamination.
  - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "Clean" backfill shall be used to fill utility corridors.
  - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.

Applicant shall submit 5 copies of the above. The remediation plan must be included in the Final Site Plan. While a Phase I and Phase II Environmental Site Assessment was submitted for this site, the specific question as to the presence or absence of flyash was not addressed. Information specifically pertaining to flyash shall be submitted in accordance with the above condition. (T&ES)

88. Due to the close proximity of the site to the WMATA tracks the following conditions shall be included in the development requirements:
- a. Applicant shall prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD).
  - b. Identify available options to minimize noise exposure to future residents at the site, particularly in those units closest to the WMATA tracks, including: triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)
89. Provide sanitary sewer calculations to verify the adequacy of the pipe sizes provided. The applicant is advised that a sanitary sewer tap fee shall be paid to the City with an amount to be determined based on the type of development. (T&ES)
90. Depict clearly, how the "C" values computed for the site storm drain runoff. (T&ES)

91. Provide pre and post drainage divides map delineating area contributing stormwater onto the project. (T&ES)
92. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of Article XIII of AZO shall be met. (T&ES)

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Staff Note: In accordance with section 11-506(c) of the zoning ordinance, construction or operation shall be commenced and diligently and substantially pursued within 18 months of the date of granting of a special use permit by City Council or the special use permit shall become void.



CITY DEPARTMENT COMMENTS

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

**Code Enforcement:**

- C-1 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). **Condition met, note on Sheet 2.**
- C-2 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within on hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. **Plan provided. Condition met.**
- C-3 The final site plans shall show placement of fire easement signs. See attached guidelines for sign details and placement requirements. **Signage listed refers to “No Parking” signs. Correct signage in Emergence Vehicle Easement shall be City standard Fire Lane signs.**
- C-4 The applicant of any building or structure constructed in excess of 10,000 square feet; or any building or structure which constructs an addition in excess of 10,000 square feet shall contact the City of Alexandria Radio Communications Manager prior to submission of final site plan. The proposed project shall be reviewed for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:
- a) The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
  - b) The building or structure design shall support a minimal signal transmission strength of -95 dBm within 90 percent of each floor area.
  - c) The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.
  - d) The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.

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. **Acknowledged by applicant.**

- C-5 A soils report must be submitted with the building permit application. **Condition met, shown as Note 33 on Sheet 2.**
- C-6 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. **Acknowledged, but not submitted.**
- C-7 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 119.0. **Acknowledged by applicant.**
- C-8 This structure contains mixed use groups and is subject to the mixed use and occupancy requirements of USBC **Acknowledged by applicant.**
- C-9 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Handicapped accessible bathrooms shall also be provided. **Acknowledged by applicant.**
- C-10 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system (USBC 903.2.11). **Acknowledged by applicant.**
- C-11 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-12 Enclosed parking garages must be ventilated in accordance with USBC 406.4.2. **Acknowledged by applicant.**
- C-13 The proposed building must comply with the requirements of HIGH-RISE building (USBC 403). **Acknowledged by applicant.**

- C-14 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. **Acknowledged by applicant.**
- R-1 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. **Acknowledged by applicant.**
- F-1 At least one stair shall discharge directly to the exterior of the structure. In addition, there are no proposed exterior doors on the west side of the structure. Provide at least one exterior door on this side that can access the lobby.
- F-2 The design of the entrances is not compliant as an ADA accessible route. There is no direct access from the surface handicap parking space into the structure without traveling an excessive distance to the front door. Street access from Mill Road requires a handicap person to travel an excessive distance up Andrews Lane before coming back down to access the front door. The grade up the sidewalk on Andrews Lane is not provided but appears to exceed grade limits for ADA access. There appears to be no curb cut for handicap access from the surface parking space to the sidewalk. Revised plans show access from surface parking through nearby doors into the structure. Identify which doors are ADA accessible and whether they are power assisted. No grade is shown for the sidewalk on Mill Road up to the accessible access point on the East Face of the structure.

**Transportation & Environmental Services:**

- C-1 A performance Bond to guarantee installation of the required public improvements must be posted prior to release of a development plan.
- C-2 All downspouts must be connected to a storm sewer by continuous underground pipe.
- C-3 The sanitary sewer tap fee must be paid prior to release of the plan.
- 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-12 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.

CDD #2006-0002  
DSUP #2005-0011  
Residence Inn by Marriott

**STAFF REPORT ATTACHMENTS  
AVAILABLE IN THE PLANNING AND ZONING OFFICE**