

MEMORANDUM

DATE: JUNE 24, 2021

TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: KARL MORITZ, DIRECTOR, DEPARTMENT OF PLANNING & ZONING

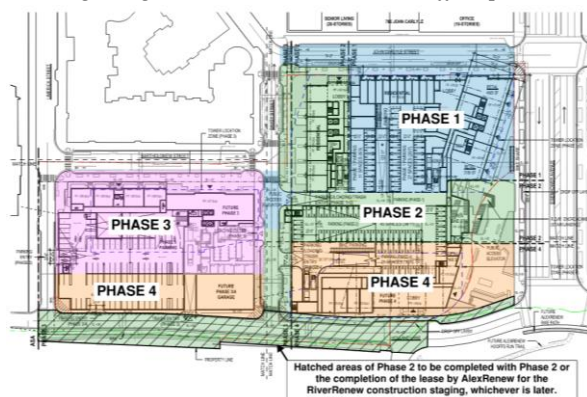
SUBJECT: INFORMATION FOR DOCKET ITEM #11 – Development Special Use Permit #2021-10019 - 760 John Carlyle Street, 1700 & 1800 Eisenhower Avenue, 800 Bartholomew Street - Eisenhower East Block 32 / Carlyle Plaza Two Amendment

This memorandum is provided to amend the staff report text, conditions, and attachments for Development Special Use Permit (DSUP) to reflect changes in the overall project phasing, the maximum building footprints, fix a typo in the staff report regarding land uses, and changes to other various conditions and attachments based on recent conversations with the applicant team.

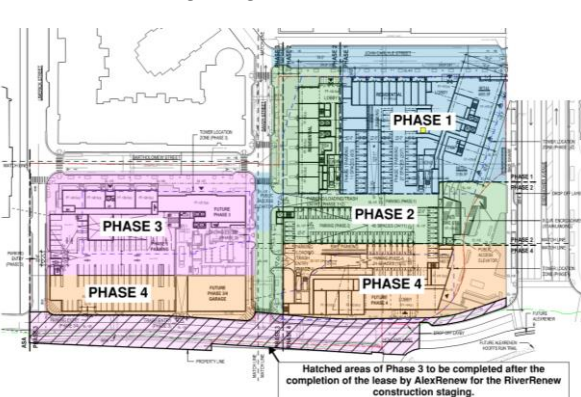
Phasing

Staff has updated the proposed phasing diagram in Figure #3a “General Phasing” and Attachment #4 to reflect recent discussions with the applicant. Staff and the applicant have agreed that the construction of Holland Lane and the Holland Lane bike trail may be provided with either Phase 3 or Phase 4 of construction, whichever comes first.

*Phasing Diagram Provided in Initial Staff Report*



*Revised Phasing Diagram*



Staff has also agreed to other phasing changes as shown in the conditions below:

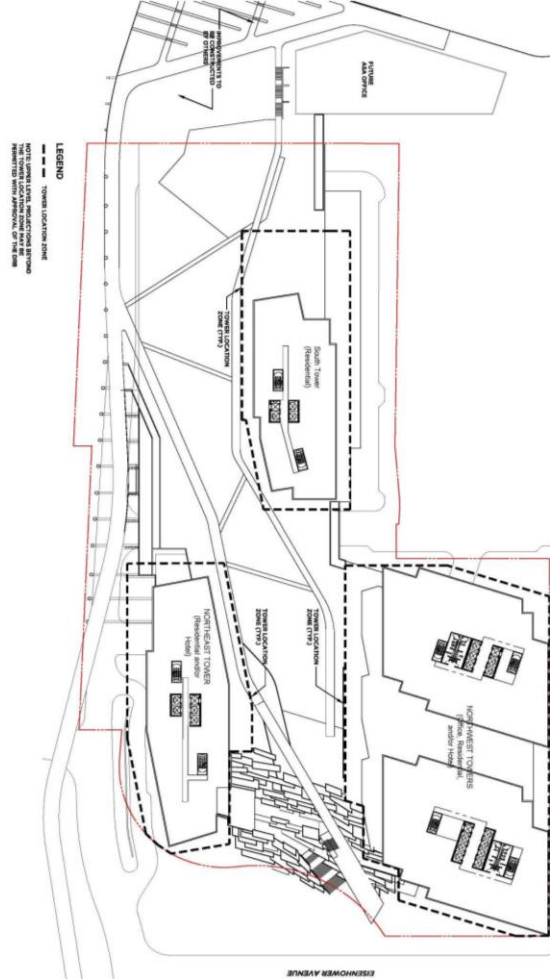
- Revised Condition #6c to read as follows:  
#6c: Construct the Holland Lane off-street bike/pedestrian trail with Phase 3 or 4, whichever comes first ~~and landing plaza at the end of Eisenhower Avenue~~. The construction shall not prevent traffic flow through the intersection of Eisenhower Avenue and Holland Lane.\*\*\*

- Revised Condition #19b to read as follows:  
#19b: The ~~entire~~ transition zone elevator and all transition zone improvements located west of the elevator shall be constructed prior to certificate of occupancy for the Phase 2 ~~latter of north residential building or office~~ building.\*\*\* (P&Z)
- Revised Condition #73 to read as follows:  
#73: Submit the plats of subdivision/consolidation/~~vacation~~, all applicable easements, and dedications prior to the release of the first final site plan. The plat(s) shall be approved and recorded prior to the release of the applicable final site plan. Refer to Attachment #4 "Phasing" for the improvements, dedications, and easements that will be provided with each phase. Plats should be provided for the following:
  - a. Public access easement for the transition zone, bike/pedestrian trail, and elevated open space
  - b. Public access easement for ~~Holland Lane and~~ the Limerick Street garage connections.
  - c. Easement for area under deck connection on Alexandria Renew property for potential installation and maintenance of City infrastructure.
  - d. Dedication of the portions of Block 31.
  - e. Dedication of right of way for the western end of Limerick Street, Bartholomew Street, and Savoy a strip of land adjacent to the north side of the public portion of Savoy Street.
  - f. ~~Vacation of the portion of Holland Lane.~~\*(P&Z)(T&ES)
- Revised Condition #108B to read as follows:  
#108B: Holland Lane Shall be dedicated to the City of Alexandria as Public Right-Of-Way prior to the release of the Phase 2 3 or 4 Final Site Plan, which ever comes first but not prior to or the completion of the lease by AlexRenew for the RiverRenew construction staging and their vacation of the area, whichever is later. Prior to dedication, the Applicant will work with staff to determine whether required utility and/or BMP vaults can be located in Savoy Street, or another location outside of Holland Lane. In the event such utility and/or BMP vaults cannot be located in Savoy Street, or another location outside of Holland Lane, the boundary of Holland Lane will be adjusted to allow such vaults along the western edge outside of the travel lanes. The extents of the public right-of-way shall be to the satisfaction of the director of T&ES. (T&ES)
- Revised Condition #148A to read as follows:  
#148A: Contribute \$60,000 to the City prior to Final Site Plan release for Phase 2, or in whichever Phase the Capital Bikeshare station will be constructed, as part of a coordinated bike share program for Capital Bikeshare station and bicycles or operations of the system. In the event a bike share station cannot be located in the location shown the site plans due to constraints or impacts to operational efficiency, an alternate location may be chosen if agreed upon by the Direct of T&ES and the applicant.

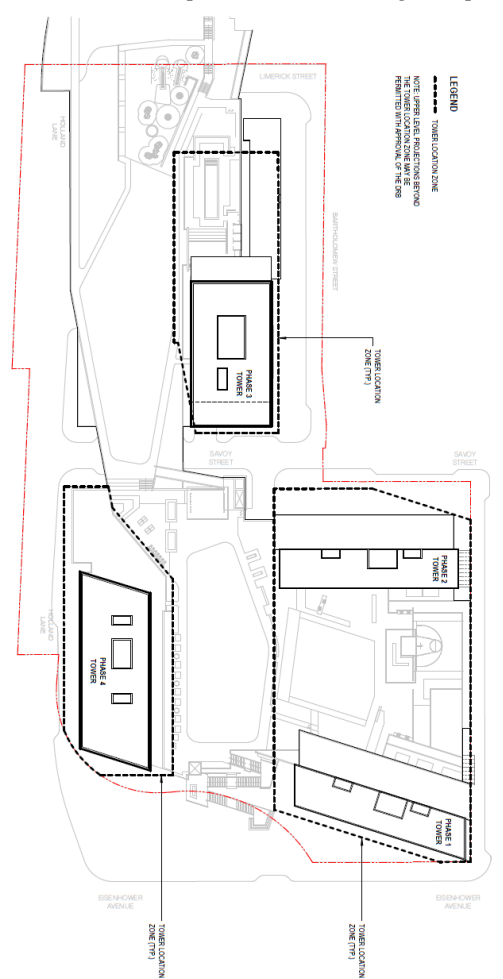
### Maximum Building Footprint

The applicant has modified the maximum footprint diagram approved with DSUP #2013-0025 to accommodate the building footprints proposed with this amendment. The Phase 1 tower footprint requires a minor adjustment to remove a jog in the line to accommodate the design proposed. Further, the Phase 4 tower footprint has been reduced to accommodate the expansion of the open space deck. The Phase 2 and Phase 3 tower footprints remain unchanged. Staff has therefore added Attachment 2B to the staff report to illustrate the revised footprints and has made changes to condition #11 and #34 to reference the correct attachment.

*Attachment 2A. Original Max. Building Footprints*



*Attachment 2B. Proposed Max. Building Footprints*



### Staff Report Land Use Typo

Staff has fixed a typo in Staff Report Figure 1. “Land Use Changes” to change the amount of hotel land use allowed from 125,000 square feet to 250,000 square feet to be consistent with DSUP condition #34d. Please see the amended Figure 1, below.

Figure 1. Land Use Change Table

	2012 Approval	2014 Amendment	2019 Extension	2021 Amendment	Change
Office	630,114 sf	380,114 sf	No change	Up to 380,114 sf	none
Residential	632,056 sf	757,056 sf	No change	Up to 1,378,170 sf	+621,114 sf
<i>Approved South Residential</i>	<i>333,163 sf</i>	<i>333,163 sf</i>	No change	n/a	n/a
<i>Remaining Residential</i>	<i>298,893 sf</i>	<i>423,893 sf</i>	No change	n/a	n/a
Hotel	125,000 sf		No change	Up to <del>125,000</del> <b>250,000</b> sf	none
Retail	none	none	none	Up to 15,000 sf	+15,000 sf
Total <sup>1</sup>	1,387,170 sf	1,387,170 sf	1,387,170 sf	1,387,170 sf	

<sup>1</sup> The applicant is not requesting additional density with this request, only a change in the land use mix.

### Other

Other changes to the staff report and conditions are outlined below.

- Original and proposed site plan have been added as Attachment #10 and #11, respectively.
- Updated Holland Lane condition #3b(i), to allow the applicant to reconstruct portions of the existing Holland Lane pavement that do not already meet city standards. The revised condition to read as follows:  
#3b(i): **If the City finds that ~~any the~~ existing portion of Holland Lane is not constructed consistent with City ~~construction~~ standards, reconstruct Construct ~~such~~ ~~portion of~~ the entire street section ~~from Eisenhower Avenue to Limerick Street to comply with the Preliminary Plans dated May 4, 2021 and the City's Complete Street Guidelines prior to the certificate of occupancy for the Phase 2 3 or 4 building, which ever comes first, as needed,~~ starting at the terminus of the Holland Lane improvements for the Eisenhower Avenue Widening Plans. ~~In no event shall reconstruction of Holland Lane occur prior to the completion of the lease by AlexRenew for the RiverRenew staging area, and their vacation of the same. approximately 195 feet south of the Eisenhower Avenue baseline to the Alexandria Renew property.~~**
- Updated planting requirements for the Phase 4 interim South Circle Park in condition #16A(d). The revised condition to read as follows:  
#16A(d): **Temporary decorative plantings ~~in the approximate location of similar quantity planted areas to that~~ shown in the final plan documents. Temporary decorative plantings can ~~be~~ self-seeding (native) biennials and short-lived perennials, decorative grasses (not meadow mixes), low shrubs, and similar materials.**
- Removed duplicative condition #50C.
- Provided clarification to DSUP expiration in condition #71. The revised condition to read as follows:

#71: Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after the **development special use permit expiration date of November 16, 2027 initial approval (plus any extensions per the ordinance adopted by City Council on December 12, 2020 as Temporary Program for Business Relief and to Address Public Need Related the COVID-19)** and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status **if substantial construction has not commenced at such time. The period of validity may be extended upon petition by the applicant and after adequate notice and public hearing.** (P&Z)

- Provided clarification to plat submission deadlines in #73A. The revised condition to read as follows:

#73A: **The plat(s) shall be recorded, and a copy of the applicable recorded plat, dedications and deeds shall be submitted with the first request for a building permit for each particular phase. (P&Z) (T&ES) \*\***

- Replaced tower use terminology with phase terminology in #84. The revised condition to read as follows:

#84: Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. All the requirements of Article XIII Environmental Management Ordinance for quality improvement, quantity control, and the development of Storm Water Pollution Prevention Plan (SWPPP) must be complied with prior to the partial release of the site plan. If an interim traffic study determines that the portion of John Carlyle Street between **Carlyle Block P Plaza One** and **Block 32 Carlyle Plaza Two** is not needed to provide an adequate level of service, the street may be closed for construction of either **the Phase 1 or Phase 2 towers office-building** as determined by the Director of T&ES.\* (T&ES)

- Fixed typos in condition #115A. The revised condition to read as follows:

#115A: Ensure not to preclude the City's Eisenhower Avenue Widening and Roadway Improvement Project per the most recent design plans. **Contact The City's Project Manager shall review and approved to the satisfaction of the Directors of T&ES and the Director of DPI Final prior to the release of the Final Site Plan. for further coordination and additional information.** (T&ES)

- Provided clarification of the bike trail length in condition #115E(c). The revised condition to read as follows:

#115E(c): **Provide a minimum 10-foot wide, permeable pavement trail with minimum 3-foot wide landscape buffer along the east side of Holland Lane from the existing trail east of Holland Lane Eisenhower Avenue to Limerick Street. Provide an enhanced bicycle crossing across Holland Lane at Limerick Street with treatments that may include, but are not limited to, striping, signage, ramps, and/or flashing beacons.**

- Correct the DSUP case number in condition #150 and #151.









**Board of Directors**  
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**Chief Executive Officer**  
Karen L. Pallansch, P.E., BCEE

**General Counsel**  
McGuireWoods, LLP

**VIA EMAIL**

**June 18, 2021**

Mr. Nathan Macek, Chair  
City of Alexandria Planning Commission  
c/o Mr. Karl Moritz, Director  
City of Alexandria Department of Planning and Zoning  
301 King Street, Room 2100  
Alexandria, VA 22314

**Subject:** Eisenhower East Block 32 / Carlyle Plaza Two Amendment (DSUP #2021-10019)

Dear Mr. Macek:

This letter is to express AlexRenew's opposition to the at-grade bike path along Holland Lane, and sharrows along Limerick Street that are proposed with the Eisenhower East Block 32 / Carlyle Plaza Two Amendment (DSUP #2021-10019). AlexRenew had worked collaboratively with the developer and City staff, starting in 2009, to develop and agree to the South Carlyle Strategy. This included an agreement with the City to minimize bike and pedestrian traffic from the road grids adjacent to AlexRenew's Water Resource Recovery Facility (WRRF). As a result, an elevated bike and pedestrian path was incorporated into the Carlyle Plaza Two DSUP #2011-0031 approved in June 2012. The proposed DSUP amendment would eliminate the elevated ramp, potentially placing cyclists and pedestrians in direct conflict with large trucks that must utilize Holland Lane to keep the WRRF operating.

Additional background information and concerns were provided in a May 10, 2021 letter to Mr. Yon Lambert, Director, Transportation and Environmental Services.<sup>1</sup> Mr. Lambert responded in a letter dated June 9, 2021,<sup>2</sup> noting that the proposed at-grade bike path is consistent with the Eisenhower East Small Area Plan (EESAP), which now includes a multi-modal transportation network along Holland Lane to help connect Holland Lane north of Eisenhower Avenue with the future Old Cameron Run Trail. Mr. Lambert's letter also noted several open house events that occurred in 2019 during the planning and engagement process for the EESAP. However, there was a lack of direct outreach to AlexRenew and we relied on the detailed plans approved by City Council on November 16, 2019 for DSUP #2019-0024, *which show no Holland Lane bike path or Limerick Street sharrows*. By not engaging AlexRenew, a key stakeholder, directly in the EESAP process, we were unable to address proposed changes that directly impact our ability to consistently and safely operate now and long into the future.

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<sup>1</sup> The May 10, 2021 letter is included as Attachment #7 to DSUP #2021-10019 Staff Report.

<sup>2</sup> The June 9, 2021 letter is included as Attachment #8 to DSUP #2021-10019 Staff Report.  
1800 Limerick Street, Alexandria Virginia 22314 • 703-721-3500 • alexrenew.com

AlexRenew provides an exceptional level of wastewater treatment on the smallest acreage in the country. Future upgrades to the WRRF will be necessary to comply with evolving requirements and environmental regulations. This will require additional construction traffic and more significantly, increases in trucking and other deliveries in the outer years. All deliveries and construction traffic enter and exit the WRRF via Holland Lane. Focusing bike and pedestrian traffic directly in front of our one access to the WRRF limits our long term effectiveness and will result in increases in our operations costs and thereby the rates charged to our rate payers.

AlexRenew supports the City's needs for economic growth and environmental protection by treating the used water generated in our city. AlexRenew's commitment to the City is exemplified in the July 2018 agreement that transferred the City's four combined sewer outfalls and the \$615M project, called RiverRenew, to AlexRenew to remediate those outfalls per a 2017 Virginia legislative mandate. We value our partnership with the City as we work to implement RiverRenew by the mandated completion date of July 2025; an extremely aggressive schedule for a project of this scope and magnitude.

Further, AlexRenew acknowledges the City's need to balance various stakeholder concerns and interests throughout the community. However, recent correspondence with City staff has revealed inflexibility as it relates to conformance to the approved EESAP. City staff did not make efforts to discuss removal of the elevated bike path directly with AlexRenew in 2019 or during the negotiation process with the developer. This was a communications and planning oversight that should be remedied prior to approval of any plan amendments.

AlexRenew asks that the proposed bike path along Holland Lane and Limerick Street be eliminated and that the City accept the developer's option to meet the intent of the South Carlyle Strategy collaboration by having bikes utilize an elevated ramp rather than an at-grade crossing at the WRRF entrance.

If you require additional information or have any questions, please contact me at (703) 721-3500, ext. 2202 or [karen.pallansch@alexrenew.com](mailto:karen.pallansch@alexrenew.com).

Sincerely,



Karen Pallansch, P.E. BCEE, WEF Fellow  
AlexRenew General Manager

Copy: Emily Baker, Deputy City Manager  
Yon Lambert, Director, Department of Transportation and Environmental Services



June 24, 2021

**Via Email**

Chairman Nathan Macek and Members  
Alexandria Planning Commission  
Room 2100  
301 King Street  
Alexandria, VA 22314

Re: Coordinated Development District Conceptual Design Plan #2021-00002;  
Development Special use Permit #2021-10019; Transportation Management Plan  
Special Use Permit #2021-00042  
**Eisenhower East Block 32 / Carlyle Plaza Two Amendment**

Dear Chairman Macek and Members of the Planning Commission:

I am writing on behalf of Carlyle Plaza LLC (“Applicant”) in support of the applications listed above, which amend the prior approvals applicable to Block 32 in order to permit development of a four-phase residential project. The Applicant and city staff have worked diligently together for many months refining the proposal and have come to amicable agreements on a variety of issues, however the Applicant has concerns with certain conditions as proposed, and discussed more fully below.

Accordingly, we respectfully request that the Planning Commission consider recommending adoption of the following list of revisions to the conditions as proposed in the Staff Report:

**Section A. Pedestrian/Streetscape**

~~2A. The lay-by shown on Eisenhower Avenue in the Preliminary Plans shall be removed with the Final Site Plan and a continuous curb line shall be provided along the site frontage on Eisenhower Avenue consistent with the Eisenhower Avenue Widening Project.~~

**Justification** – The Applicant is requesting deletion of Condition 2A in its entirety. The lay-by shown on Eisenhower Avenue is necessary to provide a convenient and safe location for pick-up and drop-off traffic generated in the immediate vicinity of South Circle Park and the Phase 4 residential tower.

Due to its proximity to a variety of key amenities for the project, including the aforementioned South Circle Park, and Phase 4 residential tower, as well as retail, and the transition zone and associated elevator, the Applicant believes it is inevitable that vehicles will choose to stop in the vicinity of the proposed lay-by whether or not it is constructed.

### **Section B. Public Art**

10. Per the City's Public Art Policy, adopted December 13, 2014, provide a monetary contribution calculated at \$.30 per gross square foot, with a maximum contribution of \$75,000 per building, ~~including the parking garage,~~ for a total of ~~\$375,000-300,000~~ to be used by the City to commission original, site-specific public art to be incorporated within South Circle Park in accordance with the approved Public Art Implementation Plan. Payment of \$50,000 will be required upon the submission of the first final site plan for Phase 1 in order to ensure that the public artist selection process may proceed to appropriately integrate the art into the design of the open space. Payment of the remainder of the contribution will be required at the ~~completion-issuance~~ of the first Certificate of Occupancy ~~Final Site Plan approval~~ for Phase 1. An MOU will be developed to outline the roles and responsibilities for the public art process and signed by the applicant prior to the completion of the final site plan.

**Justification** – The Applicant does not agree that requiring a payment for Public Art for the parking garage is consistent with the City's Public Art Policy, and requests that the Planning Commission remove the reference to the parking garage and amend the total Public Art contribution to \$300,000, which is consistent with the Public Art Policy for four residential buildings.

In addition, while Public Art dollars contributed to the City are typically required at the time of the first Certificate of Occupancy for a building, the Applicant is willing to contribute \$50,000 upon submission of the first final site plan for Phase 1, as requested in the condition. However, as the Public Art cannot be installed until portions of South Circle Park are constructed with Phase 2, Applicant proposes to contribute the remaining Public Art dollars for Phase 1, as well as future Phases 2, 3, and 4, an amount equaling \$250,000, at the time of the first Certificate of Occupancy for Phase 1.

### **Section E. Building**

34.d. A maximum of 250,000 sf of the ~~office~~ floor area may be converted to hotel floor area to be used as depicted in Revised Attachment #4.

June 24, 2021

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***Justification*** – This change is to ensure the condition language for 34.d. matches those changes clarified in city staff's supplemental memorandum for Docket Item #11, dated June 24, 2021.

Thank you for your consideration of our proposed changes. We look forward to discussing at the public hearing.

Sincerely,

A handwritten signature in blue ink that reads "Jonathan P. Rak". The signature is written in a cursive, flowing style.

Jonathan P. Rak

cc: Karl Moritz  
Jeffrey Zell  
Scott Kaufmann