

***Coordinated Development District Conceptual Design Plan
#2021-00002***

Development Special Use Permit #2021-10019

Transportation Management Plan SUP #2021-00042

***Eisenhower East Block 32 / Carlyle Plaza Two Amendment
– 760 John Carlyle Street, 1700 & 1800 Eisenhower
Avenue, 800 Bartholomew Street***

Application	General Data	
Project Name: Eisenhower East Block 32 / Carlyle Plaza Two Amendment Location: 760 John Carlyle Street, 1700 & 1800 Eisenhower Avenue, 800 Bartholomew Applicant: Carlyle Plaza, LLC, represented by Jonathan P. Rak, Attorney.	PC Hearing:	June 24, 2021
	CC Hearing:	July 6, 2021
	If approved, DSP Expiration:	November 16, 2027
	Plan Acreage:	6.23 acres (271,219 sf)
	Zone:	CDD #11 (South Carlyle)
	Proposed Use:	Residential, Retail, Hotel, Office and Open Space
	Gross Floor Area:	1,378,170 square feet – Residential (with allowance for conversion to office or hotel) Up to 15,000 square feet – Retail 1,387,170 square feet - Total
	Small Area Plan:	Eisenhower East
	Green Building:	Compliance with City's 2019 Green Building Policy

Purpose of Application
Consideration of request to amend the Carlyle Plaza Two development approval to permit residential uses in all four proposed tower buildings, ground floor retail along Eisenhower Avenue, and several changes to the site plan and open space design for the construction of four residential towers buildings, including 1,378,170 gross square feet of development, 1,414 residential units, up to 15,000 square feet of ground floor retail, and over 5 acres of integrated open space.
Special Use Permits and Modifications Requested:
1. A Coordinated Development District (CDD) Conceptual Design Plan (amending CDD #2012-00001); 2. A Development Special Use Permit (DSUP) with site plan (amending DSUP #2019-00022) to allow residential uses in all tower buildings, ground floor retail along

<p>Eisenhower Avenue, and changes to the site plan and open space design;</p> <ol style="list-style-type: none">3. A Special Use Permit for a parking reduction of the minimum parking required from 1,340 spaces to 1,164 spaces;4. Site Plan Modifications for the landscape guidelines, the height to setback ratio, and the vision clearance; and5. A Transportation Management Plan (amending TMP SUP #2019-00087), tier 3.
Staff Recommendation: APPROVAL WITH CONDITIONS
<p>Staff Reviewers:</p> <p>Robert Kerns, AICP; Development Division Chief, P&Z robert.kerns@alexandriava.gov Tom Canfield; City Architect, P&Z tom.canfield@alexandriava.gov Nathan Imm; Principal Planner, P&Z nathan.imm@alexandriava.gov Anna Franco; Urban Planner II, P&Z anna.franco@alexandriava.gov Brian Dofflemyer; Civil Engineer IV/Development Review Manager, T&ES brian.dofflemyer@alexandriava.gov</p>
<p><u>PLANNING COMMISSION ACTION, JUNE 24, 2021:</u></p> <p>On a motion by Vice Chair McMahon, seconded by Commissioner Koenig, the Planning Commission voted to recommend approval of Development Special Use Permit #2021-10019, as amended, and of Coordinated Development District Conceptual Design Plan #2021-00002 and Transportation Management Plan Special Use Permit #2021-00042, as submitted. The motion carried on a vote of 6 to 0 (Commissioner Ramirez recused).</p> <p>Vice Chair McMahon asked staff to respond to the applicant's comments on the lay-by. The Commissioner appreciated the applicant's point that there is going to be a desire for the lay-by but referenced potential conflicts with the bike lane proposed with the Eisenhower Widening Plan. She suggested that in the future, the bike lane should be protected to allow both.</p> <p>Commissioner Lyle agreed with Vice Chair McMahon's assessment of the lay-by item.</p> <p>Chair Macek agreed with Vice Chair McMahon and stated that the Eisenhower Widening Plan 3-lane proposal was a mistake and is not consistent with the urban character of the area and maximizes traffic rather than provides a roadway that is appropriate for the context in this area of the City. The Chair would like to see improvements made to Eisenhower Avenue to create traffic calming and decrease bike conflicts after the completion of the Eisenhower Widening project improvements. The Chair referenced North and South Washington Street where parking is present in the middle of the day but open to traffic in the morning and evening as a potential street scheme. Staff confirmed that they are interested in adjusting the Eisenhower Avenue section in the future.</p> <p>Regarding public art, Vice Chair McMahon provided follow-up questions to Staff regarding how the public art policy is applied to developments and Commissioner Lyle asked Staff why the City's Public Art Policy does not consider elevated open space and parking as public art, referencing the high line in New York City. Staff clarified how the policy is applied and what can and cannot be considered public art per the policy.</p>

Vice Chair McMahon stated that the applicant's requested timing for the public art contribution made sense and was concerned by Staff's interpretation of the City's Public Art Policy, stating that the policy should be clear enough that there is no judgement needed in the application of the policy.

Commissioner Lyle confirmed with Chair Macek that Planning Commission is allowed to discussed matters related to interpretation of City policies regarding contributions.

Chair Macek emphasized the importance of this project for the Carlyle/Eisenhower East area and looks forward to construction of the unique development. Chair Macek also addressed Alex's Renew concerns about the bike path and disagreed with their concerns due to the limited and relatively light truck traffic on the Holland Lane compared to other roads in the city that have equal or more truck traffic. He further stated that the trucks must navigate bicycle traffic outside of the gate as well.

Vice Chair McMahon, stated that the land use changes being made with this proposal reflect the changes being made in the region in regards to the changes to office use and that this development has adapted to those regional changes while provide public infrastructure in a unique way. Vice Chair McMahon agreed with Chair Macek that the proposed bike lane should have a diminutive conflict with AlexRenew truck traffic and that the bike path crossing over Holland Lane is located in the least troublesome area of the streetscape.

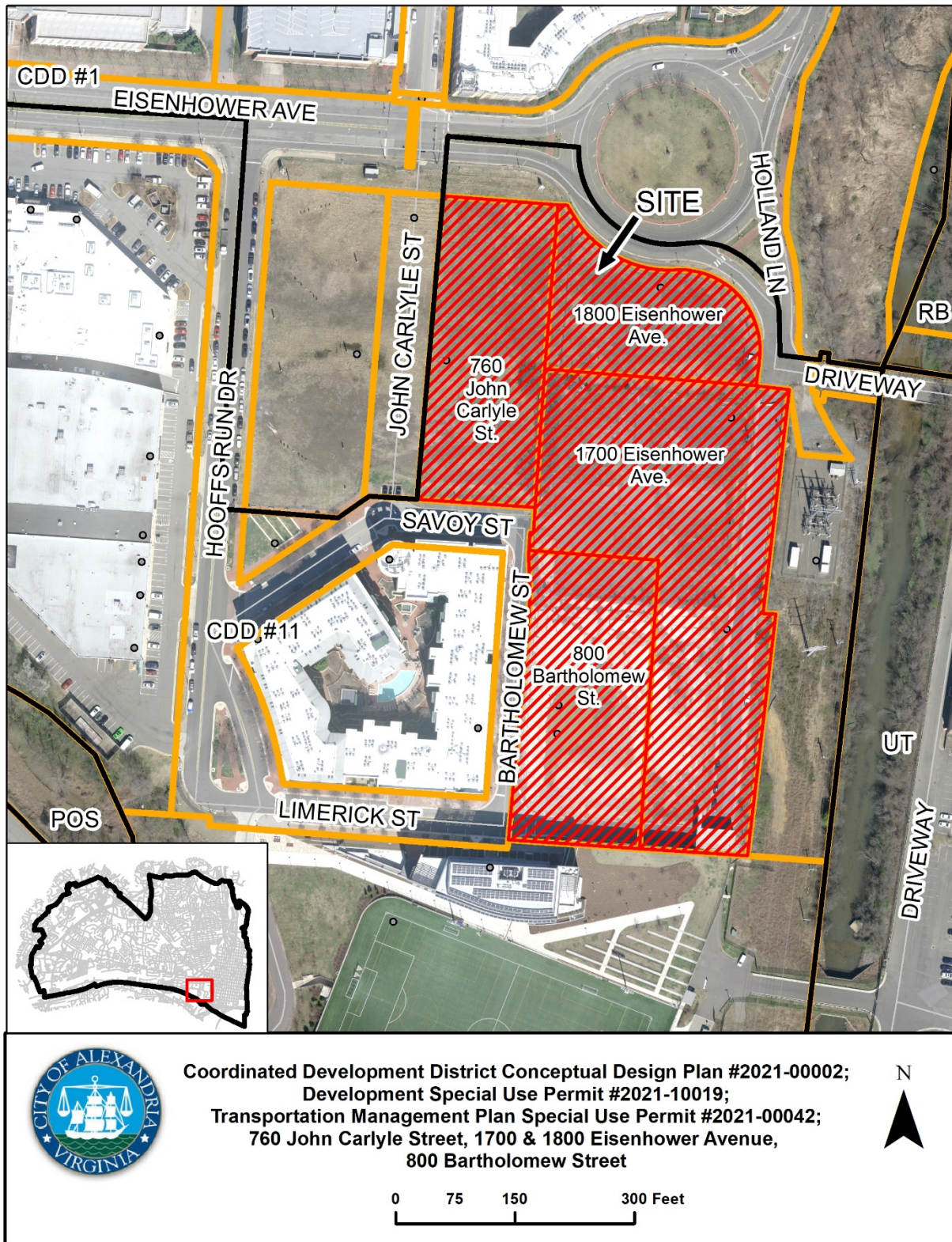
The Planning Commission accepted the changes proposed in Staff's memo dated June 24, 2021 and the proposed conditions changes to condition #10 regarding public art and #34d outlined in the applicant's memo dated June 24, 2021.

Speakers

Jonathan Rak, attorney, provided a brief overview of the requested application and outlined three amendments to the Development Special User Permit (DSUP) that the applicant would like to see changed. The requested conditions changes were to (1) delete condition #2A to allow a one parking space lay-by on the south side of Eisenhower Avenue, (2) to amend condition #10 to reduce the parking contribution and deadline for submitting the contribution, and (3) removal of the word "office" from condition #34d, to be consistent with the other condition updates, all as outlined in a memo from the applicant sent to the Planning Commission on June 24, 2021.

Mr. Rak further elaborated on the need for the lay-by on Eisenhower Avenue due to nearby active uses, like the transition zone and retail along Eisenhower Avenue. Mr. Rak also disagreed with Staff's assignment of an additional \$75,000 public contribution to reflect the above-grade parking structure and stated that the public art contrition should only be counted for the 4 tower buildings proposed in the plan, which would amount to a \$300,000 contribution. He further stated the applicant has worked with staff on desire to integrate South Circle Park and emphasized that the applicant is going beyond Public Art Policy by providing contribution prior to each phase of development.

Jeff Zell, applicant, emphasized the amount of time and effort that both his team and staff has worked on this project. He stated that the proposed project would be phased and stated the importance of allocating money per phase. Further, Mr. Zell stressed the need for the lay by on Eisenhower Avenue to reduce traffic conflicts.



PROJECT LOCATION MAP

I. SUMMARY

A. Recommendation

Staff recommends **approval** of the request of Carlyle Plaza, LLC (“the applicant”) for a Development Special Use Permit (DSUP) amendment to DSUP #2019-00024 and associated applications to construct four residential tower buildings with approximately 1,414 units, up to 15,000 square feet of retail, a four-to-five story above-grade parking garage, and over 5-acres of integrated open space, subject to compliance with the staff recommendations. This development amendment is consistent with the previous DSUP approval and with the principles of the 2020 Eisenhower East Small Area Plan and provides a number of benefits for the city and the surrounding community, including:

- Significant improvements in the South Circle Park and North Circle parks, which will be created by the removal of the Eisenhower Avenue rotary;
- A total of 106,711 square feet of new publicly accessible open space;
- A publicly accessible pavilion for neighborhood events;
- Voluntary Affordable Housing Contribution of approximately \$6,132,208);
- High quality architecture;
- Approximately 9,000 to 15,000 square feet of new retail area along Eisenhower Avenue;
- New off-street bike trail along Holland Lane to provide connection to the City-wide bike system;
- Dedication of approximately 25,979 square feet or 0.6 acres of land for the Holland Lane right-of-way and adjacent RPA;
- All buildings in compliance with the City’s 2019 Green Building Policy, including a minimum LEED Silver (or equivalent) certification;
- Public Art contribution to be used for on-site public art (\$375,000);
- A \$60,000 contribution towards the City’s Capital Bikeshare Fund; and
- \$1,400,000 contribution to the Eisenhower Implementation Fund (adjusted for inflation from June 16, 2015 to November 16, 2028).

II. BACKGROUND

A. Site Context

The Carlyle Plaza Two development is part of the South Carlyle CDD (CDD #11) and identified as Block 32 (see Attachment #1 “EESAP Block Map”). The block is bounded by Eisenhower Avenue and the Carlyle development to the north, the recently approved home for the elderly development on Block P and the existing residential building on Block 27 to the west, the Alexandria Renew expansion and soccer field on Blocks 29 and 30 to the south, and the existing Alexandria Renew facility and Hooff’s Run to the east. Holland Lane currently exists as a private roadway along the east side of the property and John Carlyle Street will be extended along the west side. The Capital Beltway is south of the site on the other side of the Alexandria Renew property.

The site is approximately 6.23 acres and is relatively flat, with grades dropping slightly in elevation to the south. For the most part, the property is vacant, although a large portion of the property is currently being used for staging for the RiverRenew Combined Sewer Remediation Project.

B. Procedural Background

The City first began discussion with the applicant and Alexandria Renew about a development concept for the South Carlyle neighborhood in January of 2011. In June 2011, the City Council approved a Master Plan Amendment (MPA #2011-0004) that transferred floor area from the Alexandria Renew site (Blocks 29 and 30) to the Carlyle Plaza Two site (now Block 32) and allowed the density requested by the applicant. During the following year, City Staff and the Eisenhower East Design Review Board (DRB) met with the owners of both sites to refine the concept plan for the area into two specific development plans. The Alexandria Renew expansion DSUP was approved in October 2011 and received a Certificate of Occupancy in October 2017.

The Carlyle Plaza Two DSUP was approved in June 2012 (DSUP #2011-0031) for the development of 755,114 square feet of office floor area in two towers at the northwest portion of the property, and 632,056 square feet of residential floor area in two other towers, one at the southeast corner of Eisenhower Avenue and Holland Lane, and one to the south, just east of the existing residential development in South Carlyle on Block 27. The approval included a four-to-five story, above-grade parking garage to provide parking for all the buildings and designed to accommodate a green roof which would be open to the public as open space. A terraced deck would connect the Carlyle Plaza Two development with the athletic field on the Alexandria Renew site, creating over 5 acres of integrated open space. Public access to the elevated open space would be provided by a bike/pedestrian trail that runs through the site and a bio-wall along Eisenhower Avenue that provides a pedestrian friendly transition from a new, at-grade public park/plaza to the top of the green deck. With the 2012 approval, the developer was to design and construct the parks created by the elimination of the Eisenhower Circle, referred to as North-Circle Park and South-Circle Park.

As part of that approval, the final design for each of the towers in the plan was delegated to the DRB. Following the Council approval for the DSUP, the applicant met with the DRB to review the design of the first phase of development, which included the southern residential tower and liner units along Bartholomew Street, a portion of the parking garage to support the building, the related open space on top of the garage, and the terraced deck between the garage and the AlexRenew tank/field. After several public meetings, a design was approved by the DRB at their April 2013 meeting (via DRB Case #2012-0002).

In February 2014, due to the applicant's concerns in finding an office tenant, the Council approved an amendment (DSUP #2013-0025) to the original approval to 1) convert up to 250,000 square feet of office floor area to hotel floor area for use in either the north residential tower or the office tower location, and 2) convert up to 125,000 square feet of office floor area to residential floor area for use in either of the residential buildings or in the office building location.

From May 2015 to July 2018, the applicant met with the DRB several more times to request approval of a series of additional design modifications to Phase I (South Tower), which would substantially impact the appearance of the 34-story south residential tower building and the 4-story low-rise residential “liner unit” building. The DRB approved several changes, including alterations to the building massing, materials, style, and footprint of the residential tower as well as the limits of the terraced deck and open space, and other site design elements. The DRB also approved a total Phase 1 residential floor area of 363,222 square feet with a tolerance of +/- 5% and an increase in overall building height of 4’-0” (not to exceed the maximum building height as outlined in the Small Area Plan). The changes were approved in conjunction with review of the final site plan (still under review) and through DRB cases #2015-0001, #2016-0001, #2016-0003, #2017-0013, #2018-0001, #2018-0005.

In November 2019, City Council approved an eight-year extension of the development through DSUP #2019-00024 due to ongoing challenges implementing the project, and to accommodate the RiverRenew Combined Sewer Remediation Project, which includes the construction of an underground tunnel system to bring combined sewage to the AlexRenew wastewater treatment facility to significantly reduce both the number and volume of combined sewer discharges into City waterways. Due to the timeline of the sewer remediation project, the applicant entered a mutually beneficial lease with AlexRenew so that AlexRenew can use the property for construction staging for the excavation and construction of the Hooffs Run Interceptor portion of the underground tunnel system. The DSUP extension granted a new expiration of 2027 and updated many of the conditions of approval for consistency with 2019 City standards.

C. Project Description

The applicant, Carlyle Plaza, LLC, represented by McGuire Woods LLP, is requesting several amendments to DSUP2019-0024 in order to provide land uses consistent with current market needs and make the project more economically viable and implementable. Since the original approval of the development in 2012, few site plan changes have been initiated with this project and the applicant has found that some of the promised improvements, including the grade to above grade access to the elevated open space deck, known as the “Transition Zone” and the elevated bike ramp along Holland Lane are not feasible as previously approved. The applicant has also proposed changes to the original site plan that improve upon the original site plan design, including updated Phase 1 and 2 architecture and the increase in overall open space.

Proposed Changes to Original Approval

Since submitting an initial Concept proposal in July 2020, the applicant has worked iteratively with staff, the Carlyle/Eisenhower Design Review Board (DRB), the Parks and Recreation Commission (PRC), and the community on their proposed changes to the land use, site design, open space, and building design for the development. Changes to the design are based on months of feedback and include:

Land Use Changes

As outlined above, the approved land uses for this development have changed since the original approval in 2012. With the extension approved in 2019, the applicant is permitted to provide 1,387,170 square feet of gross floor area (GFA), divided among office and residential uses. Office

development is permitted up to 755,114 square feet of GFA, with residential uses permitted at up to 632,056 square feet of GFA. The applicant is also permitted to convert up to 250,000 square feet of office GFA to a hotel use, and 125,000 square feet of office GFA to a residential use. Accordingly, the applicant is currently permitted up to 757,056 square feet of residential GFA.

With this application, the applicant proposes to convert up to 630,114 square feet of office GFA to residential GFA, permitting the applicant to develop the entire site as residential, for a total of 1,387,170 square feet of GFA. This is achieved through a combination of the existing 632,056 square feet of residential GFA, conversion of 125,000 square feet of office to residential as permitted, and approval of a DSUP amendment for converting the remaining 630,114 square of office GFA. Further, the applicant is now proposing between 9,000 and 15,000 square feet of ground floor retail with this request. The applicant is not requesting additional density with this request, only a change in the land use mix.

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 250,000 sf	none
Retail	none	none	none	Up to 15,000 sf	+15,000 sf
Total ¹	1,387,170 sf	1,387,170 sf	1,387,170 sf	1,387,170 sf	

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

Building Changes

The applicant is proposing new architecture for the now Phase 1 and Phase 2 residential towers, located along the extension of John Carlyle Street in the northwestern corner of Block 32. The new architecture proposes towers nearly matching in design and mirrored in roof forms that are more streamlined in their design than the previous office building proposal. The façade treatment of the two towers is the same and allows the two towers to read as a pair. The slimmer building footprint of the two towers at the top of parking garage structure has created a notably larger space between the two buildings, which will be utilized for private amenity space. Please see the “Building Design” section below for additional information.

Open Space Changes

The applicant is proposing several changes to various portions of the open space design with this development proposal and has worked extensively with City staff to refine their initial open space proposal. As mentioned above, the applicant has increased the total amount of open space on the property, mainly through the addition of the above-grade, private open space between the Phase 1 and 2 residential towers, which will serve residents of the Phase 1 and 2 buildings.

The applicant’s proposal contains many of the elements included in the approved open space design, however, the applicant has proposed several changes, most significant being (1) the

removal of the elevated bike ramp that extended from the top of the elevated deck to an at-grade location near the location of Eisenhower Avenue, (2) the removal of a continuous slope on the open space deck, (3) the redesign of the transition zone, (4) the redesign of the North and South Circle parks, and (5) the addition of a large private open space area between the Phase 1 and 2 towers. These changes are outlined further in the “Open Space” section below.

Street & Bike Network Changes

In coordination with staff, the applicant will be dedicating the 0.6-acre (or 25,979 square foot) Holland Lane parcel to the City so that Holland Lane will become a public street. While Savoy Street and John Carlyle Street remain private, the dedication of Holland Lane expands the overall public street grid and provides a north-south public access point along the eastern boundary of the property. With this request, the applicant is providing sidewalks along every frontage so that the streets are consistent with the City’s complete street policies.

One of the applicant’s more impactful changes to the site plan includes the removal of the elevated bike ramp that had extended from the top of the elevated deck to an at-grade location near the location of Eisenhower Avenue. This bike ramp provided direct access from the existing trail along Holland Lane and adjacent to the African American Heritage Park, to the top of the elevated open space deck, and then down to the future trail entrance to the Old Cameron Trail, located at Hooff’s Run Drive and Limerick Street. Since the applicant has removed this bike path connection from the plan, staff has worked with the applicant to provide an off-street bike path along the east side of Holland Lane, which is a better alternative. Please see Figure 2. “Holland Lane Bike Facility” and the “Transit & Bicycle Facilities” section below for additional information.

Figure 2. Holland Lane Bike Facility



As part of the solutions to address the bicycle and traffic circulation needs brought on by the elimination of the bike ramp, Staff has worked with the applicant for the dedication of the private

portions of Holland Lane (as noted above). This will ensure that the street and off-street bike path are incorporated into the City street network consistent with City policies.

Parking & Loading

The applicant is proposing to remove a level of parking from the entire parking structure and remove the level of parking that previously elevated the deck between the Phase 1 and 2 towers along John Carlyle Street. With this change, the applicant is significantly reducing their parking from 2,055 spaces to approximately 1,164 spaces. The proposed parking is lower than the minimum parking requirement and the applicant has therefore requested a Special Use Permit for a parking reduction.

Proposed Phasing

The applicant is proposing a change in phasing of the development to prioritize the construction of the Phase 1 and 2 towers, known together as the “Carlyle Park Towers”, and to avoid construction conflicts with the RiverRenew tunnel project construction staging. AlexRenew is currently utilizing the area known as Phase 3 and other areas along Holland Lane for staging for the project, which is scheduled to be completed July 2025.

Figure 3a. General Phasing

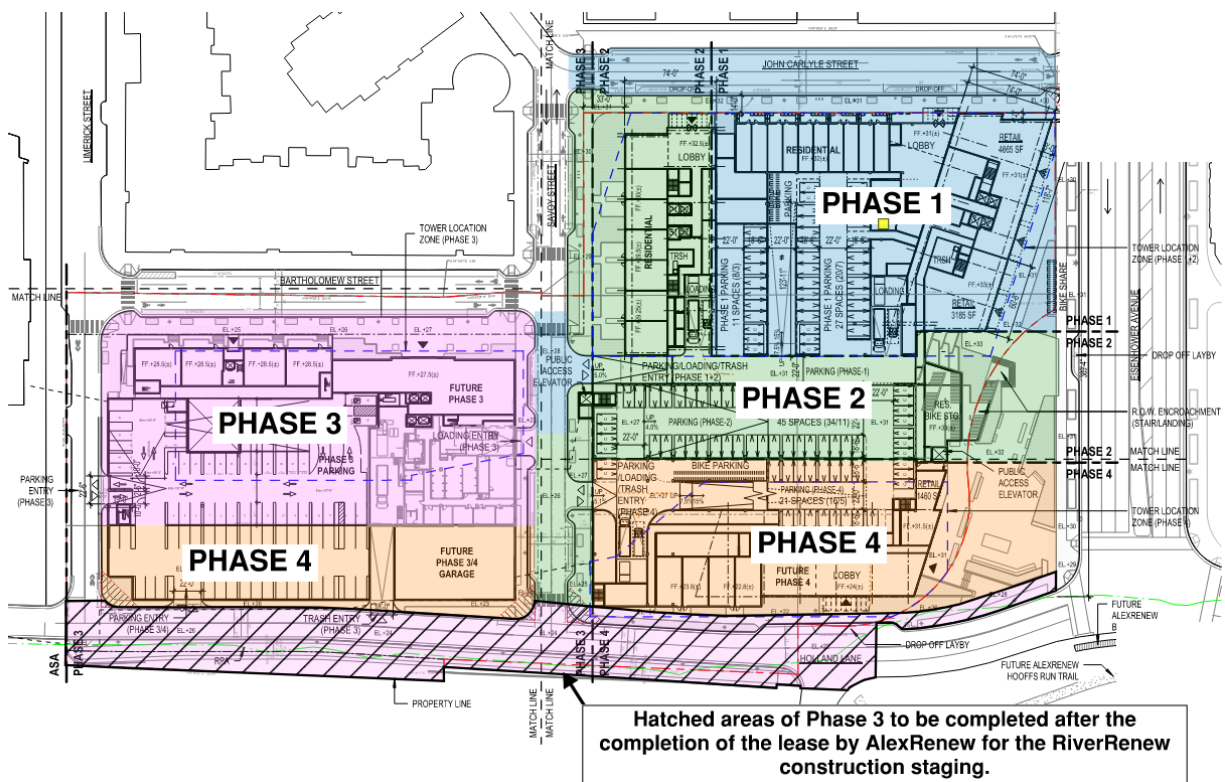
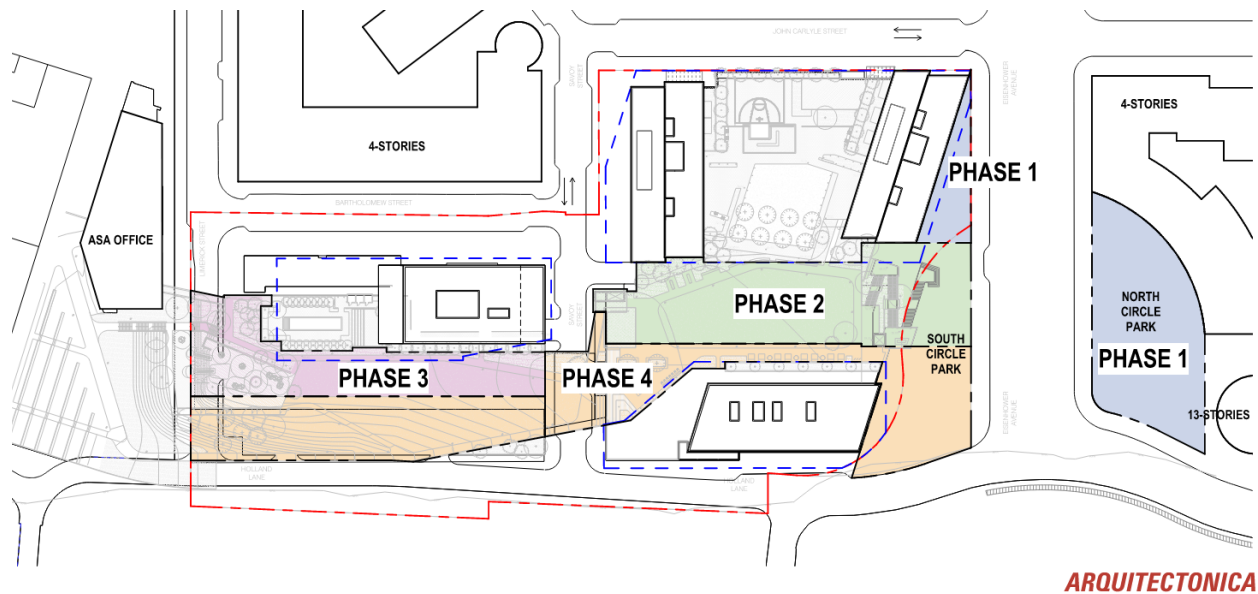


Figure 3b. Open Space Phasing



Phase 1 & 2: As shown in Attachment #4 and in Figure 3a and 3b above, the applicant plans to begin construction of the development with Phase 1 and 2, which will include the two 28-30 story residential tower buildings along the extended John Carlyle Street, construction of a portion of the open space deck to the midpoint of the development block, new private amenity space, a portion of the publicly accessible portion of the open space deck, including the pavilion, the Transition Zone, permanent and interim portions of the South Circle Park, and two elevators. This phase will also include the construction of the North Circle Park, located on the north side of Eisenhower Avenue.

Phase 3: Phase 3 (previously Phase 1, the South Tower) will include construction of the 34-story residential tower building and residential liner units along Bartholomew Street. This phase will also include construction of a portion of the above-grade parking garage adjacent to the building and the playground and other open space elements on top of the open space deck. The elevated open space connection to the AlexRenew soccer field will be partially completed with this phase. The applicant is proposing a temporary connection between open space deck completed with Phase 2 and with Phase 3 that will be resolved in Final Site Plan to ensure pedestrians can connect to both decks until Phase 4 is completed.

Phase 4: The last phase of development will be Phase 4, which will include construction of the tower building located near the intersection of Eisenhower Avenue and Holland Lane and the completion of the eastern sections of the elevated open space. Phase 4 will complete the elevated open space bridge connection over Savoy Street, finalizing the above-grade connected open space system. With Phase 4, the interim section of South Circle Park will be reconstructed to its final state design.

Land Use Requests

The following approvals are requested with this project:

- A **Coordinated Development District (CDD) Conceptual Design Plan** (amending CDD #2012-00001);
- A **Development Special Use Permit (DSUP)** with site plan (amending DSUP #2019-00022) to allow residential uses in all tower buildings, ground floor retail along Eisenhower Avenue, and changes to the site plan and open space design, including:
 - A Special Use Permit for a parking reduction to allow a reduction in the minimum parking required from 1,340 spaces to 1,164 spaces;
 - Site Plan Modifications for the Landscape Guidelines, the height to setback ratio, and vision clearance; and
- A **Transportation Management Plan** (amending TMP SUP #2019-00087), tier 3.

III. ZONING

Figure 4. Zoning

Property Address:	760 John Carlyle Street, 1700 & 1800 Eisenhower Avenue, 800 Bartholomew Street		
Total Site Area:	6.23 acres (271,219 square feet)		
Zone:	CDD #11		
Current Use:	Vacant property, portion of property a former concrete plant		
Proposed Use:	Residential, Retail, Hotel, Office and Open Space		
	Permitted/Required	Approved Per DSUP2019-00024	Proposed Amendment
Total Floor Area¹	No requirement ²	1,387,170 square feet	1,387,170 square feet
Minimum Publicly Accessible Open	87,120 square feet ³	102,710 square feet	106,711 square feet
Maximum	375 feet	375 feet	375 feet (no change)
Minimum Parking: Residential Commercial	1,336 spaces 4 spaces	2,055 total spaces	1,164 total spaces
Maximum Parking: Residential Use: Commercial:	.8 spaces per bedroom or 1,542 spaces 45 spaces	2,055 total spaces	1,164 total spaces ⁴
Minimum Loading Spaces:	1 loading space	8 spaces	5 spaces

Vision Clearance:	30' clearance triangle	unknown	27' clearance triangle ⁵
Street Trees:	1 tree per 30 of frontage	unknown	Trees not provided along Savoy and some parts of Holland Lane ⁶

¹ For a breakdown of the total land uses, see Figure 1 above.

² There is no longer a requirement for total floor area per the 2020 EESAP.

³ The EESAP requires a minimum of 87,120 square feet of publicly accessible open space.

⁴ The applicant is requesting a parking reduction of 176 spaces.

⁵ The applicant is requesting a modification of the vision clearance requirements outlined in Section 7-801.

⁶ The applicant is unable to sustain trees under the open space bridge over Savoy Street due to lack of lighting and along portions of Holland Lane due to constrained widths and is requesting a modification.

IV. STAFF ANALYSIS

A. Conformance with the City's Master Plan

The applicant's proposal is in conformance with the updated Eisenhower East Small Area Plan (EESAP) update, adopted on March 14, 2020. The 2020 EESAP update amended the existing 2003 EESAP to encourage a balance of uses throughout the neighborhood through such mechanisms as providing flexibility in the allowed uses and building forms. The approved design for the Carlyle Plaza has been incorporated into considerations for the EESAP and is in keeping with the amendment in regard to the height and density, street network, and allowed uses. In particular, the EESAP envisions the area to the south of Eisenhower Avenue to have a greater proportion of residential development to provide an overall balance of uses for the neighborhood. The elevated open space provided in the Carlyle Plaza Two development plan remains an important aspect of the EESAP in completing the connectivity with the above-grade space at Alexandria Renew and integrating into a network of open spaces that frames Eisenhower East. Recent changes to the site plan to provide more at-grade bicycle paths and sidewalks and to expand the public street grid bring the proposal in line with the vision of the Small Area Plan.

Land Use

The EESAP has been updated so that rather than establishing maximum square footage or Floor Area Ratio (FAR) for each block, the plan establishes parameters for the required height, open space, parking, and sidewalk dimensions that together guide the overall building volume, allowing for flexibility to achieve the best building design.

The applicant's request for an entirely residential development with ground floor retail is consistent with EESAP Figure 4: Land Use, which allows both residential and commercial uses on the Block 32 property. The proposed 9,000 to 15,000 square feet of ground floor retail is not shown in the Retail Focus Areas figure in the EESAP, however, recommendations of the EESAP provide flexibility to allow retail along Eisenhower Avenue (#34, page 61). Further, since this development was approved under the 2003 EESAP, certain aspects of the original development approval has been allowed to be grandfathered in to the new EESAP. Therefore, the optional hotel and office uses are still considered permitted land uses for Block 32.

Street Connectivity & Typology

The EESAP recommends a complete streets approach to integrate people and place in the planning, design and operation of the street network so that streets are safe for people of all ages and abilities and the needs of different modes of travel are balanced. The plan identifies a complete streets typology (EESAP Figure 10) and cross section for each street (EESAP Figures 10A, 10B and 10C). Eisenhower Avenue is designated as a mixed-use boulevard, Holland Lane, John Carlyle Street, and Limerick Street are designated as Neighborhood Connectors, and Savoy and Bartholomew are designated as Neighborhood Residential streets. Staff has worked with the applicant on the cross section of Holland (to be dedicated to the City) so that it will be consistent with the EESAP.

Bike Network

In an effort to better accommodate existing cyclists in the Eisenhower neighbor and encourage future users, the EESAP establishes an enhanced bicycle network (Figure 16) that provides both on- and off-street facilities and additional safety features to serve all types of users, from commuters to recreational riders. The applicant's proposal complies with the updated bike network shown in EESAP Figure 16. Although the applicant is removing the elevated bike ramp along Holland Lane, they are replacing the elevated bike connection with a dedicated, on-grade bike path along the east side of Holland Lane that will connect to the Holland Lane bike path north of Eisenhower Avenue and tie into the future Old Cameron Run bike trail via a shared use path on Limerick Street from Holland Lane to Hooff's Run Drive. The applicant would require approval of a Master Plan Amendment if a "dedicated bike facility" is not provided along Holland Lane from Eisenhower Avenue to Limerick Street per the EESAP, which Staff would not support.

Open Space

The EESAP envisions an integrated, complete system of publicly accessible open spaces designed for and accessible to all residents, workers and visitors to the area as generally depicted in 3B: Publicly Accessible Open Space and 3C: Park Typologies of the plan. The requested open space changes will be consistent with the recommendations outlined in the EESAP and will exceed the minimum publicly accessible open space requirement of 87,120 square feet (outlined in EESAP Table 1: Development Summary), with a total of 106,711 square feet of publicly accessible open space.

Maximum Building Height

The building heights proposed with this request are under 375 feet, which is consistent with EESAP Figure: Building Heights that designates the maximum building height for this property at 375 feet.

B. Consistency with City Policies

Several conditions of approval have been amended or added to update the approval to the City's current standards and practices or to reflect the change in use from office to additional residential that has been requested with this DSUP amendment.

Public Art Policy

In December 2014, the City Council adopted the Public Art Policy which established a monetary contribution requirement from development projects for public art. The contribution can be used

for public art on the site or a contribution to further the City's public arts efforts in the neighborhood. The public art policy was applied to this development with the approved DSUP #2019-0024 extension and established a monetary contribution of \$.30 per gross square foot of development, with a maximum contribution of \$75,000 per each of the four tower buildings.

In a precedent that was established with Blocks 4/5 in Eisenhower East, a public art contribution is required for the podium buildings constructed in large developments where there is occupied space within the podium, whether for retail, residential, or residential amenity use. The parking podium building for Block 32 fits this precedent with residential units along John Carlyle Street and Eisenhower Avenue, retail adjacent to the Phase 4 building, and residential amenities along Eisenhower Avenue.

Staff is requesting that the developer utilize the public art contribution for the installation of artwork in the area known as South Circle Park, the plaza area along Eisenhower Avenue. When constructed, the South Circle Park will serve as a visual gateway into the Eisenhower neighborhood for those travelling south on Holland Lane and turning onto Eisenhower Avenue, and will be the most visible open space for the development. A significant investment in public art in the park could provide both a visual gateway into the Eisenhower neighborhood and a bold landmark that fosters a sense of identity for the neighborhood. The artwork could also be designed to encourage visitors of the park to travel upwards to the public open space deck.

The South Circle Park is currently City right-of-way that will be converted to City owned property under the POS zone when the Eisenhower rotary/traffic circle is eventually removed from Eisenhower Avenue with the Eisenhower Avenue Widening project. Since public art will be installed on public land, the applicant shall enter into a Memorandum of Understanding (MOU) with the City to define the roles of the applicant and City and determine the locations of the public art.

Affordable Housing Policy

With the approval of DSUP 2011-00031, the applicant agreed to provide a contribution of \$2,080,800 to the Housing Trust Fund. The applicant later requested two extensions, via DSUP #2013-00025 and DSUP #2019-00024. Pursuant to the City's Procedures Regarding Affordable Housing Contributions, when a second application extension is requested, an application's contribution rates are updated to the rates in effect at the time the extension request is accepted for review by the City. It is also noted that the application for DSUP #2019-00024 requested an extension through 2026, a period more than double the typical three-year extension period. Accordingly, with the approval of DSUP #2019-00024, the applicant agreed to increase its contribution to the Housing Trust Fund to \$3,581,303. The contribution was based on the voluntary contribution rates in effect at the time for commercial development and Residential Tier 1 (by-right) development.

The subject application requests an amendment to the land use program approved with DSUP #2019-00024, including a change in use of the proposed Phase 1 and Phase 2 towers from office to residential and retail. Consistent with the City's procedures, the affordable housing contribution has been updated to reflect the modified land use program and the 2020 affordable housing contribution rates, as summarized in the table below. Per DSUP #2019-00024, the total residential density permitted for Block 32 was 757,056 square feet, including 125,000 square feet of

previously approved office use that was permitted to be converted to residential floor area, per Condition #34(e). Consequently, proposed residential floor area in excess of 757,056 square feet is subject to the Residential Tier 2 contribution rate. The total new voluntary affordable housing contribution for the subject application is \$6,132,208. The contribution will be paid in proportional amounts as each phase of the development requests certificates of occupancy.

Figure 5. Affordable Housing Contribution

Contribution Comparison	DSUP 2019-00024		DSUP 2021-10019	
	Net SQFT	2019 Contribution Rates	Net SQFT	2020 Contribution Rates
Commercial	755,114	\$2.24	9,000	\$2.29
Residential Tier 1 (by right)	632,056	\$2.99	757,056	\$3.06
Residential Tier 2	0	\$5.98	621,114	\$6.11
Total Contribution	\$3,581,303		\$6,132,208	

The application is not subject to the affordable housing requirement established by the Eisenhower East Small Area Plan Update (Plan), which requires that ten percent of additional residential development enabled by the Plan (square footage beyond what was permitted in the prior 2003 Plan) be provided as committed affordable housing. The total square footage requested in this application does not exceed that which was permitted by the prior approval of DSUP #2011-00031.

It is noted that housing affordability was identified as a priority in the updated EESAP to enable more workers, in particular those in existing and newly created service-oriented and support positions in Eisenhower East (for example, in restaurants, hotels, childcare establishments, and commercial offices), to live closer to their jobs. In addition, the provision of on-site affordable units would be consistent with the Plan's vision and the City's commitment to inclusivity and equity. In response to staff comments, the applicant declined to convert part or all of the monetary contribution into on-site affordable units, citing the following rationale: "[The] Applicant believes that, due to the high cost of constructing units for this project, a greater amount of affordable housing may be provided by the City's utilization of [the] Applicant's contribution to provide units off-site."

Green Building Policy

The applicant will comply with the 2019 Green Building Policy, which requires new development to be certified as LEED Silver (or equivalent) for the entire project. The policy also requires that the applicant achieve specific "performance points" in addition to the LEED Silver-level certification. The applicant has agreed to achieve the performance points related to energy use reduction, water efficiency and indoor environmental quality as outlined in the policy. The applicant submitted a narrative with the DSUP application and will coordinate with the City on achieving compliance with the policy and identifying any equivalencies in seeking the performance points during Final Site Plan.

Carlyle Plaza Design Guidelines & Eisenhower East Design Guidelines

In order to establish some certainty as to what future design may be, City Council approved the Carlyle Plaza Design Guidelines as part of the original May 2012 approval. The applicant's design team worked extensively with staff and the DRB to refine the guidelines to a point where staff believes that these guidelines will provide direction that will result in a high-quality level of design for future buildings. Several of the Carlyle Plaza design guidelines are now out of date or not consistent with current City policies (including the current EESAP) or practices and hence were not applied to this development review. Overall, however, staff finds that the requested changes are generally consistent with these guidelines.

Further, the proposed project is located in the Eisenhower East Small Area Plan, and therefore is subject to the Eisenhower East Design Guidelines, adopted in March 2006. The Design Guidelines currently provide recommendations consistent with the 2003 EESAP but not with the 2020 EESAP and therefore are currently being reviewed and discussed by the City for an update in the future. Although it is now a dated document, Staff finds that the core principles of the Eisenhower East Design Guidelines are achieved with this amendment request.

C. Building Design

Phase 1 & 2 Tower Buildings

The Phase 1 and 2 tower buildings located along John Carlyle Street are simple but dramatic in overall massing and orientation. The proposed building heights of the Phase 1 and 2 towers are 321 feet and 340 feet respectively, or 28- and 30-story, and may reach a maximum height of 375' per the Eisenhower East Small Area Plan. Both towers are oriented with the long facades of the building facing north and south, and the end facades facing east and west. While the Phase 2 tower is rectangular in form and parallel with Savoy Street to the south, the Phase 2 tower is a parallelogram with an acute angle towards Eisenhower Avenue that accommodates a larger pedestrian area along Eisenhower Avenue in the new South Circle Park.

The façades of both towers are nearly identical in form and design and feature a consistent façade treatment that varies only slightly from base to rooftop, employing two contrasting colors and textures of precast concrete, and vertical window groupings of two or four stories. The angled rooftop forms are similar as well but are angled in opposite directions so that the higher portion of the Phase 1 tower rooftop is directed west toward John Carlyle Street, with the Phase 2 tower being just the opposite, sloping east towards Old Town and the Potomac River. The two towers also have different heights, with Phase 1 rising two stories higher than in Phase 2. While the façade treatment allows the two towers to read as a pair, the varied heights and angles of the buildings provide for differentiation between the two structures. Both the Phase 1 and Phase 2 buildings will be composed primarily of insulated glass and precast concrete in two earth tone colors.

The DRB approved the architecture for Phase 1 and Phase 2 at the January 21, 2021 DRB meeting. The Board complimented the applicant's massing and stated the two tower buildings accommodate excellent views from every direction and provide efficient light and air to all units in the building. The Board also commended the differing heights of the two tower buildings and the variety and limited shadows it creates. It was also pointed out that the primarily north and south facing

orientation minimizes energy consumption since the most challenging orientations are east and west.

Figure 6. 3D Rendering of Phase 1 and 2 Towers



Phase 1 & 2 Parking Garage Structure

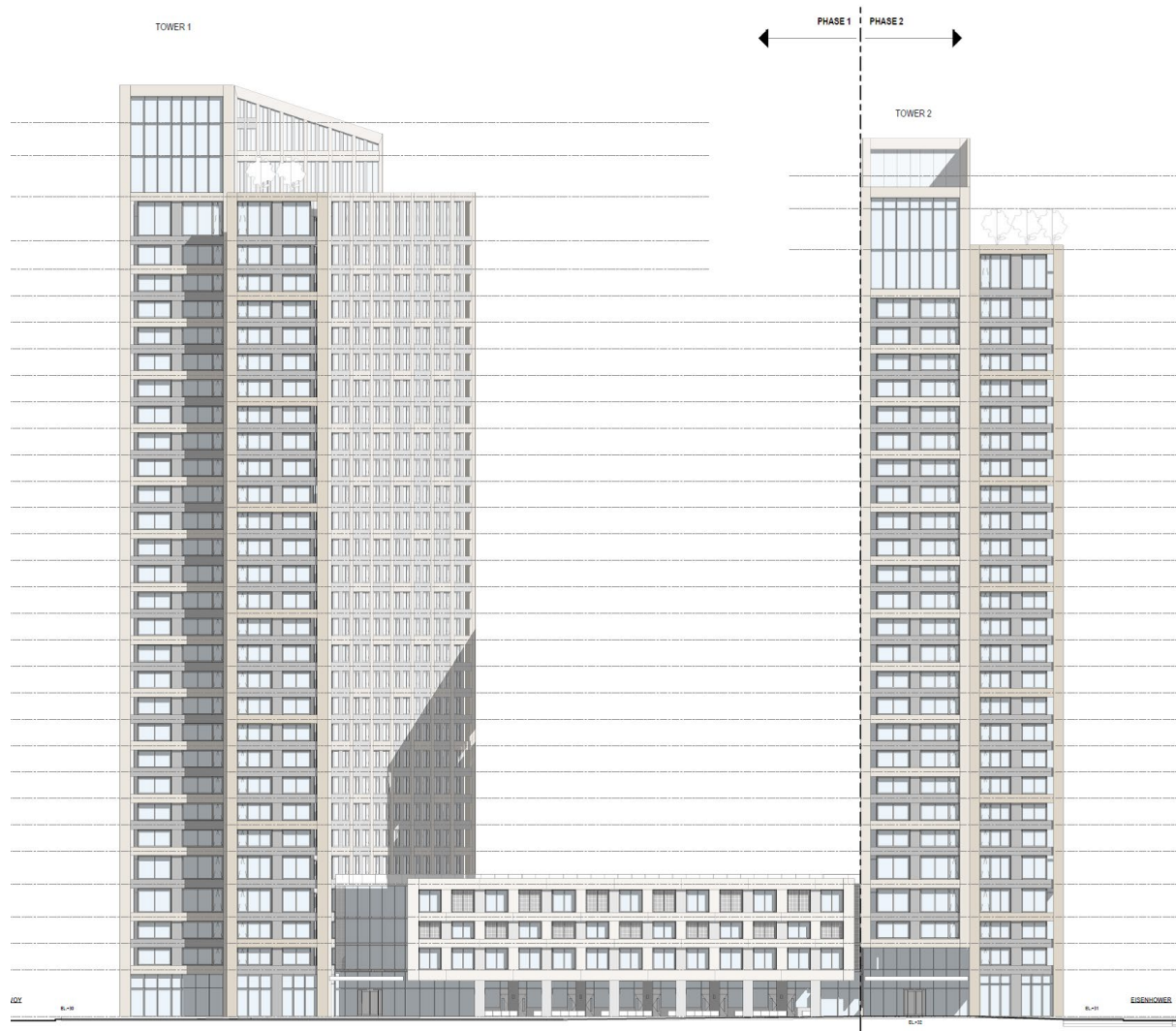
Due to site constraints of contaminated soils, parking for the entire Block 32 development is provided in a 4 story on- and above-grade parking garage that spans the entirety of the Phase 1 and 2 portions of the site as well as (in future phases) the majority remainder of Block 32.

The parking garage structure conjoins the two tower buildings along their base and is integrated into the design of the two towers. On the John Carlyle façade, the parking garage is visually separated from the towers via large areas of glass on either side of 4-story grouping of residential liner units, and by a slight projection of that structure forward of the two tower building facades. The applicant has lined the parking garage with residential units along the Eisenhower Avenue façade and nearly all of the John Carlyle Street façade so that only a small portion of the John Carlyle Street façade garage is presented to the public realm. The third and fourth stories of the 4-story structure along John Carlyle Street do not contain residential units, but the applicant has proposed a combination of spandrel glass and ventilation screens to better integrate the parking garage with the rest of the façade.

The parking garage structure spans almost the entirety of the Block 32 development and the above-grade open space atop the garage creates a significant pedestrian open space backbone to the overall Block 32 development. In contrast to the 2012 DSUP approval, the applicant is now proposing that the rooftop of the Phase 1 portion of the garage (which was previously occupied by additional levels of garage) be private open space that is contiguous with the open space provided throughout the center of the Block 32 development. The open space between the two towers will

serve the residents of the Phase 1 and 2 residential towers, but the applicant's design team has worked to create strong visual connections between the public and private realms.

Figure 7. West (John Carlyle Street) Elevation, Phase 1 (L) and Phase 2 (R)



Phase 3 Tower Building

Phase 3 (previously Phase 1, South Tower) of the Carlyle Plaza Two development includes the southern residential building. The building has been designed as a 34-story high-rise tower with a 4-story low-rise residential building along the west side to provide an active buffer between the garage and existing Alexan Carlyle apartment building on the west side of Bartholomew St. The tower is oriented so the long facades face east and west. The Phase 3 tower also includes a portion of the garage to support the building, the associated open space, and the terraced deck connection to the AlexRenew tank/field. The DRB initially approved the architecture for Phase 3 in April 2013 and then approved subsequent revisions in July 2018 after extensive discussion. Final site plans for this phase were received in 2018 under DSUP2013-0025 but were never approved.

Figure 8. Phase 3 Architecture Approved by the DRB



Phase 4 Tower Building

The City has not yet received the proposed architecture for the Phase 4 tower building. When the applicant is ready to implement Phase 4, the architecture is required to be approved by the DRB and the applicant must design within the maximum building footprint amended with this application (see Attachment #2B) and not exceed a maximum height of 375' per the Eisenhower East Small Area Plan.

D. Open Space

The initial approval of the Block 32 DSUP incorporated the creation of a system of elevated park space, transition areas to ascend to the elevated parks, and at-grade parks from what is now the Limerick Field to the south of the AlexRenew office building to the future connection at Eisenhower Avenue within the proposed South Circle Park. The park system is foreseen as an urban park typology, providing amenities and interaction for the needs of this urban neighborhood, and will be an illuminated park system that may be open to the public past sunset, with an anticipated closing of 10:00 pm per the standard operating hours of illuminated City parks.

The applicant's current proposal contains many of the elements included in the approved open space design, however, the applicant has proposed several significant changes to the overall approved open space design, the most significant being (1) the removal of the elevated bike ramp that extended from the top of the elevated deck to an at-grade location near the location of Eisenhower Avenue, (2) the reconfiguration of the proposed elevated open space, (3) the redesign of the transition zone, (4) the redesign of the North and South Circle parks, and (5) the addition of a large private open space area between Tower 1 and Tower 2. These changes are illustrated in Figure 9. "Notable Block 32 Open Space Changes".

Figure 9. Notable Block 32 Open Space Changes



Figure 10. Open Space Summary

OPEN SPACE	APPROVED DSUP	PROPOSED PLAN
Publicly Accessible Open Space (Private Open Space with a Public Access Easement) ³	102,710 SF*	106,711 SF ¹
Private Open Space ³	4,700 SF	42,917 SF
Public Open Space with RPA	4,952 SF	4,952 SF
Site Area	271,219 SF	271,219 SF
Onsite Open Space ²	112,362 SF	154,580 SF
Percentage	41%	57%
Public Portion of South Circle Park	14,518 SF ⁴	14,518 SF ⁴
North Circle Park	18,183 SF ⁴	18,183 SF ⁴

¹ 87,979 square feet of publicly accessible open spaced required per the EESAP.

² Includes private open space with a public access easement, private open space, and public open space within RPA.

³ Does not include North and South Circle Park open space since these areas are City right-of-way.

⁴ Approximate.

The notable difference between the amount of open space provided in the previously approved DSUP and the current proposed plan is in the addition of the private open space located between Towers 1 and 2. The section below discussing the reconfiguration of the elevated open space provides further information on this change.

The removal of the elevated bike ramp along Holland Lane is discussed in other sections of the staff report as the provision of a separated bicycle path along Holland Lane and other area bicycle improvements are proposed to replace the functionality of the originally proposed bridge. While the loss of the elevated bike ramp is a significant change, Staff finds that investment in other areas of the plan (i.e. the pavilion and additional elevators proposed for the elevated open space) and the provision of an at-grade bike facilities are a better alternative.

The proposed additional private open space between Towers 1 and 2 provides a net benefit to both the future residents of the buildings and the Eisenhower/Carlyle area in supplying a significant open space amenity that will serve to offset the needs or impacts of the future residents on the public open space system.

The three remaining open space alterations – the reconfiguration of the elevated open space, the redesign of the transition zone, and the redesign of the North and South Circle parks - are discussed in greater detail below.

Elevated Open Space

Excerpts from the Staff Report of the Original Approval:

The design of this development and open space is extremely different from any other development in the City and is somewhat contrary to the City's standard practice of creating smaller blocks, implementing a traditional street grid, and constructing underground parking. In most cases, an above-grade parking structure that covered over three acres would not be an acceptable solution. However, this specific design does work on this site for two main reasons. First, the site is on the edge of an urban area, which allows for some flexibility in treating the edge conditions. Since the east and south sides of the site area bordered by Alexandria Renew, there is a justification for focusing design on the north and west sides that will be more visible. Second, no other site in the City has the constraints of a wastewater treatment facility and contaminated soils to contend with. Such complications require an innovative solution such as the one proposed to turn two negative aspects into a unique and attractive asset for the City. Simply creating several acres of open space on top of a parking structure is not enough to justify this unusual design. The open space needed to be something the entire community could enjoy and partake in, not just the residents and employees of the buildings.

Alterations from the Approved Design of the Elevated Open Space

Removal of the Continuous Slope of the Elevated Open Space

A feature of the previously approved plan for the elevated open space was a mild continuous slope from the north to the south end of the two-block deck. While this space created a smooth transition, it also limited the usability of the spaces, particularly the open green lawns. The current design is

an improvement over this previous sloped solution; however, it creates a necessary transition zone at Savoy Street that the applicant team has resolved in a system of ramps, monumental stairs, and seating areas (see Figure 11, below). Additionally, the slope must be resolved at a certain point, resulting in the eastern half of the southern deck associated with Phases 3 and 4 having a fairly significant side slope facing eastward. City Staff will work with the applicant through the Final Site Plan process to ensure that this sloped area is enhanced with programmatic uses and aesthetic treatments to ensure the use of the space is optimized.

Figure 11. Elevated Open Space Savoy Street Bridge



Creation of the Proposed Private Open Space

As a result of the change from office to residential use for Towers 1 and 2, the building footprints have been reduced, and the level of the space between the towers has been lowered to match that of the elevated open space. The result is the creation of a larger private open space to serve the residents, which will also have a positive impact in the perception of space for users of the public open space.

Elimination of the Bike Bridge

The removal of the previously proposed bike bridge on Holland Lane does have an impact on the design of the elevated open space in that the existing receiving point constructed as a part of the AlexRenew / Limerick Field development will remain. Without the planned connection, this remnant will need further design consideration through the Final Site Plan process and could provide an opportunity for use as an architectural feature or overlook.

Change in Adjacent Uses

The current plan proposed for Block 32 will change the allowed uses of Towers 1 and 2 from office to residential. While this has fundamental changes on the block configuration, architectural

design, and parking requirements, it likewise has a significant impact on the intensity and patterns of use of the public open space areas of the elevated open space and surrounding park areas. City Staff has worked with the applicant to incorporate several changes within the elevated open space, particularly over the north-central parking deck, to address these changes in impact, and has provided several changes to the conditions of approval to continue to address the intensification in other areas of the deck, most notably the public playground.

One of the notable changes as a result of this coordination has been the inclusion of a pavilion just north of Savoy Street adjacent to the public access elevator that serves the elevated open space. The pavilion will provide for daily use as an informal covered area and can host such activities as have been broadly seen during the pandemic, such as informal gatherings, fitness classes, and similar, as well as special events that could be programmed, such as concerts and art events. The general size and scale of the pavilion has been provided in the plans, while the architecture of the pavilion and other details will be developed in concert with City Staff and the DRB through the Final Site Plan process.

Transition Zone, Elevators, and Other Means of Accessing Above Grade Open Space

The original design for the Transition Zone, the area of stairs, walls, and an elevator between the proposed buildings on Eisenhower Avenue that provide an access route between the South Circle Park and the elevated open space, was a system of cascading planters, waterfalls, and stairways with dramatic overlooks punctuating the patterns. With this amendment, the design of the Transition Zone has evolved significantly. The width and depth of the Transition Zone has been reduced from the original due to building placement and the need to retain more parking inside the parking deck. Additionally, the bridge-like overlook and the waterfalls were deemed infeasible by the applicant.

Figure 12. View of Transition Zone & South Circle Park



The applicant's design team has worked extensively with City Staff and the Eisenhower East Design Review Board to modify the design of the Transition Zone to adhere to the original design aesthetic to the greatest degree possible. The series of stairs has several smaller overlooks or landings within it to vary the design and provide resting places while traversing the stairs. Integral to the new design is the provision of an exterior elevator that provides both an architectural landmark for the transition zone and a means of access for users who would be unable to negotiate the stairs. The planters and waterfalls of the original design have been replaced with a series of stormwater planters and stormwater waterspouts on the central and western portion of the wall that will provide visual interest and activation. City Staff and the Design Review Board are supportive of this design, which marries the original aesthetic with an achievable construction.

With the removal of the bicycle bridge that provided a ramped access to the elevated open space, a total of three elevators are proposed to provide access from ground level. Located at Eisenhower Avenue (in the Transition Zone), Savoy Street, and Limerick Street, these three elevators provide important accessible routes from the ground to the elevated open space both at key points in the use areas of the elevated open space and providing access to areas that will be separated until the final phases of construction are completed. The design of the elevators on Savoy and Limerick will take their cue from the integration of the elevator in the Transition Zone, utilizing a bright color palette, extensive use of glass, and integration of a green seam within the surrounding architecture to make these locations a distinct landmark.

South Circle and North Circle Park

As part of this development's original approvals, the developer has agreed to design and construct the parks created by the elimination of the Eisenhower Circle. The North Circle Park, which is adjacent to the Block O residential development on the north side of Eisenhower Avenue, will be designed and constructed with the first phase of the Block 32 development. Once completed, the City will assume maintenance responsibility for the park.

The design and construction of the South Circle Park will also be provided with this development. This park will be required to be completed in phases generally aligned with the building construction along Eisenhower Avenue, with an interim park provided for the later phase(s). As part of the requirements of approval, and as the level of amenity and finishes will exceed that of a typical City park space, the developer will be required to maintain this park in perpetuity.

South Circle Park

The design of the South Circle park has been amended to increase the diversity of uses and spaces within the park area to allow for a flexibility of uses while ensuring the attraction of the space on a daily basis. The park will include a variety of fixed and movable seating, a central water feature, a variety of planted areas, and will incorporate the stairs and walls of the Transition Zone.

Public art will be incorporated into the landscape of the South Circle Park with the potential to extend into the Transition Zone, creating both a destination for the park as well as an invitation into the greater park and open space system of the block. As the majority of the South Circle Park is land owned by the City, the artist selection process will follow the City's Public Art Policy. The Applicant's public art contributions will be focused within this area to provide maximum impact,

and the conditions of approval address a timeframe and process that will ensure that the artist and art work are integrated into the landscape design process for the development.

Figure 13: South Circle Park



North Circle Park

North Circle Park is programmed as a primarily passive open space with neighborhood-serving amenities. Elements of the design include a large open green space, flexible seating, fixed interactive seating elements, and multi-functional pavement areas. The program and conceptual design have been reviewed by the Park & Recreation Commission and have been endorsed accordingly.

Summary of Open Space Accessibility, Ownership, and Maintenance

The open space for the development can be broken down include the following categories:

- **Publicly Accessible Open Space:** The elevated open space deck, the transition zone, and other small areas of ground level open space will be constructed and maintained by the developer on private property designated as publicly accessible. There is approximately 106,711 square feet of publicly accessible open space in the proposed development plan, which is slightly more than in the previously approved plan.
- **Private Open Space:** The rooftop amenities, and the private courtyard between the two towers along John Carlyle Street will be constructed and maintained on private property and will only be accessible to residents of the property. There is approximately 42,917 square feet of private open space in the proposed development plan, which is an increase of approximately 38,217 square feet from the approved plan.

- **Public Open Space:** The North and South Circle parks that are created from the removal of the Holland Lane and Eisenhower Avenue rotary/traffic circle is public open space that will be constructed and improved by the developer but owned by the City. The developer will maintain the South Circle Park improvements in perpetuity and the City will maintain the North Circle Park improvements.
- **Publicly Accessible Open Space Within an RPA:** A small portion on the east side of Holland Lane within the applicant's property is located within a Resource Protection Area (RPA). This area will be dedicated to the City. The area of RPA open space is not proposed to change with the proposed amendment.

City Boards and Commissions Endorsement

The proposed open space alterations were presented to the Eisenhower East Design Review Board (DRB) and the Park & Recreation Commission (PRC) for their review and input. The DRB is responsible for review and comment on the aesthetic design of the open space in relation to its compatibility with the proposed architecture and compliance with the design guidelines and Small Area Plan. The PRC is primarily responsible for the review of public open spaces in regard to its appropriateness within the context of city parks, programming, and suitability within the sections of the City master plan pertaining to parks and open space. The DRB and PRC both voted to support the project, and the relevant DRB staff report with board action and endorsement letter from the PRC are provided as attachments to this document, as Attachment #9 and #5, respectively.

Open Space Requirements and Fund Contribution

The EESAP that this project was originally approved under created a system of open space requirement or required contributions as a mechanism to implement of the open space improvements that the Plan envisioned.

The applicant for Block 32 is meeting their open space requirements in a number of different ways. The open space provided on top of the parking garage(s), generally referred to as the elevated open space, is part of the entitlements for the above grade parking of the development. The development is permitted to exclude the above-grade garage floor area from the total allowable floor area in exchange for the significant open space of the elevated green deck.

Additionally, the applicant is fulfilling their Open Space Fund (as required under their previous approvals) requirements by implementing the open design and construction as discussed above.

E. Transit, Bicycle, Pedestrian, and Streetscape Improvements

Transit and Bicycle Facilities

The site is approximately half a mile from the Eisenhower Metro Station. The future DASH Route 32 and the WMATA Routes NH2 and REX will serve Eisenhower Avenue to Mill Road under the New DASH Network, which will be implemented in Fall of 2021. In the long term, DASH Route 32 is expected to extend on Eisenhower Avenue to John Carlyle Street and a bus stop will be provided near Hooff's Run Drive.

The project proposes a separated, at-grade trail on the east side of Holland Lane as is consistent with the dedicated bicycle facility on this road recommended in the Eisenhower East Small Area Plan (EESAP). This proposed bicycle facility would provide connection between Holland Lane north of Eisenhower Avenue and the future Old Cameron Run Trail which will connect between the south end of Hooffs Run Drive and S. Payne Street, helping to improve the bicycle network between Carlyle and Old Town, as shown on Figure 2 above. AlexRenew facility is to the west and south and has raised concerns to the Holland Lane bike facility (see letters in Attachments #7A and #7B). Staff has considered the truck traffic in the evaluation of the bicycle facility and has concluded that placing the bicycle facility off-street will reduce potential conflicts (see City response in Attachment #8).

The project also proposes advisory bike lanes on Savoy Street, Bartholomew Street, and John Carlyle Street and sharrows on Limerick Street. These shared bike facilities will further support bicycle connections in the area and are also consistent with shared facilities shown in the EESAP. The Eisenhower East Widening Project will include an eastbound bike lane on the south side of Eisenhower Avenue and a shared west-bound bike lane on the north side of Eisenhower Avenue. Staff has conditioned the applicant to provide a \$60,000 contribution to the City's Capital Bikeshare fund for installation and maintenance of a bikeshare station on the site frontage on Eisenhower Avenue, as shown on the Preliminary Site Plans.

Street & Pedestrian Network

The proposed street network will remain largely unchanged from the originally street network, with the exception of the Holland Lane dedication, discussed below. The original plan for South Carlyle called for an interconnected street grid system that would create blocks and provide a variety of travel options for pedestrians and vehicles. Although the size and design of the garage with this proposal limits the traditional concept of a street grid, this development will create a number of important pedestrian and streetscape improvements. First, several of the streets envisioned by the plan have been completed. The residential development and AlexRenew office building constructed portions of Limerick Street, Bartholomew Street, and Savoy Street, which will be fully completed with the Carlyle Plaza 2 development. Savoy Street will be extended through the garage to provide east-west connection through the sites, John Carlyle Street will also be extended south of Eisenhower Avenue to provide access to Savoy Street and Holland Lane will tie into the future T-intersection created through the Eisenhower Avenue Widening Project to provide new north-south connections for the neighborhood. With this request, the applicant is improving upon the previous approval and is proposing sidewalks on all street frontages.

The developer is also coordinating with the City to ensure their development is consistent with the Eisenhower Avenue Widening Project. The Widening Project will construct a T-intersection at Eisenhower Avenue and Holland Lane through the removal of the rotary, which creates the area for the public parks on either side of Eisenhower Avenue. New sidewalks will be installed by the City along Eisenhower Avenue from Hooff's Run Drive to Holland Lane.

F. Holland Lane Dedication

As part of this Major Amendment the staff is recommending that City Council conditions the applicant to dedicate Holland Lane to the City of Alexandria as public right-of-way. The dedication would extend from Eisenhower Avenue to Limerick Street as a right of way with varying width. In existing conditions, this portion of Holland Lane is private and encumbered by an agreement to allow AlexRenew traffic to use Holland Lane as an access point to their facilities. Per clause #9 of the deed, the easement would terminate with public access to this area, such as the creation of a public right-of-way. The public street would continue to provide AlexRenew access to their facilities while simultaneously allowing the City to achieve compliance with the Eisenhower East Small Area Plan including a multimodal transportation network on public streets. In the proposed site plan conditions, the dedicated public right-of-way will contain a separated at grade multiuse trail for pedestrians and cyclist as well as a full width roadway to connect into the wider City network.

G. Traffic Impacts & Transportation Management Plan (TMP) Special Use Permit

Traffic Impacts

The applicant conducted a Transportation Review to evaluate the adequacy of the existing multimodal transportation network in conjunction with the proposed development and identify if mitigation measures to offset associated traffic impacts are appropriate.

The study included intersection operation evaluation of existing conditions, as well as future conditions for the development at 9 surrounding intersections along Eisenhower Avenue and the proposed site access points. Based upon the ITE Trip Generation Manual, the proposed land use change would generate approximately 165 vehicle trips in the AM Peak Hour and 199 vehicle trips in the PM Peak Hour anticipated in 2030. This also includes travel modes consistent with the East Eisenhower Small Area Plan Update. The travel modes assumed 40 percent trips will be done by passenger vehicles, 45 percent will be by transit including metro rides or bus rides, 5 percent by bicycle, and 5 percent by walking.

Based on the findings, the analysis for all 9 intersections resulted in minor impacts from the development to the overall operation. All intersections studied experienced acceptable level of service or delay for the overall operation. This is mainly due to fairly low number of trips at each intersection, considering the various ways of travel, increased network connectivity, and overall demand of the study intersections.

The development continues to align with the city's guiding principles of encouraging multimodal use. The development maintains pedestrian connectivity throughout the site and proposes several bicycle facilities and accommodations. The development also plans to improve pedestrian and cyclists experience through the site by connecting to the Limerick Street Recreational Field with a raised open space concept. In addition, the development will comply with the Tier 3 Transportation Management Plan (TMP) requirements and create a standalone TMP. The TMP will implement additional strategies to persuade residents to use public transportation, walk, bike, or utilize ride share programs.

Transportation Management Plan (TMP) Special Use Permit

According to Section 11-700 of the Zoning Ordinance, the applicant is required to participate in a “tier three” Transportation Management Plan (TMP) to encourage modes of transportation other than the single occupancy vehicle (SOV). As a Tier 3 TMP, the development shall create and operate its own stand-alone TMP and may be encouraged to partner with neighboring TMPs in the future. A TMP SUP was approved with the DSUP2011-00013, the original approval for the Block 32 development and is being carried forward with this request. With the TMP SUP, the applicant has agreed to the City’s standard TMP rates, (adjusted annually per the Consumer Price Index [CPI-U]) to be contributed to the project’s TMP fund. The TMP shall always maintain a point of contact for the purposes of billing.

H. Parking Reduction Special Use Permit & Loading

Parking Overview

Parking for the project is mainly located in the above-grade garage, which will be constructed in phases with each building to provide adequate parking for that phase. Of the 1,164 total parking provided, 1,134 spaces are located in the garage with 30 on-street parking spaces located on Savoy Street, John Carlyle Street, and Bartholomew Street.

The developer has agreed to provide 38 parking spaces within the garage for use by the Limerick field patrons, which was anticipated during the DSUP review for the tank and the field. These spaces will be required to be made available when the first building is occupied, although the final location may be shifted depending on the phase that is constructed first. Staff will work with the applicant to ensure appropriate signage is provided to direct people to these spaces and to the athletic field.

Per new Condition #57A, the applicant is required to provide level 2 electric vehicle chargers installation of a minimum of 2 percent of the required parking (or 27 spaces) for the entire building out of the development and shall have necessary installed for future 2 electric vehicle chargers.

Special Use Permit for Parking Reduction

Per Zoning Ordinance Section 8-100, the applicant is required to provide a minimum of 1,336 parking spaces and a maximum of .8 parking spaces per bedroom, or 1,542 spaces, for multi-family residential uses. These figures were calculated considering the reductions allowed for location within a half-mile of a Metro Station and an estimated walkability index score of 90-100. The applicant is also required to provide a minimum of 4 parking spaces and a maximum of 45 parking spaces for the proposed maximum of 15,000 square feet of retail located along Eisenhower Avenue.

The applicant is providing a total of 1,164 spaces and is therefore requesting a parking reduction of 176 spaces to reduce the minimum number of parking spaces provided at this site from 1,340 to 1,164 spaces.

Staff supports the SUP request to reduce the minimum number of parking spaces to be provided. Reduced parking at the site will encourage residents, visitors and employees to utilize alternative modes such as bike, bus and rail transit, which is or will be abundant at this highly walkable location. The project is located within a half-mile of two Metro stations for transportation. Further, this section of Eisenhower Avenue is expected to be served by future DASH Route 32, which will further expand upon the non-vehicular options available for residents of the property. The addition of a bike lane on Eisenhower (to be completed with the Eisenhower Widening Project) and the completion of bike network connections proposed with this request will provide another strong mode on non-vehicular transportation.

Figure 14. Parking Reduction Tabulations

	Multifamily Residential	Commercial
Minimum Required Spaces ¹	1,336 spaces	4 spaces
Maximum Required Spaces	.8 spaces per bedroom or 1,542 spaces	45 spaces
Total Minimum Required Spaces	1,340 spaces	
Total Provided Spaces ^{2, 3}	1,164 spaces	
Parking Reduction Needed	176 spaces	

¹ The original 2012 approval did not proscribe a minimum parking requirement.

² Per Condition #57A, the applicant is required to provide level 2 electric vehicle chargers installation of a minimum of 2 percent of the required parking (or 27 spaces) for the entire building out of the development.

³ The developer has agreed to provide 38 parking spaces within the garage for use by the Limerick field patrons,

Zoning Ordinance Section 8-100(A)(4) outlines four conditions for the City Council to consider when evaluating whether to grant this SUP:

1. The special use permit applicant shall demonstrate that providing the required parking would be infeasible. Providing additional parking spaces in the above-grade parking structure would require additional levels of parking within the garage and significantly alter the grading for the above grade open space deck, potentially creating a scenario where the slope cannot comply with ADA standards. Further, the applicant is unable to provide additional levels of parking below grade due to contaminated soils.

2. If the requested reduction exceeds five parking spaces, the special use permit applicant shall propose and have approved as a condition of the permit a parking management plan which shall include reasonable and effective measures, appropriate to the size, scale and location of the use, building or structure, which will mitigate the impacts of the proposed reduction in parking. Staff does not believe that the applicant needs to take further measures to mitigate the impacts of the proposed reduction in parking since the development is located in a walkable area with half mile access to the Eisenhower and King Street Metro stations. However, if changes do become necessary, Staff has included new condition #56A, which will require the applicant to take measures to mitigate the impacts of the parking reduction to the satisfaction of the Director of T&ES.

3. City council, upon consideration of the special use permit application, finds that the proposed reduction in parking will not have an adverse impact on the nearby neighborhood, and that the application otherwise complies with the standards for approval set forth in §11-504. Staff does not believe that the proposed reduction parking spaces will have an adverse impact on the nearby neighborhood. Considering the location of the project in a highly walking area with access to both the Eisenhower Avenue or King Street Metro station and the City's extensive bike trail network, Staff finds that the proposed number of parking spaces is sufficient for the requested use.

4. A special use permit may not reduce the number of off-street parking spaces otherwise required below the number of spaces which are provided at the time of the permit application, unless allowed by another provision of this ordinance or required by extraordinary circumstances. This requirement does not apply to this project since the units are entirely new construction.

Loading

Loading areas are provided on the ground floor of each building in the development within the parking garage structure. All loading areas have access from Savoy Street, with the exception of a trash entry for Phase 3 off of Holland Lane.

Per Zoning Ordinance Section 8-200(B)(1) and (2), one loading space is required for every 20,000 square feet of retail floor area. The applicant is proposing up to 15,000 square feet of retail floor area and therefore one loading space is required. A loading space directly adjacent to retail areas is being provided in the Phase 1 parking structure.

I. Stormwater Management & Resource Protection Areas

The proposed development is required to meet the City's stormwater standards in Section 13-109 of the Zoning Ordinance to improve water quality and reduce runoff. The project meets those standards by providing a series of stormwater Best Management Practices, or BMPs, that include green roof, pervious pavement, urban bioretention and underground stormwater treatment BMPs.

The developer will be mitigating areas of the Resource Protection Area (RPA) on the east side of Holland Lane that are within Block 31. The RPA is a 100-foot buffer in total that is associated with the natural, perennial stream of Hooff's Run, which is located east of the subject property. The developer's mitigation will lessen the amount of City funds needed in the future to develop this open space and are an important part of the project's contribution to open space in the Eisenhower neighborhood. There is also a small portion of the developer's property (approximately 4,900 sf) that will be dedicated to the City for inclusion in Block 31.

A portion of the 10-foot wide off-street, bike trail located on the east side of Holland Lane will be constructed in the RPA. Trails are an allowable use in the RPA and per condition 122E, the applicant is required to ensure that this section of bike trail is composed of permeable pavement.

J. CDD Concept Plan

The applicant has submitted a Coordinated Development District Conceptual Design Plan (CDD Concept Plan) with this DSUP amendment request. In the way of background, Coordinated Development Districts (CDDs) were added to the Zoning Ordinance in the 1990s as a zoning tool to coordinate the redevelopment of various properties in the City, particularly when such sites are owned by different entities. CDDs are a blend of a traditional zoning and special features, one of which is the required approval of a CDD Concept Plan at Planning Commission and City Council prior to redevelopment approval.

A CDD Concept Plan (CDD #2012-00001) was approved for the Carlyle Plaza Two development with the original DSUP approval in 2012, but unfortunately the CDD Concept Plan was not included with the docket materials for the case and staff is unable to locate the original CDD plan. Further, the CDD approval was never carried forward with the 2014 DSUP amendment or the 2019 DSUP extension, and it is unclear if the CDD concept plan remains valid.

As stated above, a CDD concept plan is an essential component of the CDD zoning and therefore, the applicant has provided a new CDD concept plan design that is consistent with the intent of the original CDD approval. The CDD Concept Plan for Block 32 provides an overall framework for the development approval and simply provides information on the overall street network, the maximum building footprint, and the maximum building height. The plan does not provide information for the other blocks in CDD #11. Staff will be commencing an update of both Eisenhower neighborhood CDDs (CDD #1 and CDD #11) so that CDDs are consistent with the recommendations of the 2020 Eisenhower East Small Area Plan.

K. Modifications

As part of this application, the applicant is requesting the following modifications to the Zoning Ordinance related to the following sections:

- Relief from the required height-to-setback ratio per Section 6-403 of the Zoning Ordinance;
- Relief from the vision clearance requirements per Section 7-801 of the Zoning Ordinance; and
- Relief from the street tree requirement of 1 tree per every 30 feet per the 2019 Landscape Guidelines.

Per Section 11-426 of the Zoning Ordinance, Planning Commission may approve modifications to the site plan if the modifications are deemed:

1. Necessary and desirable to good site development;
2. Specific and identified features of the site design make up for those impacts otherwise protected by the regulations for which modification is sought; and
3. That such modification will not be detrimental to neighboring property or to the public health, safety, and welfare.

Height to Setback Ratio Requirement

The modification request for relief from the height to setback ratio applies to all four buildings on the property. The applicant has about maximized the height permitted under the Small Area Plan to achieve the desired building densities. As such, the building height exceeds twice the distance from the building face to the adjacent centerline.

1. *Necessary or desirable to good site development:* In order to achieve both a feasible amount of project density and the publicly accessible open space as required by the EESAP, the applicant has sought smaller building footprints with significant building heights. The height is permitted and encouraged per the EESAP and is consistent with the existing and proposed buildings throughout the Eisenhower neighborhood.
2. *Specific and identified features of the site design make up for those impacts otherwise protected by the regulations for which modification is sought:* Balancing the building height and relationship to the streetscape has been achieved through the design of the 4-story parking structure, which on some street frontages includes retail and residential liner units at a scale consistent with requirements of the height to setback ratio. The top of the parking structure also provides elevated open space with several ground level connections, including the Transition Zone, which provides a connection to the pedestrian realm.
3. *That such modification will not be detrimental to neighboring property or to the public health, safety and welfare:* As all the buildings in the development have a similarly narrow and rectangular shape, all buildings are limited in their ability to adhere to the height-to-setback ratio and maintain enough floor area to be financially viable. Adjacent properties are either providing similar height or are adjacent to areas of the site plan where a considerable portion of the façade contains residential liner units, retail, or a setback created by an open space or plaza area. Furthermore, staff has reviewed the proposed designs with appropriate fire and safety considerations and the building designs will not be detrimental to public health, safety or welfare.

Vision Clearance

The modification request for relief from vision clearance only applies to the northwest corner of the intersection of Limerick Street and Holland Lane where a column support for the overhead open space bridge is very slightly within the required 30' vision clearance triangle required by Section 7-801.

Staff supports the request for site plan modifications to vision clearance requirements and finds that the proposal meets the three criteria for modifications pursuant listed in Section 11-416 as described below:

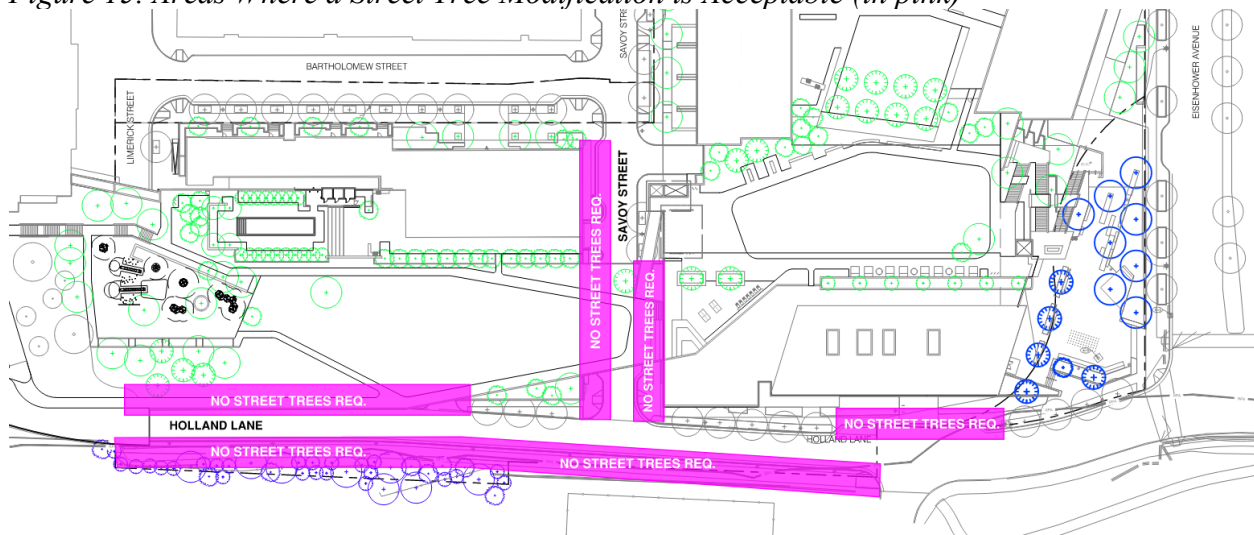
1. *Necessary or desirable to good site development:* The existing column within the vision clearance area is structural necessary to provide support of the bridge above Holland Lane, which will provide a future connection between the AlexRenew field and the open space deck provided with this development.

2. *Specific and identified features of the site design make up for those impacts otherwise protected by the regulations for which modification is sought:* The applicant mitigates the impact of the existing support column by chamfering the corner of the building so that it does not further impede upon the required vision clearance. Further, the applicant is proposing a planting bed around the column with low lying plantings so that the vision clearance is not further obstructed.
3. *That such modification will not be detrimental to neighboring property or to the public health, safety and welfare.* Given the minimal impact of the vision clearance modification request, as mentioned previously, staff believes that the approval would not be detrimental to neighboring property or to the public health, safety, or welfare.

Street Tree Requirements

The applicant is requesting a modification to the street tree requirements outlined in the 2019 Landscape Guidelines. Per the guidelines, projects that require a Development Special Use Permit (DSUP) approval require one street tree for every thirty (30) feet of lot frontage along the public right of way, with a minimum of one per frontage. The applicant is not meeting this requirement for areas along Savoy Street and Holland Lane due to confined street sections along Holland Lane and underground utilities and the unsupportive growing environment created by the open space bridge above Savoy Street. The applicant is requesting a reduction of the total street trees for the areas not including street trees as shown on the Preliminary Plans and highlighted in Figure 15, below. Staff would like the applicant to provide street trees on Savoy Street, if possible, and has included Condition #12h, which states that “the applicant shall work with City Staff to provide additional street tree plantings where feasible”. The applicant is meeting the required 25% minimum canopy coverage requirement by providing 42% canopy coverage on the property.

Figure 15. Areas Where a Street Tree Modification is Acceptable (in pink)



L. School Impacts

In anticipation of new residential property development, Alexandria City Public Schools (ACPS) and the City of Alexandria estimate the number of new students expected to join the school system from those properties based on historical enrollment and residential property data. Based on the 2019 Student Generation Rate jointly developed by ACPS and the City, the proposed development could potentially generate approximately 57 net new students. The project could generate additional new students if the applicant provides on-site affordable units. New students would be distributed over all grade levels and would be added over multiple years as the project will be built in phases.

This project is located within the Lyles-Crouch Traditional Academy, George Washington Middle School, and Alexandria High School attendance areas. Per ACPS's 2019-2020 school enrollment data, these schools are over capacity. The City and ACPS staff will monitor and integrate the projected student generation numbers in forthcoming school enrollment projections and ACPS will continue to coordinate with the City to review, plan, and allocate resources for necessary additional capacity to ensure all ACPS students are provided with safe and equitable learning environments.

The Eisenhower East Small Area Plan recommends a public school be located within the plan area to accommodate any additional student population generated by proposed development. The size, location and timing of school construction will be addressed as part of future CDD approvals. In addition, per School Board policy, ACPS evaluates school boundaries every five years and prior to the opening of each new school to determine if any adjustments are needed for capacity, diversity, or other reasons.

V. COMMUNITY

The Carlyle/Eisenhower East Design Review Board (DRB) and Parks and Recreation Commission (PRC) meetings have been one of the primary opportunities for public input from the community. These meetings are advertised and noticed via the City's website. Overall, the Block 32 amendment request was discussed at four (4) DRB meetings and two (2) PRC meetings with extensive discussion on the building architecture and open space design. In March 2021, both the DRB and PRC approved or recommended approval of the project. Please see the PRC recommendation letter as Attachment #5.

The applicant also solicited community feedback from the board of the Eisenhower Partnership to discern if the organization had any issues or concerns with the proposed request. The Partnership issued a letter of support for the project, attached as Attachment #6.

Finally, the applicant held a virtual community meeting to review the DSUP site plan amendment request on April 5, 2021. Speakers at the meeting represented the Carlyle Towers condominium association and the Carlyle Community Council and cited concerns regarding parking and asked for clarification regarding the location of the playground.

Figure 16. Community Engagement

Meeting	Date	Discussion Item
Carlyle/Eisenhower DRB Meeting	10/22/2020	Work session to discuss architecture
Carlyle/Eisenhower DRB Meeting	12/17/2020	Work session to discuss architecture
Carlyle/Eisenhower DRB Meeting	01/21/2021	Approval of architecture / open space work session
Parks & Recreation Commission	02/18/2021	Initial review of open space
Parks & Recreation Commission	03/18/2021	Approval of open space
Carlyle/Eisenhower DRB Meeting	03/25/2021	Approval of open space
Eisenhower Partnership Meeting	3/26/2021	Review and endorsement of site plan
Virtual Community Meeting	4/5/2021	Review of site plan

The property has been posted with public notice signs announcing the proposed extension request and notification has been sent to all adjacent property owners with information about the proposal, hearing dates, and contact information. The request was also presented to the Federation of Civic Associations at its regularly scheduled monthly meeting.

VI. CONCLUSION

Staff recommends **approval** of the CDD concept plan, the development site plan and modifications and all associated special use permits subject to compliance with all applicable codes and the following Staff recommendations.

VII. STAFF RECOMMENDATIONS

Note: Conditions from DSUP 2019-0024 have been carried forward and the following conditions have been amended, added , or deleted by Staff: 1, 1A, 2, 2A, 2B, 3, 4, 5, 6, 9A, 10, 10A, 11, 12, 13, 15, 16, 16A, 16B, 16C, 16D, 16E, 16F, 16G, 16H, 16I, 17, 18, 19, 19A, 23, 24A, 24B, 24C, 31, 33, 34, 35A, 35B, 35C, 36, 42A, 42B, 42C, 42D, 42E, 42F, 46A, 48, 49, 50A, 50B, 52, 53, 56A, 57A, 69, 70, 71, 72A, 72B, 72C, 72D, 73, 73A, 74, 76, 76A, 76B, 76C, 79A, 79B, 79C, 79D, 79E, 79F, 83A, 83B, 84, 108, 108A, 108B, 108C, 108D, 108E, 114A, 114B, 115A, 115E, 115F, 115G, 115H, 115I, 116, 116B, 116D, 120, 121, 121B, 122A, 122B, 122C, 122D, 122E, 122F, 122G, 132A, 138, 139, 139A, 142A, 142B, 144, 146, 147, 148, 148A, 150, 151, 153, 154, 155.

1. **CONDITION AMENDED BY STAFF (DSUP2019-0024, DSUP2021-10019):**
The Final Site Plan shall be in substantial conformance with the preliminary plan **dated May 4, 2021 received April 30, 2012, and revised December 2, 2013**, the Carlyle Plaza Design Guidelines dated November 27, 2013, and the CDD Concept Plan dated **May 28, 2021 April 30, 2012**, and shall comply with the following conditions of approval. (P&Z)
- 1A. **CDD CONDITION ADDED BY STAFF (DSUP2021-10019): The CDD Concept Plan shall expire with DSUP2021-10019. (P&Z)**

A. PEDESTRIAN/STREETSCAPE:

2. **CONDITION AMENDED BY STAFF (DSUP2019-0024, DSUP2021-10019):**
Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
 - a. Complete all pedestrian improvements for each phase prior to the issuance of a certificate of occupancy permit for each building.***
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. The minimum unobstructed width of newly constructed sidewalks shall be **6' in commercial, mixed-use or other high-density areas 6-feet, unless otherwise noted in the conditions below.**
 - d. All brick sidewalks shall comply with the City's Memos to Industry 05-08 and 01-13. The brick/concrete hybrid sidewalk shall be installed on all streets per Memo to Industry 19-03.
 - e. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details in the final site plans that verify this requirement.
 - f. Sidewalks shall be flush across all driveway crossings.
 - g. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - h. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of

T&ES.

- i. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
- j. All crosswalks shall be standard, 6" wide, white thermoplastic parallel lines with reflective material, with 10' in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.
- k. ~~All streets, with the exception of Holland Lane, shall be constructed per the Eisenhower East Design Guidelines.~~
- l. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials to minimize any potential visible impacts. (P&Z)(RP&CA)(T&ES)

2A. **CONDITION ADDED BY STAFF (DSUP2021-10019): 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. (T&ES) (P&Z)**

2B. **CONDITION ADDED BY STAFF (DSUP2021-10019): The proposed location and approximate dimensions of the Capital Bikeshare station shall be shown on the Final Site Plans. The Station shall be sited to provide adequate space for maneuvering bikes in and out of docks, to allow access by Capital Bikeshare staff or contractors to rebalance bikes, and to provide for solar panels where feasible. If the location shown on the plans is determined not to meet any of these siting needs, an alternative location may be provided to the satisfaction of the Director of T&ES and the applicant. * (T&ES)**

3. **CONDITION AMENDED BY STAFF & THE PLANNING COMMISSION (DSUP2019-0024, DSUP2021-10019):** Provide the following pedestrian and streetscape improvements, if not already constructed, prior to the issuance of a certificate of occupancy for the first building:

a. John Carlyle Street:

- i. Construct a minimum 22 foot wide roadway with curb, from Eisenhower Avenue to Savoy Street.
- ii. Install a **minimum** 6 foot wide ~~temporary asphalt or concrete~~ sidewalk on the east side of the street. **An interim sidewalk, if necessary, may be constructed of asphalt.**
- iii. Modifications to the traffic signal at the intersection of Eisenhower Avenue and John Carlyle Street shall be required to signalize the northbound approach (if modifications have not been constructed as depicted on the DSP2006-0003 approved site plan).

- iv. Provide and install pedestrian countdown signals and ~~Prisma DAPS pedestrian-activated~~ **accessible** push-buttons in accordance with City Standards for the west and south legs of the intersection of Eisenhower Avenue and John Carlyle Street (if not already constructed with DSP2006-00003). All pedestrian-activated push buttons shall be accessible per ADA Accessibility Guidelines (ADAAG).
 - ~~v. Construct a concrete median, approximately 75 feet long, on Eisenhower Avenue at Hooffs Run Drive concurrently with the construction of John Carlyle Street to create a right in right out only condition on Hooffs Run Drive. The design for this median shall be included with the first final site plan.~~
 - ~~vi. An interim stormwater management plan, including BMP's, for this street shall be provided.~~
 - ~~vii. This requirement can be waived for a certificate of occupancy for the north or south residential building if an interim traffic study determines that this street or associated public improvements are not needed to provide adequate levels of service for those buildings, to the satisfaction of the Director of T&ES.***~~
- b. Holland Lane:
- i. **If the City finds that any 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 3 or 4 building, whichever 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.~~
 - ii. This construction shall be coordinated with the City's Eisenhower Avenue Widening plan. ~~and shall include foundations necessary to support structural elements required for the landscape deck and bike/pedestrian trail.~~
 - iii. The plans for this street shall be included in the final site plan for the first phase of this development or as a separate grading plan that shall be released prior to release of any other final site plan for the development.
 - ~~iv. An interim stormwater management plan, including BMP's, for this street shall be provided.~~
 - v. The final driving surface of the street shall be required prior to release of any performance bond which includes the street.

- vi. ~~This street shall be constructed by Carlyle Plaza, Alexandria Renew, or jointly between the two.***~~
 - vii. Provide a minimum 5-foot wide sidewalk and minimum 4-foot wide landscape strip between the sidewalk and the curb along the west side of Holland Lane to the satisfaction of the Director of T&ES.
 - e. ~~Provide a temporary bike/pedestrian route through the site if the bike/pedestrian trail has not been completed. *** (P&Z)(T&ES)~~
 - d. Provide an at-grade sidewalk along Limerick Street, underneath the structure that connects AlexRenew with the south residential tower landscape deck, to provide a minimum four (4) foot and six (6) inch wide pedestrian connection between the south residential parking garage vehicular entrance and Bartholomew Street.*** (P&Z)(T&ES)
4. **CONDITION AMENDED BY STAFF (DSUP2021-10019):** Provide the following pedestrian and streetscape improvements prior to the issuance of a certificate of occupancy for the **Phase 1 or 2 first office** building:
- a. Construct the remaining portion of the Savoy Street section from John Carlyle Street to Bartholomew Street **prior to issuance of the certificate of occupancy for Phase 2.*****
 - b. Construct the portion of Savoy Street from Bartholomew Street to Holland Lane (if not already constructed) **with Phase 2**. This section may be temporarily closed if necessary for subsequent construction of the **Phase 4 north residential** building.***
 - c. Complete the streetscape (i.e. sidewalk and street trees) for John Carlyle Street (if not already constructed) **with Phase 1**. If the ~~office~~ building on the west side **of John Carlyle Street** has not been constructed, the sidewalk and street trees can be installed after construction of that building.*** (P&Z)(T&ES)
5. **CONDITION AMENDED BY STAFF (DSUP2021-10019):** Provide the following pedestrian and streetscape improvements prior to the issuance of a certificate of occupancy for the **Phase 2 north residential** building:
- a. Construct the portion of Savoy Street from Holland Lane to Bartholomew Street (if not already constructed). This section may be temporarily closed if necessary for subsequent construction of the **Phase 2 or Phase 4 office** buildings.*** (P&Z)(T&ES)
6. **CONDITION AMENDED BY STAFF & THE PLANNING COMMISSION (DSUP2021-10019):** Provide the following pedestrian and streetscape improvements prior to the issuance of a certificate of occupancy for the **Phase 3 south residential** building:
- a. Construct the remaining portion of the Bartholomew Street section from Savoy Street to Limerick Street. This shall include providing bulb-outs and crosswalks at each corner on both sides of the street.***
 - b. Construct the portion of Limerick Street from Bartholomew Street to

Holland Lane.*** (P&Z) (T&ES)

- c. 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.***
7. **CONDITION AMENDED BY STAFF (DSUP2019-0024):** The City and the applicant shall have a coordination meeting(s) about the Eisenhower Avenue Widening Project prior to any future final site plan submissions to update both parties on the status of each project and make adjustments to the phasing as necessary.* (P&Z) (T&ES)
8. **CONDITION DELETED BY STAFF (DSUP2019-0024).**
9. The character and design of the entrances and interior portions of the Limerick Street garage sections shall be carefully considered and detailed to appear as natural street extensions that are welcoming to the public, consistent with the Design Guidelines. (P&Z)
- 9A. **CONDITION ADDED BY STAFF (DSUP2021-10019): The applicant shall enter into a maintenance agreement for non-standard items in the right-of-way. (P&Z)**

B. PUBLIC ART:

10. **CONDITION AMENDED BY STAFF & THE PLANNING COMMISSION (DSUP2019-0024, DSUP2021-10019): 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 for a total of \$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 issuance of the first Certificate of Occupancy 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, work with City staff to determine ways to incorporate public art elements on-site, or provide an equivalent monetary contribution to be used toward public art within the Small Area Plan planning area, to the satisfaction of the Directors of RP&CA and P&Z. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. In the event public art is provided on-site, the public art shall be of an equivalent value.*** (RP&CA)(P&Z)**

- 10A. **CONDITION ADDED BY STAFF (DSUP2021-10019): The applicant will enter into an MOU with the City for the perpetual maintenance of the South Circle Park, including all portions of the Transition Zone, prior to the release of the first Final Site Plan. Public art within the South Circle Park or the Transition Zone shall be the property and maintenance responsibility of the City. (P&Z) (RPCA)**

C. OPEN SPACE/LANDSCAPING:

11. **CONDITION AMENDED BY STAFF (DSUP2019-0024, DSUP2021-10019):**
The design of the landscape and open space, including but not limited to the transition zone/~~bio-wall, bike/pedestrian trail~~, and play area, shall be consistent with the Preliminary Plans ~~and the DRB plans~~ dated May 4, 2021 April 26, 2012 **or as noted in the conditions below.** The buildings shall be limited to the maximum footprints shown on Attachment #2B and the Design Guidelines and shall be designed to be compatible with the approved open space plan. In no case shall the buildings diminish the level of detail provided in the Preliminary Plan with regard to approximate size, materials, access, and amenities, unless approved by the City Council through an amendment to this plan. (P&Z)
12. **CONDITION AMENDED BY STAFF (DSUP2019-0024, DSUP2021-10019):**
Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and/or RP&CA. Landscape plans shall be submitted in accordance with the City of Alexandria's Landscape Guidelines. At a minimum the Landscape Plan shall:
- a. Provide an enhanced level of detail for plantings throughout the site (in addition to street trees). Plantings shall include a mixture of seasonally variable-shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. Ensure positive drainage in all planted areas.
 - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
 - d. Provide detail sections showing above and below grade conditions for plantings above a structure.
 - e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
 - f. Provide an exhibit that verifies the planting in street tree wells/trenches, and all planting above structure meets the requirements of the City's Landscape Guidelines for growing medium soil volume and depth. Each tree shall have a numeric volume measurement attributed to it.

- ~~g. Include a note (with accompanying graphics if necessary) which explains the parameters which are being used for the planting depth above structure in the instances where the Landscape Guidelines requirements cannot be met. The outline shall include a description of the depth being proposed for the various forms of planting (e.g. trees, shrubs, lawn etc).~~
- h. Applicant shall work with City Staff to provide additional street tree plantings where feasible. (P&Z)(RP&CA)**

13. **CONDITION AMENDED BY STAFF (DSUP2019-0024, DSUP2021-10019):**

Provide the following modifications to the landscape plan and supporting drawings, to the satisfaction of the Directors of P&Z and/or RP&CA and the City Arborist:

- a. Provide a barrier at the base of the amphitheater seating to connect with the fence around the athletic field. Coordinate fence/netting/railing details with DSUP 2009-0019.
- b. Provide a continuous concrete mow strip at the base of each row of pre-cast concrete seat walls in the amphitheater.
- c. Continuous tree trenches on grade shall be Silva Cells, structural soils, suspended sidewalks, or approved equal by the Director of RP&CA. Structural soil shall not be permitted within the minimum soil volume required by the City of Alexandria Landscape Guidelines.
- d. Provide the City standard landscape notes on the plans in compliance with the City of Alexandria Landscape Guidelines.
- e. Amend the sections through the planting areas above structure to clearly identify the layers of planting medium as separate from all other layers.
- f. Per the agreement with City P&Z staff, tree planting above structure shall have a minimum 3 foot soil depth. Green roof underlayment layers other than soil shall not count towards the 3 foot requirement.
- g. Tree planting selections in the Circle-South Park shall be coordinated with P&Z staff.
- ~~h. L2.13 Clarify with a dimensioned section and amend if required the apparent conflict between the at-grade planter and buried structure within the plaza outside of the north residential tower's north entrance.~~
- ~~i. L2.12: Provide a dimensioned section elevation to illustrate the condition of the bike/pedestrian trail landing where it meets grade at the end of Eisenhower Ave. The section and elevation shall be taken parallel to the trail.~~
- ~~j. L4.02 and all associated plan or detail sheets: Continue to coordinate the design of the BMP tree pits and trenches within the sidewalk with City staff. Guidelines will be issued at a later date for a standardized installation of such features. Please make the following amendments:
 - ~~i. The BMP system shall be sized and designed to accommodate the stormwater from the adjacent roadway and to provide sufficient soil volume to support the proposed tree planting.~~
 - ~~ii. The edge treatment of the pits and planters, and any measures required for pedestrian safety (e.g. a curb edge) shall be~~~~

- ~~coordinated with City staff.~~
- ~~iii. Amend the typical dimension on detail #2, L4.02 for the width of the pit. Typically they are 7' per the plan.~~
- ~~iv. Amend the herring bone pattern on detail #2, L4.02 to be City's standard running bond.~~
- ~~v. Any footings or utilities located within the pits and trenches shall not detrimentally affect the system's operation or inhibit the healthy establishment of the proposed planting. Footings and utilities shall be located accordingly and design details provided to indicate their relationship to the BMP.~~
- ~~vi. Structural soils shall not be permitted in the BMP's located in the sidewalk.~~
- ~~vii. For the smaller planters, one flume per planter shall be provided. Flumes for the larger planters shall be provided based on the grading and hydrology of the site, in coordination with City staff. Flumes shall not be grated.~~
- k. Provide detailed sections and plans of the tree planting installation ~~within the plaza area~~, including the extents of the soil panels or trenches for planting soil, methods for supporting the paved areas and the integration of the tree grates with the paving,
- l. The planting strip shown at the back of the Bartholomew St sidewalk shall not preclude individual entrances, if provided, to the residential liner units.
- ~~m. Sheet L5.50, remove the standardized notes for the typical planting details which apply to at grade rather than on structure planting.~~
- ~~n. The proposed planting within the RPA as shown on the planting plans within the landscape series drawings shall be fully coordinated with the information provided in the WQIA.~~
- ~~o. Planting within the RPA shall be per the CBLAD requirements, and as agreed with the City's OEQ staff.~~
- ~~p. The concrete planter boxes in the transition zone bio-wall shall have a level of design detail and finish commensurate with other building elements in this project. Particular consideration shall be given to the visual condition of the concrete where it is used as a water wall or horizontal water feature, for the periods/seasons when the water feature is both running and when it is turned off.~~
- q. The transition zone ~~bio-wall~~ shall be designed to prevent water overflow onto the pedestrian access routes, or the Circle-South Park.
- ~~r. The water feature portions of the bio-wall shall terminate at the plaza level in a manner that creates an organic connection between the waterfall and the ground plane, including subtractive elements that allow the water to fall below the level of the plaza, as illustrated in the Design Guidelines on Page 17, bottom center precedent image.~~
- ~~s. Provide the following amendments to the area at the base of the bike/pedestrian trail:~~
 - ~~i. Provide a planting area between the retaining wall at the base of the trail and the handicap access ramp;~~

- ~~ii. Relocate trees further from the trail where branches may interfere with pedestrians on the trail;~~
 - ~~iii. Architectural finish on both sides of the retaining wall at the base of the bike/pedestrian trail, in consultation with the Design Review Board.~~
 - ~~t. Replace the *Hex opaca* next to the stairs of the transition zone with a smaller evergreen species. (P&Z)(RP&CA)(PC)~~
- 14. The applicant shall coordinate the design of the Circle-South Park / transition zone along Eisenhower Avenue with the Eisenhower Widening Plans. The park shall have a smooth grade connection with the back of the proposed Eisenhower Avenue sidewalk. (T&ES)
- 15. **CONDITION AMENDED BY STAFF (DSUP2019-0024, DSUP2021-10019):**
As part of the contribution to the Eisenhower East Open Space Fund, provide a detailed design for and construct the Circle-South Park and the Circle-North Park, to the satisfaction of the Directors of P&Z, RP&CA, and T&ES, and subject to the following:
 - a. The Circle-South Park and the Circle-North Park shall be ~~designed as corresponding halves and~~ coordinated with the Eisenhower Avenue Widening Project and Block O.
 - b. Provide street trees, **brick-hybrid** sidewalks and decorative streetlights on the perimeter of the parks, in coordination with City staff according to the current standards and programmatic needs. The streetscape along Eisenhower Avenue and Holland Lane (north of the ASA Bridge) shall **comply with the City's complete streets guidelines conform to the Eisenhower East Design Guidelines** and City of Alexandria Landscape Guidelines.
 - ~~c. Street trees shall be 3.5-4 inches in caliper at the time of planting.~~
 - ~~d. Each park shall be open to the public following the hours and guidelines established by the Department of RP&CA.~~
 - e. Provide lighting, water and electric service.
 - f. Planting materials shall be low maintenance and provide seasonal color. All lawn areas shall be sodded.
 - g. Site furnishings shall be low maintenance and repair/spare parts shall be readily available.
 - h. The Circle-North Park
 - ~~i. The program for this park shall be provided by the City upon the re-engagement of the Final Site Plan process. The program will include passive recreational needs and suitable amenities for the purpose of engagement of the public.~~
 - ii. The design for this park shall be approved through a separate final site plan prior to the release of the final site plan for the first phase of this development **and based upon the design provided to the Park & Recreation Commission (March 2021) and their associated feedback. , based upon the above-stated program.***

- ~~iii. The final design, including path layout, hardscape and softscape, shall reflect the as-built conditions of Block O.~~
 - ~~iv. Provide irrigation connected to the AlexRenew Purple line provided AlexRenew has extended the Purple line to the north side of Eisenhower Avenue and Holland Lane intersection.~~
 - v. Hardscape materials for the Circle-North Park shall be City standard paving materials.
 - vi. The park shall be completed prior to certificate of occupancy of the first building of this development, provided that the reconfiguration of the Eisenhower Circle has already been completed by the City. In the event that the Eisenhower Circle remains at the time of certificate of occupancy of the first building of this development, completion of the park shall be required within twenty-four (24) months of the completion of the Eisenhower Widening project. ***
 - vii. The landscape maintenance bond shall be held for 24 months following the release of the performance bond.
 - viii. The applicant shall not be responsible for any improvements related to the construction of Circle-North Park that would require management of or contact with contaminated soil or material.
 - ix. **Park furniture shall be City standard.**
 - x. **A water fountain with a dog bowl and water filler shall be provided.**
 - i. The Circle-South Park
 - i. The design for this park shall be part of the final site plan for the **Phase 1 north residential building or office building, whichever is submitted first.**
 - ii. The plan shall include the design for the entire plaza and provide details for how construction will be phased.
 - iii. Provide an irrigation/water management plan.
 - iv. Each phase of the park shall be completed prior to certificate of occupancy for the corresponding building it is phased with. The park shall be fully completed prior to certificate of occupancy for ~~the latter of the Phase 4 north residential building or office building.~~***
 - v. The landscape maintenance bond shall be held for 24 months following the release of the performance bond. (P&Z)(RP&CA)(T&ES)
16. **CONDITION AMENDED BY STAFF (DSUP2021-10019):** Perpetual maintenance for the Circle-South Park ~~and the bike/pedestrian trail~~, including the portions on public land, shall be the sole responsibility of the applicant, their successors and assigns. Prior to the release of the first Final Site Plan, the applicant shall enter into an agreement with the City on the maintenance of these areas. Maintenance shall include all capital and operational work and financial responsibility, including but not limited to, providing adequate lighting levels for all areas accessible to the public, ensuring continued structural support for all

structures, care for and replacement of hardscape materials and plantings, application of seasonal growth media and mulch, leaf removal, trimming and pruning, policing of litter, and watering as needed during times of drought.* (P&Z) (RP&CA) (T&ES)

- 16A. **CONDITION ADDED BY STAFF & AMENDED BY THE PLANNING COMMISSION (DSUP2021-10019): The interim condition for that portion of South Circle Park that is contained in the planned Phase 4 of development will be constructed with Phase 2 [Phase 2 will construct the western portion of South Circle Park and the Transition Zone]. The interim park design shall include:**
- a. **Tree plantings in the amount (quantity) shown in the final plan documents.**
 - b. **Movable site furnishings, including but not limited to benches, tables, and chairs, sufficient for seating 30 – 50 people.**
 - c. **Provide a paved area to approximately 70-100% of the amount shown in the final plan documents, consisting of either stone dust or an exposed aggregate asphalt, whichever is acceptable to the City's ADA coordinator.**
 - d. **Temporary decorative plantings of similar quantity 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.**
 - e. **Lighting to provide sufficient illumination for nighttime park use. Lighting may be temporary in nature, but sufficiently durable for an urban environment.**
 - f. **Park signage, both park regulation and wayfinding park sign system signage, following the RPCA's Park Facilities and Standards Manual.**
 - g. **Water access for irrigation.**
 - h. **Streetscape furnishings including but not limited to bicycle racks, trash and recycling receptacles, dog waste receptacles, and others.**
 - i. **"Backyard games" such as bocce, cornhole, ping pong, horseshoes, badminton, ring-toss, and others. (P&Z) (RPCA)**
- 16B. **CONDITION ADDED BY STAFF (DSUP2021-10019): To the extent that the public art intended for that portion of South Circle Park that is contained in the planned Phase 4 of development may be placed in the interim condition without damage to the artwork upon storage and re-placement for the construction of the final design condition, the interim design shall accommodate such placement. (P&Z) (RPCA)**
- 16C. **CONDITION ADDED BY STAFF (DSUP2021-10019): The applicant shall work with RPCA staff to draft a maintenance agreement for the South Circle Park prior to the release of the Final Site Plan for Phase 1. The maintenance agreement for the South Circle Park shall govern both the interim and final park design phases. (RPCA)**

- 16D. CONDITION ADDED BY STAFF (DSUP2021-10019): It is the intention of the City that the public park areas, including all areas under Public Access Easement(s) will be illuminated to provide for use until 10:00pm (or per RPCA hours of operation policy for illuminated parks). Provide illumination appropriate for such use, including photometric design that provide shielding of glare and/or light trespass into adjacent residences. Illumination of elevator and stairs of the Transition Zone, Savoy and Limerick elevators, and other means of access shall be sufficient for nighttime access utilizing Crime Prevention through Environmental Design (CPTED) principles. All lighting fixtures shall be capable of adjustment of the lighting levels. (P&Z) (RPCA)
- 16E. CONDITION ADDED BY STAFF (DSUP2021-10019): Coordinate with City Staff through the Final Site Plan process to address the steep slope area of the “Lower Park” to the east of the Phase 3 Building to incorporate additional areas or elements of programming to better utilize this space and increase the aesthetic treatment of the slope to include the incorporation of additional plantings and/or site furnishings. (P&Z)
- 16F. CONDITION ADDED BY STAFF (DSUP2021-10019): Create a program and alter the design of the existing deck spur over Holland Lane to maximize the utilization of this space. (P&Z)
- 16G. CONDITION ADDED BY STAFF (DSUP2021-10019): The plans shall comply with the 2019 Landscape Guidelines. (P&Z)
- 16H. CONDITION ADDED BY STAFF (DSUP2021-10019): Provide continuous public access to the transition zone and raised park through the construction of Phases 3 & 4. (P&Z)
- 16I. CONDITION ADDED BY STAFF (DSUP2021-10019): If at the completion of the construction of the elevated open space deck for Phase 3 (Certificate of Occupancy or similar) the Applicant does not have an approved Building Permit for the Foundation-to-Grade work for Phase 4, the Applicant shall construct a temporary bridge to connect the elevated open spaces constructed in Phase 2 and Phase 3 to ensure continuous public access between these areas.
17. CONDITION AMENDED BY STAFF (DSUP2021-10019): As part of the contribution to the Eisenhower East Open Space Fund, provide the following improvements to the portion of Block 31 east of the site that will be dedicated to the City, to the satisfaction of the Directors of P&Z, RP&CA, and T&ES:
- a. If there is space available, provide additional plantings for areas not required by the mitigation plan.

- b. Improvements shall be completed immediately after the disturbance and all additional plantings not required by the WQIA must be complete prior to the certificate of occupancy for the **Phase 2** ~~second residential~~ building. (P&Z) (RP&CA) (T&ES)
- 18. **CONDITION AMENDED BY STAFF (DSUP2021-10019):** The terraced deck and amphitheater connecting the green space on the parking structure and the athletic field above the Alexandria Renew tanks shall be included in the final site plan for the **Phase 3** ~~southern residential~~ building or as a separate final site plan. The construction of the deck shall be commenced prior to the certificate of occupancy for the **Phase 3** ~~southern residential~~ building by either Carlyle Plaza, Alexandria Renew or jointly between the two.*, *** (P&Z)
- 19. **CONDITION AMENDED BY STAFF & THE PLANNING COMMISSION (DSUP2021-10019):** The transition zone shall be consistent with the Preliminary Plans ~~and the DRB plans~~ dated **May 4, 2021** ~~April 26, 2012~~ and shall be subject to the following, to the satisfaction of the Director of P&Z:
 - a. The final design for the transition zone shall be part of the final site plan for the **Phase 2** ~~north residential~~ building ~~or office building, whichever is submitted first~~. The plans shall include phasing details clearly showing which part will be constructed with each building.
 - b. The 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)
- 19A. **CONDITION ADDED BY STAFF (DSUP2021-10019): The final color and materials used for the Transition Zone will be determined prior to the release of the Final Site Plan. (P&Z)**
- 20. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA, P&Z and Code Administration.
 - a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible, external water hose bib on all building sides at a maximum spacing of 90 feet apart.
 - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - d. Install all lines beneath paved surfaces as sleeved connections.
 - e. Locate water sources and hose bibs in coordination with City Staff.
 - f. If reclaimed Alexandria Renew water is used, include information about the location of the water line, areas that will be covered, and any other details relevant to the irrigation plan. (Code Administration) (P&Z)(RP&CA)

21. Develop a palette of site furnishings in consultation with staff.
 - a. Provide location and specification for site furnishings that depicts the scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, and/or P&Z and T&ES.
 - b. Site furnishings shall include benches, bicycle racks, trash receptacles, drinking fountains and other associated features. (RP&CA)(P&Z)(T&ES)
22. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails (if required by code), directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)
23. **CONDITION DELETED BY STAFF (DSUP2021-10019): Provide materials, finishes and details for the bike/pedestrian trail landing in African American Heritage Park at Eisenhower Avenue. The southern portion of the trail and the deck shall accommodate light vehicular and ambulance traffic. Signage shall be provided to clearly identify what areas of the trail can support these vehicles. Design and construction of the trail shall be to the satisfaction of the Directors of T&ES, RP&CA and P&Z. (RP&CA)(P&Z)(T&ES)**
24. **CONDITION AMENDED BY STAFF (DSUP2019-0024):** Provide a coordinated design palette of play area related site structures/equipment. Locate and depict the scale, massing and character of play equipment, perimeter fencing, if any, grade conditions, surfacing and associated site furnishings. Play area and site equipment must comply with the most recent guidelines, specifications and recommendations of the Consumer Product Safety Commission (CPSC) Handbook for Public Playground Safety, ASTM Specification for Playground Equipment for Public Use (ASTM F1487) and ASTM Specification for Impact Attenuation of Surface Systems Under and Around Playground Equipment (ASTM F1292). Applicant shall provide certification that the play areas have been designed, reviewed and approved by a certified playground safety inspector (CPSI professional) with current certification. Play area and equipment shall comply with Americans with Disabilities Act Accessibility Guidelines (ADAAG) for Buildings and Facilities; Play Areas 36DFR Part 1191; Final Rule. Play area shall provide play facilities for multiple age groups (2-5yr and 5-12 yr). Play area shall provide a variety of active and sensory experiences throughout. (P&Z) (RP&CA)
- 24A. **CONDITON ADDED BY STAFF (DSUP2021-10019): The applicant shall include product specifications and locations for the permanent furniture and drinking fountain for North Circle Park. (RPCA)**

- 24B. **CONDITON ADDED BY STAFF (DSUP2021-10019): The applicant shall work with the Department of RPCA and IT Department to ensure the public open spaces are equipped with WiFi capable infrastructure. (RPCA)**
- 24C. **CONDITION ADDED BY STAFF (DSUP2021-10019): Provide a Wayfinding Park Sign System coordinated sign package in compliance with RPCA's Park Facilities and Standards Manual. Prior to the installation of the wayfinding signs, a pre-installation meeting will be scheduled with RPCA to review the location of the signs. (RPCA)**
25. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the City's Landscape Architects to review the scope of installation procedures and processes. (P&Z)
26. Provide coordinated information in the construction phasing sheets to accurately reflect which elements of the landscape shall be provided in each phase. Consideration shall be given to the edge condition of the early phase and how it transitions to the existing conditions, with access restrictions if necessary and temporary landscape screening to the satisfaction of the Director of P&Z. (P&Z)
27. Project elements associated with pedestrian areas including sidewalks, crosswalks, depressed curbs, street/site lighting and site furnishings, signals and signs shall be located and coordinated so as maximize accommodation of street and on-site plantings. Horizontal and vertical locations of all associate service, footings and foundations shall be adjusted to maximize accommodation of street and on-site plantings. (P&Z)(RP&CA)
28. Proposed plantings shall be coordinated with on-site utilities. Horizontal and vertical location of all site utilities including storm and sanitary sewer, water, electrical, gas and associated appurtenances shall be adjusted to maximize accommodation of street and on- site plantings. (P&Z)(RP&CA)

D. TREE PROTECTION AND PRESERVATION:

29. Provide, implement and follow a tree conservation and protection program that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Directors of P&Z, and/or RP&CA and the City Arborist. (P&Z)(RP&CA)
30. A fine shall be paid by the applicant in an amount not to exceed \$10,000 for each tree that is destroyed and/or the City may request that replacement trees of similar caliper and species be provided for damaged trees if the approved tree protection methods have not been followed. The replacement trees shall be installed and if applicable the fine shall be paid prior to the issuance of the last certificate of occupancy permit.*** (P&Z)(RP&CA)
31. **CONDITION AMENDED BY STAFF (DSUP2021-10019):** The area of the limits

of disturbance and clearing for the site shall be limited to the areas as generally depicted on the Preliminary Site Plan dated May 4, 2021 ~~April 30, 2012~~ and reduced if possible to retain existing trees and grades. (P&Z) (RP&CA)

32. For a phased construction process, permanent planting (including planting proposed under this submission) likely to be impacted by late phase construction shall be protected from damage. Provide a tree protection plan for each new phase to the satisfaction of the Directors of P&Z, and/or RP&CA and the City Arborist. (P&Z)(RP&CA)

E. BUILDING:

33. **CONDITION AMENDED BY STAFF (DSUP2021-10019):** This DSUP approval establishes the range of building envelopes and building heights as shown on the preliminary plan submission. The approval of all other elements of the ~~proposed office and residential~~ buildings shall be reviewed and approved by the Carlyle/Eisenhower East Design Review Boards, prior to release of the final site plan for that building. The DRB review shall include but not be limited to massing, architecture, entrances, and building interface with the open space. For this project only, the ~~office, hotel, and residential~~ buildings shall not be required to obtain individual DSUP approvals for mass and scale.* (P&Z)
34. **CONDITION AMENDED BY STAFF & THE PLANNING COMMISSION (DSUP2019-0024, DSUP2021-10019):** The location and maximum footprints of the future ~~office and residential~~ buildings ~~and potential hotel building~~ shall be consistent with revised *Attachment #2B*. The final design of the buildings, including the height and floor area shall be approved by the Eisenhower East Design Review Board per the Carlyle Plaza Design Guidelines and the following:
 - a. Each building shall be approved through a final site plan that includes the portions of the garage, elevated open space, and ground level improvements.
 - b. The portion of the western garage façade above the Limerick Street and Savoy Street entrances shall incorporate a liner use, or at a minimum extensive glazing with a shadowbox treatment or other means to create the sense of occupied space, rather than a parking structure, facing the intersection below.
 - c. Decisions of the Board may be appealed to the city council by the applicant. Such an appeal shall be filed in writing with the Director of Planning and Zoning within 15 days of the Board's decision, and shall be heard by council with 45 days of the filing.
 - d. A maximum of 250,000 sf of floor area may be converted to hotel floor area to be used as depicted in revised *Attachment #2B*.
 - e. ~~A maximum of 125,000 sf of the office floor area may be converted to residential floor area to be used as depicted in revised *Attachment #10*.~~
 - f. **Residential uses are allowed on all floors in all four (4) tower buildings, except in areas designated as ground floor retail in Phase 1 and Phase**

4, as denoted on the Preliminary Plans dated May 4, 2021. (P&Z)

35. **CONDITION AMENDED BY STAFF (DSUP2019-0024):** Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning and Carlyle/Eisenhower East Design Review Board to the satisfaction of the Director and the Board and in substantial conformance with the *Guidelines for Preparations of Mock-Up Panels* Memo to Industry, effective May 16, 2013. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
- a. Provide a materials board that includes all proposed materials and finishes at first Final Site Plan.*
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan.*
 - d. Construct a color, on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel requires a building permit and shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials.**
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy.*** (P&Z)
- 35A. **CONDITION ADDED BY STAFF (DSUP2021-10019): The building design, including the appearance, color and quality of materials, final detailing, and three-dimensional expression shall be consistent with the elevations provided with the Preliminary Plans dated May 4, 2021 and the following conditions. (P&Z)**
- 35B. **CONDITION ADDED BY STAFF (DSUP2021-10019): Provide the following information [regarding windows] to the satisfaction of the Director of P&Z:**
- a. **Provide samples of actual glazing, frame and sash components that are proposed for each area of the building in the color and material that will be provided.**
 - b. **The underside of all balconies shall be finished and present a visually cohesive appearance.**
 - c. **Integrate all penthouses, rooftop mechanical areas, and rooftop screening into the overall architecture of the building. (P&Z)**
- 35C. **CONDITION ADDED BY STAFF (DSUP2021-10019): Provide detailed drawings (enlarged and coordinated plan-section-elevation studies, typically at ¼"=1'-0" scale, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections) in realistic color to evaluate the**

building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the Final Site Plan review. Separate design drawings shall be submitted for each building typology, different wall, or bay type. When the three-dimensional complexity warrants it, applicant shall also provide isometric vignettes of such special conditions or building areas. (P&Z)

36. CONDITION AMENDED BY STAFF (DSUP2019-0024, DSUP2021-10019):
The project shall comply with the requirements defined by the City of Alexandria 2019 Green Building Policy. Diligent pursuit and achievement of this certification shall be monitored through the following:
- a. The project shall comply with the requirements defined by the City of Alexandria 2019 Green Building Policy and the priority performance points in energy use reduction, water efficiency, and indoor environmental quality.
 - b. Provide evidence of the project's registration with LEED, Green Globes or Earthcraft (or equivalent) with the submission of the first Final Site Plan and provide a draft checklist showing how the project plans to achieve the certification and clearly indicate that requirements for performance points in Energy Use Reduction, Water Efficiency and Indoor Environmental Quality are being met as defined by the City of Alexandria 2019 Green Building Policy. *
 - c. Provide an updated copy of the draft certification scorecard prior to the release of building permits for above-grade construction. **
 - d. Provide updated building energy performance analysis and building energy use intensity (EUI) prior to the release of building permits for above-grade construction to show compliance with the Green Building Policy. **
 - e. Provide a draft commissioning plan that includes items "i" through "v" below, prior to the release of building permits for above-grade construction. **
 - i. A narrative description of the activities that will be accomplished during each phase of commissioning, including the personnel intended to accomplish each of the activities.
 - ii. A listing of the specific equipment, appliances or systems to be tested and a description of the tests to be performed.
 - iii. Functions to be tested including, but not limited to, calibrations and economizer controls.
 - iv. Conditions under which the test will be performed. Testing shall affirm winter and summer design conditions and full outside air conditions.
 - v. Measurable criteria for performance.
 - f. Provide updated water efficiency documentation reflecting any changes from the Final Site Plan prior to the release of building permits for above-grade construction. ** (for projects not certified by LEED)
 - g. Provide updated daylight analysis documentation reflecting any

changes from the Final Site Plan prior to the release of building permits for above-grade construction. Provide updated daylight analysis documentation reflecting any changes from the Final Site Plan prior to the release of building permits for above-grade construction. **

- h. Provide evidence that design phase credits (for the certifying party) have been submitted by the first certificate of occupancy. *****
- i. Provide a commission report including issues log, completed pre-function checklists and any completed functional performance tests prior to release of the performance bond.. ******
- j. Provide evidence of submission of materials clearly indicating that requirements for priority points for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality are being met as defined by the City of Alexandria Green Building Policy for Design Phase credits to the U.S. Green Building Council (USGBC), Green Globes or Earthcraft (or equivalent) prior to issuance of a certificate of occupancy.*****
- k. Provide documentation at the release of the performance bond clearly indicating that the performance points as defined by the City of Alexandria Green Building Policy have been achieved. ******
- l. Failure to achieve the certification level, as required by the City of Alexandria 2019 Green Building Policy, will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve the certification level, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. Achieve a green building certification level as required by the City's 2019 Green Building Policy, approved June 22, 2019. Diligent pursuance and achievement of this certification shall be monitored through the following:**
 - ~~a. Provide evidence of the project's registration with LEED or equivalent with the submission of the first final site plan and provide a draft checklist showing how the project plans to achieve the certification.*~~
 - ~~b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) or equivalent prior to issuance of a certificate of occupancy.***~~
 - ~~c. Provide evidence of submission of materials for Construction Phase credits to USGBC or equivalent within six months of obtaining a final certificate of occupancy.~~
 - ~~d. Provide documentation of certification within two (2) years of obtaining a final certificate of occupancy.~~
 - ~~e. Provide documentation to future retail tenants encouraging them to operate their business consistently with the goals of LEED, as well as to pursue LEED for Retail or LEED for Commercial Interiors certifications. (P&Z(T&ES))~~
 - ~~f. Failure to comply with the 2019 Green Building Policy will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to comply with the 2019 Green Building~~

~~Policy, then any City wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z)(RP&CA)(T&ES)~~

37. The applicant shall work with the City for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES)(P&Z)
38. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
39. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at www.epa.gov/watersense. (T&ES)
40. The applicant shall provide a minimum vertical clearance of 16 feet at the entrance to the terraced deck and Alexandria Renew parking area to facilitate access to the area in order for the City to install and maintain all required infrastructure. (T&ES)
41. The stairwells within structured parking garages shall be visible, as permitted by the Building Code without solid walls. The balusters shall be open to allow for a clear line of vision. Provide guards that are 42" in height along open sides of the stairways and landings which are located 30" above the floor or grade below. The width between the balusters shall be no wider than 4" and the handrails are to be a minimum of 34" and a maximum of 38". (Police)
42. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)
- 42A. **CONDITION ADDED BY STAFF (DSUP2021-10019): The final design of the open space deck pavilion will be reviewed by the DRB during the Phase 2 Final Site Plan review.**
 - a. **The pavilion will be designed according to the Green Building Policy of the City of Alexandria, incorporating sustainable construction and technology, as part of the certification of the overall building phase.**
 - b. **The pavilion will include power supply and hardwired technology connections, integral lighting, power supply, WIFI capability, and conduit to support events and activities in the adjacent park space.**
 - c. **The architecture of the pavilion will incorporate or coordinate with the public elevator from Savoy Street to present as a unified design.**
 - d. **The height and design of the pavilion will maximize visibility from the street to serve as visual orientation for park users. (P&Z)**

- 42B. CONDITION ADDED BY STAFF (DSUP2021-10019): All elevators with access to the elevated open space deck shall be called out in a similar manner with color or extensive use of glass, or both, to make them more identifiable to pedestrians and more inviting to visit the elevated park. (P&Z)
- 42C. CONDITION ADDED BY STAFF (DSUP2021-10019): At a minimum, provide three publicly accessible elevators throughout the site to allow equal access to the above grade publicly accessible open space. A third elevator should be located along Limerick Street with access to the Phase 3 garage structure and open space deck. (P&Z)
- 42D. CONDITION ADDED BY STAFF (DSUP2021-10019): Operation hours for the elevators will be determined by the Department of RPCA and the Police Department. (P&Z)
- 42E. CONDITION ADDED BY STAFF (DSUP2021-10019): Signage indicating the location and publicly accessibility of the elevators shall be provided. (P&Z) (RPCA)
- 42F. CONDITION ADDED BY STAFF (DSUP2021-10019): Change the vertical support for deck that covers the elevator and bike room area to something more dynamic that signals the presence of the functions beyond, prior to release of the Phase 2 Final Site Plan. (P&Z)

F. RETAIL USES:

43. CONDITION AMENDED BY STAFF (DSUP2019-0024): Ground floor commercial uses shall be in conformance with the Eisenhower East Small Area Plan and Coordinated Development District, with the exceptions or additional regulations identified below:
- a. one leasing office for the building is allowed;
 - b. day care centers shall be permitted with an administrative special use permit provided they comply with Section 11-513(D) of the Zoning Ordinance;
 - c. restaurants and associated outdoor dining shall be permitted with an administrative special use permit provided they comply with Section 11-513 (C), (L), and (M) of the Zoning Ordinance; and
 - d. other similar pedestrian-oriented uses as approved by the Director of P&Z to meet the intent of providing active pedestrian-oriented neighborhood-serving retail uses are allowed. (P&Z)
44. CONDITION DELETED BY STAFF (DSUP2019-0024).
45. CONDITION DELETED BY STAFF (DSUP2019-0024).
46. Ensure the following for the retail areas within the development, to the satisfaction of the Director of P&Z:

- a. Provide a minimum 15 feet floor to floor height.
- b. All retail entrances along John Carlyle Street and Eisenhower Avenue shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.
- c. The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the lease for each tenant. (P&Z)

46A. CONDITION ADDED BY STAFF (DSUP2021-10019): Provide documentation (lease agreement or similar) to future retail tenants requiring them to operate their business consistently with the goals of LEED, as well as to pursue LEED for Retail or LEED for Commercial Interiors certification at a Silver level or equivalent.

47. CONDITION AMENDED BY STAFF (DSUP2019-0024): The applicant shall be permitted to provide grassed open space areas during the phasing of the project. Interim uses, such as a those contemplated in the EESAP and associated CDD and including such uses as a mini-golf course, a skating rink, or other amusement enterprise, for the portions of the site that will be developed in a later phase will be reviewed by the Director of P&Z through an administrative special use permit. Adequate parking shall be provided on site or within 500 feet. (P&Z)

G. *SIGNAGE:*

48. CONDITION AMENDED BY STAFF (DSUP2021-10019): Design and develop a coordinated sign plan, which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics, business signs, and interpretive signage that highlights the history and archaeology of the site. The plan shall be included as part of the Final Site Plan for each phase and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of Archaeology, P&Z, and/or RP&CA, and T&ES, in consultation with the Design Review Board.*

- a. Business signs shall employ variety and creativity of design. Tenant designers shall bring a sculptural and dimensional quality to their signs.
- b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc.
- c. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged.
- ~~d. Provide coordinated way-finding signs throughout the site, including at the base of the bike/pedestrian trail in the African American Heritage Park and the ground level and top level of the transition zone. The signs~~

~~should describe the history of the African American Heritage Park and direct people to the elevated open space and athletic field on the Alexandria Renew site.~~

- e. Provide a City standard park sign for The Circle-North. The name of the park shall be established by the City at later date prior to installation of the sign. (Arch)(P&Z) (RP&CA) (T&ES)
- 49. **CONDITION AMENDED BY STAFF (DSUP2021-10019):** Design business and identification signs to relate in material, color and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Director of P&Z ~~and the Design Review Board.~~
 - a. The business and identification signs shall be designed of high quality materials and sign messages shall be limited to logos and names.
 - b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
- 50. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
- 50A. **CONDITION ADDED BY STAFF (DSUP2021-10019): All proposed permanent signage and applicable temporary signage shall comply with the standards in the Zoning Ordinance and will require a sign permit. (P&Z)**
- 50B. **CONDITION ADDED BY STAFF (DSUP2021-10019): Provide signage at the entrances to the parking garage with retail parking that is consistent with the City's Wayfinding standards for identifying parking garages. (T&ES)**
- 51. **CONDITION AMENDED BY STAFF (DSUP2019-0024):** Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall include the name and telephone number of the community liaison, including an emergency contact number for public questions regarding the project.* (P&Z)(T&ES)

H. HOUSING:

- 52. **CONDITION AMENDED BY STAFF (DSUP2019-0024, DSUP2021-10019):** The applicant shall provide a voluntary contribution of ~~\$3,581,303~~ **\$6,132,208** to the City's Housing Trust Fund. The contribution shall be paid in proportional amounts as each phase of the development requests certificates of occupancy: **the total contribution shall be 1,586,973 for Phase 1; for \$1,389,590 for Phase 2; \$1,617,122 for Phase 3; and \$1,538,523 for Phase 4.** *** (Office of Housing)

I. PARKING:

53. **CONDITION EDITED BY STAFF (DSUP2021-10019):** Locate a maximum of **1,542 2,055** parking spaces in the garage. ~~for residents, office users, and potential hotel guests.~~ (P&Z)(T&ES)
- 53A. **CONDITION ADDED BY STAFF (DSUP2019-0024):** All residential parking shall be unbundled (i.e., the cost to purchase or lease a parking space is separate from the cost to purchase or lease the residential unit). (T&ES)
- 53B. **CONDITION ADDED BY STAFF (DSUP2019-0024):** Parking spaces within the parking garage may be made available for public/off-site parking (separate from daily residential visitor parking) through an administrative special use permit, provided excess parking can be demonstrated. This request shall be to the satisfaction of the Directors of P&Z and T&ES, and subject to the following requirements:
- a. Provide parking utilization information to show the on-site residential parking demand and the number of spaces that could be made available for public/off-site parking without negatively impacting use of the parking by the building's occupants.
 - b. Update the parking management plan to include, the following:
 - i. An explanation of how garage access to the parking spaces leased to non-residents will be provided. Controlled access to the underground garage shall be maintained.
 - ii. Information on how the garage will be managed, including how spaces will be assigned to residents, visitors, and third-party lease holders.
 - c. Provide a copy of the lease or other agreement to be used for public/off-site parkers. (T&ES) (P&Z)
54. Prior to issuance of a certificate of occupancy for the first building, provide a minimum of 38 parking spaces in a consolidated location within the garage for field users and provide directional signage to the field. This can be a temporary location until a permanent location is constructed with a later phase.*** (RP&CA)(P&Z)
55. **CONDITION AMENDED BY STAFF (DSUP2019-0024):** Provide bicycle parking per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. Details on location and type of bicycle parking shall be provided on the Final Site Plan. Bicycle parking must be installed and operational prior to first CO. *, *** (T&ES)
56. **CONDITION AMENDED BY STAFF (DSUP2019-0024):** Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan and comply with the requirements of the Parking Management

Plan Template provided in Memo to Industry 01-19. In addition to the requirements of the Memo to Industry, the applicant shall demonstrate in the Parking Management Plan that they have considered pick-up and drop-off operations for deliveries and Transportation Network Companies (TNCs) in their proposed on-street parking restrictions and curbside allocation and to the satisfaction of the Director of Transportation and Environmental Services.* (P&Z)(T&ES)

56A. CONDITION ADDED BY STAFF (DSUP2020-10019): If necessary, the Parking Management Plan shall include reasonable and effective measures, appropriate to the size, scale and location of the use, building and structures, to mitigate the impacts of the reduction in parking, to the satisfaction of the Director of T&ES. (T&ES) (P&Z)

57. CONDITION AMENDED BY STAFF (DSUP2019-0024): All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the final site plan. Within the project area, the applicant shall provide and install multi-space parking meters in accordance with City specifications on the east side of John Carlyle Street between Savoy Street and Eisenhower Avenue, the north side of Savoy Street, and the east side of Bartholomew Street. Provide \$31,200 for purchase and installation of 4 parking meters prior to release of the final site plan. The City reserves the right to enforce parking meters on private streets containing public access easements. *(P&Z)(T&ES)

57A. CONDITION ADDED BY STAFF (DSUP2021-10019): Provide level 2 electric vehicle charger installation for a minimum of 2 percent of the required parking spaces associated with the entire build out of the development. An additional 20 percent of the required parking spaces associated with the entire build out of the development shall have necessary infrastructure installed for future level 2 electric vehicle chargers. (T&ES)

J. TRANSPORTATION MANAGEMENT PLAN:

58. CONDITION AMENDED BY STAFF (DSUP2019-0024): According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in the TMP (Attachment #3) to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)

59. Any special use permit granted by City Council under this section 11-700, unless revoked or expired, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all of their heirs, successors and assigns. Any use authorized by a special use permit granted under this section 11-700 shall be operated in conformity with such permit, and

failure to so operate shall be deemed grounds for revocation of such permit, after notice and hearing, by the City Council. (T&ES)

60. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)
61. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revised TMP program will go before the City Council for approval. The revision to the program includes a periodic review of the TMP to determine if goals are being met. (T&ES)
62. The applicant shall integrate into the District Transportation Management Program when it is organized. All TMP holders in the established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES)
63. An on-site TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. (T&ES)
64. CONDITION AMENDED BY STAFF (DSUP2019-0024): An annual TMP fund shall be created and managed by the TMP Coordinator, and the funds shall be used exclusively for the approved transportation activities detailed in the attachment. The annual base assessment rate for this development shall be determined as set forth in section 11-708 (TMP Assessments Schedule and Adjustments). The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins. The TMP shall operate on the fiscal year, July 1 to June 30. (T&ES)
65. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator or Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City

for use in transportation support activities which benefit the site. (T&ES)

66. CONDITION AMENDED BY STAFF (DSUP2019-0024): The TMP Coordinator or Association will submit to the Transit Services Division the following as detailed attachments; biannual fund reports due in July and January of each fiscal year, and modes of transportation survey, and a TMP Coordinator survey both due in July of each fiscal year. (T&ES)
67. CONDITION AMENDED BY STAFF (DSUP2019-0024): As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the use may be required to participate in the Citywide TMP Program, may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the City Council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance. (T&ES)
- 67A. CONDITION ADDED BY STAFF (DSUP2019-0024): An on-site TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. (T&ES)

K. BUS STOPS AND BUS SHELTERS:

68. Show all existing and proposed bus stops with associated features, to include shelters, canopies, and benches in the vicinity of the site on the final site plan. Any proposed features shall be ADA compliant; all bus shelters shall include a bench, illumination (solar or electric), and the ability to accommodate future real time bus information LED screens and connections to the satisfaction of the Director of T&ES. The final bus shelter, bus canopy, and bus stop bench design shall meet City standards and the approval of the Director of T&ES.* (T&ES)
69. CONDITION DELETED BY STAFF (DSUP2021-10019): ~~Install the bus stop on Eisenhower Avenue at the intersection with Hooff's Run Drive that is depicted on DSP 2006-0003, which shall include the following:~~
- ~~a. ADA compliance includes: Install an unobstructed seven (7) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, bus stop passenger loading pad. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm~~

~~drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible.~~

- ~~b. Create a 120 foot “No Parking, Bus Stop Zone” if the bus stop is located along the curbside. If the bus stop is located on a bulb out / extension into the roadway, the 120 foot “No Parking, Bus Stop Zone” shall not be required.~~
- ~~c. Install a 17’ (L) x 8’ (W) bus shelter pad and a Carlyle bus shelter which will be provided by the City. (T&ES)~~

70. **CONDITION AMENDED BY STAFF (DSUP2021-10019):** Street trees in close proximity to bus stop approaches or directly adjacent to travel lanes shall be installed pursuant to the City’s Landscape Guidelines.:

- ~~a. Located to avoid conflict with vehicles~~
- ~~b. Selected from upright branching species~~
- ~~c. Installed with a minimum six feet of clear stem and gradually pruned to reduce conflict with vehicles, under consultation from a certified arborist~~
- ~~d. Set back from the curb edge where the width of sidewalk and adjacent conditions allow~~
- ~~e. Subject to the character of the adjacent area and relevant design guidelines for spacing, distance from the curb and species selection. (T&ES) (P&Z)~~

L. SITE PLAN:

71. **CONDITION AMENDED BY STAFF & THE PLANNING COMMISSION (DSUP2021-10019):** 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 (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)

72. The development may be constructed in phases as long as each phase is consistent with the Preliminary Plan and Carlyle Plaza Design Guidelines. Each separate construction phase will require a new final site plan. (P&Z)

- 72A. **CONDITION ADDED BY STAFF (DSUP2021-10019): Update the Final Site Plan #4 submission (received on April 13, 2018 under DSUP2013-00025) for the south residential building and townhomes (Phase 3 Tower) to incorporate**

the changes made with this DSUP amendment. The updates shall be completed prior to the release of the Phase 3 Final Site Plan. (P&Z) (T&ES)

- 72B. **CONDITION ADDED BY STAFF (DSUP2021-10019): Update the Final Site Plan #1 submission (received some time in March 2018 under DSUP2018-00001) for the North Circle Park to incorporate the changes made with this DSUP amendment. The updates shall be completed prior to the release of the North Circle Park Final Site Plan. (P&Z)**
- 72C. **CONDITION ADDED BY STAFF (DSUP2021-10019): The final design of the North Circle Park will be generally based upon the design included with the Preliminary Plans dated May 4, 2021 and approved by the PRC on March 18, 2021 and the DRB on March 25, 2021 and included in a separate final site plan application of the North Circle Park. (P&Z)**
- 72D. **CONDITION ADDED BY STAFF (DSUP2021-10019): All comments denoted as “To be addressed at Final Site Plan” in the Verification of Completeness comment letter dated May 21, 2021 shall be completed prior to the release of the first Final Site Plan submission. (P&Z)**
73. **CONDITION AMENDED BY STAFF & THE PLANNING COMMISSION (DSUP2021-10019):** 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 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 **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)
- 73A. **CONDITION ADDED BY STAFF & AMENDED BY THE PLANNING COMMISSION (DSUP2021-10019): 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) ****
74. **CONDITION DELETED BY STAFF (DSUP2021-10019):—CONDITION**

~~**AMENDED BY STAFF (DSUP2019-0024): The applicant shall pay \$24,833 (the fair market value, as determined by the Director of Real Estate Assessment), for the requested vacation of a portion of the existing Holland Lane right-of-way, at the time of Final Site Plan approval for the north residential building. Approval of this vacation shall be subject to the following:**~~

- ~~a. Utility easements for all public and private utilities shall be provided within the vacated right-of-way and such easements are to be shown on the plat of consolidation.~~
- ~~b. The vacated right-of-way shall be consolidated with the adjoining lot, and the plat of consolidation approved by the Directors of P&Z and T&ES prior to release of the final site plan. The approved plat shall be recorded in the Land Records of the City of Alexandria.*~~
- ~~c. The applicant shall be responsible for perpetual ownership, development and maintenance of the improvements constructed in the vacated right-of-way.~~
- ~~d. The property owners may not use the vacated land area to derive any increased above and below grade development rights for the lands adjacent to the vacated area, including increased floor area, subdivision rights or additional dwelling units. The above and below grade restrictions shall appear as part of the deed of vacation and shall also appear as a note on the consolidation plat, both of which shall be approved by the Directors of P&Z and T&ES. (T&ES) (P&Z)~~

75. CONDITION AMENDED BY STAFF (DSUP2019-0024): Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and T&ES. These items include:

- a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
- b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
- c. Do not locate above grade utilities in dedicated open space areas. (P&Z)(T&ES)
- d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z) (T&ES)

76. CONDITION AMENDED BY STAFF (DSUP2019-0024, DSUP2021-10019): Provide a lighting plan with the Final Site Plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and/or P&Z in consultation with the Chief of Police and shall include the following:

- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
- b. Determine if existing lighting meets minimum standards within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.

- c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens ~~or Watts~~.
- d. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
- e. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
- f. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
- g. If site lights are included in the photometric plan to comply with City's lighting standards, then these lights shall be put on photovoltaic switches.
- h. Provide location of conduit routing between site lighting fixtures to avoid conflicts with street trees.
- i. Detail information indicating proposed light pole and any footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view or light poles shall be directly buried.
- j. The lighting for the areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
- k. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
- l. The walls and ceilings in the garage must be light-colored concrete (painted or dyed) to increase reflectivity and improve lighting levels at night.
The lighting for the underground/structured parking garage shall be a minimum of 5.0-foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5-foot candles.
- m. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
- n. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
- o. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
- p. Full cut-off lighting shall be used as applicable at the development site to prevent light spill onto adjacent properties.*
- q. **All exterior lighting fixtures shall be adjustable to allow a decrease or increase in lighting levels in open space areas, not including streetlights or garage lighting.** (P&Z) (T&ES) (RP&CA) (Police) (BAR) (CODE)

- 76A. **CONDITION ADDED BY STAFF (DSUP2021-10019): Provide site lighting for the open space deck compliant with the City of Alexandria Lighting standards. (P&Z) (RPCA)**
- 76B. **CONDITION ADDED BY STAFF (DSUP2021-10019): Site lighting located on City property or in City right-of-way comply with the City of Alexandria Lighting standards. All pathways and off-street bike lanes shall have a minimum lighting level of 0.5 foot candles. (P&Z) (RPCA)**
- 76C. **CONDITION ADDED BY STAFF (DSUP2021-10019): Provide a photometric plan for both the North Circle and South Circle parks. (P&Z) (RPCA)**
77. The applicants shall be responsible for cost of installing, operating, and maintaining lighting fixtures for the entire bike/pedestrian trail, including those portions on City property and Alexandria Renew property. (P&Z)(RP&CA)(T&ES)
78. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e. Residential, Retail, Office) if known. (P&Z)
79. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)
- 79A. **CONDITION ADDED BY STAFF (DSUP2021-10019): All fee simple conveyances to the City shall be made with General Warranty of title, or, applicant must provide to City a current ALTA survey and Title Report that includes all areas to be dedicated to the City of Alexandria. The City of Alexandria must be included as an authorized user of said ALTA survey for any purposes City deems necessary, including obtaining title insurance, and said ALTA survey and title report shall be submitted to City for review prior to final approval of subdivision plat and deed by City. (T&ES)**
- 79B. **CONDITION ADDED BY STAFF (DSUP2021-10019): On sheet C-009, proposed public access easement for Savoy Street shall cover the entirety of the travel way and adjacent sidewalks. This easement shall be shown on both the final site plan and subdivision plat. (T&ES)**
- 79C. **CONDITION ADDED BY STAFF (DSUP2021-10019): The emergency vehicle and public access easement shall extend to back of sidewalk adjacent to John Carlyle Street. Both easement shall be shown on both the final site plan and plat. (T&ES)**

- 79D. CONDITION ADDED BY STAFF (DSUP2021-10019): A public access easement for sidewalk shall be provided on the east side of proposed parcel 4A (Phase 4 tower) and on the north side of proposed parcel 4A. The easement shall be shown on both the final site plan and plat. (T&ES)**
- 79E. CONDITION ADDED BY STAFF (DSUP2021-10019): A public access easement for sidewalk shall be provided on the north side of proposed parcels 02 and 01. The easement shall be shown on both the final site plan and plat. (T&ES)**
- 79F. CONDITION ADDED BY STAFF (DSUP2021-10019): Provide a georeferenced CAD file in AutoCAD 2018.dwg format, which follows the National CAD Standards, of the dimension plan of this project including existing conditions, proposed conditions, and grading elements. This information will be used to compile a master CAD reference to ensure all proposed features are correctly located and will connect. (P&Z) (DPI) ***

M. ENCROACHMENT:

80. The applicant (and his/her successors, if any) must obtain and maintain a policy of general liability insurance in the amount of \$1,000,000, which will indemnify the applicant (and his /her successors, if any) and the City of Alexandria, as an additional named insured, against all claims, demands, suits, etc., and all costs related thereto, including attorney fees, relating to any bodily injury or property damage which may occur as a result of the granting of this encroachment. (T&ES)
81. Neither the City nor any Private utility company will be held responsible for damage to the private improvements in the public right-of-way during repair, maintenance or replacement of any utilities that may be located within the area of the proposed encroachment. (T&ES)
82. In the event the City shall, in the future, have need for the area of the proposed encroachment, the applicant shall remove any structure that encroached into the public right-of-way, within 60 days, upon notification by the City. (T&ES)
83. All facilities, structures and materials in encroachments shall be the sole responsibility of the applicant, their successors and assigns, including capital and operating maintenance responsibilities. (RP&CA)
- 83A. CONDITION DELETED BY STAFF (DSUP2021-10019): ~~CONDITION ADDED BY STAFF (DSUP2019-0024): The encroachment ordinance shall be approved prior to the release of the Final Site Plan.* (T&ES) (P&Z)~~**
- 83B. CONDITION ADDED BY STAFF (DSUP2021-10019): Should south circle park remain public right-of-way an encroachment for any item not allowed**

**within a public right-of-way pursuant to Sec. 5-2-29 shall be obtained.
(DROW)**

N. CONSTRUCTION:

84. **CONDITION AMENDED BY STAFF & THE PLANNING COMMISSION (DSUP2019-0024, DSUP2021-10019):** 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** as determined by the Director of T&ES.* (T&ES)
85. The final site plan for each phase shall include an interim screening plan for the remainder of the site that will be developed in a later phase that is consistent with the Carlyle Plaza Design Guidelines. If a final site plan for the next phase has not been submitted prior to requesting a certificate of occupancy, the interim screening plan shall be implemented prior to issuance of the certificate of occupancy.*,** (P&Z)
86. **CONDITION AMENDED BY STAFF (DSUP2019-0024):** Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to final site plan. The plan shall:
- a. No street lights shall be removed without authorization from the City of Alexandria.
 - b. If street lights are to be removed from the public right of way, then temporary lights shall be provided until the installation and commissioning of new lights.
 - c. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed.
 - d. Provide a detailed sequence of demolition and construction of improvements in the public right of way along with an overall proposed schedule for demolition and construction;
 - e. Include an overall proposed schedule for construction;
 - f. Include a plan for temporary pedestrian circulation;
 - g. Include the location and size of proposed construction trailers, if any;
 - h. Include a preliminary Maintenance of Traffic Plan (MOT) as part of the construction management plan for informational purposes only, to include proposed controls for traffic movement, lane closures, construction entrances and storage of materials.
 - i. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work.* (P&Z) (T&ES)

87. CONDITION AMENDED BY STAFF (DSUP2019-0024): Provide off-street parking for all construction workers without charge to the construction workers. The applicant shall be responsible for ensuring that all contractors use the off-street parking provided. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
- a. Establish 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 mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the off-street construction workers parking plan is found to be violated during construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected.*
(P&Z)(T&ES)
88. CONDITION AMENDED BY STAFF (DSUP2019-0024): Sidewalks adjacent to the site shall remain open during construction. If sidewalks must be closed, pedestrian access shall be maintained adjacent to the site per Memo to Industry #04-18 throughout the construction of the project. The plan for maintenance of pedestrian access shall be included in the Construction Management Plan for approval by T&ES. (T&ES)
- 88A. CONDITION ADDED BY STAFF (DSUP2019-0024): Bicycle facilities adjacent to the site shall remain open during construction. If a bicycle facility must be closed, Bicycle access shall be maintained adjacent to the site per Memo to Industry #04-18 throughout the construction of the project. The plan for maintenance of bicycle access shall be included in the Construction Management Plan for approval by T&ES. (T&ES)
89. No major construction staging shall be allowed within the public right-of-way on Eisenhower Avenue, Savoy Street, Bartholomew Street, and Limerick Street. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES)
90. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
91. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Construction Management & Inspection prior to any land disturbing activities.

If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)

92. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the 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.** (P&Z)(T&ES)
- 92A. CONDITION ADDED BY STAFF (DSUP2019-0024): Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of P&Z to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
93. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. (P&Z)(RP&CA)(T&ES)
94. CONDITION AMENDED BY STAFF (DSUP2019-0024): Implement a waste and refuse control program during the construction phase of this development. 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 T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. Provide information on the program in construction management plan. If program is implemented in coordination with green building certification, include documentation as appropriate per the City's Green Building Policy and conditions herein. (T&ES)
95. Temporary construction and/or on-site sales 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 final certificate of occupancy permit.*** (P&Z)
96. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of

framing. (P&Z)

97. Submit a height certification and a location survey for all site improvements to the Department of P&Z as part of the request for a certificate of occupancy permit. The height certification and the location survey shall be prepared and sealed by a registered architect, engineer, or surveyor. The height certification shall state that the height was calculated based on all applicable provisions of the Zoning Ordinance.*** (P&Z)
98. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
99. CONDITION AMENDED BY STAFF (DSUP2019-0024): If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond and associated documents must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)
- 99A. CONDITION ADDED BY STAFF (DSUP2019-0024): Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance.*** (P&Z) (T&ES)

O. STORMWATER:

100. Demonstrate compliance with flood plain ordinance Section 6-300 to Section 6-311 of Article VI Special and Overlay Zones. No final plan shall be released until full compliance with flood plain ordinance has been demonstrated. (T&ES)
101. CONDITION AMENDED BY STAFF (DSUP2019-0024): Provide detailed computations of the impact of any proposed riprap outfall channel, or other grading or placing of fill within the flood plain on the 100 year Water Surface Elevation (WSE) to the satisfaction of the Director of T&ES. Where applicable, computations are to include backwater calculations starting at a downstream cross section to an upstream cross section. Computations shall be made by modifying the existing HEC-RAS model, if available for the flooding source at the site, as prepared by the U.S. Army Corps of Engineers, Baltimore District. Proposed fill placement shall not raise the 100-year water surface above the Base Flood

Elevation (BFE) as shown on the effective Flood Insurance Rate Map (FIRM) at any location along the channel reach. (T&ES)

102. The first final site plan which requires relocation or removal of the existing 24" RCP storm pipe shall detail how and where the flow within the existing pipe is being rerouted.* (T&ES)

P. WASTEWATER / SANITARY SEWERS:

103. CONDITION DELETED BY STAFF (DSUP2019-0024).
104. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)
- 104A. CONDITION ADDED BY STAFF (DSUP2019-0024): The sewer connection fee must be paid prior to release of the final site plan.* (T&ES)
- 104B. CONDITION ADDED BY STAFF (DSUP2019-0024): If a commercial kitchen is constructed, then the kitchen facility shall be provided with an oil & grease separator and the discharge from the separator shall be connected to a sanitary sewer Submit two originals of the Oil and Grease separator Maintenance Agreement with the City prior to the release of the final site plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to site plan release.* (T&ES)
105. CONDITION DELETED BY STAFF (DSUP2019-0024).
106. CONDITION DELETED BY STAFF (DSUP2019-0024).
107. CONDITION DELETED BY STAFF (DSUP2019-0024).

Q. SOLID WASTE:

108. CONDITION AMENDED BY STAFF (DSUP2019-0024, DSUP2021-10019): Provide \$1,402 per receptacle to the Director of T&ES for purchase and installation of five (5) Victor Stanley Ironsites Series model SD-42 black receptacle with Dome Lid dedicated to trash collection ~~two (2) receptacles per block face Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans with domed lid by Victor Stanley.~~ The receptacle(s) shall be placed in the public and/or private right of way to serve public space. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of each Final Site Plan.* (T&ES)
- 108A. CONDITION AMENDED BY STAFF (DSUP2019-0024, DSUP2021-10019): Provide \$1,626 per receptacle to the Director of T&ES for the purchase and installation of five (5) Victor Stanley Ironsites Series Model SD-42 blue

receptacle with Dome Lid, approved dome decals, and approved band dedicated to recycling collection ~~two (2) receptacles per block face Victor Stanley Iron Site Series Model SD-42 blue receptacle with domed lid dedicated to recycling collection.~~ The receptacle(s) shall be placed in the public and/or private right of way to serve public space. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.* (T&ES)

R. *STREETS / TRAFFIC:*

- 108B. CONDITION ADDED BY STAFF & AMENDED BY THE PLANNING COMMISSION (DSUP2021-10019): Holland Lane Shall be dedicated to the City of Alexandria as Public Right-Of-Way prior to the release of the Phase 3 or 4 Final Site Plan, which ever comes first but not prior to the completion of the lease by AlexRenew for the RiverRenew construction staging and their vacation of the area. 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)**
- 108C. CONDITION ADDED BY STAFF (DSUP2021-10019): Holland Lane shall be constructed to City of Alexandria standards including but not limited to pavement section standards and curb and gutter standards. (T&ES)**
- 108D. CONDITION ADDED BY STAFF (DSUP2021-10019): Maintain a separation of 150 feet between the beginning of street corner radius and any driveway apron radius on arterial and collector roadways, with a minimum of 100 feet permitted, subject to the approval of the Director of T&ES. (T&ES)**
- 108E. CONDITION ADDED BY STAFF (DSUP2021-10019): A minimum separation of 30 feet shall be maintained on residential streets between the beginning of the street corner radius and any driveway apron radius. (T&ES)**
109. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
110. CONDITON AMENDED BY STAFF (DSUP2019-0024): A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services

Construction Management and Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES) (CODE)

111. Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The Final Site Plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets.* (T&ES)
112. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)
113. 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)
114. Show turning movements of standard vehicles in the parking structure. Show turning movements of the largest delivery vehicle projected to use the loading dock(s). Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
- 114A. **CONDITION ADDED BY STAFF (DSUP2021-10019): Provide typical dimensions for the proposed Roll Off Trash Truck including, but not limited to, the container size, as well as the peak height from the surface for the roll-off. In addition, provide height of parking garage level 1 from the surface to the lowest point of the any utility conduit or pipe runs along the ceiling, within the trash loading area, to ensure adequate height is provided for the roll-off maneuver. (T&ES)**
- 114B. **CONDITION ADDED BY STAFF (DSUP2021-10019): As part of the Traffic Control and Marking Plan Sheet, provide a brief description for each type and size pavement marking proposed, as well as a type and size signage proposed. All traffic control devices must be in compliance with the FHWA's MUTCD standards or to the satisfaction of the Director of T&ES. (T&ES)**
115. **CONDITION AMENDED BY STAFF (DSUP2019-0024):** The maximum desirable slope on parking ramps to garage entrance/exit shall not exceed 16 percent. For slopes 10 percent and greater, provide trench drains connected to a storm sewer to eliminate or diminish the possibility of ice forming. The slope on a ramp with parking or used for egress shall not exceed 6.5 percent. For non-parking ramps with slopes of 12 percent and greater, 11 foot transition slopes at the top and bottom of the ramp shall be required, and the transition slope shall be half of the ramp slope percentage. (T&ES)

- 115A. **CONDITION ADDED BY STAFF & AMENDED BY THE PLANNING COMMISSION (DSUP2019-0024, DSUP2021-10019):** 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 approve to the satisfaction of the Directors of T&ES and DPI prior to the release of the Final Site Plan. for further coordination and additional information.** (T&ES)
- 115B. **CONDITION ADDED BY STAFF (DSUP2019-0024):** Wall mounted obstructions at the wall end of a parking space shall extend no more than 24 inches from the wall and shall be at least 48 inches from the garage floor. Spaces with obstructions that exceed this requirement will not be counted as usable parking spaces. (T&ES)
- 115C. **CONDITION ADDED BY STAFF (DSUP2019-0024):** Furnish and install two 4-inch Schedule 40 PVC conduits with pull wires, and junction boxes located at a maximum interval of 300 feet underneath the sidewalks around the perimeter of the site. These conduits shall terminate in an underground junction box at each of the four street corners of the site. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES)
- 115D. **CONDITION ADDED BY STAFF (DSUP2019-0024):** Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration. (T&ES)
- 115E. **CONDITION AMENDED BY STAFF & THE PLANNING COMMISSION (DSUP2019-0024, DSUP2021-10019): To the satisfaction of the Director of T&ES, P**provide bicycle facilities on the site frontage and through the site per the City's Transportation Master Plan, Pedestrian and Bicycle Mobility Plan and applicable Small Area Plans and Design Guidelines.
- a. Provide routing signs on on-street bicycle facilities consistent with guidance from AASHTO and MUTCD. For shared-use paths, signs should be consistent with the City's Wayfinding Program.
 - b. Install sharrows consistent with AASHTO guidelines.
 - 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 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.**
 - d. **Provide advisory bicycle lanes on John Carlyle Street, Bartholomew Lane, and Savoy Street as shown in the Preliminary Plans.**
 - e. **Provide sharrows in the middle of the vehicular lane in each direction on Limerick Street.** (T&ES)

- 115F. **CONDITION ADDED BY STAFF (DSUP2019-0024, DSUP2021-10019):** Provide and install traffic equipment as enhancements to the intersection of Eisenhower Avenue and John Carlyle Street **in the first phase of the phasing plan as part of the John Carlyle Street construction**. These enhancements shall include, but are not limited to, poles, mast arms, pedestrian signals, signal heads, and conduit. The updated traffic equipment and technology shall be shown on **a detailed traffic signal design plan sheet as part of** the Final Site Plan to the satisfaction of the Director of T&ES. * (T&ES)
- 115G. **CONDITION DELETED BY STAFF (DSUP2021-10019): ~~CONDITION ADDED BY STAFF (DSUP2019-0024): An updated transportation study with recent traffic volume data is required. An updated or new parking study is also required. Reference the City's Transportation Planning Administrative Guidelines for the procedure. The completed transportation and parking studies, with City approved scope, must be submitted with the first Final Site Plan submission. Schedule a meeting with staff to prepare acceptable scope of work.* (T&ES)~~**
- 115H. **CONDITION ADDED BY STAFF (DSUP2021-10019):** The proposed parking control equipment shall not be placed on a slope larger than 3% for a minimum 20 FT length or to the satisfaction of the Director of T&ES. In addition, the gate to enter the garage shall be located a minimum 20 FT from the back of the crossing sidewalk, allowing for space for a vehicle to queue at the gate without impeding the sidewalk. A detailed plan shall be included in the Final Site Plan that includes, but not limited to, concrete foundation dimensions, as well as type of parking control equipment. (T&ES)
- 115I. **CONDITION ADDED BY STAFF (DSUP2021-10019):** Provide and install Emergency Vehicle Preemption equipment at the existing signalized intersection of Eisenhower Avenue and John Carlyle Street. The updated traffic equipment shall be shown on the detailed traffic signal design plan sheet as part of the Final Site Plan to the satisfaction of the Director of T&ES. (T&ES)

S. UTILITIES:

116. **CONDITION AMENDED BY STAFF (DSUP2021-10019):** Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements **including but not limited to all stormwater BMPs and the Dominion Virginia Power Vault.** (T&ES)
- 116A. **CONDITION ADDED BY STAFF (DSUP2019-0024):** No transformer and switch gears shall be located in the public right of way. (T&ES)
- 116B. **CONDITION ADDED BY STAFF (DSUP2021-10019):** A connected underground conduit grid shall be installed along all proposed public

roadways in preparation of fiber and cable installation to provide high-speed communication and connectivity within each proposed building. Furnish and install two 3-inch schedule 80 PVC or HPDE conduits at a depth of 3 FT, with a minimum bend of 3 FT where appropriate, underneath the sidewalk fronting each building. These conduits shall terminate in an underground junction box (JB-S3) at each street corner of the site with a lid labeled "COA". A pull line and tracer cable shall be installed with each conduit. (T&ES)

T. SOILS:

- 116C. CONDITION ADDED BY STAFF (DSUP2019-0024): Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES)
- 116D. **CONDITION ADDED BY STAFF (DSUP2021-10019): Illustrate and annotate the replacement of the existing retaining wall located on the eastern side of Holland Lane. A qualified professional shall analyze and certify the stability of any portion of the existing wall that is to remain in place. The replacement any or all portions of the retaining wall shall be completed by the applicant. (T&ES)**

U. WATERSHED, WETLANDS, & RPAs:

117. CONDITION AMENDED BY STAFF (DSUP2019-0024): The storm water collection system is located within the Cameron Run watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
118. The project is located within an existing RPA or mapped wetland area, therefore the applicant shall prepare a Water Quality Impact Assessment in accordance with the provisions of Article XIII of the City of Alexandria Zoning Ordinance to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)
119. Wherever a RPA is shown the following note shall accompany it: "RPA buffer shall be vegetated with native riparian species and remain undisturbed. RPA is limited to water dependent facilities or limited redevelopment." (T&ES)
120. **CONDITION AMENDED BY STAFF (DSUP2021-10019):** Mitigate any impacts on water quality of the development by encroachment into and/or destruction of an existing resource protection areas (RPAs) and mapped wetland area by the following methods to the satisfaction of the Director of Transportation and Environmental Services:
- a. Restoring streams subject to historic erosion damage.
 - b. Increasing vegetation onsite and/or performing offsite plantings.
 - c. Contribution to T&ES/OEQ funds to stream restoration / water quality

projects.

- d. These mitigation efforts shall be quantified and tabulated against encroachments as follows:
 - i. Wetlands destruction shall be mitigated at a ratio of 2:1 and offsite at 3:1.
 - ii. Resource Protection Area Encroachments shall be mitigated according to the guidelines suggested in the “Riparian Buffers Modification & Mitigation Guidance Manual” by the Chesapeake Bay Local Assistance Department.
- e. ~~The mitigation plan for the RPA disturbance will be directed through the landscape plan within DSP 2011-00031 and the approved WQIA documents. All trees shall be balled and burlap.~~
- f. Mitigation shall occur as disturbance occurs, or as otherwise approved in the WQIA. (T&ES)

V. BMP FACILITIES:

- 121. **CONDITION DELTED BY STAFF (DSUP2021-10019): This development shall meet the provisions of the Environmental Management Ordinance (Chesapeake Bay Preservation Act) in accordance with Article XIII of the City of Alexandria Zoning Ordinance for storm water quality and quantity control or shall meet the Virginia Storm Water Regulations whichever is more stringent. Since this parcel is an 8.01-acre CDD the rules for acreages over 5 acres shall apply. (T&ES)**
- 121A. **CONDITION ADDED BY STAFF (DSUP2019-0024):** This project is subject to the time limits requirements found in Section 13-124 of the City’s Environmental Management Ordinance and the Virginia Stormwater Management Regulations. If this project has not begun construction and/or portions of the multi-phase project (i.e. separate and distinct phases of the total development project) approved using the Part II C criteria are not under construction as of June 30, 2024, the project will be required to comply with the current Part II B criteria and submit a new stormwater management plan to the City for review and approval. An updated SWPPP that meets the requirements of the CGP must be submitted for review and approval prior to commencing land-disturbing activities. (T&ES)
- 121B. **CONDITION ADDED BY STAFF (DSUP2021-10019): The City of Alexandria’s stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site’s post-development impervious area shall be treated in a Best Management Practice (BMP) facility. * (T&ES)**
- 122. Provide a BMP phasing plan to demonstrate how each phase will meet the

requirements noted in the condition above. The phasing plan shall be updated with each Final Site Plan.* (T&ES)

- 122A. CONDITION ADDED BY STAFF (DSUP2021-10019): All stormwater Best Management Practices (BMPs) must be designed to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs. This includes site specific plan views, cross sections, planting plans, and complete design calculations for each BMP. (T&ES)
- 122B. CONDITION ADDED BY STAFF (DSUP2021-10019): Provide a BMP table with a separate listing for each individual BMP that includes the name of the practice, total area treated (acres), pervious area treated (acres), impervious area treated (acres), phosphorous removal efficiency (percentage), phosphorous removal efficiency (percentage), phosphorous removed by the practice (lbs.), and latitude and longitude in decimal degrees (T&ES)
- 122C. CONDITION ADDED BY STAFF (DSUP2021-10019): Construction inspection checklists and associated photographic documentation must be completed for each stormwater best management practice (BMP) and detention facility during construction. Prior to the release of the performance bond, the applicant must submit all documents required by The City of Alexandria As-Built Stormwater Requirements to the City including as built plans, CAD data, BMP certifications and completed construction inspection checklists. (T&ES)
- 122D. CONDITION ADDED BY STAFF (DSUP2021-10019): Groundwater from sump pumps may not be discharged into any stormwater BMPs or detention facilities. Bypass pipes and/or structures must be installed to bypass groundwater around all stormwater facilities. (T&ES)
- 122E. CONDITION ADDED BY STAFF (DSUP2021-10019): Any trails or bike trails placed within the RPA must be made of permeable pavement. (T&ES)
- 122F. CONDITION ADDED BY STAFF (DSUP2021-10019): No sand filters or other underground stormwater BMPs may be placed within the public right of way. (T&ES)
- 122G. CONDITION ADDED BY STAFF (DSUP2021-10019): All BMPs must be accessible for regular maintenance and inspections. The final building design must include access points and maintenance accessibility for the green roof and any other BMPs. Green roof access can be achieved either by a door on the same level as the green roof, an interior elevator, interior stairway with door through a penthouse, or by an alternating tread device with a roof hatch or trap door not less than 16 square feet in area and with a minimum dimension of 24 inches. (T&ES)

123. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)
124. 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 requesting an occupancy permit for any building/phase, the design professional shall submit a written certification to the Director of T&ES that the BMPs serving that building/phase 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)
125. Surface-installed storm water Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
126. Submit two originals of the storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)
127. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City.**** (T&ES)
128. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
 - a. The Applicant shall furnish the Homeowner's Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMP's) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical

equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.

- b. The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowner's Association maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners.

Otherwise the following condition applies:

129. 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)
130. The Applicant/Owner shall be responsible for installing and maintaining storm water Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three years and develop 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. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City.**** (T&ES)
131. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond.**** (T&ES)
132. 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. 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)

132A. CONDITION DELETED BY STAFF (DSUP2021-10019): CONDITION ADDED BY STAFF (DSUP2019-0024): This project must comply with the requirements found in the City of Alexandria, VA As-Built Stormwater Requirements for City Projects. This includes the submission of a stormwater as-built plan set, CAD/Shapefile stormwater data, construction inspection checklists and BMP certifications. (T&ES)

133. BMPs treating stormwater from private land shall not be located on/in public open space. (RP&CA)

W. CONTAMINATED LAND:

134. Indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. (T&ES)

135. Design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. (T&ES)

136. 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. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil.
- 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.
- e. The applicant shall screen for PCBs as part of the site characterization to comply with the City's Department of Conservation and Recreation Municipal Separate Storm Sewer (MS4) permit.
- f. Applicant shall submit 3 hard copies and 2 electronic copies of the above. The remediation plan must be included in the Final Site Plan.* (T&ES)

137. The applicant or its agent shall furnish each prospective buyer with a statement disclosing the prior history of Carlyle Plaza II, including previous environmental conditions and on- going remediation measures. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

X. NOISE:

138. **CONDITION AMENDED BY STAFF (DSUP2021-10019):** 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). ~~Identify options to minimize noise exposure to future residents at the site, particularly in those units closest to the~~ **In addition, include analysis of the levels of noise residents of the project will be exposed to due to loading and unloading activities, idling and traffic. Once the final building design has been established, conduct a building shell analysis if needed, identifying specific options to minimize noise and vibration exposure to future residents at the site, particularly in those units closest to the commercial activities at this building including but not limited to HVAC, compressors, fans and other anticipated noise- and vibration- generating activities such as amplified music or weight lifting, etc., as well as loading areas, garage entrances,** interstate highway, railroad tracks and airport traffic, 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)
139. **CONDITION AMENDED BY STAFF (DSUP2021-10019):** The noise study **and noise commitment** letter shall be submitted and approved prior to final site plan ~~release~~ **approval**.* (T&ES)
- 139A. **CONDITION ADDED BY STAFF (DSUP2021-10019): Since trash pickup is proposed within the parking garages of residential buildings, trash pick-up is prohibited before 9 am daily. (T&ES)**
140. CONDITION DELETED BY STAFF (DSUP2019-0024).
141. CONDITIN DELETED BY STAFF (DSUP2019-0024).
142. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
- 142A. **CONDITION ADDED BY STAFF (DSUP2021-10019): All roof top HVAC and other mechanical equipment shall be equipped with appropriate noise**

reducing devices such as (but not limited to) silencers, acoustic plenums or louvers or enclosures, if required, in order to comply with the City noise limit at the property lines for that building. (T&ES)

- 142B. **CONDITION ADDED BY STAFF (DSUP2021-10019): No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post a minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)**

Y. AIR POLLUTION:

143. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
144. **CONDITION DELETED BY STAFF (DSUP2021-10019): Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)**
145. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

Z. CONTRIBUTIONS:

146. **CONDITION AMENDED BY STAFF (DSUP2019-0024, DSUP2021-10019):** Following removal of the Eisenhower Circle, provide the following improvements as a contribution to the Eisenhower **Implementation Open Space**-Fund:
a. Design and construct the Circle-North Park
b. Design and construct the Circle-South Park
c. Improve the portion of Block 31 east of Holland Lane and Blocks 26 and 28
If substantial construction of a building (per Section 11-418 of the Zoning Ordinance) does not commence by November 16, 2028, and the Eisenhower Circle has been removed, an additional contribution of \$1,400,000 (adjusted for inflation from June 16, 2015 to November 16, 2028) shall be required prior to certificate of occupancy of the last building.*** (P&Z)(RP&CA)
147. **CONDITION AMENDED BY STAFF (DSUP2021-10019):** Prior to the first certificate of occupancy for Phase 3 ~~the southern residential tower~~, dedicate the RPA land east of Holland Lane to the City of Alexandria.*** (RP&CA) **(T&ES) (P&Z)**
148. **CONDITION DELETED BY STAFF (DSUP2021-10019): The applicant shall**

~~contribute \$60,000 to the city prior to Final Site Plan release for either the north residential building or either office building (whichever is released first) to install a bike share station on their site frontage or directly across the street from the project as part of a coordinated bike share program. In the event a bike share station cannot be located along the site frontage, an alternate off-site location within a two block radius of the project may be selected. The bike share station shall be constructed within one year of the issuance of the last certificate of occupancy permit. In the event the City has not established a coordinated City bike share program that is either operating or scheduled to begin operation within one year of the last certificate of occupancy permit, the funds shall be used for transit infrastructure to serve the site.**, *** (T&ES)~~

- 148A. CONDITION ADDED BY STAFF & AMENDED BY THE PLANNING COMMISSION (DSUP2021-10019): 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.

AA. DISCLOSURE REQUIREMENTS:

149. CONDITION AMENDED BY STAFF (DSUP2019-0024): All condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.
- a. The principal use of the garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
 - b. The designated visitor parking spaces shall be reserved for the use of the guests.
 - c. No more than two parking spaces shall be assigned to a specific condominium unit until all settlement on the units are complete; all unassigned spaces in the garage shall be made generally available to residents and/or visitors.
 - d. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
 - e. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.

- f. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit.
 - g. Develop a noise control by-law aimed at controlling noise levels in the proposed development and resolving noise issues between neighboring occupants and disclose this by-law to all involved at the time of sale or lease agreement.
 - h. Stormwater facility BMPs must be inspected and adequately maintained as designed to ensure proper functioning. *** (T&ES) (P&Z)
- 150. **CONDITION AMENDED BY STAFF & THE PLANNING COMMISSION (DSUP2021-10019):** Notify prospective buyers, in its marketing materials and homeowner disclosure documents, that Holland Lane is a private street and that storm sewers located within the site are privately owned and maintained **until at such time Holland Lane is dedicated to the City of Alexandria.** (T&ES)
- 151. **CONDITION AMENDED BY STAFF & THE PLANNING COMMISSION (DSUP2021-10019):** Notify prospective buyers, in its marketing materials and homeowner disclosure documents, that the Holland Lane is a private street with public access easement and shall not be maintained by the City of Alexandria; and that the sanitary and storm sewers located within the site are private and shall be maintained privately **until at such time Holland Lane is dedicated to the City of Alexandria.** (T&ES)
- 151A. **CONDITION ADDED BY STAFF (DSUP2019-0024):** If environmental site assessments or investigations discover the presence of onsite contamination, the applicant or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the site, including previous environmental conditions and on-going remediation measures. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)
- 152. Present a disclosure statement to potential buyers, renters, and leasers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:
 - a. That heavy industrial uses, Alexandria Renew wastewater treatment facility, public safety center (i.e. jail), Dominion Virginia Power high tension power lines and substation, the Capital Beltway, and contaminate soils are located within the immediate vicinity of the project, are permitted to continue indefinitely, and will generate truck traffic, including emanating odors, on the public streets surrounding the project.
 - b. That Eisenhower Avenue is a major four-lane arterial and that future traffic is expected to increase significantly as development along Eisenhower Avenue continues.
 - c. That additional development is planned for the blocks west of the site along Eisenhower Avenue. (P&Z)(T&ES)

BB. ARCHAEOLOGY:

153. CONDITION ADDED BY STAFF (DSUP2021-10019): Call Alexandria Archaeology (703-746-4399) two (2) weeks before the starting date of any ground disturbance so that an inspection or monitoring schedule for City archaeologists can be arranged. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)
154. CONDITION ADDED BY STAFF (DSUP2021-10019): Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the discovery area until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)
155. CONDITION ADDED BY STAFF (DSUP2021-10019): The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)

CITY DEPARTMENT CODE COMMENTS

Legend: C - Code Requirement R - Recommendation S - Suggestion F – Finding

Planning and Zoning

- R-1. For all first floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-838-4884) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- C -1. As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. (P&Z) (T&ES)
- C-2. The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to

inspections by City staff per City Code requirements. A final inspection for landscaping is also required three years after completion. (P&Z) (T&ES)

- C - 3 **NEW CODE REQUIREMENT (DSUP2021-10019): Parking ratio requirement adjustment. Any parking requirement may be adjusted within five percent of the requirement if the director of Planning and Zoning determines that physical requirements of the building prevent compliance with the specific number of parking spaces required. (§8-200(A)(2)(c)(i) of the Zoning Ordinance) (T&ES) (P&Z)**

Transportation and Environmental Services

- F - 1. Submit separate plats from Site Plan for Vacation, Encroachments, Easements and Subdivision. (T&ES- Survey)
- F - 2. **CODE REQUIREMENT DELETED BY STAFF (DSUP2021-10019):** ~~Landscape plan for the area of disturbance that is not the invasive species removal area shall be provided particularly that area underneath the trail. (T&ES- OEQ)~~
- F - 3. **CODE REQUIREMENT DELETED BY STAFF (DSUP2021-10019):** ~~Total consolidated parcel is 6.23 acres (Sheet C1.02). BMP computations are computed on 5.78 acres (Sheet C10-01). These two acreages should match. Correct as necessary. (T&ES- OEQ)~~
- F - 4. **CODE REQUIREMENT DELETED BY STAFF (DSUP2021-10019):** ~~Stormwater runoff from trail shall be treated through a BMP. (T&ES- OEQ)~~
- F - 5. **CODE REQUIREMENT DELETED BY STAFF (DSUP2021-10019):** ~~Sheet C5.05: Outfall structure shall be an outlet "Step" structure made with imbricated boulders rather than rip rap. (T&ES- OEQ)~~
- F - 6. Runoff from new and existing streets shall be treated. If this is not possible a written explanation shall be provided with Final plan submission. (T&ES- OEQ)
- F - 7. Mix E is a collection of individual plants. How are you proposing to stabilize soil between plants prior to their spread? (T&ES- OEQ)
- F - 8. All trees within the RPA shall be balled and burlap. (T&ES- OEQ)
- F - 9. The City shall be responsible for all soil remediation required within the limits of the existing rotary and right of way.
- F - 10. **CODE REQUIREMENT DELETED BY STAFF (DSUP2021-10019):** ~~Install new ADA compliant bus stop on Eisenhower Avenue at the intersection with Hooff's Run Drive with the Block P office building. ADA compliance includes:~~

- a. ~~Install an unobstructed seven (7) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, bus stop passenger loading pad. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. See attached standard details.~~
- b. ~~Create a 120 foot "No Parking, Bus Stop Zone" if the bus stop is located along the curbside. If the bus stop is located on a bulb out / extension into the roadway, the 120 foot "No Parking, Bus Stop Zone" shall not be required. (T&ES)~~

- F - 11. **CODE REQUIREMENT DELETED BY STAFF (DSUP2021-10019):** ~~Install a 17' (L) x 8' (W) bus shelter pad and a Carlyle bus shelter which will be provided by the City. (T&ES)~~
- F - 12. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F - 13. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:
<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 14. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F - 15. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)

F - 16. Include all symbols, abbreviations, and line types in the legend. (T&ES)

F -17. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)

F -18. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)

F - 19. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)

F - 20. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151

(ANSI A21.51) Class 52 with joints that are equivalent to water main standards for

a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)

- F - 21. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F - 22. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F - 23. The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)
- F - 24. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 25. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 26. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 27. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 28. The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non- construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and

accessible pedestrian pathways for the duration of the project. (T&ES)

- F -29. **CODE REQUIREMENT DELETED BY STAFF (DSUP2021-10019):** ~~The impact on the flow of traffic at the intersection of Eisenhower Avenue and Holland Lane as a result of the construction of the bike/pedestrian trail will be assessed during the right-of-way permit application process and is subject to approval from the Director of Transportation and Environmental Services. Measures should be taken to minimize traffic disruption at the intersection throughout the duration of construction. (T&ES)~~
- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)
- C - 5 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears,

and boxes shall be located outside of the public right of way. (T&ES)

C - 6 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services.

(b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)

C - 7 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)

C - 8 CODE REQUIREMENT AMENDED BY STAFF (DSUP2013-0025): In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete, as part of the first final site plan, a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. The memorandum is available at the following web address of the City of Alexandria (T&ES)
[http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20\(02-07\).pdf](http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20(02-07).pdf)

C - 9 Incompliance with Title 5: Transportation and Environmental Services, Section 5-1- 2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)

C - 10 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A,

Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)

- C - 11 The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov, for information about completing this form. (T&ES)
- C - 12 The applicant shall be responsible to deliver the solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. 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)
- C - 13 The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle.
- C - 14 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 15 Bond for the public improvements must be posted prior to release of the site plan. (T&ES)
- C - 16 The sewer tap fee must be paid prior to release of the site plan. (T&ES)
- C - 17 All easements and/or dedications must be recorded prior to release of the site plan. (T&ES)
- C - 18 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. (T&ES)
- C - 19 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 20 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the

final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)

- C - 21 The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 22 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 23 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 24 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 25 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 26 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. (T&ES)
- C - 27 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the water quality volume default and stormwater quantity management. (T&ES)
- C - 28 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)

C -29 CODE REQUIREMENT DELETED BY STAFF (DSUP2019-0024).

C -30 CODE REQUIREMENT ADDED BY STAFF (DSUP2019-0024): All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall 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 state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP) for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. (T&ES) *

C – 31 CODE REQUIREMENT ADDED BY STAFF (DSUP2019-0024): The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final 1 submission. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, an electronic copy of the approved SWPPP Book must be provided with the Mylar submission and the coverage letter must copied onto the plan sheet containing the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the approved hardcopy SWPPP Binder Book must accompany the construction drawings onsite. Separate parcel owners will be required to seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES-Storm)

PWS Comments:

1. CODE REQUIREMENT ADDED BY STAFF (DSUP2019-0024): PWS has no comments.

Virginia American Water Company:

1. **CONDITION AMENDED BY STAFF (DSUP2019-10019): Both Holland Lane and John Carlyle Street will be private with a public access easement. Does this Provide a minimum 10 feet dedicated water line easement for all proposed water mains if the proposed public access easements proposed with this application does not involve the right and permission of our water utilities (e.g, water main, hydrant, service lines) excavation, installation and maintenance? If not, we need a minimum 10 feet dedicated water line easement on each street.**
2. Sheet C-4.04, Holland Lane: please extend the existing 8" water main parallel to road center line. As-built sketch provided separately for reference.

3. Sheet C-4.04, proposed 8" fire line to the north residential tower: fire line shall not be installed under or inside (through) the parking garage. We suggest installing this fire line at north side of the tower (tap on 24" main on Eisenhower Ave).
4. **CONDITION DELETED BY STAFF (DSUP2019-10019):** ~~Holland Lane bike/pedestrian trail: keep enough clearance (10 feet typical) between a pier foundation and a water line.~~

AlexRenew Comments:

1. AlexRenew has no comments.

DASH Comments:

CODE REQUIREMENT DELETED BY STAFF (DSUP2021-10019): ~~These comments apply to the bus stop required to be installed in front of the office building approved by DSP 2006-0003.~~

1. ~~Bus stop zone shall be provided on adjacent property between Hooffs Run Drive and John Carlyle Street.~~
2. ~~Bus stop zone shall include an ADA compliant bus stop loading pad and shelter as specified by City of Alexandria. Bus stop loading pad shall be of sufficient length of no less than 25 feet to accommodate both front and rear doors of a 40 foot transit bus.~~
3. ~~The bus stop loading zone shall be a minimum of 60 feet in length. It is recommended to locate bus stop near side to the intersection of John Carlyle Street and Eisenhower Avenue.~~
4. ~~Bus stop shall include a standard U Channel pole located at the far edge of bus stop loading pad, offset a minimum of 2 feet from the curb.~~
5. ~~Bus stop shelter shall include power supply provision for later installation of Real Time Bus Information display hardware.~~
6. ~~All landscaping and street frontage fixtures along Eisenhower Avenue frontage shall provide maximum vertical clearance possible beyond the curb. Buses with heights of up to 11' 11" are anticipated to use curb lane on Eisenhower Avenue.~~
7. ~~Bus shelter must be located so that bus operator in approaching traffic will have sufficient visual clearance to identify occupants in bus shelter and sufficient stopping distance to come to complete stop from full posted speed limit of Eisenhower Avenue.~~

Fire Department

F = Finding C = Code Requirement R = Recommendation

- F-1 CODE REQUIREMENT AMENDED BY STAFF (DSUP2019-0024): The following comments are for completeness review only. Additional comments may be forthcoming once the applicant provides supplemental information for review. Please direct any questions to Maurice Jones at 703-746-4256 or maurice.jones@alexandriava.gov.
Previously acknowledged by applicant.
- F-2 CODE REQUIREMENT AMENDED BY STAFF (DSUP2019-0024, DSUP2021-10019): All new fire hydrants on city streets property shall be City owned and maintained. **All hydrants on private streets shall be owned, inspected, tested, and maintained by the property owner or their representative. with the appropriate easements granted to the City for access, inspection, testing, maintenance, and service. This will be evaluated on a case by case basis.**
Previously acknowledged by applicant.
- R-1. CODE RECOMMEDATION ADDED BY STAFF (DSUP2019-0024): To improve fire department operational capabilities, it is recommended that all stairways extend to the roof level for direct access to the roof.
Applicant indicates that the code required roof access will be provided for the liner and tower buildings.
- C- 1 CODE REQUIREMENT AMENDED BY STAFF (DSUP2019-0024): The Applicant shall provide a separate Fire Service Plan which illustrates where applicable: a) emergency ingress/egress routes to the site; b) one fire department connection (FDC) for buildings under 5 stories or 55 feet or two sufficiently remote FDC's for buildings over 5 stories or 55 feet; c) FDC's located within one hundred (100) feet of any existing or new fire hydrants d) new fire hydrants installed not less than forty (40) feet from building e) 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; f) emergency vehicle easements (EVE) around the building with a minimum width of twenty-two (22) feet; g) the location and size of the separate fire line(s) for the building fire service connection and fire hydrants.
- a) **Applicant has provided the requested information.**
 - b) **The FDC issue remains unresolved. Although FDC's have been added, what the FDCs supply has not been clarified by applicant. As this is a very complicated structure, the number, location, and what each FDC supplies must be resolved. Relocation and additions of FDC's and hydrants may be necessary. I spoke with applicant and he indicated he would reach out to others who were more knowledgeable but to date, I**

have not been contacted.

- c) **See item b.**
- d) **See item b.**
- e) **See item b.**
- f) **EVE shown on Limerick and Holland.**
- g) **Two fire service lines shown and sized.**

C-2 CODE REQUIREMENT AMENDED BY STAFF (DSUP2019-0024): The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan. This information will determine if item 6 requirements apply.

Applicant has provided the requested information.

C- 3 CODE REQUIREMENT AMENDED BY STAFF (DSUP2019-0024): There is considerable concern regarding adequate fire department access to these buildings. Since these buildings are over 50 feet in height, they are required to have ladder truck access to 48% perimeter of the buildings by public roads or recorded emergency vehicle easements (EVE). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings.

Applicant submitted a letter on March 20, 2012 outlining mitigation measures for this project. All have been accepted by the Fire Department and Code Administration. Note: The requirement for smoke detection in the corridors of Residential Building 2 has been removed and should not be included in the fire alarm submittal.

C- 4 CODE REQUIREMENT AMENDED BY STAFF (DSUP2019-0024): The developer shall provide two wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The two copies shall be submitted to Alexandria Fire Department, Fire Prevention, C/O A. Maurice Jones, Jr. 900 Second Street, Alexandria, Va. 22314.

Fire Flow approved December 13, 2017.

C - 5 CODE REQUIREMENT AMENDED BY STAFF (DSUP2019-0024): A Knox Box Rapid Entry key access system shall be installed to facilitate building entry by fire department personnel during an emergency. The side and number of Knox Boxes, number of key sets, and required keys or access devices shall be determined by Alexandria Fire Department personnel.

Applicant will provide as required. AFD will determine location and number of Knox Boxes during initial construction phase.

C -6 CODE REQUIREMENT AMENDED BY STAFF (DSUP2019-0024): An Applicant for construction of any building or structure, or addition to any building or structure, more than 10,000 square feet shall contact the City of Alexandria Radio System Manager in the Department of Emergency Communications prior to submission of a final site plan. The proposed project shall be reviewed with the Radio System Manager for compliance with City of Alexandria public safety radio communications requirements. The minimum requirements follow:

- a. The design shall allow penetration of radio signals in the 806 to 815 MHz and 851 to 860 MHz frequency range.
- b. The design shall support minimum signal reception strength of -95 dBm, on signals transmitted from the radio system, when received within 90 percent or greater of each floor area.
- c. The design shall support minimum signal reception strength of -95 dBm on signals received by the radio system, when transmitted at a power level of 3 watts (35dBm) from within 90 percent or greater of each floor area.
- d. Areas deemed critical by the City of Alexandria, such as fire control rooms, exit stairways, and exit passageways shall provide 99 percent coverage or greater with minimum received strength of -95 dBm.
- e. If the building or structure fails to meet the above criterion the Applicant shall install, to the satisfaction of the Radio System Manager and in compliance with relevant building codes, a radio frequency amplification and distribution system designed to meet the above requirements. Amplifiers and any other powered equipment must consist of two power sources:
- f. Primary Source: Dedicated branch circuit.
- g. Secondary Source: Battery backup capable of powering the system for 12 hours at 100 percent capacity.
- h. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio System Manager.

Previously acknowledged by applicant.

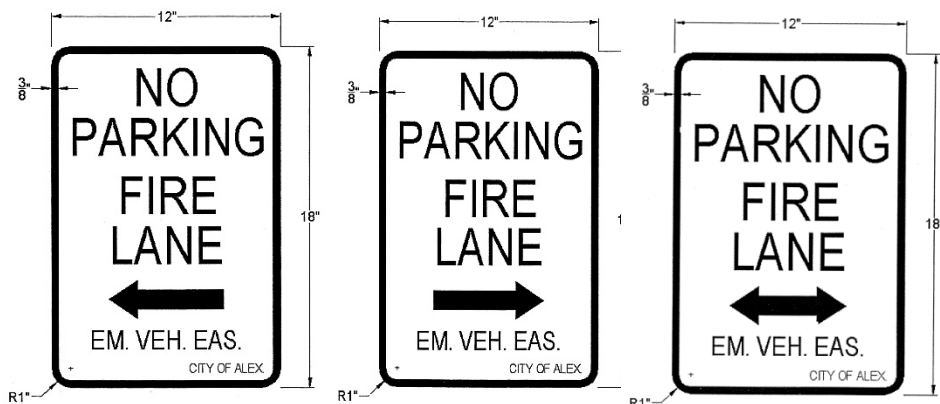
C - 7 CODE REQUIREMENT AMENDED BY STAFF (DSUP2019-0024): The fire service plan shall show placement of emergency vehicle easement signs. See sign detail and placement requirements are as follows.

Emergency vehicle easements shall be a minimum of 22 feet across the travel lane. The emergency vehicle easement shall provide access to strategic areas of the building and fire protection systems. Curbing and street components shall conform

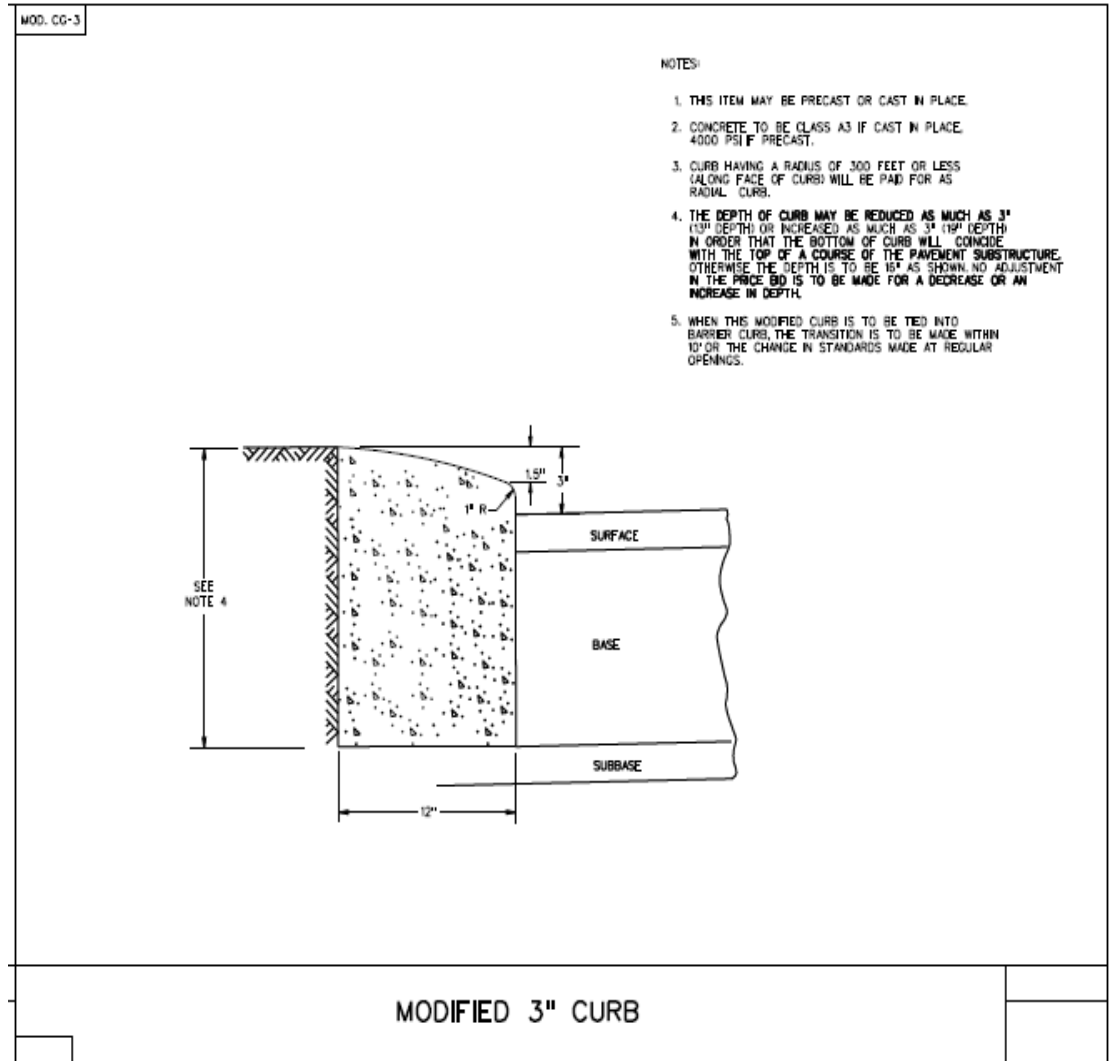
to the standards established by Transportation and Environmental Services and this document for emergency vehicle easements.

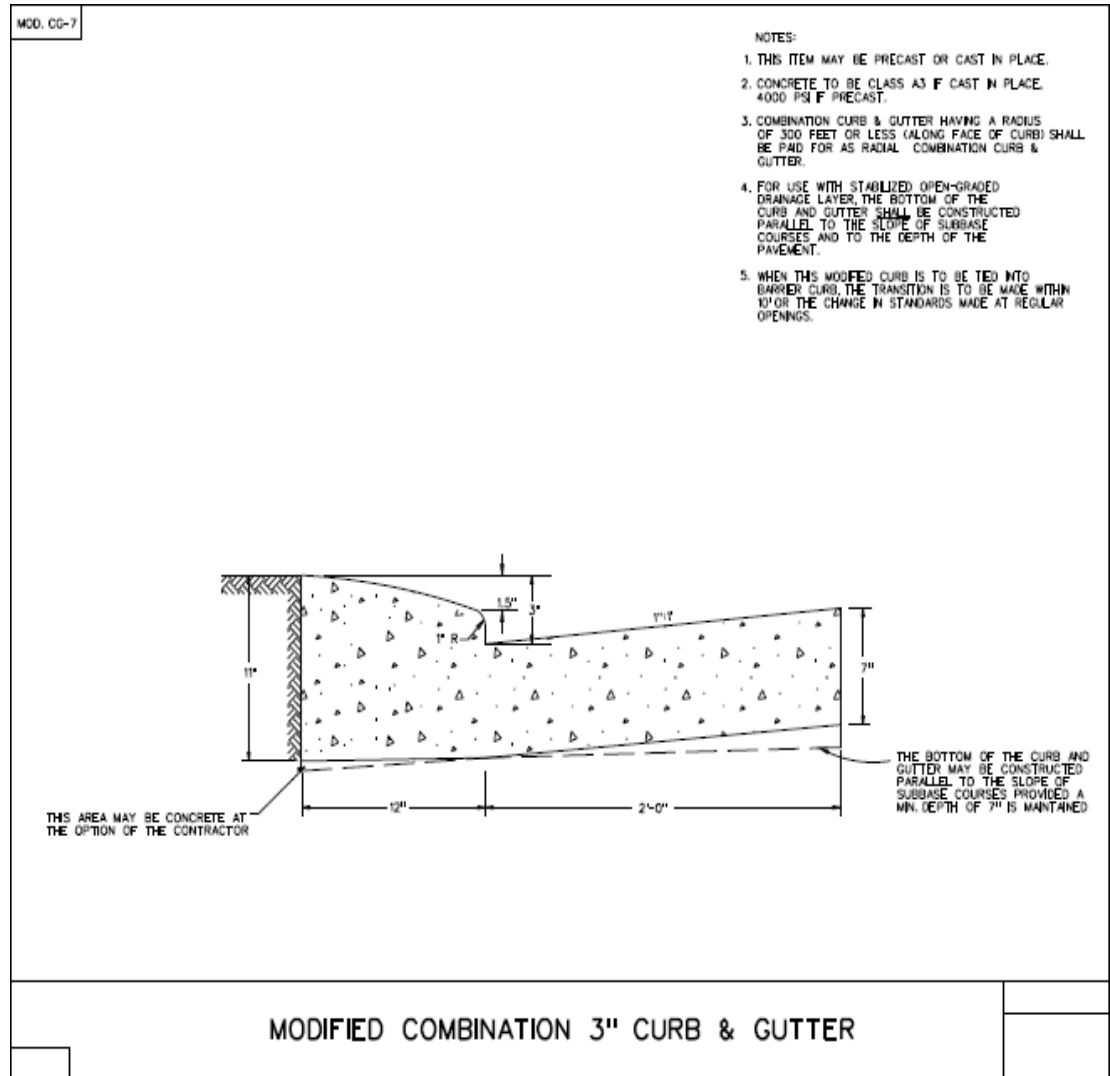
Emergency vehicle easement signs shall be metal construction, 12-inches wide and 18 inches in height. Provide red letters on reflective white background with a 3/8-inch red trim strip around the entire outer edge of the sign. The lettering shall say "NO PARKING," "FIRE LANE," "EM. VEH. EAS.," and "City of Alex.," Lettering size shall be as follows: "NO PARKING" - 2 inches, "FIRE LANE" - 2½ inches. EM. VEH. EAS. - 1 inch, CITY OF ALEX. - ½ inch. Directional Arrows - 1 inch by 6 inches solid shaft with solid head - 1½ inches wide and 2 inches deep (For examples, see Figures D102.1, D102.2, and D102.3). Signs shall be mounted with the bottom of the sign 7 feet above the roadway, and shall be properly attached to a signpost or other approved structure such as designated by the fire official. Posts for signs, when required, shall be metal and securely mounted. Signs shall be parallel to the direction of vehicle travel and posted so the directional arrows clearly show the boundaries and limits of the Emergency Vehicle Easement. In areas where emergency vehicle easements involve two-way traffic, double mounted signs shall be provided. The maximum distance between signs shall be 100 feet. Other special signs or modifications to emergency vehicle easement signs shall be approved by the fire official.

Where curbing is a component of the emergency vehicle easement, the curbing construction shall conform to weight and grade requirements for vehicular traffic. In no circumstances shall a raised curb be located in the path of travel in an emergency vehicle easement. Where a mountable curb is provided as part of an emergency vehicle easement, emergency vehicle easement signs shall be posted at the point nearest the edge of the emergency vehicle easement, but in no case within the clear width of the emergency vehicle easement. With the exception of flush curbs, any fire department access points that require fire apparatus to mount a curb shall conform to the modified 3 inch curb design standard MOD CG-3 or MOD CG-7 design as shown.



CDD #2021-00002, DSUP #2021-10019, TMP SUP #2021-00042
Eisenhower East Block 32 / Carlyle Plaza Two Amendment





EVE's are proposed in sign locations have been added to drawings.

- C-8 Show fire apparatus vehicle turning radius information based on the following specifications:

Turning Specifications

- a. Turning Radius – Wall to Wall = 44 feet 6 inches
- b. Curb to Curb = 36 feet 5 inches
- c. Inside turning radius = 20 feet 3 inches
- d. Overall Length – 46 feet 9.25 inches
- e. Overall Width – 101 inches
- f. Wheelbase from front axle to both rear axles – 257 inches
- g. Tandem axle spacing – 55" CL of axle to CL of axle

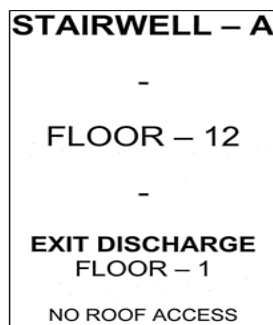
- h. Gross Weight – 80,000 pounds as built with no equipment or water gross weight?**
- i. Angle of Approach – 9 feet 7 inches**
- j. Angle of Departure – 10 feet 8 inches**
- k. Ramp Break Over – Break over angle is 4.42°**

New specifications for turning movement. Turning movement must be revisited by applicant.

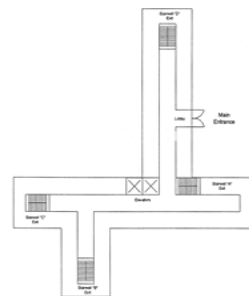
- C-9** CONDITION AMENDED BY STAFF (DSUP2019-0024): Provide Stairway Identification. Stairway identification signs shall be provided at each landing in all interior exit stairways connecting more than three stories. Stairways shall be identified by letter designation starting next to the main entrance with "A" and continuing in a clockwise or left to right pattern using consecutive letters of the alphabet for each additional stairway. Two copies of the stairway signs shall be submitted to the fire official for approval before occupancy.

Stairway signs shall designate the stairway letter, state the floor level, the level of exit discharge, and if there is access or no access to the roof regardless if the access door or roof hatch locks. The bottom of the sign shall be located five (5) feet above the floor landing in a position that is readily visible when the stairwell door is opened or closed. The signs must have lettering that is a minimum of 2 inches but no greater than 4 inches in height. This information may be stenciled directly onto the wall but all lettering must be of a color contrasting with the background stairway wall color.

In buildings greater than three stories where there is no graphic representation of the building footprint, a simplified building schematic must be display in the lobby. The simplified building footprint shall be an overhead view of the building exterior and the general layout of the lobby of the first floor. Stairways shall be denoted by letter as required.



Ex. Stairway Identification Sign



Ex. Building Footprint Sign

Previously acknowledged and provided by applicant

C-10 CODE REQUIREMENT DELETED BY STAFF (DSUP2019-0024).

C-11. CODE REQUIREMENT ADDED BY STAFF (DSUP2019-0024): Existing fire hydrants shall remain in-service and unobstructed during construction.

Previously acknowledged by applicant.

C-12. CODE REQUIREMENT ADDED BY STAFF (DSUP2019-0024): All fire department connections shall be Knox® StorzGuard® with Locking Cap and 30 degree Elbow Knox® part number 5022.

Previously acknowledged by applicant.

R- 1 CODE REQUIREMENT DELETED BY STAFF (DSUP2019-0024).

Code Administration

F-1 The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact, Plan Review Supervisor. (Code)

F-2 Indicate location of Fire Department Connection (FDC) on site plans. All FDC locations shall be located a maximum 100 ft. from the nearest hydrant. Code Administration (4/2/12): Accepted, Sheets 4.01 through 4.05 comply.

F-3 Provide detailed information on plans how Section 403.3.2 of the USBC has been met. It is difficult to determine if two separate water mains on opposite streets are being used as well as the required two separate supply pipe to a single fire pump are being met. More details are needed on the plans such as the number of Fire Pumps being installed within the building, the approx. size of each fire pump. Code Administration (4/2/12): Accepted, Sheets 4.01 through 4.05 comply.

F-4 Provide approximate location/locations of any and all Fire Command Rooms. Code Administration (4/2/12): Current documents do not indicate locations of fire command rooms. What is the communication protocol to communicate between rooms and what is the scope of coverage for each Fire Command Room.

F-5 Sheets 4.01 through 4.05 indicate combined fire department connections for both the tower and the parking garage. However, not all fire department connections are combined. The details of this design will need to be provided at the time of submission for a Fire Protection Permit.

C-1 Building and trades permits are required for this project. Six sets of *construction documents* sealed by a *Registered Design Professional* that fully detail the

construction as well as layout and schematics of the mechanical, electrical, and plumbing systems shall accompany the permit application(s).

- C-2 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-3 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection
Response: Acknowledged
Code Administration: Provide a complete detailed code analysis for each building. Reference the USBC code sections and sprinkler system locations, standpipe requirements, type of construction, mixed use requirements, height and area. The current submission is deemed incomplete at this time.
- C-4 A soils report must be submitted with the building permit application.
- C-5 A Certificate of Occupancy shall be obtained prior to any occupancy of the building or portion thereof.
- C-6 Demolition, building and trades permits are required for this project. Six sets of *construction documents* sealed by a *Registered Design Professional* that fully detail the construction as well as layout and schematics of the mechanical, electrical, and plumbing systems shall accompany the permit application(s)
- C-7 Prior to submission of the Final Site Plan #3, the developer shall provide three wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The three copies shall be submitted to the Site Plan Coordinator of Code Administration, 301 King Street, Suite 4200, Alexandria, VA 22314.
- C-8 Provide Stairway Identification. A sign shall be provided at each floor landing in interior vertical exit enclosures connecting more than three stories designating the floor level, the terminus of the top and bottom of the stair enclosure and the identification of the stair. The signage shall also state the story of, and the direction to the exit discharge and the availability of roof access from the stairway for the fire Department.
- C-9 This structure contains mixed use groups and is subject to the mixed use and occupancy requirements of the USBC.
- C-10 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C-11 If any canopies are installed they must comply with USBC for support and clearance from the sidewalk, and the applicable sections of USBC's Chapter 11.

Structural designs of fabric covered canopies must comply with USBC. The horizontal portions of the framework must not be less than 8 feet nor more than 12 feet above the sidewalk and the clearance between the covering or valance and the sidewalk must not be less than 7 feet.

- C-12 If any canopies are installed they must comply with the applicable sections of USBC: Chapter 16. Structural designs
- C-13 If any awnings are installed they must comply with all applicable requirements of USBC. Retractable and fixed awnings must have a minimum 7 foot clearance from a sidewalk to the lowest part of the framework or any fixed portion of any retractable awning is required. Retractable awnings must be securely fastened to the building and cannot extend closer than 24 inches in from the curb line.
- C-14 If any fixed awnings must be designed and constructed to withstand wind or other lateral loads and live loads required by the USBC. Structural members must be protected to prevent deterioration.
- C-15 Parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11.
- C-16 Accessible parking spaces for apartment and condominium developments shall remain in the same location(s) as on the approved site plan. Handicap parking spaces shall be properly signed and identified as to their purpose in accordance with the USBC and the Code of Virginia. Ownership and / or control of any handicap parking spaces shall remain under common ownership of the apartment management or condominium association and shall not be sold or leased to any single individual. Parking within any space identified as a handicap parking space shall be limited to only those vehicles which are properly registered to a handicap individual and the vehicle displays the appropriate license plates or window tag as defined by the Code of Virginia for handicap vehicles. The relocation, reduction or increase of any handicap parking space shall only be approved through an amendment to the approved site plan.
- C-17 Toilet Rooms for Persons with Disabilities:
 - (a) Water closet heights must comply with USBC 1109.2.2
 - (b) Door hardware must comply with USBC 1109.13
- C-18 Toilet Facilities for Persons with Disabilities: Larger, detailed, dimensioned drawings are required to clarify space layout and mounting heights of affected accessories. Information on door hardware for the toilet stall is required (USBC 1109.2.2).
- C-19 If any atriums are in the design concept they shall comply with USBC 404 concerning automatic sprinkler protection; smoke control; and automatic fire detection.

- C-20 The public parking garage floor must comply with USBC 406.2.6.
- C-21 The developer shall submit information detailing how the Open Parking Structure meets the openness criteria per USBC 406.3.
Response: Acknowledged
Code Administration: Detailed information shall be provided at the time of submission for a building permit outlining percent openings in exterior walls per tier, total perimeter wall area per tier.
- C-22 The proposed building must comply with the requirements of HIGH-RISE buildings (USBC 403.1).
- C-23 The applicant shall comply with the applicable accessible signage requirements of USBC 1110.
- C-24 All Electrical wiring methods and other electrical requirements must comply with NFPA #70, 2008.
- C-25 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C-26 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C-27 Where a structure has been demolished or removed, the vacant lot shall be filled and maintained to the existing grade (USBC 3303.4).
- C-28 Service utility connections shall be discontinued and capped approved rules and (USBC 3303.6).
- C-29 All Fire Department Connections shall comply with the City of Alexandria Large Diameter Hose Policy and be no more than 100 ft. from the nearest hydrant.
- C-30 Careful consideration should be given in the event separate ownership should occur between the various buildings. Several items such as life safety system requirements for each building, interfacing of fire alarm systems between buildings, general maintenance requirements and evacuation planning will all need to be considered.
- C-31 Plans shall be supplied at the time of submission for a building permit indicating all occupancy loads, combined loads as well as direction of travel to the public way.
Code Administration (4/2/12): Include in this data the occupancy load of the Plaza

as well as direction of travel to the public way.

- C-32 A fire service access elevator shall be provided in all building/buildings in accordance section 403.6.1 and meet the requirements of Sect. 3007 of the 2009 USBC.
- C-33 Advise, verify existing property-lines, appears parcels 2 through 8 on sheet C-11.01 are separate parcels. Fire walls (party walls) are not permitted to have openings (USBC). Either, (1) record, with the City of Alexandria Clerk of Courts, a "perpetual easement" stating the proposed fire wall (party wall) openings will be closed, to pre-opening condition, if any or all parcels are conveyed or sold, or (2) vacate the existing property- lines and provide an updated plat plan reflecting the consolidated parcels.

Police

- R - 1. It is recommended that the section of the garage dedicated to the residents is gated off from the retail section and is controlled by electronic means. This should help alleviate unwanted persons tampering with resident's vehicles and other crimes.
- R - 2. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R - 3. Only residents with proper electronic access cards should be able to enter into the stairwells from the underground parking garage. This makes the stairwells safer for residents.
- R - 4. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.
- R - 5. The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.
- R - 6. It is recommended that the applicant choose a style bench that has an armrest in the middle of the bench to deter unwanted sleeping and skateboarding on the benches.
- R - 7. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.
- R - 8. It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a "breaking and entering" when the windows are open for air.

- R - 9. It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Archaeology

- F - 1. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.
- C - 1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Health Department

- C - 1 An Alexandria Health Department Permit is required for all regulated facilities.
- C - 2 The facility must comply with State Code 35.1, Hotels, Restaurants, Summer Camps, and Campgrounds.
- C - 3 Permits are non-transferable.
- C - 4 Permits must be obtained prior to operation.
- C - 5 **CODE COMMENT UPDATED BY STAFF (DSUP2021-10019):** ~~Six sets of~~ **p**Plans are to be submitted through **APEX** ~~the Permit Center~~ and approved by this department prior to construction of any facility regulated by the health department.
- C - 6 If any of the types facilities listed below is to be included in the apartment/hotel complex, then the applicable code section(s) will apply.
- C - 7 Plans for food facilities must comply with the Alexandria City Code, Title 11, Chapter 2, Food and Food Establishments. There is a \$200.00 fee for plans review of food facilities.
- C - 8 Pool plans must comply with Title 11, Chapter 11, Swimming Pools, Administrative Regulation 20-6. Tourist establishment pools must have six (6) sets of plans submitted for approval.
- C - 9 Personal grooming facilities must comply with Title 11, Chapter 7, Personal Grooming Establishments.
- C - 10 Tanning Salons must meet State Code Title 59.1, Chapter 24.1, Tanning

Facilities.

Asterisks denote the following:

- * Condition must be fulfilled prior to release of the Final Site Plan
- ** Condition must be fulfilled prior to release of the building permit
- *** Condition must be fulfilled prior to release of the certificate of occupancy
- **** Condition must be fulfilled prior to release of the bond

VIII. ATTACHMENTS

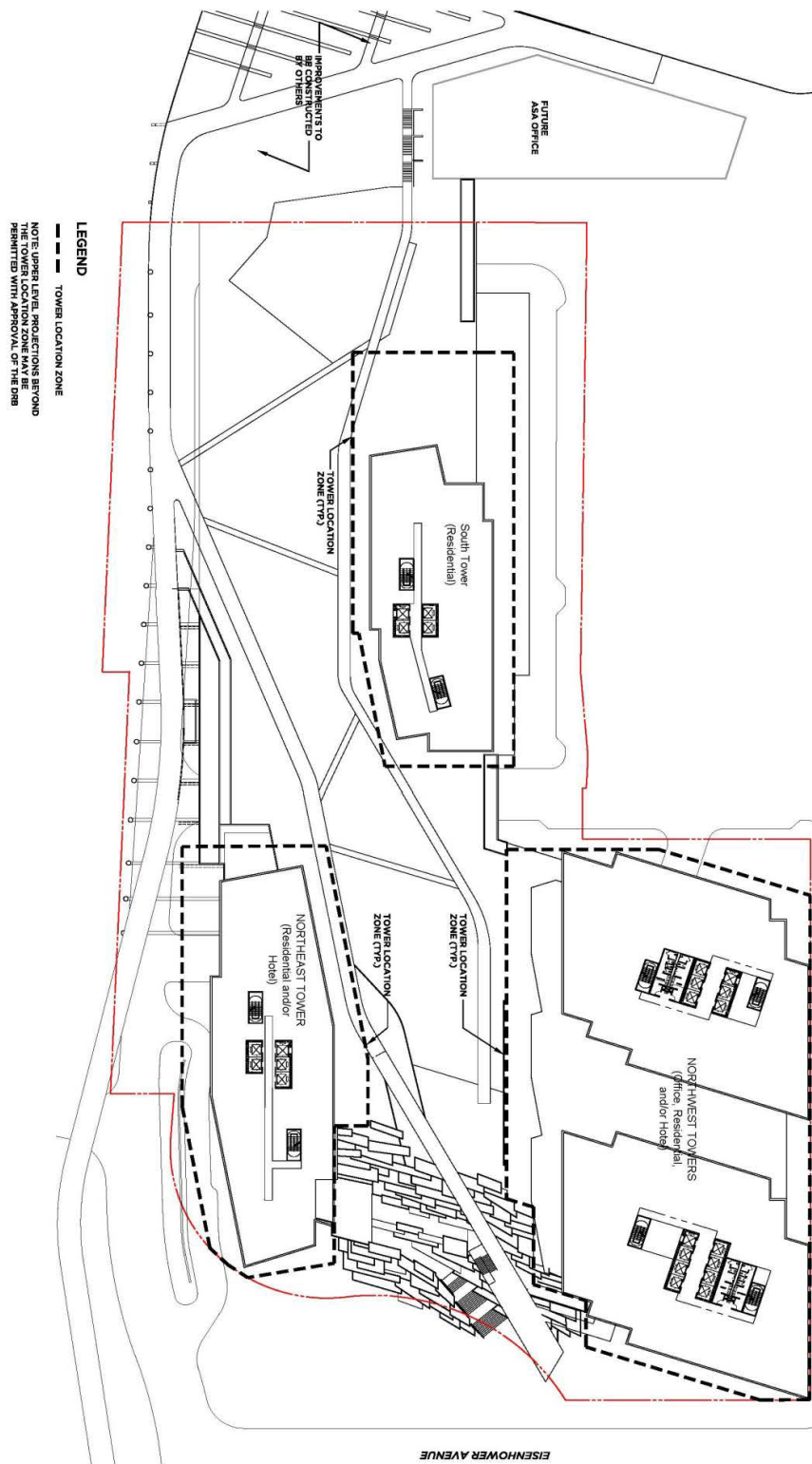
1. Eisenhower East and Carlyle Blocks
- 2A. Maximum Footprint Diagram (from DSUP #2013-0025)
- 2B. Maximum Footprint Diagram (with DSUP #2021-10019)
3. Transportation Management Plan (TMP)
4. Phasing Diagram
5. Parks and Recreation Endorsement Letter
6. Eisenhower Partnership Endorsement Letter
- 7A. AlexRenew Objections to Bike Path Letter Dated May 10, 2021
- 7B. AlexRenew Objections to Bike Path Letter Dated June 18, 2021
8. City Response to AlexRenew
9. DRB March 25, 2021 Staff Report
10. Original Site Plan (approved with DSUP #2011-0031)
11. Proposed Site Plan (with DSUP #2021-10019)

Attachment 1: Eisenhower East and Carlyle Blocks

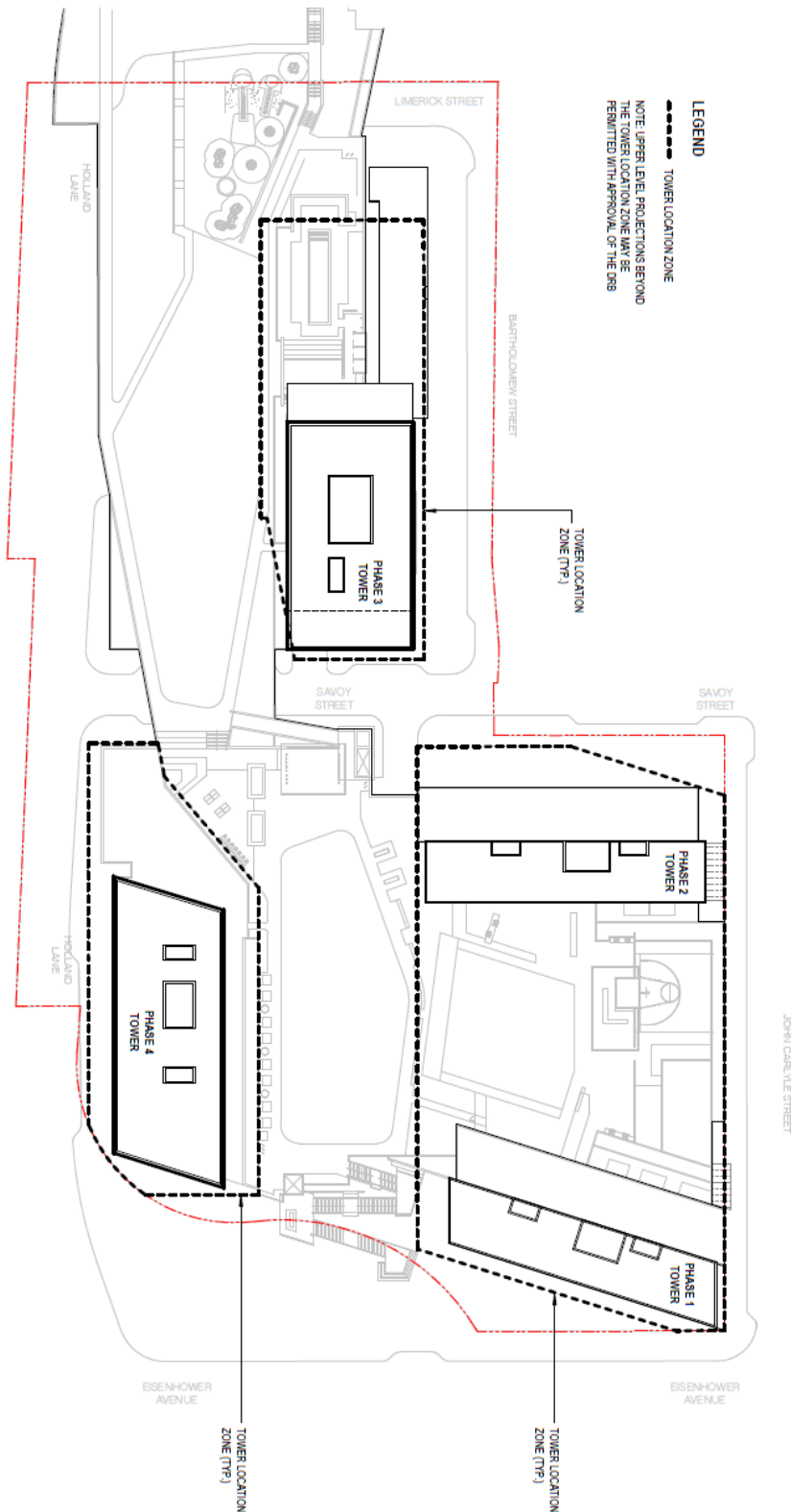
Eisenhower East / Carlyle Blocks



***Attachment 2A: Maximum Footprint Diagram (from amendment via DSUP
#2013-0025)***



Attachment 2B: Proposed Maximum Footprint Diagram (with DSUP #2021-10019)



Attachment 3: Transportation Management Plan (TMP)

Carlyle Plaza Two TMP SUP #2021-00042 ~~TMP SUP #2012-0010~~

The Transportation Management Plan (TMP) program was enacted by the Alexandria City Council on May 16, 1987 and is now part of the Alexandria Zoning Code (Article XI, Division B, Section 11-700). The ordinance requires that office, retail, residential, hotel and industrial projects which achieve certain square footage thresholds submit a special use permit application which must include a traffic impact analysis and a Transportation Management Plan (TMP). The Planning Commission and the City Council consider all special use permit applications, and the City Council makes the final decision on the approval of the applications. Any project requiring a TMP must receive the TMP special use permit before the project can proceed. The TMP Program is a comprehensive effort to increase the use of transit and reduce the number of single occupant vehicles (SOVs) in the City.

The Transportation Management Program for Carlyle Plaza Two consists of six parts:

- 1) Goal and Evaluation of the TMP
- 2) Organization, Funding and Reporting
- 3) Transportation Management Plan Directives
- 4) Evaluation of the Effectiveness of the TMP
- 5) District Transit Management Program
- 6) Permanence of the TMP Ordinance

1. Goal and Evaluation of the TMP

- a. The Carlyle Plaza Two site is located approximately 0.40 miles from the King Street and Eisenhower Metro Stations. Several DASH and Metro bus lines run near the site through the Carlyle neighborhood. The Carlyle Plaza Two development has a goal of 45% non- SOV trips during peak hour.
- b. The achievement of this goal will be demonstrated by the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are being conducted to persuade employees and residents to switch to transit or carpool as opposed to driving alone. The survey should progressively show that the strategies financed through the TMP fund are decreasing the number of peak hour single occupant vehicles to the site to achieve or exceed the goal. The annual report, fund report and survey are covered under Section 2.

2. TMP Organization, Funding and Reporting

- a. The developer shall designate a Transportation Management Plan Coordinator (the TMP Coordinator) to manage and implement the TMP on behalf of the owners of the project. The Transportation Planning Division may assist the TMP Coordinator.
- b. An Annual Report shall be submitted by the TMP Coordinator and approved by the

Transportation Planning Division. This report will be due on July 15 of every year. The Annual Report shall include an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, and a work program for the following year. The initial report shall be submitted one year from the issuance of the Certificate of Occupancy.

- c. The TMP Coordinator shall provide Semi-annual TMP Fund Reports to the Transportation Planning Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. The first report will be due six months following the issuance of the first certificate of occupancy, with the following due on January 15 and July 15 of every year.
- d. The TMP Coordinator shall distribute an annual survey to all employees and residents. The survey will be supplied by the Transportation Planning Division. Survey results will be due on July 15 of every year. A 35% response rate is required as approved by the Transportation Planning Division.

3. Transportation Management Plan Directives

- a. The Special Use Permit application has been made for the following uses:

	Land Use*	
	Dwelling Units	Commercial/ Retail SF
Carlyle Plaza Two	<u>1,414</u> (approximate) 664	<u>9,000 to 15,000</u> 755,000

*As of May 4, 2021 ~~May 7, 2012~~. Subject to change.

- b. According to the guidelines of Zoning Ordinance Chapter 11-700, the above level of development requires a Transportation Management Program (TMP). Such plan shall include the following elements:
 - i. A TMP Coordinator shall be designated for the project upon application for the initial building permit. The name, address, email and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.
 - ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements shall be promoted to employees and residents.
 - iii. Information about transit, ridesharing, and other TMP elements shall be

distributed and displayed— including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a website with this information and appropriate links to transit providers will be provided and maintained.

- iv. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.
 - v. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.
 - vi. A carshare program shall be established as part of the ridesharing and transit marketing efforts for the building. At least two parking spaces should be reserved for the location of carshare vehicles. These spaces should be in a convenient location for residents, and the TMP Coordinator will arrange with any of the carshare companies for placement of vehicles in this project. For those individuals who do not lease a parking space, the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.
 - vii. Discounted bus and rail fare media or electronic media shall be sold and distributed on-site to employees and residents of the project. The fare media to be sold and distributed will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees, residents, and/or the Transportation Planning Division. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
- c. **UPDATED BY STAFF:** TMP Fund — The applicant shall create a TMP fund to achieve the reduction goal of 45% of single occupant vehicles for employees and residents, based on the project's size and the benefits to be offered to employees and tenants. The annual contribution rate for this fund shall be \$.254 ~~.25~~ per occupied square foot of ~~commercial-retail~~ space, \$.203 ~~.20~~ per occupied square foot of retail space, \$40.56 ~~40~~ per hotel room, and \$81.12 ~~80~~ per occupied dwelling unit. This reduction goal may be revised in the future based on City-wide TMP policies or legislation. The annual TMP rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. ~~The increase shall begin one year after the initial CO is issued.~~ Payments shall be the responsibility of the developer until this responsibility is transferred by lease or other legal arrangement. The TMP fund shall be used exclusively for these approved activities:

- i. Discounting the cost of bus and transit fare media for on-site employees and tenants.
- ii. Ridesharing and carsharing incentive programs which may include activities to encourage and assist the formation of car, van and bus pools, such as subsidies or preferential parking charges and parking space location, and other analogous incentive programs.
- iii. Marketing activities, including advertising, promotional events, etc.
- iv. Bicycle and pedestrian incentive measures which may include the provision of bicycle parking, bike sharing station and/or storage facilities, the construction and extension of bicycle paths and pedestrian walkways, the provision of shower and locker facilities and similar incentive features
- v. Operating costs for adjacent bikeshare station.
- vi. Membership and application fees for carshare vehicles.
- vii. Providing shuttle services or partnering with neighboring organizations for shuttle services.
- viii. Any other TMP activities as may be proposed by the TMP Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.

Unencumbered Funds: As determined by the Director of T&ES, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in walk, bike, transit and/or ridesharing programs and activities.

4. Evaluation of the Effectiveness of the TMP

- a. The goals for transit mode share and auto occupancy established in paragraph 1.a of this document, will be used in evaluating the performance and effectiveness of the TMP. The annual survey will be used to continually determine whether the development is meeting these targets.
- b. The City of Alexandria, in conjunction with the TMP Coordinator, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TMP. The performance of the development in meeting these objectives will be evaluated in the annual report prepared by the TMP Coordinator, and will be used in developing the work plan for the association.
- c. This TMP has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) and Transportation Supply Management (TSM) strategies and tactics to be implemented in the Annual Work Program. By linking evaluation to work planning, the TMP standards of performance could change throughout the development cycle as the “right” solutions are adjusted in response and anticipation of changes in transportation conditions.

5. District Transit Management Program

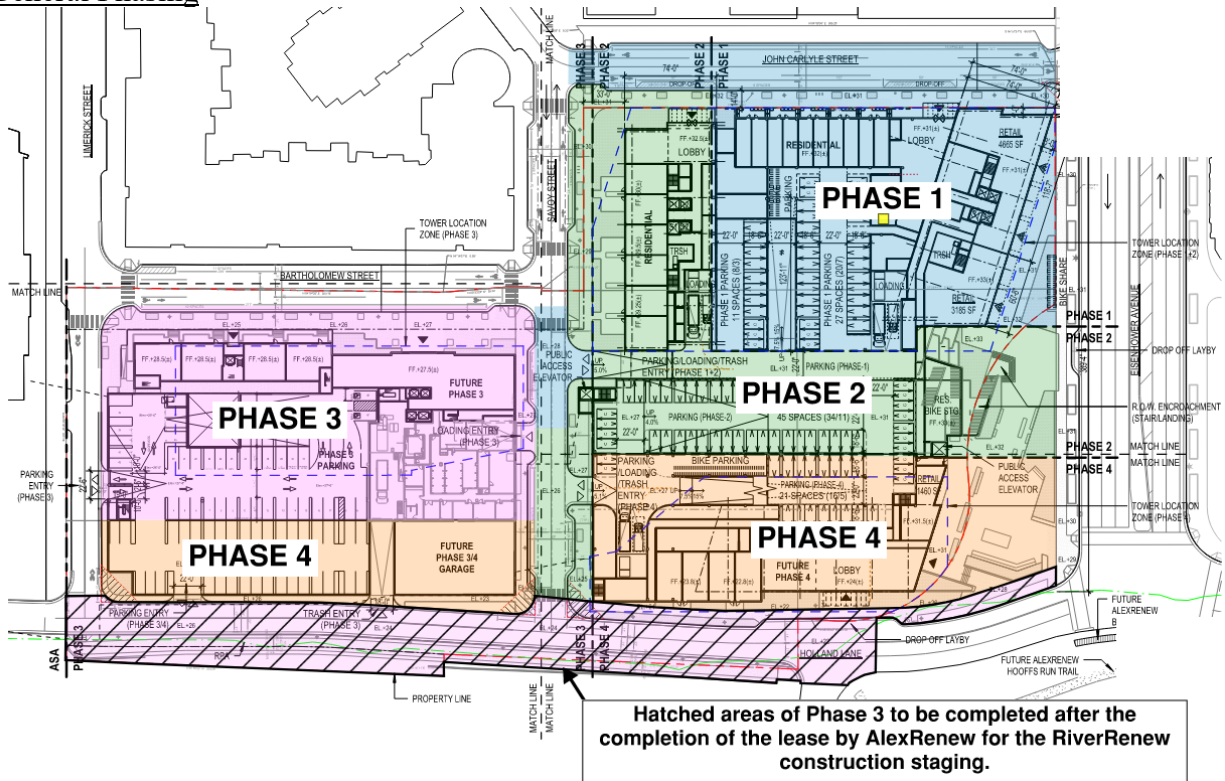
The Carlyle Plaza Two project should integrate with a larger district level TMP program when or if one is organized. All TMP holders in the established area will be part of this District. No increase in TMP contributions will be required as a result of participation in the District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale.

6. Permanence of the TMP Ordinance

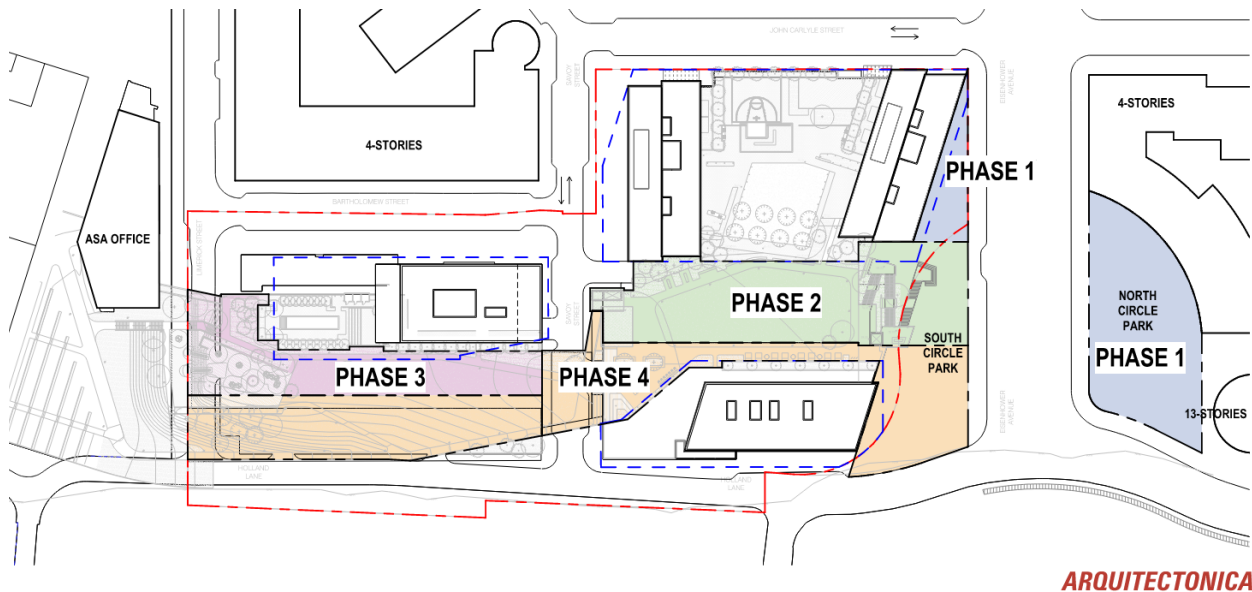
- a. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assigns with whom sale or lease agreements are executed subsequent to the date of this approval.
- b. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office.
- c. **AMENDED BY STAFF:** The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met and will provide an opportunity to adjust the rates up or down up to a percentage cap. The revised TMP program will go before the City Council for approval. ~~Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language to be approved by City Council at a future date.~~
- d. The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.
- e. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 35%, and submission of raw data). The fee shall be in the amount of five hundred (\$500.00) for the first 30 (thirty) days late and two hundred and fifty dollars (\$250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward.

Attachment 4: Phasing Diagram

General Phasing



Open Space Phasing





Attachment 5: Parks and Recreation Endorsement Letter

Park & Recreation Commission

Department of Recreation, Parks & Cultural Activities
1108 Jefferson Street
Alexandria, Virginia 22314

April 12, 2021

Honorable Mayor and members of City Council

Re: This letter summarizes the Park and Recreation Commission's support for the open space provided by the Eisenhower East SAP Block 32 Carlyle Plaza II / Carlyle Park Towers Open Space Design

On March 18, 2021 the Park and Recreation Commission unanimously endorsed the design of the Carlyle Plaza II / Carlyle Park Towers open space. The open space deck atop the parking structure will connect the Block 32 development with the existing athletic field on the Alexandria Renew site and provide a transition down to ground level to the North Circle Park and South Circle Park, newly created park space resulting from the removal of the Eisenhower traffic circle. This development will add close to five acres of integrated open space, an enormous asset to the City of Alexandria and the City's open space goals.

The Carlyle Plaza II / Carlyle Park Towers open space is an innovative example for designing quality publicly accessible open space in a challenging environment. Primarily built atop a four-story parking garage, the open space will include an assemblage of overlooks, landscaping, open lawns, moveable and permanent seating, paths, playspace, and interactive fountain. These amenities can be accessed by stairs or from one of the three elevators located around the site. Each of these amenities were created for users of all ages and abilities. The open space was also designed to allow for flexible uses such as pickup games, community gatherings, or teleworking. The open space provided in this development project will serve as a great benefit to the City.

Sincerely,

A handwritten signature in black ink, appearing to read "Gina Baum", is written over a light blue horizontal line.

Gina Baum, Chair
Alexandria Park & Recreation Commission

cc: Alexandria Park & Recreation Commission
Mark Jinks, City Manager
Debra Collins, Deputy City Manager
James Spengler, Director, Recreation, Parks & Cultural Activities
Jack Browand, Acting Deputy Director, Recreation, Parks & Cultural Activities
Judy Lo, Acting Principle Planner, Park Planning
Ana Vicinanza, Urban Planner II, Park Planning



***Attachment 6:
Eisenhower
Partnership
Endorsement Letter***

April 16, 2021

Nate Macek, Chairman
Members of the Planning Commission
City of Alexandria, Virginia

Re: Block 32, 760 John Carlyle Street, 800 Bartholomew Street, 1700 and 1800 Eisenhower

Mr. Chairman and Members of the Planning Commission,

The Eisenhower Partnership Board of Directors writes in enthusiastic support of Carlyle Plaza, LLC's proposed plans for Carlyle Park Towers, in Block 32 of Eisenhower East. We received an exciting 15-minute live video presentation from them on March 26, and we eagerly anticipate construction of these buildings and parks in early 2022.

Aesthetics

The project reimagines Block 32's eight acres of currently vacant lots as four slender towers housing 1,440 new residential units and a set of publicly available, elevated-terrace parks on one of the busiest parts of Eisenhower Avenue. It will complement and augment a neighborhood that features two innovation-focused federal agencies. Carlyle Park Towers will be an attractive home for Amazon employees and Virginia Tech Innovation campus staff and students. We also feel it will be a wonderful place for all Alexandrians to relax, play, and dine.

The combined visual effect of the towers and abundant multi-level green space is unique and exciting. There are few developments like Carlyle Park Towers on the East Coast, making it a memorable sight from the Capitol Beltway that frames Alexandria as beautiful and modern.

Parks

The project will create four acres of interesting new park space on Eisenhower, the majority of which is publicly accessible. This series of parks will encircle the most visual parts of buildings. They will connect Eisenhower East to the Alexandria Renew soccer field and the proposed shared-use path between Hooffs Run Drive and South Payne Street.

The park space is largely open, but separated by terraces to create a sense of different spaces and uses. For example, a more secluded space features an amphitheater for music and performing arts, while another promotes restaurants with covered dining in a space closer to Eisenhower Avenue. Brightly colored public access elevators will help the public navigate the space visually and vertically.



Walking and Parking

Carlyle Plaza, LLC demonstrated a great deal of thought in creating an interesting, active, and human-centric pedestrian experience. All parking is screened for active retail and restaurant uses. The buildings' loading docks and parking ramps face alleys away from surrounding streets and pedestrian thoroughfares and the buildings share garage ramps where possible. Although parking is above-grade due to costs and environmental considerations, the designers found ways to manage parking while promoting aesthetics and walkability.

We believe this new development will be a catalyst for completion of the rest of the Eisenhower East Small Area Plan (EESAP). We are also confident it will long serve as an important cornerstone of activation for recreation, retail, and services.

Sincerely,

A handwritten signature in black ink, appearing to read 'Daniel Beason', with a stylized, flowing script.

Daniel Beason

Executive Director
The Eisenhower Partnership

Cc: Eisenhower Partnership Board of Directors
Members of the Planning Commission
Mayor and Members of City Council



***Attachment 7A: AlexRenew Objections to
Bike Path Letter Dated May 10, 2021***

Board of Directors
John Hill, Chair
James Beall, Vice Chair
William Dickinson, Sec'y-Treas
Bruce Johnson
Adriana Caldarelli

Chief Executive Officer
Karen L. Pallansch, P.E., BCEE

General Counsel
McGuireWoods, LLP

May 10, 2021

VIA E-MAIL

Mr. Yon Lambert
Director, Transportation and Environmental Services
City of Alexandria
300 King Street, Suite 1400
Alexandria, VA 22314

Subject: Objections to Block 32 development plans

Dear Yon,

I met with Alex Boulden and Brian Dofflemyer on May 3rd to express my opposition to the proposed bike lanes on Holland Lane south of Eisenhower. This followed phone conversations with both Karl Moritz and Rob Kerns.

You may recall that the development of the AlexRenew Environmental Center, Limerick Field and the future Block 32 project were the result of a collaboration among Alex Renew, Carlyle Plaza, and city staff. A fundamental element of our collaboration was the preservation of Holland Lane as a private road, as it is the only remaining access for vehicles and trucks to and from the Water Resources Recovery Facility (WRRF). The previous collaborative and approved design incorporated a bicycle and pedestrian ramp so that bicyclists and pedestrians would be excluded from Holland Lane between the WRRF entrance and Eisenhower Ave, keeping our roadway open and secure and providing safety to our residents while they gained their desired pathways.

The current proposal to amend Block 32 substitutes elevators and an enhanced staircase to provide access to the elevated landscaped deck while removing the ramp. I do not object to this change and support the applicants creative solution to keeping true to the intent of the original three party collaboration; however, I strongly object to the extension of a bike path along Holland Lane ending at the entrance to the WRRF, cutting across our entrance to proceed down Limerick Street. This path will encourage cyclists and pedestrians to cross Holland Lane at the WRRF entrance and proceed in traffic under the deck on a roadway that is small and not designed for the safe passage of cars and bicycles and pedestrians. In addition to creating an unsafe condition, this will jeopardize continued use of Holland Lane for the heavy trucks needed to keep the WRRF operating and construction vehicles needed to upgrade the facility for future regulatory requirements and the upcoming expansion of the facility needed by the City to meet flow needs in the near future.

1800 Limerick Street, Alexandria Virginia 22314 • 703-721-3500 • alexrenew.com

Alexandria's Water Transformers

May 10, 2021

Alex and Brian stated that the Eisenhower East Small Area Plan (EESAP) Update now requires the bike path in this location. Although AlexRenew was not consulted about the change to the EESAP, I was told that Karl Moritz assured Carlyle Plaza that a change to residential use of Block 32 would not require compliance with the EESAP street guidelines. In any event, as a key partner with the city and Carlyle Plaza, the city did not consult with AlexRenew about this change, nor did AlexRenew indicate our approval of this major change that directly affects our ability to continue to serve the residents of Alexandria.

AlexRenew does not support a bike path along Holland Lane nor does it support making Holland Lane from Eisenhower Avenue to Limerick Street a public road. Making these changes will impact the efficiency and security of AlexRenew's operations as well as the safety of any resident determined to walk or bike along Holland to our secured plant entrance. I have attached AlexRenew's comments submitted previously as part of the city's review process for your information.

I look forward to hearing from you and Karl that these objections to the Block 32 plans have been reviewed and supported, thus allowing AlexRenew to continue in our mission of providing much needed effective and efficient wastewater services to Alexandria residents.

Sincerely,



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

CC: Felicia Glapion, AlexRenew
Jonathan Rak, McGuireWoods
Karl Moritz, Director, City of Alexandria Planning

ATTACHMENT

TRANSPORTATION AND ENVIRONMENTAL SERVICES

CONCEPT _ PRELIMINARY _____ FINAL _____ REVISION _____ AS-BUILT
COMPLETENESS #1 _____
VERIFICATION _____
CONDITIONS _____

DEPARTMENT _____

PLAN NUMBER: DSP2021-00005
TITLE: 760 John Carlyle Street
ADDRESS: 760 John Carlyle Street

Please return this form to D- ROW, T&ES, Room 4130 (Box #66), 746-4064/FAX - 838-6438

Organize into the following sections:

Findings (*For Information Only items*) Comments (*Items to Correct/Address*)
City Code Requirements (*Items that are specifically required by City Code*)

RETURN DATES:

Written Comments DUE: 3/25/2021

Desc 760 John Carlyle Street

DISTRIBUTION:

X D-ROW X Sanitary X Storm _ OEQ X Traffic Engineering X Transportation Planning
X Transit X Resource Recovery X Public Works Services X DASH X AlexRenew
X VAWC _ Survey

Alexandria Renew offers the following comments on the Carlyle Towers DSUP amendment proposal:

1. Holland Lane south of Eisenhower Ave. is the only access for deliveries and pick-ups from the Water Resource Recovery Facility (WRRF).
2. No bicycles or pedestrians should be allowed on Holland Lane south of Savoy St. due to security requirements and the heavy truck traffic required for operating the WRRF. No sidewalk or walking path should be extended on Holland Lane south of Savoy to Limerick. As part of the Phase 4 building construction, Carlyle Towers may provide a pedestrian sidewalk on the west side of Holland Lane from Eisenhower Avenue to Savoy Street but should, if feasible, install a railing at the edge of curb to deter pedestrian access onto Holland Lane for safety purposes.
3. Alex Renew would not oppose a 5- foot wide path on the north side of Limerick St. to be constructed for pedestrian access from the parking garage entrance to Bartholomew Street to connect parking with Limerick Field. No bicycles should be allowed on Limerick St. from Bartholomew St. to Holland Lane due to safety and security concerns.
4. Carlyle Towers may dedicate Holland Lane as a public road from Eisenhower to Savoy St. Alex Renew has a private easement for the use of Holland Lane and opposes dedication of Holland Lane south of Savoy St.

DATE:
Page 1 of

SIGNATURE:

5. No bike lane or sharrow path should be extended south of Eisenhower on either side of Holland Lane.
6. The parking entrance on Holland Lane to the future phase 3/4 garage should be restricted to residents only.



Attachment 7B: AlexRenew Objections to Bike Path Letter Dated June 18, 2021

Board of Directors
John Hill, Chair
James Beall, Vice Chair
William Dickinson, Sec'y-Treas
Bruce Johnson
Adriana Caldarelli

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.¹ Mr. Lambert responded in a letter dated June 9, 2021,² 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.

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

² 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.

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

***Attachment 8: City Response to
AlexRenew***



**DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES**

**P.O. Box 178 - City Hall
Alexandria, Virginia 22313**

alexandriava.gov

703.746.4025

June 9, 2021

Karen L Pallansch
General Manager and Chief Executive Officer
Alexandria Renew Enterprises
1800 Limerick Street
Alexandria, Virginia 22314

Dear Karen,

We received your letter and appreciate you taking the time to write and engage with our process as related to the redevelopment of Block 32 in the Eisenhower area. The City has many competing priorities and we must strive to balance the various stakeholder concerns. The history you provided is helpful to understand what was discussed when the previous Block 32 plans were approved in 2012. At this time, the applicant is seeking a new approval and the design of the site will be brought up to the standard practices of today; therefore, the applicant and City are negotiating to dedicate Holland Lane to the City as Public Right of Way and upgrade Holland Lane to City Standards, allowing the street grid to extend into this changing portion of the City and maximize the City's land for all users.

Since the initial approval, the Eisenhower East Small Area Plan (EESAP) was approved through a public engagement process which includes a multi-modal transportation network along Holland Lane that connects to the larger public bicycle network throughout the City. The engagement process for EESAP included open houses with the following topics and dates. During the open houses, various themes related to the plan update were discussed and as part of the planning process, the City shared the draft multimodal transportation network which includes the bicycle connections.

- February 25, 2019 - Open House I: [Overview mobility for the area](#)
- March 27, 2019 - Open House 2: [Bike and Ped Network](#)
- May 21, 2019 - Open House 3: [Bike and Ped Network \(More detailed Maps\)](#)
- June 27, 2019 - Open House 4: [Bike and Ped Network Recommendations and Maps](#)

In the initial Bike and Ped Network diagram from Open House 2, dedicated bike facilities on Holland Lane connecting to on-street bike facilities along Limerick Street are shown. Neighborhood Planning held specific meetings with AlexRenew where you and other AlexRenew staff met with City staff to discuss the EESAP planning process and existing conditions on December 13, 2018 and then on May 1, 2019 to discuss the EESAP Preliminary high-level vision for the area. Now that the Council has approved the EESAP, it becomes the goal for the area for future development plans to implement.

Staff support the at-grade bicycle trail along the east side of Holland Lane south of Eisenhower Avenue to Limerick Street and sharrows on Limerick Street from Holland Lane to Hooffs Run Drive because these improvements will provide safe and comfortable bicycle facilities on a desired path and they are consistent with many of the City's larger plans and goals. Staff were also supportive of the original design for the elevated trail structure proposed with the previously approved Block 32 DSUP, because it also met the goals of providing a safe, connected network. However, staff is required to objectively review any proposed plan and understand the changes to the plan and believe this new at-grade design achieves the same goals for the transportation network and complies with the EESAP.

The separated, at-grade trail on the east side of Holland Lane is consistent with the dedicated bicycle facility recommended in the Eisenhower East Small Area Plan. It will provide a connection between Holland Lane north of Eisenhower Avenue and the future Old Cameron Run Trail which will connect between the south end of Hooffs Run Drive and S. Payne Street, helping to create a better bicycle network between two major Alexandria destinations: Carlyle and Old Town. This connection would also be consistent with the Transportation Master Plan's recommendation 2.3: Integrate the off-street trail system with the on-street bicycle network by providing wayfinding and well-designed transitions at trail access points, ensuring smooth transitions for bicyclists and minimizing conflicts between users of all travel modes.

The recommended bicycle facility is consistent with the Complete Streets Policy that "every street project shall incorporate to the extent possible Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right-of-way for each categories of users." Providing a bicycle trail at street level that is separated from vehicular traffic will make the facility welcoming to bicyclists of different skill and experience levels as consistent with the City's goals of connectivity and providing a low-stress bicycle network that is comfortable for all ages and abilities as recommended in the Transportation Master Plan recommendations 2.1 and 2.2 and the Environmental Action Plan Actions 7.1.2 and 7.1.6, detailed below.

Transportation Master Plan

- **2.1** Increase the total miles of on-street bicycle facilities to create a citywide network that enables safe bicycle travel in and between all City neighborhoods and from Alexandria to key destinations and bicycle facilities in neighboring jurisdictions.
- **2.2** Develop a citywide network of low-stress bicycle routes that are appealing to lower skilled riders, made up of protected and buffered bicycle lanes, sidepaths, trails and neighborhood bikeways that connect important destinations and promotes bicycling as a safe and convenient mode of travel.

Environmental Action Plan 2040

- **Action 7.1.2:** By FY2023, add an average of 3 miles of bicycle connections per year, prioritizing low-stress facilities, where possible, and connectivity with existing bicycle infrastructure, to create a network of bike-safe routes.
- **Action 7.1.6:** By FY2023, determine the feasibility of a low-stress multi-modal, connective bicycle network to increase bicycle mode share.

City staff recognize that AlexRenew vehicles use this portion of Holland Lane to access their facility, but believe that the recommended off-street trail will limit conflicts between AlexRenew vehicles, bicyclists, and other drivers with a controlled and thoughtfully designed crossing for bicycles at the southern end of Holland Lane before the AlexRenew facility entrance. Other design options that either integrate bicycle traffic with vehicular traffic or have bicycles on other parts of the road network have more conflict points and in locations with higher vehicular volumes, and so would be less comfortable for both bicyclists and drivers. The intersection of Holland Lane and Limerick Street will be designed by the applicant and reviewed by staff in Final Site Plan to take into account the amount and type of traffic along with the bicycle/pedestrian crossings to create a safe and efficient use of the road for all modes of transportation including AlexRenew vehicles. The Holland Lane improvements are proposed to be constructed with the Block 32 development and are anticipated to occur after the RiverRenew project is completed.

Sincerely,


Yon Lambert (Jun 9, 2021 17:08 EDT)

Yon Lambert
Director

cc: Emily A. Baker, Deputy City Manager
Karl Moritz, Director, Planning and Zoning



Attachment 9: DRB March 25, 2021 Staff Report

Design Review Board Case # 20-0002

Block 32 – Carlyle Plaza II / Carlyle Park Towers

Application	General Data	
Project Name: Block 32 – Carlyle Plaza II / Carlyle Park Towers Location: Block 32 – Eisenhower East Applicant: Carlyle Plaza, LLC c/o McGuireWoods LLP	DRB Date:	March 25, 2021
	Site Area:	Block 32 – Eisenhower East
	Zone:	CDD #11
	Proposed Use:	Residential, Retail, Parking, and Open Space
	Net Floor Area:	1,387,170 square feet (entire Block 32 development)
Purpose of Application: DRB review and endorsement of the open space for the entire Block 32 Carlyle Plaza Two / Carlyle Park Towers development, including the open space deck, the transition zone, the South Circle Park, and the North Circle Park.		
Staff Reviewers: Robert M. Kerns, AICP robert.kerns@alexandriava.gov Thomas H. Canfield, AIA tom.canfield@alexandriava.gov Nathan Imm nathan.imm@alexandriava.gov Anna Franco anna.franco@alexandriava.gov		
<p>DRB HEARING, MARCH 25, 2021: The DRB voted unanimously to approve the overall open space for the Block 32 development, on a motion by Roger Lewis, seconded by Councilmember Del Pepper, carried on a vote of 4-0, with Mr. Alan Lynch absent.</p> <p>The Board supported the proposal and voiced several positive sentiments regarding the overall open space design, but particularly for the transition zone design. Councilwoman Del Pepper expressed that the transition zone and South Circle Park is like a work of art and something new and different that other cities do not have. Board Member Roger Lewis asked the applicant to consider what the transition zone and South Circle Park would look like in the winter. He stated that the form and shape of the transition zone would be a dramatic visual in the wintertime but that winter plantings should still be incorporated into the design. The applicant confirmed that evergreen plantings would be mixed in with deciduous plantings throughout the South Circle Park and the transition zone.</p> <p>Board Members Roger Lewis and Lee Quill recommended the applicant provide designated bicycle and electric scooter parking areas in the South Circle park as the park could be a popular destination for these users. There were also concerns amongst the commissioners that skate boarding could be an issue.</p>		

Board Member Tom Canfield noted staff recommendation to design all elevators in a similar manner to the elevator proposed as part of the transition zone so that these access points stand out from the rest of the building and are easily identified for wayfinding purposes. The applicant, Jeff Zell, noted this and proposed the elevators be different colors for easier wayfinding.

The Board inquired about the timing for completion of the North and South Tower buildings. The applicant is looking to start construction at the end of 2021 or the beginning of 2022 and estimates the North Tower will take approximately 18 months to 2 years to build.

Further, the Board reviewed the preliminary design for the North Circle Park, which will be finalized during Final Site Plan. Councilwoman Del Pepper stated that the park was beautiful in its simplicity and overall support of the North Circle Park design was included in the action so the Board would not need to review the North Circle Park design again in the future.

DRB HEARING FOR ARCHITECTURE, JANUARY 21, 2021: The DRB voted unanimously to **approve** the overall architecture for the Tower 1 and Tower 2 buildings, on a motion by Mr. Tom Canfield, seconded by Mr. Roger Lewis, carried on a vote of 4-0, with Mr. Alan Lynch absent.

The vote was followed by a work session on the open space, where the Board made observations and recommendations regarding the proposed open space for the development. Some Board members noted that many of the proposed changes were significant changes from the originally approved plan, which the DRB really liked. Some stated a preference for a wider space over Savoy Street and the “diving board” platform over the transition zone to the South Circle Park. Other members noted that the water features associated with the transition zone could be further incorporated into the ground level plane for the South Circle Park and asked the applicant to consider moving water elements in the South Circle Park off-center. The Board also emphasized the importance of elevator access to the above-grade elevated deck. The Board generally agreed that the applicant needed to create stronger visual emphasis for all three elevator shafts.

The Board generally supported the proposed design changes but asked for supplemental material to be provided at the next DRB meeting, including information on the proposed pedestrian paving for the project, showing proposed building materials and how buildings interact with the ground plane on the open space renderings, and what measures could be implemented to invite park visitors up the transition zone steps. The DRB agreed the applicant shall present a revised open space plan at the next scheduled DRB meeting for review and endorsement.

DRB WORK SESSION, DECEMBER 17, 2020: Based on the feedback from the October 22, 2020 DRB meeting, the applicant worked to address the Board’s feedback and recommendations and made several changes to the building architecture, including:

- Changes to the front porch of the residential units to make them look more residential rather than commercial.

- Changes to the grid pattern on the building so the dimensions of the grid change throughout the building.
- Plantings incorporated at the top of the 4-story base along John Carlyle Street.
- Modifications to the façade of the 4-story base so that it is more difficult to distinguish between which levels have residential units which levels are garage.
- Removal of the LED lights that spanned the height of the two towers.

Overall, the Board found that the applicant's materials and architectural design were acceptable. The DRB was prepared to approve the architecture, but due to timing and potential noticing issues, the Board decided to wait until the January 21, 2021 DRB meeting to formally approve the architecture.

DRB WORK SESSION, OCTOBER 22, 2020: The Board generally found the scale, form, and massing of the two tower buildings both effective and successful. The Board complimented the applicant's massing and stated the two tower buildings accommodate excellent views from every direction and provide efficient light and air to all units in the building. The Board also commended the differing heights of the two tower buildings and the variety and limited shadows it creates. The board also supported the applicant's placement of residential liner units along the above grade parking garage which screen most of the garage from the public realm. Overall, the Board stated they would approve an endorsement of the architecture in the future, but would like to see the following changes:

- Consider removal of the recessed LED vertical lighting that spans the entire height of both towers.
- Differentiate the 4-story base located along John Carlyle Street from the adjacent tower architecture by exploring darker building material colors and massing that creates the base as its own form on the building façade.
- Incorporate plantings on the façade of the 4-story base along John Carlyle Street so that pedestrians are more aware of the green space/open space deck above.
- Modify the façade of the 4-story base so that it is more difficult to distinguish between which levels have residential units fronting John Carlyle and which levels are garage.
- Alter the design of the residential liner units along John Carlyle Street so the read more as residential rather than commercial.
- Consider changes to the spacing of the grid on the face of the building.

Block 32 – DRB Open Space Review

Background

The applicant, Carlyle Plaza, LLC, represented by McGuire Woods LLP, is requesting Design Review Board (DRB) review and endorsement of the open space areas proposed for the entire Block 32 Carlyle Plaza Two / Carlyle Park Towers development. Open space areas mainly consist of:

- The **elevated open space deck**, which would run between the four towers proposed for the site and extend from the AlexRenew field and stadium seating to the edge of the parking garage at Eisenhower Avenue.
- The **transition zone**, which is the area between the elevated open space deck and the South Circle Park that includes staircases, terraces, and an elevated that provides a transition to from the deck to the at-grade South Circle Park. The transition zone is partially located on private land and South Circle Park, which is public land.
- The **South Circle Park**, which is located adjacent to the transition zone and is a half-circle shaped park created by the removal of the Eisenhower traffic circle. This area of land would continue to be owned by the City but maintained by the applicant in perpetuity.
- And the **North Circle Park**, which is located on the north side of Eisenhower Avenue and is a second half circle shaped park created by the removal of the Eisenhower traffic circle. This area of land would continue to be owned by the City. The applicant would install the improvements for the park, but the City's Recreation, Parks, and Cultural Activities department would maintain the park.

Approval Process

The DRB has already approved the architecture for the phase one tower buildings located along the extension of John Carlyle Street and Eisenhower Avenue at the January 21, 2021 meeting of the DRB. The DRB also conducted a preliminary review of the proposed open space amendments at the January 21, 2021 DRB meeting and provided feedback as summarized earlier in this report. The DRB will consider endorsing the open space design at this March 25, 2021 meeting of the DRB. In addition to this DRB submission, the applicant has submitted a DSUP (Development Special Use Permit) amendment for the Carlyle Plaza II development, which was approved in 2012, in order to provide for a shift in use from office to residential above and beyond the quantity currently allowed. If the DRB approves this DRB submission, the DRB's approval will be forwarded to Planning Commission and City Council for consideration in their review of Tower One and Tower Two and open space DSUP amendments.

The City's Parks and Recreation Commission (PRC) are also providing feedback on the proposed Block 32 open space design, with an emphasis on programming, amenities, and maintenance. The PRC reviewed the open space at their February 18, 2021 meeting and will vote to endorse the open space at their meeting on March 18, 2021.

DRB Meeting Purpose

The purpose of this DRB meeting is to is conduct a final review of the proposed open space amendments and vote on approval of the open space design.

Proposal

The applicant, Carlyle Plaza, LLC, proposes to construct two towers of varying height on the Block 32 development site in phase one of the overall development. The applicant is also making changes to the open space design with the DSUP amendment.

The applicant's proposal contains many of the elements included in the approved open space design, including an extensive public open space deck that extends from the Alex Renew stadium seating to a "transition zone" at the north end of the deck, still including a landscaped assemblage of overlooks and stairs, which leads down to the South-Circle Park. A playground at the south end of the park is also a continued element of the open space deck design.

Notable differences to the open space deck include a staircase and ramp connection over Savoy Street where there was previously a continuous over Savoy, the addition of an outdoor amphitheater structure near the Savoy Street connection, the addition of a covered pavilion just west of the amphitheater, the addition of two more public access elevators at Savoy Street and the transition zone (in addition to the one previously proposed at Bartholomew Street), the addition of interactive outdoor play and study areas on the northern half of the deck, a modified transition zone design, and the removal of the elevated bike ramp that lead from the elevated deck near AlexRenew, down to the at grade sidewalk near the intersection of Holland Lane and Eisenhower Avenue. Please see Attachment #3 "Proposed Site Plan" for reference.

Staff Analysis & Recommendations

Analysis

The applicant has proposed several significant changes to the overall approved open space design for the Block 32 development, most significant being (1) the removal of the elevated bike ramp that extended from the top of the elevated deck to an at-grade location near the location of Eisenhower Avenue, (2) the removal of a continuous slope on the open space deck, (3) the redesign of the transition zone, (4) the redesign of the North and South Circle parks, and (5) the addition of a large private open space area between Tower 1 and Tower 2. These changes are illustrated in Attachment #4 "Notable Block 32 Open Space Changes".

However, over the course of the DRB and staff review of the open space areas, the applicant has been responsive and made several changes to their initial application to create a balance between the approved open space and the changes outlined above. Most recently, the applicant has added a green area to the east of the transition zone elevator core and added color to the elevator shaft (see Attachment #5 "Green Area Near Elevator Core & Colored Elevator") and has provided pedestrian pavement information (see Attachment #6 "Pedestrian Pavement Information"). Staff is supportive of these changes and of the previous changes the applicant has made since their initial application in July 2020. While the loss of the elevated bike ramp is a significant change, staff finds that investment in other areas of the plan (i.e. the pavilion and additional elevators) and the potential construction of an at-grade bike lane along Holland Lane are sufficient improvements to justify progressing this design forward to the Planning Commission and City Council for their review.

The pavilion, on the open space deck, located just north of Savoy Street, is an especially exciting improvement to the plan that the applicant and staff worked together to develop. The proposed pavilion is a new component of the open space design for this development and was not included in the current development approval for the property. Staff is supportive of the pavilion and would like to see it used daily and into the evening for special events like concerts, fitness classes, and other appropriate functions.

The current design of the pavilion, shown in Attachment #7 “Open Space Deck Pavilion, is a placeholder design which would be modified with the applicant’s submission of the phase 2 Final Site Plan. Due to the intended active nature of the pavilion, Staff recommends that the pavilion include lighting so it may be accessed after dark.

Recommendations

Overall, Staff finds the changes acceptable but recommends the DRB consider three changes to the plans. These changes do not require review at an additional DRB meeting but should be coordinated with staff in subsequent preliminary plan submissions for the DSUP amendment. Recommendations include:

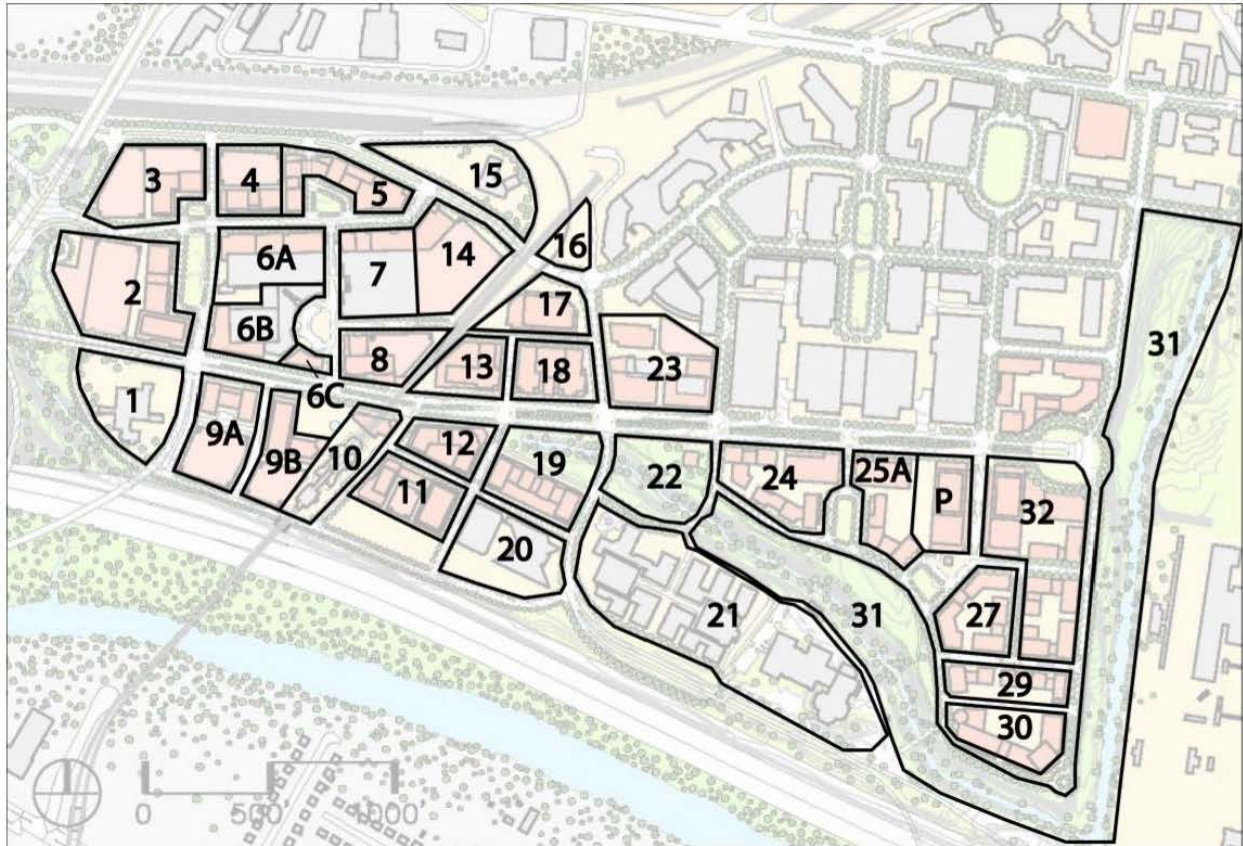
1. All elevators with access to the elevated open space deck should be called out in a similar manner with color or extensive use of glass, or both, to make them more identifiable to pedestrian and more inviting to visit the elevated park.
2. The Savoy Street elevator should be modified to stand out from the rest of the building. The shaft should be colored or otherwise accented per the recommendation above but also should be taller, project beyond the main building form, and possibly be separated from it by a strong vertical reveal. The applicant should also consider providing plantings around the base of the elevator shaft. (See Attachment #8 “Savoy Elevator Shaft”)
3. Change the vertical support for deck that covers the elevator and bike room area to something more dynamic that signals the presence of the functions beyond. For example, the support could be colored, be constructed of a difference material, and/or consist of multiple, angled elements. (See Attachment #9 “Bike Room Support”)

Conclusion

Staff recommends that the DRB vote to endorse the open space amendments shown in the attached as they are shown in the submission received on March 4, 2021.

ATTACHMENTS:

Attachment 1: Eisenhower East / Carlyle Block Map



Attachment 2: Approved Site Plan



Attachment 3: Proposed Site Plan



Attachment 4: Notable Block 32 Open Space Changes



Attachment 5: Green Area Near Elevator Core & Colored Elevator



Attachment 6: Pedestrian Pavement Information



Attachment #7: Proposed Open Space Deck Pavilion



Attachment #8: Savoy Elevator Shaft



Attachment #9: Bike Room Support



Attachment 10: Original Site Plan (approved with DSUP #2011-0031)



Attachment 11: Proposed Site Plan (with DSUP #2021-10019)





APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # _____ Project Name: _____

PROPERTY LOCATION: _____

TAX MAP REFERENCE: _____ ZONE: _____

APPLICANT:

Name: _____

Address: _____

PROPERTY OWNER:

Name: _____

Address: _____

SUMMARY OF PROPOSAL _____

MODIFICATIONS REQUESTED _____

SUP's REQUESTED _____

THE UNDERSIGNED hereby applies for Development Site Plan with Special Use Permit approval in accordance with the provisions of Section 11-400 of the Zoning Ordinance of the City of Alexandria, Virginia.

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

THE UNDERSIGNED also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his/her knowledge and belief.

Print Name of Applicant or Agent

p.p. *Steven M. Mikulic*
Signature

Mailing/Street Address

Telephone #

Fax #

City and State

Zip Code

Email address

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Received Plans for Completeness: _____

Fee Paid and Date: _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

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

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

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

Yes. Provide proof of current City business license.

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

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1.		
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at _____(address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1.		
2.		
3.		

3. Business or Financial Relationships. Each person or entity listed above (1 and 2), with an ownership interest in the applicant or in the subject property is required to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review.

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1.		
2.		
3.		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

_____	_____	p.p. <i>Steven M. Mikulic</i>
Date	Printed Name	Signature

2. Narrative description. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 6-9. (Attach additional sheets if necessary.)

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

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

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

Day	Hours	Day	Hours
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

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

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

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

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

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

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

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

C. How often will trash be collected?

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

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

☐ Yes. ☐ No.

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

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

☐ Yes. ☐ No.

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

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

ALCOHOL SALES

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

☐ Yes. ☐ No.

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

PARKING AND ACCESS REQUIREMENTS

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

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

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

	Standard spaces
	Compact spaces
	Handicapped accessible spaces
	Other

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

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

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

- D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the Parking Reduction Supplemental Application.

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

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

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



APPLICATION - SUPPLEMENTAL

PARKING REDUCTION

Supplemental information to be completed by applicants requesting special use permit approval of a reduction in the required parking pursuant to section 8-100(A)(4) or (5).

1. Describe the requested parking reduction. (e.g. number of spaces, stacked parking, size, off-site location)

2. Provide a statement of justification for the proposed parking reduction.

3. Why is it not feasible to provide the required parking?

4. Will the proposed reduction reduce the number of available parking spaces below the number of existing parking spaces?

_____ Yes. _____ No.

5. If the requested reduction is for more than five parking spaces, the applicant must submit a *Parking Management Plan* which identifies the location and number of parking spaces both on-site and off-site, the availability of on-street parking, any proposed methods of mitigating negative affects of the parking reduction.

6. The applicant must also demonstrate that the reduction in parking will not have a negative impact on the surrounding neighborhood.

Ownership and Disclosure
Attachment DSP 2021-00005

Applicant: Carlyle Plaza, LLC

1. APPLICANT

Carlyle Plaza, LLC

Name	Address	Percentage of Ownership
Exceedingly LLC	300 Chapel Hill Lane P.O. Box 797 Berryville, Virginia 22611	69.14%
Alder Branch Carlyle LLC	300 Chapel Hill Lane P.O. Box 797 Berryville, Virginia 22611	15.43%
Joseph W. Henderson, II	300 Chapel Hill Lane P.O. Box 797 Berryville, Virginia 22611	Owns 65% of Alder Branch Carlyle LLC
JM Zell Carlyle LLC	2900 K Street NW, Suite 525 Washington D.C. 20007	15.43%
JM Zell Partners, Ltd	2900 K Street NW, Suite 525 Washington D.C. 20007	Owns 100% of JM Zell Carlyle LLC
Jeffrey M. Zell	2900 K Street NW, Suite 525 Washington D.C. 20007	Owns 75.68% of JM Zell Partners, Ltd.

2. PROPERTY

Owners: Alder Branch Realty Limited Partnership LLLP, Alder Branch South Landco LLC, Carlyle Plaza, LLC

Alder Branch Realty Limited Partnership LLLP

Name	Address	Percentage of Ownership
Exceedingly LLC	300 Chapel Hill Lane P.O. Box 797 Berryville, Virginia 22611	74.596%
Joseph W. Henderson, II	300 Chapel Hill Lane P.O. Box 797 Berryville, Virginia 22611	65% of Alder Branch Carlyle LLC
Alder Branch Carlyle LLC	300 Chapel Hill Lane P.O. Box 797 Berryville, Virginia 22611	12.702%
JM Zell Carlyle LLC	2900 K Street NW, Suite 525 Washington D.C. 20007	12.702%
JM Zell Partners, Ltd.	2900 K Street NW, Suite 525 Washington D.C. 20007	100% of JM Zell Carlyle LLC
Jeffrey M. Zell	2900 K Street NW, Suite 525 Washington D.C. 20007	75.68% of JM Zell Partners, Ltd.

Alder Branch South Landco LLC

Name	Address	Percentage of Ownership
Alder Branch Realty Limited Partnership LLLP	300 Chapel Hill Lane P.O. Box 797 Berryville, Virginia 22611	100%

Carlyle Plaza, LLC

Name	Address	Percentage of Ownership
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Jeffrey M. Zell	2900 K Street NW, Suite 525 Washington D.C. 20007	Owens 75.68% of JM Zell Partners, Ltd.

3. DISCLOSURES

NO BUSINESS OR FINANCIAL RELATIONSHIPS TO DISCLOSE



APPLICATION

SPECIAL USE PERMIT

SPECIAL USE PERMIT # _____

PROPERTY LOCATION: 760 John Carlyle Street, 800 Bartholomew Street, 1700 and 1800 Eisenhower Avenue

TAX MAP REFERENCE: 079.02-02-17, -18; 079.02-01-19, -20 **ZONE:** CDD #11

APPLICANT:

Name: Carlyle Plaza LLC

Address: 300 Chapel Hill Lane PO Box 797, Berryville PA 22611

PROPOSED USE: Continuation of existing approved TMP SUP #2019-0087 in conjunction with DSUP amendment application.

- ☒ THE UNDERSIGNED, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.
- ☒ THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.
- ☒ THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.
- ☒ THE UNDERSIGNED, hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Director of Planning and Zoning on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

Jonathan P. Rak

Print Name of Applicant or Agent

1750 Tysons Blvd., Suite 1800

Mailing/Street Address

Tysons, VA 22102

City and State

Zip Code

p.p. Steven M. Mikulic 5/6/21

Signature

Date

7037125411

Telephone #

Fax #

jrak@mcguirewoods.com

Email address

PROPERTY OWNER'S AUTHORIZATION

As the property owner of _____, I hereby
(Property Address)
grant the applicant authorization to apply for the _____ use as
(use)
described in this application.

Name: _____ Phone: _____

Please Print

Address: _____ Email: _____

Signature: _____ Date: _____

- 1.** Floor Plan and Plot Plan. As a part of this application, the applicant is required to submit a floor plan and plot or site plan with the parking layout of the proposed use. The SUP application checklist lists the requirements of the floor and site plans. The Planning Director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver.

☒ **Required floor plan and plot/site plan attached.**

☐ **Requesting a waiver. See attached written request.**

- 2.** The applicant is the (check one):

☒ Owner

☐ Contract Purchaser

☐ Lessee or

☐ Other: _____ of the subject property.

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

See Ownership and Disclosure Attachment.

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. See attached.		
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at _____ (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1.		
2.		
3.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are required to disclose **any** business or financial relationship, as defined by [Section 11-350 of the Zoning Ordinance](#), existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicate each person or entity and "None" in the corresponding fields).**

For a list of current council, commission and board members, as well as the definition of business and financial relationship, [click here](#).

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1.		
2.		
3.		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

5/6/21

Date

Jonathan P. Rak

Printed Name

p.p. *Steven M. Mikulic*
Signature

USE CHARACTERISTICS

4. The proposed special use permit request is for (*check one*):

☐ a new use requiring a special use permit,

☐ an expansion or change to an existing use without a special use permit,

☐ an expansion or change to an existing use with a special use permit,

☒ other. Please describe: Amendment of DSUP requiring existing TMP SUP #2019-0087 be carried forward per Staff.

5. Please describe the capacity of the proposed use:

A. How many patrons, clients, pupils and other such users do you expect?

Specify time period (i.e., day, hour, or shift).

N/A

B. How many employees, staff and other personnel do you expect?

Specify time period (i.e., day, hour, or shift).

N/A

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

Day:

N/A

Hours:

N/A

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

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

N/A

B. How will the noise be controlled?

N/A

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

N/A

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

- A. What type of trash and garbage will be generated by the use? (i.e. office paper, food wrappers)

N/A

- B. How much trash and garbage will be generated by the use? (i.e. # of bags or pounds per day or per week)

N/A

- C. How often will trash be collected?

N/A

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

N/A

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

☐ Yes.

☐ No.

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

N/A

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

☐ Yes. ☐ No.

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

N/A

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

N/A

ALCOHOL SALES

13.

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

☐ Yes ☐ No

If yes, describe existing (if applicable) and proposed alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales.

N/A

PARKING AND ACCESS REQUIREMENTS

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

N/A Standard spaces
N/A Compact spaces
N/A Handicapped accessible spaces.
N/A Other.

Please see preliminary site plan associated with DSP 2021-00005.

<p>Planning and Zoning Staff Only</p> <p>Required number of spaces for use per Zoning Ordinance Section 8-200A _____</p> <p>Does the application meet the requirement? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>

- B. Where is required parking located? (*check one*)

☒ on-site

☐ off-site

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

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

- C. If a reduction in the required parking is requested, pursuant to Section 8-100 (A) (4) or (5) of the Zoning Ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

☐ **Parking reduction requested; see attached supplemental form**

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

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

<p>Planning and Zoning Staff Only</p> <p>Required number of loading spaces for use per Zoning Ordinance Section 8-200 _____</p> <p>Does the application meet the requirement? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>
--

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

Please see preliminary site plan associated with DSP 2021-00005.

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

Please see preliminary site plan associated with DSP 2021-00005.

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

Please see preliminary site plan associated with DSP 2021-00005.

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

Please see preliminary site plan associated with DSP 2021-00005.

SITE CHARACTERISTICS

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

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

How large will the addition be? _____ square feet.

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

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

Please see preliminary site plan associated with DSP 2021-00005.

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

☐ a stand alone building

☐ a house located in a residential zone

☐ a warehouse

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

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

☒ other. Please describe: Please see preliminary site plan associated with DSP 2021-00005.

End of Application



Department of Planning & Zoning Special Use Permit Application Checklist

Supplemental application for the following uses:

- ☐ Automobile Oriented
- ☐ Parking Reduction
- ☐ Signs
- ☐ Substandard Lot
- ☐ Lot modifications requested with SUP use

Interior Floor Plan

- ☐ Include labels to indicate the use of the space (doors, windows, seats, tables, counters, equipment)

If Applicable

- ☐ Plan for outdoor uses

Contextual site image

- ☒ Show subject site, on-site parking area, surrounding buildings, cross streets

Ownership and Disclosure
Attachment
TMP SUP Application

Applicant: Carlyle Plaza, LLC

1. APPLICANT

Carlyle Plaza, LLC

Name	Address	Percentage of Ownership
Exceedingly LLC	300 Chapel Hill Lane P.O. Box 797 Berryville, Virginia 22611	69.14%
Alder Branch Carlyle LLC	300 Chapel Hill Lane P.O. Box 797 Berryville, Virginia 22611	15.43%
Joseph W. Henderson, II	300 Chapel Hill Lane P.O. Box 797 Berryville, Virginia 22611	Owns 65% of Alder Branch Carlyle LLC
JM Zell Carlyle LLC	2900 K Street NW, Suite 525 Washington D.C. 20007	15.43%
JM Zell Partners, Ltd	2900 K Street NW, Suite 525 Washington D.C. 20007	Owns 100% of JM Zell Carlyle LLC
Jeffrey M. Zell	2900 K Street NW, Suite 525 Washington D.C. 20007	Owns 75.68% of JM Zell Partners, Ltd.

2. PROPERTY

Owners: Alder Branch Realty Limited Partnership LLLP, Alder Branch South Landco LLC, Carlyle Plaza, LLC

Alder Branch Realty Limited Partnership LLLP

Name	Address	Percentage of Ownership
Exceedingly LLC	300 Chapel Hill Lane P.O. Box 797 Berryville, Virginia 22611	74.596%
Joseph W. Henderson, II	300 Chapel Hill Lane P.O. Box 797 Berryville, Virginia 22611	65% of Alder Branch Carlyle LLC
Alder Branch Carlyle LLC	300 Chapel Hill Lane P.O. Box 797 Berryville, Virginia 22611	12.702%
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JM Zell Partners, Ltd.	2900 K Street NW, Suite 525 Washington D.C. 20007	100% of JM Zell Carlyle LLC
Jeffrey M. Zell	2900 K Street NW, Suite 525 Washington D.C. 20007	75.68% of JM Zell Partners, Ltd.

Alder Branch South Landco LLC

Name	Address	Percentage of Ownership
Alder Branch Realty Limited Partnership LLLP	300 Chapel Hill Lane P.O. Box 797 Berryville, Virginia 22611	100%

Carlyle Plaza, LLC

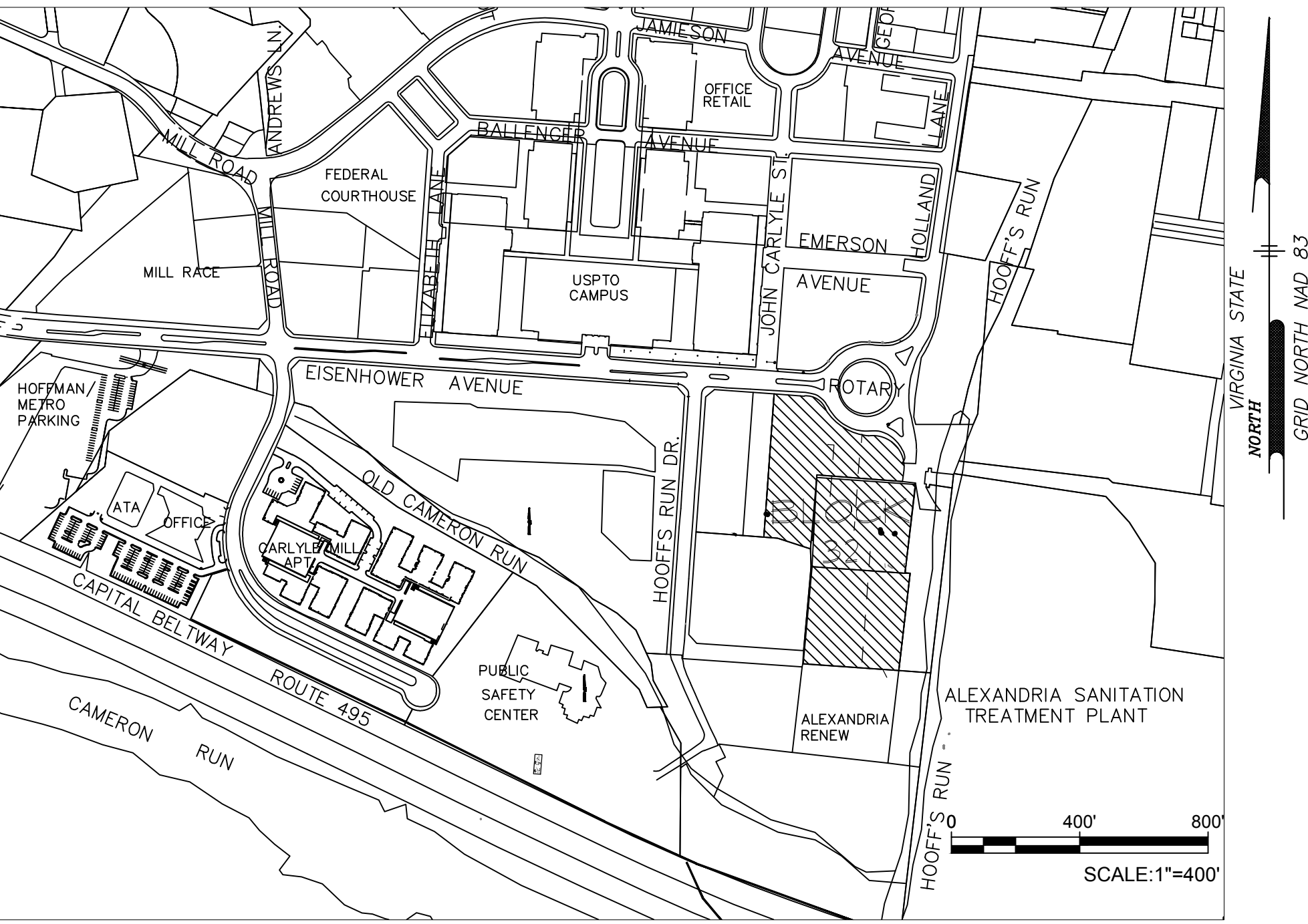
Name	Address	Percentage of Ownership
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Jeffrey M. Zell	2900 K Street NW, Suite 525 Washington D.C. 20007	Owens 75.68% of JM Zell Partners, Ltd.

3. DISCLOSURES

NO BUSINESS OR FINANCIAL RELATIONSHIPS TO DISCLOSE

COORDINATED DEVELOPMENT DISTRICT (CDD) #11 CONCEPT PLAN
FOR
BLOCK 32/CARLYLE PLAZA II

LOCATION MAP



- NOTES:
1. BLOCK 32 IS LOCATED AT 1700 AND 1800 EISENHOWER AVENUE, 760 CARLYLE STREET, AND 800 BARTHOLOMEW STREET, ALEXANDRIA VA AND IS 6.23 +/- ACRES IN SIZE.
 2. BLOCK 32 IS IN THE COORDINATED DEVELOPMENT DISTRICT (CDD) #11 ZONE, AND WITHIN THE EISENHOWER EAST SMALL AREA PLAN (EESAP).
 3. THE USES PROPOSED IN BLOCK 32 INCLUDE RESIDENTIAL AND RETAIL, WITH OPTIONS FOR OFFICE AND HOTEL.
 4. PER THE EESAP, INDIVIDUAL BLOCKS, INCLUDING BLOCK 32, DO NOT HAVE A MAXIMUM FAR.
 5. THE MAXIMUM HEIGHT OF DEVELOPMENT FOR BLOCK 32 IS 375 FEET, PER THE EISENHOWER EAST SMALL AREA PLAN.
 6. BUILDING FOOTPRINTS SHOWN ARE ILLUSTRATIVE AND WILL BE DETERMINED WITH DSUP PROCESS.

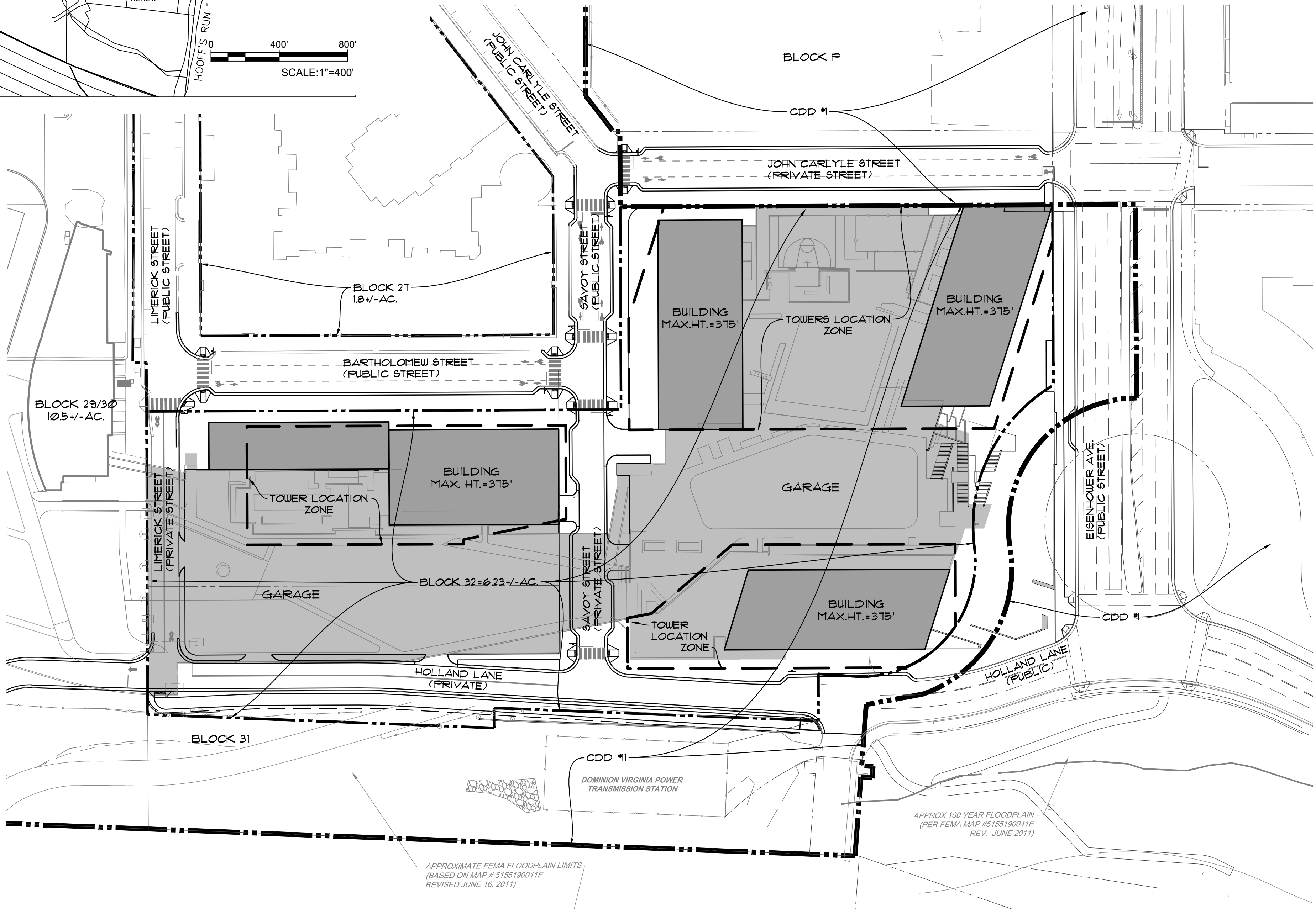
NARRATIVE:

BLOCK 32 WILL BE DEVELOPED WITH BUILDINGS LOCATED ALONG THE PERIPHERY OF THE BLOCK AROUND A CENTRALLY LOCATED ABOVE-GRADE PARKING GARAGE. PLANNED USES IN THE DEVELOPMENT WILL BE RESIDENTIAL AND/OR COMMERCIAL, INCLUSIVE OF OPTIONS FOR OFFICE AND HOTEL USES.

APPLICANT:
CARLYLE PLAZA LLC.
2900 K STREET, NW, SUITE 525
WASHINGTON, DC 20006
SCOTT B. KAUFMANN, CRE
SKAUFMANN@JMZELL.COM
(202) 682-8733

OWNER:
CARLYLE PLAZA LLC.
ALDER BRANCH REALTY LP LLLP
ALDER BRANCH SOUTH LANDCO LLC
P.O. BOX 797
BERRYVILLE, VIRGINIA 22611

ENGINEER:
PENNONI ASSOCIATES, INC.
1602 VILLAGE MARKET BLVD. SE,
SUITE 330
LEESBURG, VIRGINIA 20175



CARLYLE PARK TOWERS
ALEXANDRIA, VIRGINIA

OWNER:
CARLYLE PLAZA LLC
2900 K STREET, NW, SUITE 525
WASHINGTON, DC 20007
TEL: 202.682.8722

CIVIL ENGINEER:
PENNONI
13880 DULLES CORNER LANE, SUITE 100
HERNDON, VA 20171
TEL: 703.449.6700
www.pennoni.com

LANDSCAPE ARCHITECT:
OCULUS
1611 CONNECTICUT AVENUE, 3RD FLOOR
WASHINGTON, DC 20009
TEL: 202.588.5454
www.oculus.info

ARCHITECT:
ARQUITECTONICA
104 FIFTH AVENUE, 6TH FLOOR
NEW YORK, NY 10011
TEL: 212.254.2700
www.arquitectonica.com

COORDINATED DEVELOPMENT DISTRICT (CDD) #11 CONCEPT PLAN

NOT FOR CONSTRUCTION

KEY PLAN:

DESCRIPTION	DATE

APPROVED
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF PLANNING & ZONING

DIRECTOR _____ DATE _____
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES

SITE PLAN NO. _____

DIRECTOR _____ DATE _____

CHAIRMAN, PLANNING COMMISSION _____ DATE _____

DATE RECORDED _____

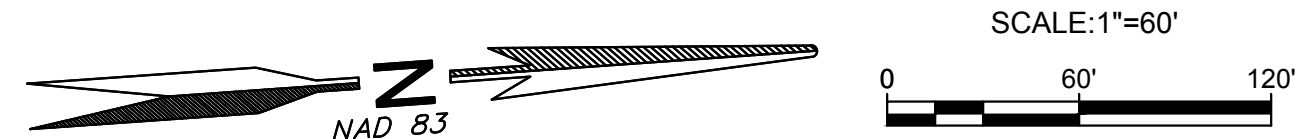
INSTRUMENT NO. _____ DEED BOOK NO. _____ PAGE NO. _____

DRAWING TITLE
CONCEPT PLAN
MAY 28, 2021

SEAL/SIGNATURE:
DAVID H. STEIGLER
Cert. No. 609
5/28/2021
LANDSCAPE ARCHITECT

PROJECT NUMBER:
DRAWN BY: JC
CHECKED BY: DHS
SCALE: SCALE: 1"=60'

SHEET NO.
1 OF 1



7/22/2020 9:51:57 AM
PLOTTER: 6/28/2021 4:28 PM
U:\work\4040\4040\0001 - Carlyle South Phase 1\DESIGN\LANDSCAPE\PP\001-05-17 CDD Final CDD Plan_201-05-28.dwg
ALL DESIGNS INDICATED IN THESE DRAWINGS ARE THE PROPERTY OF ARQUITECTONICA. ALL COPYRIGHTS RESERVED. NO COPIES, TRANSMISSIONS, REPRODUCTIONS OR ELECTRONIC MANIPULATION OF ANY PORTION OF THESE DRAWINGS IN WHOLE OR IN PART ARE TO BE MADE WITHOUT THE EXPRESS WRITTEN PERMISSION OF ARQUITECTONICA.

MEMORANDUM

DATE: JUNE 24, 2021

TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

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

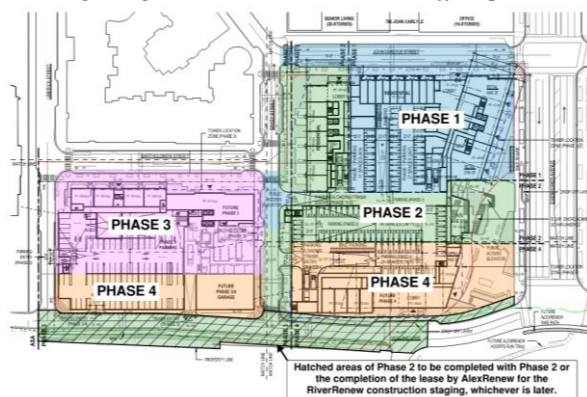
SUBJECT: INFORMATION FOR DOCKET ITEM #11 – Development Special Use Permit #2021-10019 - 760 John Carlyle Street, 1700 & 1800 Eisenhower Avenue, 800 Bartholomew Street - Eisenhower East Block 32 / Carlyle Plaza Two Amendment

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.

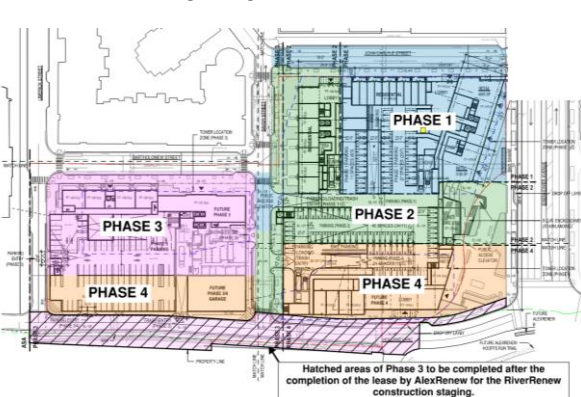
Phasing

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:

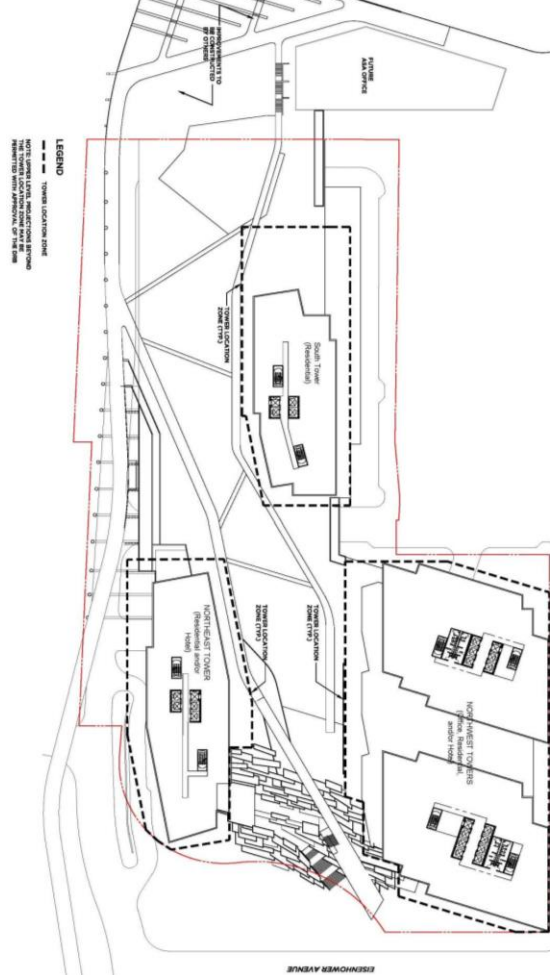
- Revised Condition #6c to read as follows:
#6c: Construct the Holland Lane off-street bike/pedestrian trail **with Phase 3 or 4, whichever comes first** and ~~landing plaza at the end of Eisenhower Avenue~~. The construction shall not prevent traffic flow through the intersection of Eisenhower Avenue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

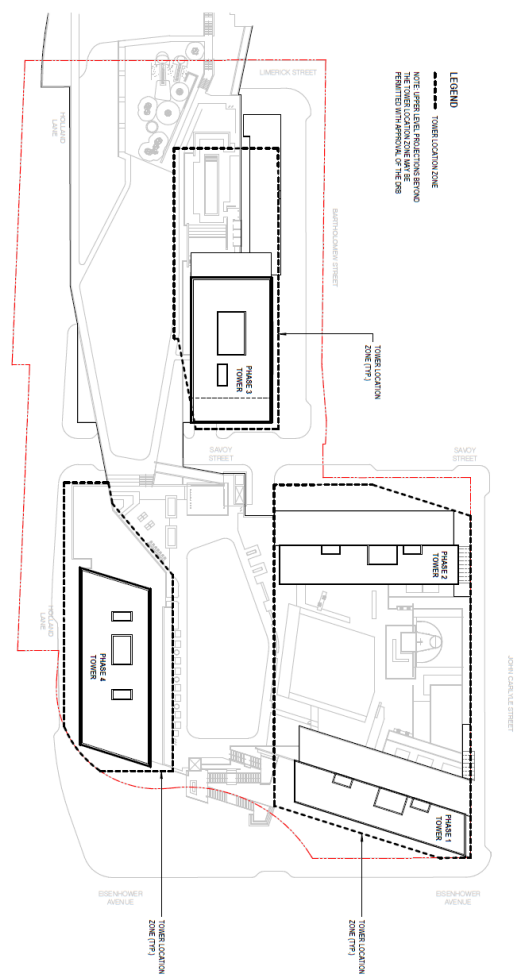
Maximum Building Footprint

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 Type

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 125,000 250,000 sf	none
Retail	none	none	none	Up to 15,000 sf	+15,000 sf
Total ¹	1,387,170 sf	1,387,170 sf	1,387,170 sf	1,387,170 sf	

¹ 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.

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

Page 3

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,



Jonathan P. Rak

cc: Karl Moritz
Jeffrey Zell
Scott Kaufmann