Docket Item #11 A-F
Master Plan Amendment # 2012-0001
Coordinated Development District Plan # 2012-0001
Development Special Use Permit # 2011-0031
Encroachment # 2012-0001
Vacation # 2012-0001
Special Use Permit TMP # 2012-0010

Application	**General Data**	
Project Name: Carlyle Plaza Two **Location:** 760 John Carlyle Street, 1700 & 1800 Eisenhower Avenue, 340, 350, and 400 Hooff's Run Drive **Applicant:** Carlyle Plaza, LLC and City of Alexandria, Virginia, Sanitation Authority; represented by Kenneth Wire, McGuireWoods	PC Hearing:	June 5, 2012
	CC Hearing:	June 16, 2012
	If approved, DSUP Expiration:	June 16, 2015
	Plan Acreage:	6.23 acres (271,222 sf)
	Zone:	CDD #11 (South Carlyle)
	Proposed Use:	Office, Residential, Hotel, and Open Space
	Gross Floor Area:	632,056 sf – Residential 755,114 sf – Office (with allowance for conversion of up to 125,000 sf to Hotel) 1,387,170 sf – Total
	Small Area Plan:	Eisenhower East
	Historic District:	n/a
	Green Building:	Will comply with the Policy

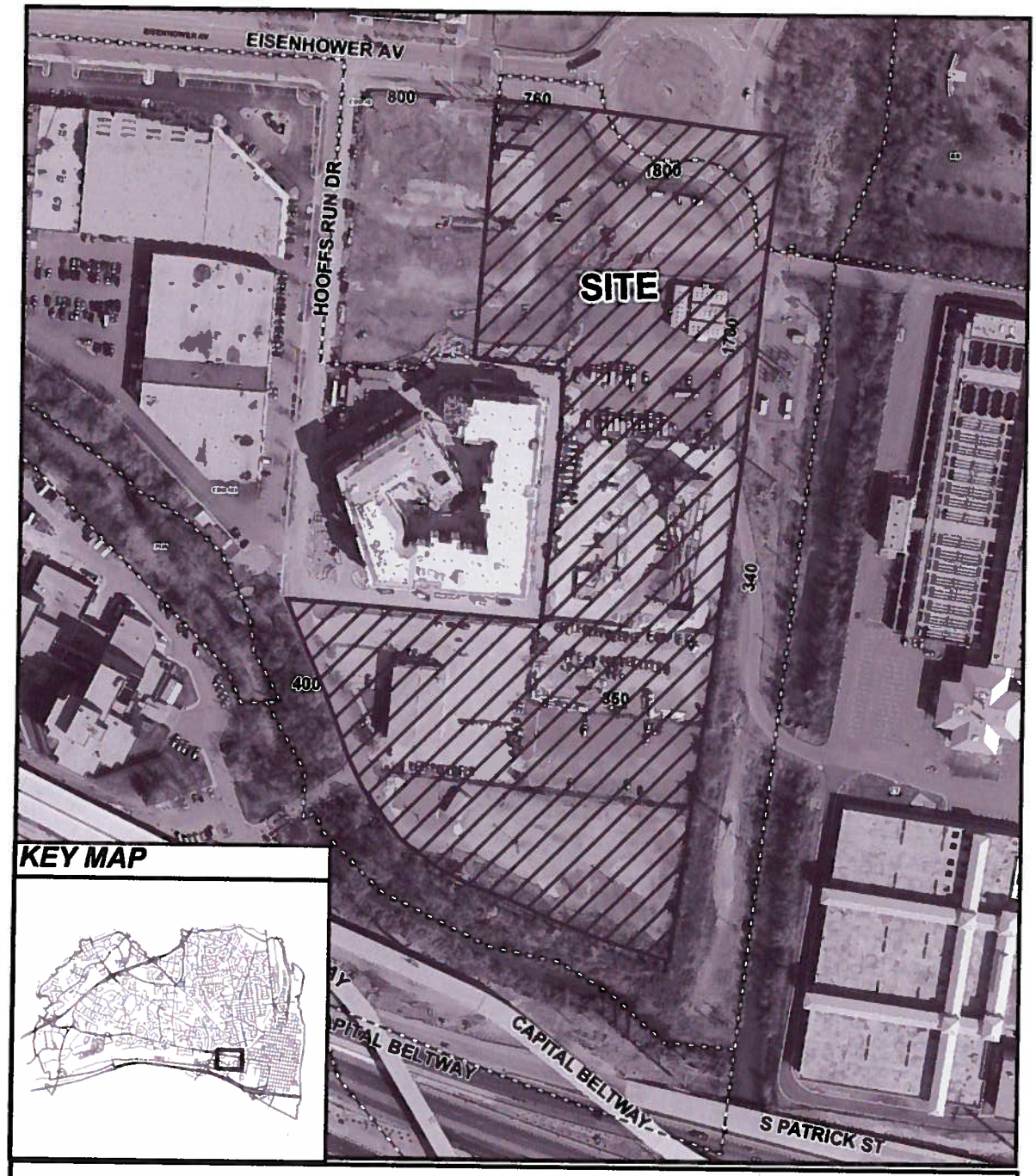
Purpose of Application

Approval of a development in South Carlyle with 1) design parameters and detailed design guidelines for one/two office buildings and two residential buildings (a portion of which may include a hotel use), and 2) detailed designs for the site infrastructure that includes a connecting parking garage, a transition zone, a trail, and several different types of open space.

Applications Requested

1. Master Plan Amendment to create a new block, allow a portion of the residential floor area to be used for a hotel use, and increase the maximum height
2. CDD Concept Plan
3. DSUP for a development including office and residential buildings, a 2,055 space garage, and open space, with an SUP request for additional penthouses and penthouses over 15 feet.
4. Design Guidelines
5. Encroachment
6. Vacation
7. TMP - SUP

Staff Recommendation: APPROVAL WITH CONDITIONS	
Staff Reviewers:	Tom Canfield, AIA tom.canfield@alexandriava.gov Gwen Wright gwen.wright@alexandriava.gov Gary Wagner, RLA gary.wagner@alexandriava.gov Katye North, AICP, LEED AP katye.north@alexandriava.gov James Roberts james.roberts@alexandriava.gov Matt Melkerson, T&ES matt.melkerson@alexandriava.gov Jon Frederick, Office of Housing jon.frederick@alexandriava.gov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I. SUMMARY

A. Recommendation & Summary of Issues

Staff recommends ***approval*** of Carlyle Plaza, LLC and Alexandria Renew's request for the Carlyle Plaza Two development proposed for the northern portion of South Carlyle (Blocks 26A, 26B, and 28). Combined with the approval of the Alexandria Renew (formerly Alexandria Sanitation Authority (ASA)) expansion on Blocks 29 and 30, this development will complete the second half of the South Carlyle conceptual plan. Through successful implementation, over 1.3 million square feet of office and residential floor area will be constructed amidst five acres of high quality, connected open space.

A development of this size and complexity warrants careful review and consideration. A number of issues were studied for this project, including the following:

- The amendment to the Eisenhower East Small Area Plan (EESAP), particularly with regard to the request for additional height;
- The request for an alternate review process that would allow the Carlyle/Eisenhower East Design Review Board to approve the final building design using the proposed Design Guidelines;
- How a project this size will be phased and what open space elements and street improvements will be constructed with each building;
- The evolution of the design for the open space and contributions to the Open Space Fund;
- The design of the terraced deck that connects this development to the open space on the Alexandria Renew site;
- The design of the parking garage and locations of loading areas;
- The sustainable features that are unique to this development;
- How the traffic impacts will differ from the results of the original EESAP study; and
- The request for a vacation and three encroachments.

In particular, Staff would like to emphasize a number of important aspects of this development:

- The amount of floor area proposed with this development is consistent with the current levels approved in the Eisenhower East Small Area Plan. This amount includes the floor area that was transferred from the Alexandria Renew property by the June 2011Master Plan Amendment. No additional floor area is requested for the proposed buildings.
- The floor area for the garage will be excluded from the floor area calculations for the development per the June 2011 Master Plan Amendment that allows this exclusion if no less than 4.5 acres of integrated open space is provided across Blocks 26A, 26B, 28, 29, and 30. Together with the Alexandria Renew development, over five acres of publicly accessible open space will be provided.
- The proposed garage will be designed so that the above-grade nature of the parking will be completely imperceptible to anyone on the public streets within South Carlyle or anyone using the open space that is provided.
- This project offers a number of public benefits to the City that are unique:
  - This development includes a bio-wall along Eisenhower Avenue, which will be a signature feature for the site and the City.

- In addition to a significant amount of open space at both the street level along Eisenhower Avenue and at the elevated level, a bike/pedestrian trail is provided through the development to provide an important link between the west and east portions of the City.
- The applicant will design and complete three important pieces of the Eisenhower East Open Space Plan: the Circle-North Park, the Circle-South Park, and the improvement of a section of Block 31 (the RPA along Hooff's Run). In addition, the applicant will maintain the Circle-South Park in perpetuity.
- The partnership between Carlyle Plaza, LLC and Alexandria Renew creates an opportunity for a new level of sustainability – unique to not only Alexandria but to the Washington Metropolitan Region – through reclaimed water use on the site and through the bio-wall feature.
- If the requested height limit of 375 feet is approved, the four towers of varying height in this development will further contribute to creation of a singular gateway for the Eisenhower Valley and the Alexandria skyline, which has already been initiated by constructed and proposed developments along Eisenhower Avenue.

B. General Project Description

The Carlyle Plaza Two development proposes office and residential buildings to be constructed around several acres of high quality open space. The development will include 755,114 sf of office floor area that will be constructed in one or two office buildings at the northeast portion of the property, east of the approved Carlyle Plaza One office building on Block P. The 632,056 sf of residential floor area will be constructed in two buildings, 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. A four-to-five story, above-grade parking garage will provide parking for all of the buildings and is designed to accommodate a green roof which will be open to the public as open space. A terraced deck will 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 will 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 this proposal, the applicant has requested approval of the following:

1. Master Plan Amendment to merge Blocks 26A, 26B, and 28 into a new Block 32 with a maximum building height of 375 feet and allow a portion of the residential floor area to be used for an hotel use;
2. CDD Concept Plan;
3. Development Special Use Permit for the garage, open space, and building locations and uses;
4. Design Guidelines
5. Encroachment for three specific areas along Eisenhower Avenue and Holland Lane;
6. Vacation of a portion of Holland Lane; and
7. TMP Special Use Permit

II. BACKGROUND

A. Site Context

The Eisenhower East Small Area Plan (EESAP) created two neighborhoods/CDD's that wrap the southern and western edges of the Carlyle development. The area to the west near the Eisenhower Metro Station and Hoffman Town Center was designated as the Eisenhower Avenue CDD (CDD #2), and the area south of Eisenhower Avenue and east of Mill Road was designated as the South Carlyle CDD (CDD #11). This development proposal includes three of the South Carlyle blocks: Blocks 26A, 26B, and 28 (see EESAP block map in Graphics Section). The blocks are bounded by Eisenhower Avenue and the Carlyle development to the north, the approved Carlyle Plaza One office building on Block P and the existing residential building on Block 27 to the west, the proposed Alexandria Renew (formerly ASA) expansion property on Blocks 29 and 30 (approved by DSUP 2009-0019) to the south, and the existing Alexandria Renew facility and Hooff's Run to the east. Holland Lane will be extended 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.

Although South Carlyle's proximity to Carlyle should make development in this area very attractive, there are a number of constraints that have a negative impact on the site. First, as the location of a former landfill, the land is very contaminated, which restricts underground construction, adding to overall cost of construction. Second, the site is surrounded by a number of incompatible uses, including the wastewater treatment facility to the east and expansion to the south, the City's Public Safety Center (i.e. jail) to the southwest, and a cemetery to the northeast. In addition, high tension power lines and a Dominion Virginia Power substation are located along the eastern boundary of the site along Hooff's Run.

Each of the three properties is approximately 2 acres, for a total of 6.23 acres for the entire development site. The three blocks are currently held by three different property owners, although Carlyle Plaza Two, LLC, the owner of Block 26A, has options to acquire the other two blocks. Block 26B is owned by Alexandria Renew and Block 28 is owned by Virginia Concrete Company. The entire property is relatively flat, with grades dropping slightly in elevation to the south. For the most part, the property is vacant, although there is some equipment remaining from the former concrete plant on Block 28, and there are temporary trailers on Blocks 26A and 26B associated with construction projects.

B. Procedural Background

There are a number of regulatory actions that have occurred over the last decade that have played a part in shaping this development into the current proposal. The first was the adoption of the EESAP in 2003 which established South Carlyle as a mixed-use neighborhood of nearly 2.5 million square feet of development. In the original Plan, a significant amount of office floor area was proposed at the north end along Eisenhower Avenue and at the south end in Block 30, with maximum building heights of 200 feet. For the blocks in between, the Plan called for 4-8 story residential buildings up to 100 feet. A new street network was planned to create new connections through the blocks, some of which were implemented with the residential development on Block

27. Small pockets of open space were planned for each block and a larger, half acre public park, half of which has been constructed, was planned in the center of the neighborhood.

In October 2007, the Council approved a 372,000 square foot office building (Carlyle Plaza One) on the western half of Block P (SUP 2007-0094). Block P is the only Carlyle block south of Eisenhower Avenue and at the time of this approval, Block P included the entire parcel along Eisenhower Avenue from Hooff's Run to Holland Lane (currently Block 26A). Per the Carlyle SUP, Block P was allocated 396,191 sf for the entire block. However, with the approval for Carlyle Plaza One office building, almost all of the floor area was allocated to one building on half of the block. With that approval, the Council noted that additional floor area would need to be transferred to the east side of Block P to create a viable development. The applicant was required to undertake a planning process to analyze appropriate uses and development levels for the remaining portion of the block in coordination with the remaining development blocks in South Carlyle.

Shortly after the Carlyle Plaza One approval, the Alexandria Sanitation Authority (now Alexandria Renew) determined that in order to meet stricter environmental regulations that would be adopted in the coming years, the wastewater treatment plant would need to add additional treatment facilities. Since their existing site was mostly built-out this would require an expansion onto adjacent property. Blocks 29 and 30 were the only viable options for expansion and, in March 2008, the Council approved an amendment to the EESAP to include wastewater treatment as an allowable use for Blocks 29 and 30 (MPA 2007-0004). Although this was a significant change from the original plan for South Carlyle, this laid the groundwork for the eventual wastewater treatment development on these blocks and the future transfer of a significant amount of floor area to the north.

After these two approvals, the owner of Block P, in conjunction with City staff, initiated the planning process with the remaining property owners in South Carlyle (Virginia Concrete and Alexandria Renew) to determine development options for the area given the new circumstances. The process included a retail study to determine if retail would be appropriate in this location, a traffic study to analyze how shifting densities would impact traffic in the area, and an environmental study to determine the cost implications of developing on this contaminated land. From these studies a number of conclusions were established. First, in terms of retail, the study determined that South Carlyle would be a difficult location for retail to succeed given the site's limited access and competition from more desirable locations in the neighborhood and region. Second, the traffic study found there would be very little change to the traffic assumed for the area by shifting more floor area from the southern blocks to the north. Third, the environmental study noted that providing underground parking would be extremely expensive given the high cost to deal with the contaminated soils on these blocks. In addition, there is an existing deed restriction on the northernmost portions of the Block P property that does not permit extensive excavation.

Despite the environmental constraints, the results of the planning process indicated that the northern portion of South Carlyle would be an appropriate location to transfer the floor area originally planned for Blocks 29 and 30. The EESAP allows for transfer of floor area between blocks within the same neighborhood and CDD. However, at that time, Block P was not in the

Eisenhower East Small Area Plan, but was a was part of the Carlyle CDD, even though it was on the south side of Eisenhower Avenue and immediately adjacent to the South Carlyle blocks. In order to facilitate an eventual transfer of floor area, a Master Plan Amendment was approved in December 2009 to move the eastern half of Block P into the Eisenhower East Planning boundaries and more specifically into the South Carlyle CDD (MPA 2009-0003). The block was renamed Block 26A.

The following year, the South Carlyle property owners worked extensively with a consultant, City Staff and the Carlyle/Eisenhower East Design Review Board (DRB) to create a cohesive plan for future development of South Carlyle that addressed the two primary constraints for the site: incorporating the expansion of the wastewater treatment facility on Blocks 29 and 30 into neighborhood; and the treatment of the above-grade parking structure that would be needed on Blocks 26A, 26B, and 28 since the contaminated soils limited underground parking. By adding green space to the tops of both structures and creating access points from existing grade, the ground plane was effectively elevated, while remaining connected to actual grade through an accessible trail. As a result, a significant amount of new, public open space was created. This concept for an elevated green plane was presented to the Planning Commission and City Council as part of a Master Plan Amendment discussion and that amendment was approved ultimately by the City Council in June 2011. The amendment transferred 682,000 square feet of residential and office density from Blocks 29 and 30 to the Carlyle Plaza Two property to the north (MPA 2011-0004). In addition, the amendment included the provision noted earlier in this report that allows for the floor area for the garage to be excluded from the floor area calculations for the development if no less than 4.5 acres of integrated open space is provided across Blocks 26A, 26B, 28, 29, and 30. The amendment did not officially approve the concept of the elevated green plane, but the concept was laid out with the understanding that it would be further developed through the DSUP process.

Shortly after the density was transferred, Alexandria Renew submitted an application to implement their portion of the conceptual plan. In October 2011, the Council approved the plan for the expansion of the wastewater treatment facility (DSUP 2009-0019). This proposal consisted of a large, partially below-grade tank that occupied the majority of the site with a flat roof that could accommodate a regulation size athletic field. Later phases will include a new administration building along the northern portion of the property across from the existing residential building on Block 27 and a terraced deck that is planned to connect with the elevated open space proposed for Carlyle Plaza Two. This plan is currently under final site plan review and construction is slated to begin Fall of 2012. Given the extensive construction that is required for this project, the first phase (the tank and the athletic field) should be complete by 2016.

With the approval of the Alexandria Renew portion of the development, the developer for northern blocks, Carlyle Plaza, LLC, submitted plans for implementing the second half of the plan. The applicant and their design team met with the Design Review Board many times over the last year to refine the proposal into the current plan. If approved, this plan would be implemented over the next several years, and construction would be coordinated with the Alexandria Renew development to the south (more details about phasing are provided in the Staff Analysis).

C. Detailed Project Description

Applications

There are a number of applications required to implement this development. First, the applicant has requested a Master Plan Amendment to allow the transferred floor area to be shifted across all three blocks and to allow additional height (more details about the amendment are provided in the Staff Analysis). Second, since the site is within a CDD, a CDD Concept Plan has been provided that proposes how the overall CDD will function given the change to the original CDD. A DSUP has also been requested to approve the development plan which includes the open space, building locations/parameters and uses. There are detailed Design Guidelines that have been submitted for approval, as well. A portion of the open space features are proposed on public property along Eisenhower Avenue and Holland Lane, thus requiring an encroachment. The applicant has also requested a vacation of a portion of Holland Lane. Finally, the size of the development triggers the requirement for a Transportation Management Plan, which has been requested through a TMP-SUP.

Buildings

There are two main components of this development: the buildings and the open space/green deck, which conceals the above-grade parking garage. With regard to the buildings, the total floor area proposed is 1,387,170 sf, of which 755,114 sf is office floor area and 632,056 sf is residential floor area. This does not include the floor area of the garage, which can be excluded from floor area calculations per the June 2011 Master Plan Amendment described above. At this time, the maximum footprints and maximum heights of the buildings have been set, but the final building designs and architectural forms are not developed. As part of this request, the applicant has proposed Design Guidelines to direct the future design of the buildings, and has requested that the Design Review Board be authorized to approve the final design (more details about the Design Guidelines and this review process are provided in the Staff Analysis). However, the final design of the garage, corresponding infrastructure, and the open space would be approved by the Council through this DSUP.

The office portion of the development will consist of one or two tower buildings east of the approved Carlyle Plaza One building. The main building entrance will be on John Carlyle Street, with a secondary entrance on Eisenhower Avenue. A loading area interior to the building will be accessed from Savoy Street and has been designed to provide head-in/head-out access, which will minimize disruptions on the street. The main garage will be east of the building and four upper levels will be imbedded in the building. The Design Guidelines detail how the exposed garage within the building will be treated.

The residential portion of the development will be split into two buildings. The final distribution of floor area would be approved by the Design Review Board, consistent with the footprint and height limits in the DSUP. One residential building is proposed at the northeastern corner of the property, at the corner of Eisenhower Avenue and Holland Lane. A drop-off driveway will be provided on Holland Lane to provide access to the main entrance. The loading area for this building is further south and is accessed from Holland Lane. The portion of the building closest to Eisenhower Avenue will be designed to be consistent with the height of the high-rise buildings

north on Holland Lane, while the southern half would be taller. As discussed further in the Staff Analysis, a portion of this building could potentially include a hotel use.

The second residential building is proposed south of the other two buildings and east of the existing residential building on Block 27. This building will include a 4-5 story residential liner component along Bartholomew Street between Savoy Street and Limerick Street to relate to the existing 5-story residential building and to completely mask the above-grade parking. The tower portion of the building will be set back from the liner units approximately 20-30 feet to allow for an offset from this building. Loading for the building will be within the garage off of the Limerick Street garage connection. The main garage will be immediately east of the tower.

Connecting all of these buildings is a four to five story parking garage. Including the portions of the garage that are within the building footprints, the garage includes a maximum of 2,055 parking spaces, which is nearly 500 spaces less than the maximum 2,521 spaces allowed by the EESAP. There are four access points to the garage: two on the east and two on the west. Although not the traditional streets envisioned by the Plan, Savoy Street and Limerick Street extend through the garage to connect Bartholomew Street and Holland Lane. Limerick Street (the southern east-west street) will be open to the public through a public access easement. Most of the garage will be screened by active uses (the office and residential buildings discussed above). Any areas not so screened will receive an architectural treatment such as glazing/shadowboxes, decorative louvers, or green screen. The only portion of the garage that is not screened is the eastern façade along Holland Lane, south of the residential building. This side of the garage will not be visible from Eisenhower Avenue given the location across from the Dominion Virginia Power substation, power lines, and Alexandria Renew plant. The function of Holland Lane at this point will be primarily a service entrance to the garage and the Alexandria Renew facility.

Open Space

The open space that will be created by this proposal is a key component of the conceptual plan and provides the justification for allowing above-grade parking. There are a number of different open space elements that are part of this plan, but the most significant is the open space provided on top of the parking garage. The top of the garage is essentially a landscaped roof that creates over two acres of publicly accessible open space. When combined with the Alexandria Renew open space, over five acres of connected open space will be created in an area that originally anticipated a small percentage of that, and then only in the form of smaller pocket parks and residential amenity areas that would be more private in nature.

The majority of the open space on the deck will be passive space with a lawn, areas of shade trees, and a series of paths crisscrossing the deck and connecting to the buildings. The deck will support a substantial amount of soil depth in order to accommodate the proposed plant materials. At the northern end, between the office and residential building, an upper plaza is proposed with more hardscape areas punctuated by water features leading to the bio-wall that provides a transition from the higher elevation of the deck to a lower urban plaza. This transition zone will also screen the north side of the garage. Near the southern residential building, a play area consisting of both natural and man-made landforms will be incorporated into the landscape, providing a much needed playground for the neighborhood. Additionally, each residential building has a small area of private open space for use by the residents.

As part of this development, the applicant has included a design for the terraced deck on the Alexandria Renew property that connects the athletic field to the open space above the parking structure. This piece is essential to successfully connecting the two open spaces across a grade change of approximately 25 feet. The proposed design keeps the bike/pedestrian trail at a maximum 5% slope by taking it across the deck to meet the trail at the eastern edge. Amphitheater seating is provided in the southeast section of the terraced deck to accommodate a steeper grade change while providing some additional seating areas for the field and the play area.

Providing inviting ways to access this elevated open space and ensure it is used by the public is just as important as the open space itself. In addition to providing entrances to the deck from each building, there are two public options for reaching the top of the deck. The first option is a more functional route via a bike/pedestrian trail. The trail is designed as a segment of the larger bike/pedestrian trail that will ultimately wind through the future Eisenhower Park and form a link between Eisenhower Avenue to the west and the Mount Vernon trail to the east. The southern portion of this trail will be provided with the Alexandria Renew expansion. With the Carlyle Plaza Two development, the northern trail connection will be provided at the southern end of the African American Heritage Park. The trail will be elevated south of Eisenhower Avenue and will cross Holland Lane to connect with the deck. The trail is designed to be 14 feet wide at the narrowest point which will provide sufficient width for both bicyclists and pedestrians (as a comparison, the Mount Vernon trail is approximately 8 feet wide).

The second option for reaching the deck is via a terraced bio-wall along Eisenhower Avenue, located between the office and north residential buildings. The wall has been designed to provide a meandering route through a series of stairs that weave through a vegetated wall consisting of various sized concrete boxes with plants and water features. The wall will include a mid-level gathering space connected to the residential building and a 20 feet wide by 70 feet long platform projecting off the bio-wall at the top level. Elevator access to the mid and upper levels of the platform will be incorporated into the office building. Turning south from the platform, a pedestrian is at the same level as the elevated open space and can access the passive areas and the athletic field beyond.

The final pieces of open space that are part of this development are the parks on the north and south side of Eisenhower Avenue that will be created when the rotary at Holland Lane is removed. Each of these parks will be approximately 14,000 sf outside of the Eisenhower right-of-way (which includes the sidewalks), providing a sizeable space for the residents and office workers to enjoy. As part of their contribution to the Eisenhower East Open Space Fund, the applicant has agreed to design and construct both of these parks. The Circle-North Park, which is adjacent to the new residential development on Block O, will be mostly landscaped, with lawn areas, trees, pathways, and benches. The Circle-South Park, which is adjacent to the residential and office buildings and the bio-wall of this development, will be predominately hardscape, with pockets of trees for shade, site furniture, and interesting paving materials. The design for both parks will be coordinated to create a cohesive design across Eisenhower Avenue.

III. ZONING

Total Site Area:	6.23 acres (271,222 sf)
Zone:	CDD #11
Current Use:	Vacant property, part was a former concrete plant
Proposed Use:	Office, Residential, Hotel, and Open Space

	Permitted/Required	Proposed
Floor Area	Residential: 632,056 sf Office: 755,114 sf Total: 1,387,170 sf	Residential: 632,056 sf Office: 755,114 sf* Total: 1,387,170 sf
Height	100-200 feet	375 feet maximum**
Parking (maximum)		
Office Use:	1,699 spaces (2.25 spaces per 1,000 sf)	1,233 spaces (1.63 spaces per 1,000 sf)
Residential Use:	822 spaces (1.3 spaces per 1,000 sf)	822 spaces (1.3 spaces per 1,000 sf)
Total:	2,521 spaces	2,055 spaces
Loading spaces	None (unless retail or hotel is included)	8 spaces (2 for each residential building and 4 for the office building)

*Master Plan Amendment requested to allow up to 125,000 sf of office floor area to be converted to a hotel use.
**Master Plan Amendment requested for additional height

IV. STAFF ANALYSIS

A. Master Plan Amendment

Although the EESAP was previously amended to transfer the floor area needed for this development to the northern blocks, additional amendments are required to fully implement this proposal. Specifically, Figure 4-10 of the Plan will be modified to address the floor area, uses and maximum heights permitted for each building (see Attachment #1). A summary and justification for each change is discussed below.

Distribution of Floor Area/New Block 32

Figure 4-10 lists the maximum floor area allowed for each individual block. However, for this development, the proposed buildings do not fit neatly within the current blocks and the garage that is proposed on all three blocks further blurs these boundaries. Although the developer has identified the locations, maximum footprints, and the primary use of each building, the final square footage of each building will not be determined until the buildings are designed. Since this development is a departure from the traditional blocks and street grid established by the

EESAP and in reality, functions as one connected block, the applicant has proposed merging Blocks 26A, 26B, and 28 to form a new Block 32.

As proposed, Figure 4-10 will be updated to delete Blocks 26A, 26B, and 28 and create Block 32 which cites the sum of floor area for all three blocks. This will allow the floor area to be shifted within the block to one of the three building locations without requiring a master plan amendment. To ensure each building is consistent with the intent of the conceptual plan, design guidelines have been developed and are referenced in the footnotes of Figure 4-10 to direct the future design of these buildings (more details about the Design Guidelines are provided in the following section).

Hotel Option

The applicant has also requested an amendment that would allow up to 125,000 sf of the office floor area to be converted to hotel floor area if they decide to pursue a hotel component in the development. No additional floor area would be created by this action. The hotel option would only be included in the northern residential building, as depicted in the Design Guidelines. This amendment allows the flexibility to add this use to the development if determined to be a desirable element.

The EESAP allows for changes to the primary use of each building as long as the overall 50/50 balance of office and residential is maintained and the change is consistent with the principles and intent of the Plan. The Plan does not specifically speak to changing office to hotel, but staff believes this request is still consistent with the Plan. First, the Plan did allow for hotels in the western and northern portions of the planning area (Holiday Inn-Block 1 and Marriott-Block 16). A hotel as part of this development would expand this use to the eastern portion of the planning area, creating a truly mixed-use development. Second, the hotel would only be a component of the overall residential building. The Westin and Jamieson Condos building in Carlyle is a successful example of how this dual use building could function. Third, the traffic and parking impacts from a hotel are much less than an office building since many of the patrons will not have cars. Finally, depending on the future user of the office building, a hotel may be a great amenity to attract a tenant that brings additional visitors to the City.

Height

As part of this amendment, the applicant has also requested that the maximum height for this new block be increased to 375 feet. The original Plan called for maximum heights of 200 feet for the office buildings and 100 feet for the residential buildings. This is a significant change from the original Plan and warrants careful review and consideration.

Although the maximum height for the entire block would be listed at 375 feet, in reality only one of the four potential towers could be this tall. The proposed Design Guidelines require a variety of heights, which would be employed through a requirement that the minimum height differential between the tallest and shortest buildings be at least 60 feet. In addition, since no additional floor area will be added, the maximum floor area for the block will also limit height. In preliminary massing schemes, the applicant explored two options. In both schemes the tallest office building was approximately 320 feet. The difference comes from the two residential buildings. In one option, the northern residential building is taller at 355 feet and the southern building is 225 feet.

In the second option, the height is flipped so the northern building is 235 feet and the southern building is 360 feet. These are just two possible development scenarios, but they give an idea of what the future configuration and heights could be.

There are a number of reasons why the increased height limit is appropriate for this development. First, the Plan assumed taller buildings along Eisenhower Avenue and near the Capital Beltway and there are several tall buildings already constructed or proposed, including the proposed Hoffman Blocks 11 and 12 towers at 370 feet, 340 feet, and 280 feet and the constructed Mill Race residential building at 250 feet. Second, there are no low-density, single family neighborhoods nearby that would be negatively impacted by the additional height. Third, the site's location within the ½ mile radius of two metro stations and adjacent to the Capital Beltway makes it a good location for higher density and taller, more visible buildings. Finally, the additional height will create a more interesting skyline through the variety of heights along Eisenhower Avenue.

Perhaps the most significant reason for allowing the increased height is the amount of open space that will be created by this development. A typical development built per the original Plan would have required some open space within each block, in addition to the public open space created by the streetscape improvements. But in order to maximize the developable floor area within the height limit, most of the block would be occupied by the building. With this development, since the open space is a key component in making this design successful, the building footprints need to be smaller to leave room for the open space. By creating smaller footprints, the height is increased in order to build to the same density. The trade-off for the taller buildings is the addition of over 5 acres of connected open space within an urban area.

B. Review Process and Design Guidelines for the Future Buildings

If approved, this DSUP will establish the design of the garage, open space, and infrastructure for the site, while reserving locations for future buildings. As part of this application, the applicant has requested that the Carlyle/Eisenhower East Design Review Board (DRB) be authorized to approve the final design of the buildings instead of requiring separate DSUP approval. This is similar to the process that was established for the entire Carlyle development and, more recently, for the future Alexandria Renew administration building on Block 29. Staff and the DRB are comfortable with this proposed process given that the building parameters, including maximum footprint and height requirements, will be set by this DSUP approval and the next phases will be primarily focused on the architecture.

In order to establish some certainty as to what that future design may be, design guidelines are included as part of this development application. 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 the necessary direction that will result in a high quality level of design for the future buildings. The Design Guidelines include the following:

- A summary of the goals and principles for the development.
- A description of the concept plan, including identification of uses and publicly accessible open space areas.

- A list of sustainable features that will be incorporated into the development, including reclaimed water use from Alexandria Renew and bio-filters to treat stormwater.
- A discussion of the open space framework that will be approved by the DSUP.
- A discussion and images of the architectural intent which addresses overall massing, architectural treatment of each building depending on use, tower expression and building tops, materials palette, and entrance and building base conditions.
- Diagrams depicting massing guidelines including ground floor conditions and building entrances, tower locations and building heights, and tower height variation.
- Guidelines for incorporating the parking, service, and loading entrances and areas within the design and how to treat the visible portions.
- A description of the architectural and landscape treatments to address the interim conditions of the phased project.

Since the ultimate architectural design of the buildings is not known at this time, the applicant has also requested SUP approval for multiple penthouses and penthouses taller than 15 feet as permitted by the Zoning Ordinance (Section 6-403 B.2). The design may end up complying with the Zoning Ordinance in terms of penthouse height, but this allows for the flexibility if needed. As with the architectural review, the design and number of penthouses will be carefully reviewed by the DRB to ensure an appropriate approach is employed. To aid the DRB review, the Design Guidelines include a specific section that addresses how tower tops and penthouses should be articulated and integrated into the building design.

C. Open Space

Justification for Elevated Open Space

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.

Evolution of Access to the Open Space

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. As such, a lot of discussion at the DRB meetings revolved around the design of the two routes to access the deck: the bike/ pedestrian trail to the east and the bio-wall/transition zone between the two Eisenhower Avenue buildings.

The bike/pedestrian trail was originally proposed on the west side of Holland Lane, connected to the north residential building. While this provided an engaging connection between the building, trail, ground level plaza, and elevated open space, it also created an access issue for the building since the only frontage was on Eisenhower Avenue facing a public park. A building of this size needs a vehicular access/drop-off point, similar to other residential towers along Holland Lane, particularly if a hotel use is considered. Under this configuration, the only location was through the public plaza, off of Eisenhower Avenue. Given the impacts to the open space and traffic on Eisenhower Avenue, this was not an acceptable solution to the City, which strongly discourages vehicular access through public urban parks.

As a result, the design team proposed the current location on the east side of Holland Lane. The trail will split off from the green deck, cross over Holland Lane and land at the southern end of the African American Heritage Park. This alternative has a number of benefits. Since it is separate from the building and connected to the existing sidewalk along Holland Lane, it creates a more public feel for the trail than the original design. The trail will be more visible from both Holland Lane and Eisenhower Avenue, and will now be a continuous trail without crossing a street from the start of the green deck at the Alexandria Renew expansion facility to the African American Heritage Park. This location also allows for a small vehicular drop-off area off of Holland Lane, while keeping a pedestrian entrance on the public plaza. The structural supports for the elevated portion of the trail have been designed to match the structural supports used on the elevated platform in the bio-wall transition zone.

The design of the bio-wall/transition zone has evolved significantly since the original concept plan was presented last year. The design team originally suggested an atrium component between the north residential building and the office building as a way to screen the parking garage and provide access to the elevated open space from the at grade plaza along Eisenhower Avenue. Upon further review with the DRB, the team noted the difficulties in creating a high quality enclosed space that felt public, especially with an extremely tall escalator that would be necessary to reach the top of the deck.

Alternate designs were explored that were not enclosed, but still provided a signature element that would encourage public interaction. The design was refined to create a series of planted bio-wall boxes that transition from the upper green deck to an urban plaza below. Starting at the top, a large observation platform that extends out from the upper deck, with architectural support structures that land in the plaza below, will provide dramatic views to the northeast of the cemetery, Old Town, and Washington DC. A set of steel stairways lead to a trail that meanders down and through the bio-wall boxes that will be planted with a variety of flowering shrubs, ornamental trees and perennials. The bio-wall boxes not only provide visual and seasonal interest, but will also provide runoff filtration for the project. Also, a series of small and large waterfalls meander from the upper deck down through the transition zone creating interest along the way. These waterfalls will use reclaimed water from the Alexandria Renew plant. The lower part ends in a grand staircase that spills out into the urban plaza at the base. Details about the platform, including the width, length, connections to the office buildings, and how it landed on the bio-wall and in the plaza, were carefully worked through to create the current proposal.

Open Space Fund Contribution

The EESAP created the Eisenhower East Open Space Fund as a way to implement all of the open space improvements that the Plan envisioned. Typically, a developer is required to dedicate land, construct facilities, or contribute $2.13 per square foot of development towards the Fund. For the Carlyle Plaza Two development, the required contribution using the standard formula amounts to nearly $3 million.

In this case, the applicant is meeting their Open Space Fund requirements in a number of different ways. First, it is important to note that, even though this proposal provides a significant amount of open space that the formula did not anticipate would be created by this development, this open space is not being counted as part of the Open Space Fund contribution. Since the developer is permitted to exclude the above-grade garage floor area from the floor area calculations in exchange for the significant open space, the elevated green deck will not count towards the open space contribution. Instead, the applicant is fulfilling their Open Space Fund requirements by implementing three major components of the Eisenhower East Open Space Plan.

The developer has agreed to design and construct the parks created by the elimination of the Eisenhower Circle. The Circle-North Park, which is adjacent to the nearly completed Block O residential development, will be designed and constructed with the first phase of the Carlyle Plaza Two development. Since the Eisenhower Avenue Widening Project will be underway in the next few years, this will ensure that the park is designed and constructed in conjunction with the widening project. Once completed, the City will assume maintenance responsibility for the park. The design of the Circle-South Park will also be coordinated with the Eisenhower Avenue widening project and will be integrated with the design for the transition zone/bio-wall and the two buildings along Eisenhower Avenue. This park will be required to be completed once the two buildings are complete. Since the level of detail for this plaza will be much more elaborate than a standard city park, the developer will be required to maintain this park in perpetuity.

In addition to the two parks, the developer will be mitigating areas of the Resource Protection Area (RPA) on the east side of Holland Lane that are within Block 31. This 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 the Open Space Fund. 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.

Using the cost assumptions from the open space plan, Staff estimates the value of these improvements is approximately $1.6 million. While this does not amount to the $3 million originally anticipated, there is a benefit of having these specific elements of the Open Space Plan implemented by a private developer and, in the case of Circle-South Park, maintained by the developer in perpetuity. These spaces will be improved quicker and with a higher level of detail than the City could provide. Since a major benefit to the City is having these portions of the plan implemented sooner than the City can construct them, an additional contribution of $1.4 million (the remaining amount of Open Space Fund contribution that would be required of the project based on the formula) will be required if the development is not under construction within 3 years of the approval of this DSUP.

D. Terraced Deck between the Parking Garage and Athletic Field

As noted in the DSUP approval for the Alexandria Renew portion of this plan in October 2011, the terraced deck that connects the athletic field to the open space on top of the parking structure is an essential element of the overall plan. It provides the link between the two sites and creates over five acres of connected open space. Since this component is proposed on Alexandria Renew property, it was included in their DSUP as a later phase of the site development. At the time of the DSUP hearing, the final design had not been developed. The Planning Commission, noting the importance of this feature, was uncomfortable allowing an administrative review of the deck. In the approval of that DSUP, they required that the design of the deck obtain a separate DSUP approval or be incorporated into the DSUP for the Carlyle Plaza Two development.

Since the Carlyle Plaza Two development has an interest in ensuring the terraced deck is appropriately designed, the applicant has included this component in their DSUP plan. They have coordinated with Alexandria Renew (who are co-applicants for this DSUP) to make sure the design fits with the elevation of the tank and field and is outside the footprint of the future administration building. The deck will connect to the field at elevation 36 and will connect to the parking structure at elevation 62. The height underneath will be a minimum of 10 feet and a maximum of 32 feet. The area below the deck will be open for miscellaneous Alexandria Renew functions and parking.

One of the factors influencing the construction of the deck was the wet weather pump station that was proposed underneath the deck on the Alexandria Renew property. At the time of the Alexandria Renew DSUP, staff believed this pump station would be needed and provisions to accommodate a future wet weather pump station would need to be included as part of the design of the deck. Upon further review, the City and Alexandria Renew have devised another solution that would allow the wet weather pump station to be incorporated into the Alexandria Renew Nutrient Management Facility (NMF) (the large tank under the athletic field). This alternative eliminates the need for a separate pump station and removes the construction coordination issue for the terraced deck. As part of this DSUP, Alexandria Renew will be required to provide an easement to the City for the area under the deck to allow for potential infrastructure that will be needed to connect wet weather flows to the pumping facility at the NMF. This construction can be done under the cover of the terraced deck at a later date. This allows the terraced deck to be constructed earlier in the development, which provides the open space connection sooner than originally anticipated.

E. Phasing

As with the Alexandria Renew development, the phasing for the Carlyle Plaza Two development is complex. At this time, the developer does not know which phase will be constructed first and has requested flexibility with regard to the order of construction. In any event, the developer will be limited to the site plan validity period in the Zoning Ordinance, which requires construction to begin within three years of the date of approval and no lapses in the phased construction for longer than 24 months.

Since this development includes much more than just the buildings, a phasing plan has been provided that depicts which open space elements would be constructed with each building (Attachment #2). The developer has tried to ensure that some part of the open space plan and access to it is included with each phase so that the temporary conditions will still provide a good experience.

In addition, there are two streets that will be required to be implemented with the first phase, regardless of which building is constructed first. Holland Lane, which will provide primary access to the garage as well as access to the Alexandria Renew properties, must be constructed prior to any buildings being occupied. The developer will coordinate with Alexandria Renew to ensure this road is constructed within the timing requirements of this development and the Alexandria Renew development to the south. John Carlyle Street is required to be installed with the Carlyle Plaza One development on Block P. However, if any part of the Carlyle Plaza Two development is constructed before that building, a minimum 22 foot wide roadway will be required to provide access through the site to Eisenhower Avenue, unless the applicant can demonstrate with an interim traffic study that this street is not needed with the earlier phase. The future traffic signal modifications will be required at that time as well.

The following summarizes what other pieces of infrastructure will be constructed with each building:

- Southern residential building
  - The terraced deck over the Alexandria Renew property, including the trail connection between the two sites.
  - Approximately 20,000 sf of open space over a portion of the garage, including the play area south of the building.
  - Limerick Street connection through the garage
  - Completion of the Bartholomew Street streetscape, including street trees and sidewalks.
- Northern residential building
  - The elevated bike/pedestrian trail from the landing at Eisenhower Avenue and Holland Lane to the elevated deck.
  - Approximately 48,000 sf of open space over a portion of the garage
  - The portion of the public plaza (Circle-South Park) along Eisenhower Avenue that is in front of the building.
- Office building
  - The bio-wall and projecting platform up to the extent of the north residential building.
  - Approximately35,000 sf of open space over a portion of the garage, including the upper plaza with water features.
  - The portion of the public plaza (Circle-South Park) along Eisenhower Avenue that is in front of the building.
  - Completion of the Savoy Street and John Carlyle Street streetscape, including street trees and sidewalks.

The interim conditions of the site are also an important part of the phasing for the development. Given that this is a large site that will be phased over several years, careful attention needs to be given to the temporary conditions in between phases. The Design Guidelines include a chapter

about temporary architectural and landscape treatment that could be employed for this development. An interim screening plan will be reviewed by the DRB for each building phase and will also be required as part of the final site plan for each building. If the next phase has not been submitted for review, staff will require the plan to be implemented before issuing any certificates of occupancy. The conditions of approval also allow for a temporary recreational uses to be administratively approved for the undeveloped portions of the site in between phases.

Overall, staff is comfortable with allowing flexibility for the order of construction. The conditions of approval, the Design Guidelines, and the DRB review will ensure each phase provides adequate portions of the open space and the rest of the site is appropriately maintained in the interim.

F. Parking and Loading

As discussed earlier, the contaminated soils on the site and deed restrictions on Block 26A effectively preclude underground parking. Typically, above grade parking structures would be included in the overall floor area calculations. But the Master Plan Amendment approved in June 2011 stated that the garage floor area for this development can be excluded "if a significant public benefit is provided, including no less than 4.5 acres of high quality, integrated public open space across Blocks 26A, 26B, 28, 29 and 30 with connections to the bike path". Since over five acres will be provided on top of the parking structure and the Alexandria Renew tank, the garage floor area will not be counted towards the overall floor area.

The garage is four levels for the portion south of Savoy Street and five levels for the portion to the north. It has been designed to connect to each of the future buildings, with some levels of the garage actually imbedded within the lower levels of the buildings (levels 3-4 of the residential buildings and levels 3-6 of the office building). Most of the garage will be screened by active uses in the buildings and the bio-wall. The portions of the garage on the north and west facades that are not screened by buildings will include an architectural treatment or green screen to minimize visibility. Along the east façade, south of Savoy Street, the garage will be exposed. However, this façade will be minimally visible since it is partially under the cover of the open space that extends over Holland Lane. This part of the site faces the Alexandria Renew plant, the RPA, and the Dominion substation, thus, it will not be highly visible to the public. Furthermore, this portion of Holland Lane will be a private street (with a public access easement), meaning the average member of the public will not be traversing this street other than to access the garage.

Savoy Street and Limerick Street will be extended through the garage to provide four entrances to the parking (two from Holland Lane on the east and two from Bartholomew Street on the west). Both extensions will be two stories high to create a more inviting entrance in an effort to resemble a street rather than a parking garage entrance. Limerick Street, the southernmost street, will be open to the public which allows relief for vehicles that mistakenly turn down Holland Lane. The design is part of the Preliminary Plan and the Design Guidelines also include a discussion of how this connection should be treated to ensure a high quality experience is maintained for drivers and pedestrians passing through.

The garage will be constructed in phases with each building in order to provide adequate parking for that phase. A total of 2,055 spaces are included in the garage. Of this, 1,233 spaces are provided for office (1.63 spaces per 1,000 sf) and 822 spaces are provided for residential (1.3 spaces per 1,000 sf). The total parking provided is below the maximum parking ratios set by the EESAP for office (2.25 spaces per 1,000 sf) and is at the limit for residential (1.3 spaces per 1,000 sf). If a hotel use is included, the applicant will be required to show they do not exceed the maximum parking for the development using the hotel parking ratio of 0.7 spaces per room.

The developer has agreed to provide 38 parking spaces within the garage for use by the 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.

The locations for the loading areas for each building have also been set by this DSUP and noted in the Design Guidelines. For the southern residential building, the loading area will be in the garage with access off of the Limerick Street extension. For the northern residential building, the loading area is on Holland Lane between the drop-off area near the main entrance and the Savoy Street garage entrance. For the office building, the loading area is within the building, with access off of Savoy Street. Although it would be preferable to have the loading access within the garage and off the public street, the design allows for head-in/head-out access deep within the building. This will allow trucks to turn around within the building instead of backing up into the street. Additionally, the brick used in the sidewalk will be carried over the driveway and the entrance can be closed off by a door to minimize impacts to the street and sidewalk environment.

G. Green Building and Sustainable Design

From a sustainability standpoint, this development is a truly unique project. Aside from committing to complying with the City's Green Building Policy, which calls for LEED Silver or equivalent for the office building and LEED Certified or equivalent for the residential buildings, there are several sustainable features that are unique to this site. First of all, the location immediately adjacent to the Alexandria Renew wastewater treatment facility presents a great opportunity for a partnership between the two sites. Currently, Alexandria Renew discharges the treated, clean water into Hunting Creek. The developer has proposed installing a reclaimed water line from the treatment facility to use the treated water on their site. This water could be used for irrigating the large amount of open space and filling the water features on the deck and bio-wall, as well as within the future buildings in the heating and cooling mechanisms and plumbing systems where permitted by code.

Another unique sustainable feature for this development is the design of the bio-wall to treat the stormwater runoff for the development. Typical developments use underground BMP structures to treat the stormwater generated on a site. Through the bio-wall, a series of concrete boxes will actually be designed as above-grade BMPs to provide a more natural treatment of the runoff. The plants within the bio-wall boxes will be selected based on their effectiveness in removing

contaminants and surviving in wet conditions. The design has the added benefit of creating a more attractive treatment structure that softens the transition zone and provides visual and artistic interest for those using the space. By incorporating it into the design of the transition zone along Eisenhower Avenue, a normally hidden process can be showcased.

Finally, the developer has agreed to coordinate with the City to develop a series of Low Impact Development (LID) areas along Eisenhower Avenue to treat the runoff generated by the street. LID features are essentially surface-level BMPs that are combined with larger street tree pits with appropriate soil mixture and plant material designed to filter rain water from the street or sidewalks before getting into the storm drain system. It is a relatively new system to this region that is being employed in other jurisdictions in the metropolitan area in an effort to reduce pollutants before getting into the Potomac River. City Staff are in the process of developing design standards for the use of LIDs elsewhere along Eisenhower Avenue and the City in future development projects and street improvement projects. As with the bio-wall, the benefit of the LID areas is to allow for a more natural treatment of stormwater that can be incorporated into a larger landscape design.

H. Pedestrian and Streetscape Improvements

Similar to Carlyle, 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 still create a number of important pedestrian and streetscape improvements. First, several of the streets envisioned by the Plan will be installed or completed. The residential development on Block 27 constructed portions of Limerick Street, Bartholomew Street, and Savoy Street. The developer will complete these streets per the Eisenhower East Design Guidelines for the portions outside of the proposed garage. This will include 14 foot wide brick sidewalks with street trees, pedestrian scale lighting, on-street parking, bulb-outs at intersections, and 11 foot travel lanes. Limerick Street and Savoy Street will be extended through the garage to provide east-west connection through the sites. Holland Lane and John Carlyle Street will also be constructed to provide new north-south connections for the neighborhood.

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. As part of the Carlyle Plaza Two development, the design team has provided the City with a conceptual design for the Low Impact Development (LID) areas to be installed along Eisenhower Avenue. This will help ensure design of these LID areas will be coordinated with the future public park designs in order to provide a unified public space on either side of the street.

I. Traffic & Transportation Management Plan (TMP)

Traffic Study

A traffic study was submitted to quantify the effects of the proposed development on the surrounding roadway network. The table below summarizes the projected trip generation in the AM and PM peak hours based on the proposed land uses at the development site. Approximately 85% of the traffic generated at the site will be travelling to/from the office portion of the development. The remaining 15% of traffic will be generated by the residential portion of the development.

Peak Hour Trip Generation (vehicles per hour)

	AM Peak Hour	PM Peak Hour
Office	802	783
Residential	128	144
Total	**930**	**927**

Note: Figures above include a 15% transit reduction for the office use and a 35% transit reduction for the residential use.

Vehicle traffic to and from Carlyle Plaza Two will be served by two access points off of Eisenhower Avenue, at Holland Lane and at John Carlyle Street. John Carlyle Street has not been constructed south of Eisenhower Avenue, but is proposed to be installed with the approved Block P development west of this site. However, if the Carlyle Plaza Two development precedes the Block P development, Carlyle Plaza Two will be responsible for construction of this segment of John Carlyle Street. The intersections of Eisenhower Avenue/Holland Lane and Eisenhower Avenue/John Carlyle Street will both be signalized to facilitate entry and exit into the development. The existing median break on Eisenhower Avenue at Hooff's Run Drive will be closed concurrent with the construction of John Carlyle Street, which will make the Hooff's Run Drive intersection right-in/right-out only. This will improve the safety of the corridor by shifting left turning vehicles from the unsignalized intersection at Hooff's Run Drive to the signalized intersection of Eisenhower Avenue and John Carlyle Street.

The table below summarizes the delay and levels of service for key intersections along the Eisenhower Avenue corridor for existing conditions (2012), 2017 without this development, and 2017 with this development. Both of the 2017 scenarios take into account the significant amount of approved development that has not yet been constructed, including Block O, Block P, and Blocks 8, 11, 12, 19, and 20. These developments are projected to be built by 2017 and are therefore included in the analysis of both 2017 scenarios.

Delay (in seconds/vehicle) and Levels of Service for key Eisenhower Avenue Intersections

	Existing (2012)		2017 without Carlyle Plaza Two development		2017 with Carlyle Plaza Two development	
	AM	PM	AM	PM	AM	PM
Eisenhower & Holland Lane	11 / B	8 / A	5 / A	4 / A	22 / C	26 / C
Eisenhower & John Carlyle	3 / A	14 / B	4 / A	14 / B	19 / B	72 / E
Eisenhower & Mill Road	31 / C	20 / B	77 / E	33 / C	77 / E*	37 / D*

* Includes restriping of northbound approach lanes to improve overall intersection efficiency

The vehicle delays projected along Eisenhower Avenue in the 2017 build scenario are delays that are typically experienced in an urban setting. In both of 2017 scenarios, the intersection of Eisenhower Avenue and Mill Road experiences level of service E in the AM peak due to the large numbers of vehicles exiting Interstate 495 onto Mill Road to access Eisenhower Avenue and points north. In the PM peak, the intersection of Eisenhower Avenue and John Carlyle Street in the 2017 build scenario experiences level of service E due to the high number of office workers exiting onto Eisenhower Avenue to access Interstate 495 and other points to the west. An additional right turn lane for northbound John Carlyle Street traffic was considered at this intersection, but the traffic analysis showed that this additional lane would negatively impact the width of the adjacent sidewalk without significantly improving the overall level of service at the intersection and is therefore not included as a proposed improvement. During all other intersection analysis periods, the intersections will operate at Level of Service D or better during the 2017 build conditions.

Transportation Management Plan

The size of this development triggers the requirement for a transportation management plan (TMP). The plan should be developed with the goal of a 45% reduction of single occupancy vehicle usage. To fund this plan, the following rates will apply: $80 per residential unit, $0.25 per square of commercial space, $0.20 per square foot of retail, and $40 per hotel room. Consistent with other recent developments, this development will be required to participate in the revised Transportation Management Program if established. Additional details about the TMP are provided in Attachment #3.

J. Encroachments

In order to implement the plan as designed, the applicant will need approval for three areas of encroachment. The first encroachment is for a portion of the stairs, planters, storm sewer, and projecting platform that are part of the bio-wall and transition zone. These features occupy approximately 2,300 sf of the plaza space along Eisenhower Avenue at the base of the bio-wall. Although the developer will be designing and maintaining this space, this area is still City property and requires an encroachment. The second area is for a portion of the retaining wall between Holland Lane and the drop-off area for the northern residential building. The grade of Holland Lane drops to the south and in order to maintain a drop-off area that is level with the entrance to the building, a retaining wall is needed. The area of this encroachment is approximately 800 sf. The third encroachment area is for the portion of the elevated bike/pedestrian trail that is on the east side of Holland Lane. This area is approximately 5,000 sf and includes the elevated trail, the structural supports, and the retaining walls at the landing.

Staff recommends approval of this encroachment request. As previously discussed, this is a very unique development and part of its benefit to the City is the integration of the open space on private property with the public realm. Each of these encroachments is necessary to implementing the overall plan. Since they will enhance the public space and access to the open space, the impact of these encroachments is minimal.

K. Vacation

The applicant has also requested a vacation of a small portion of city right-of-way on Holland Lane amounting to 3,311 sf. This area is immediately west of the northern entrance to the Alexandria Renew facility and is where the elevated bike/pedestrian trail will cross Holland Lane. The remainder of Holland Lane to the south will remain a private street with a public access easement since it will mainly serve the Carlyle Plaza Two development and the Alexandria Renew site. Through this vacation, the entirety of the trail that is over the street will be located on private property, which eliminates any issues for the City with maintaining the street under the trail. Instead, the maintenance responsibility of this area will fall to the applicant.

Staff is supportive of this vacation request. The total area requested is relatively small and this land is not needed for public road improvements. The area will still function as a public street since the private portion of Holland Lane will have a public access easement. Consistent with other vacation requests, the applicant will be required to pay the fair market value for this land, which is estimated to be $24,833.

L. Affordable Housing

The applicant has offered to provide a contribution of $2,080,800 to the City's housing trust fund. The total proposed development on this site is 1,387,170 gross square feet, and this contribution is equivalent to $1.50 per gross square foot of the total development. The applicant states that this contribution is consistent with the City's Voluntary Contribution guidelines because the commercial development is to be calculated independently of the "by right" development and the density transfer from Blocks 27, 29, and 30 increased the "by right" development for this site.

The applicant has argued that the "by-right" development potential was transferred to the subject site from Blocks 27, 29, and 30 when the Small Area Plan was amended to allow for the ASA expansion. However, this amendment did not change the CDD#11 zoning language that dictates what can be achieved without an SUP. This action was strictly an amendment to the Small Area Plan that increased the amount of density that can be achieved on the subject blocks with an SUP. Therefore, the Office of Housing's interpretation is that the "by-right" development potential of the parcels in question remains at a 1.0 FAR for a total of 271,222 sf.

There is some discrepancy on the manner in which the voluntary contribution is calculated in mixed use developments. The applicant's interpretation is that all non-residential development is removed from what is allowed by-right. The Office of Housing's interpretation is that non-residential development should not be excluded from the by-right calculation. Contributions of past projects have been calculated using both methodologies and the Office of Housing is working to clarify this as part of the Developer Housing Contribution Work Group. However, for this particular project the Office of Housing believes a contribution of $1.50 per gross square foot for the non-residential floor area (755,144 sf), $1.50 per gross square foot for the "by-right" residential floor area (271,222 sf), and $4.00 per gross square foot for the additional residential density (360,834 sf) for a total contribution of $2,982,840 would be consistent with past calculations of the City's Voluntary Contribution Guidelines.

The applicant has also suggested that if a portion of the office floor area is not used in the office building, 40,000 to 60,000 square feet of the office density could be converted to residential density for the sole purpose of providing affordable housing units within this development (this would be separate from any office floor area that might be converted to hotel floor area as discussed earlier in the report). Although this is a creative solution to providing affordable housing and maximizing density on this site, further review is needed. Staff is willing to consider this proposal at a later date through a Master Plan Amendment to convert the density from office to residential. An Affordable Housing Plan would need to be submitted for consideration by the Office Housing and the Affordable Housing Advisory Committee.

V. COMMUNITY

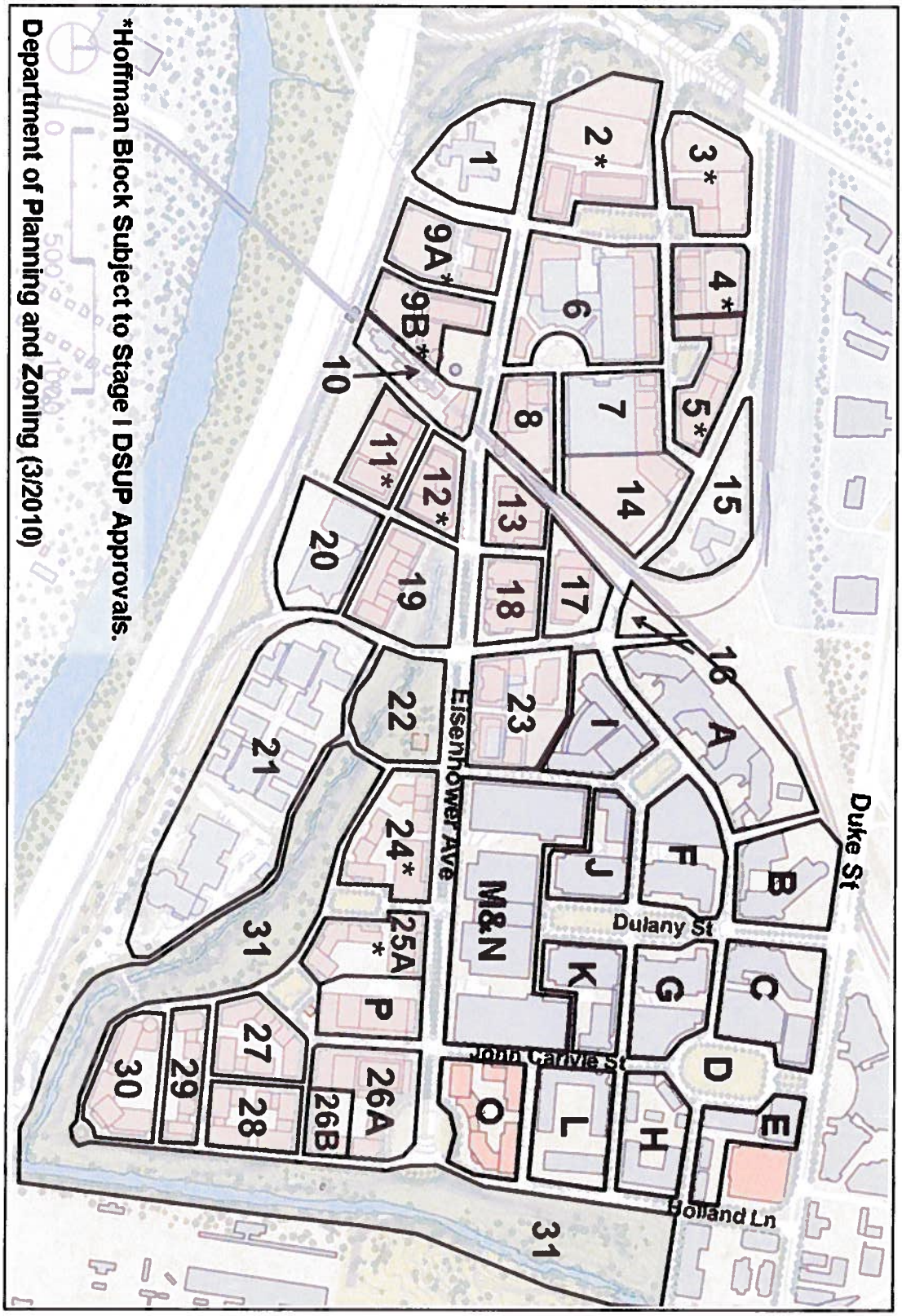
The Carlyle/Eisenhower East Design Review Board meetings have been the primary opportunity for public input from the community. These meeting are advertised and notice is sent to many of the property owners within Carlyle and Eisenhower East. In addition to the meetings held in the early part of 2011 to discuss the conceptual plan, the Carlyle Plaza Two development was discussed at five DRB meetings over the last several months. The Board members had extensive comments for the design team related to the design of the open space, the transition zone, the bike/pedestrian trail, and the Design Guidelines and the applicant responded to this feedback accordingly. At their meeting in April, the Board recommended approval of the plan as detailed in their letter of support (Attachment #4).

In addition to the DRB, the development was presented to the Parks and Recreation Commission at their public meeting in March. The Commission did not express any concerns with the project. Staff also met with staff from the Black History Museum and the chair of the Alexandria Society for the Preservation of Black Heritage, Inc. to review the project and the proposed trail landing at the southern end of the African American Heritage Park. They were supportive of the project and felt the addition of the trail could bring more visibility and visitors to this Park. Finally, a public worksession was held with the Planning Commission in May to provide an overview of the project.

VI. CONCLUSION

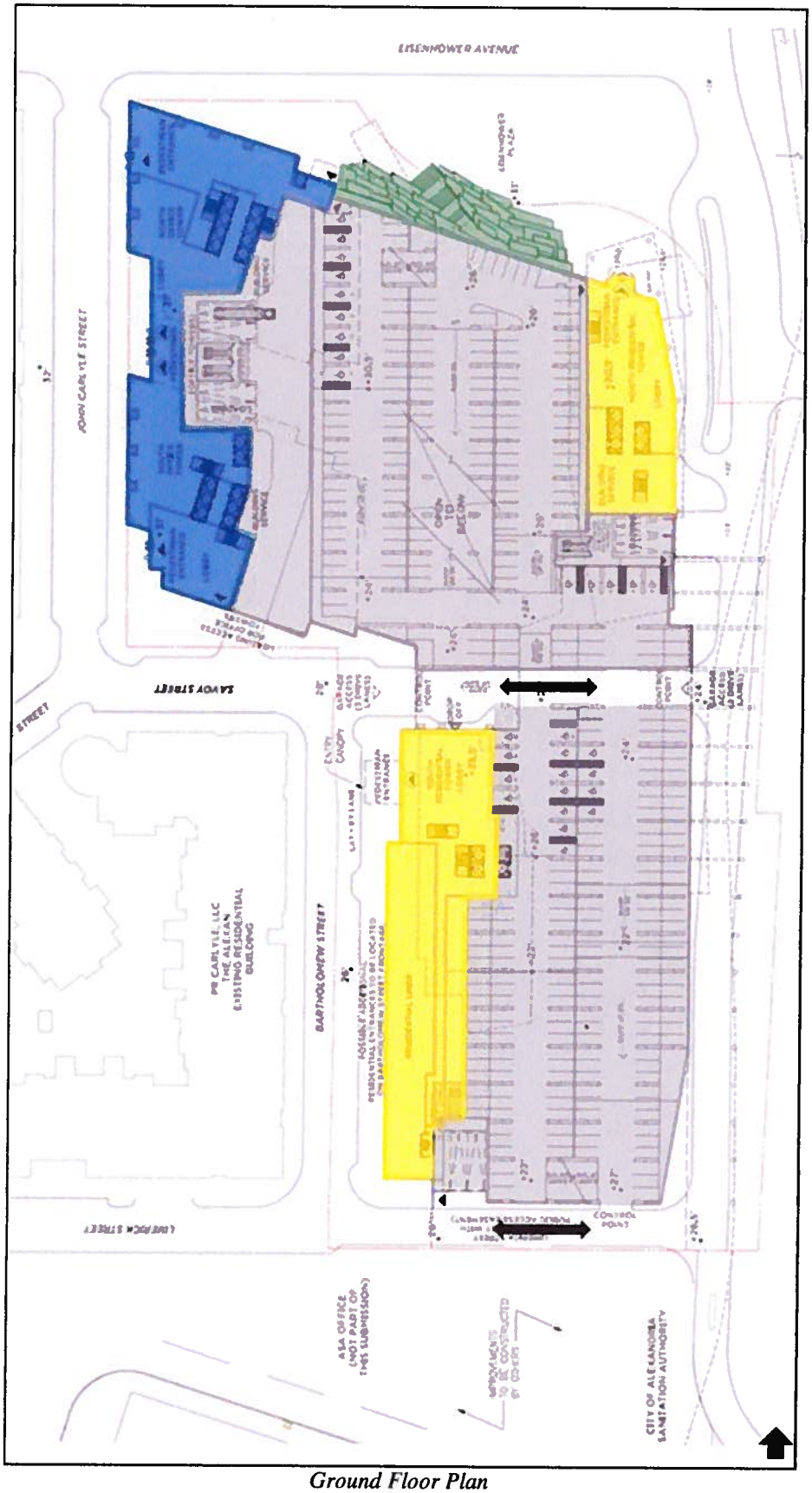
Staff recommends **approval** of this development proposal and all requested applications subject to compliance with all applicable codes and staff recommendations.

VII. GRAPHICS

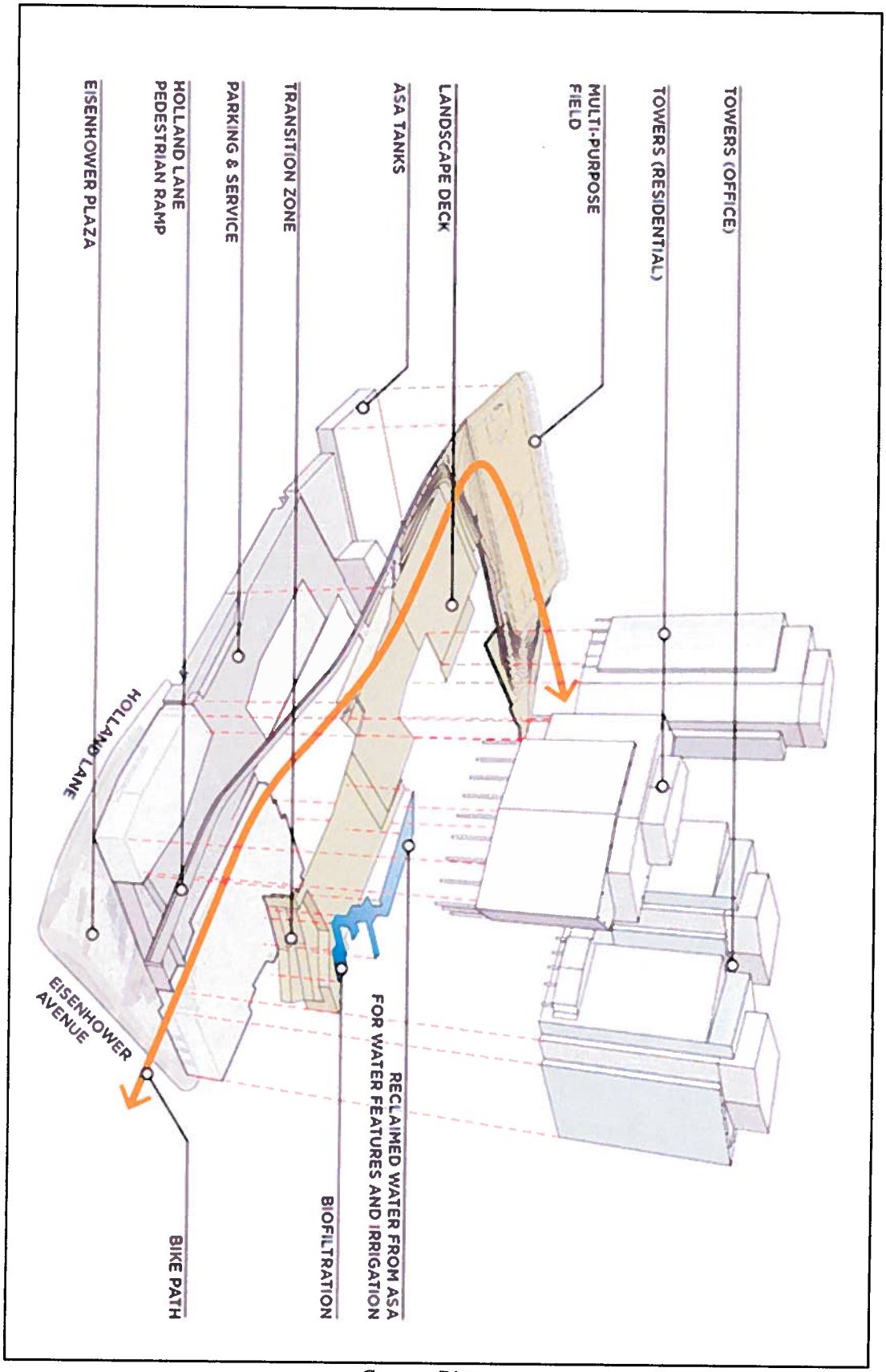


Eisenhower East and Carlyle Blocks

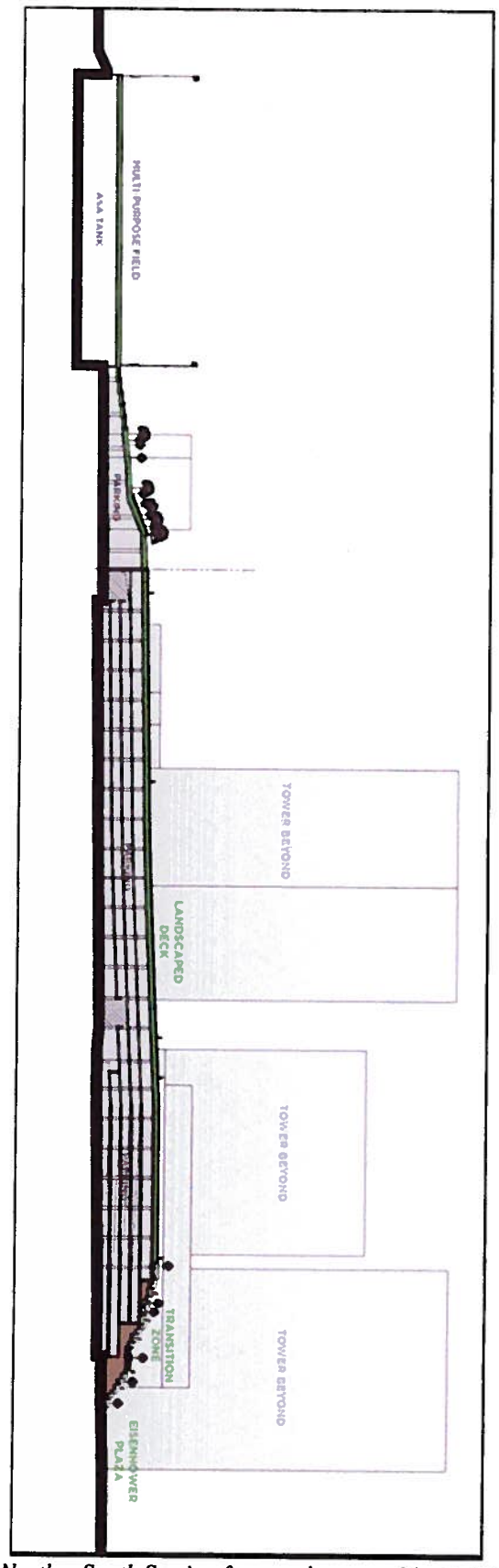
Illustrative Plan



Ground Floor Plan



Concept Diagram



North – South Section from tank to transition zone

Bio-wall along Eisenhower Avenue (without street and plaza trees)

View from Holland Lane - Bio-wall and pedestrian/bike trail

VIII. STAFF RECOMMENDATIONS

1. The Final Site shall be in substantial conformance with the preliminary plan received April 30, 2012, the Carlyle Plaza Design Guidelines dated May 18, 2012, the CDD Concept Plan dated April 30, 2012, and shall comply with the following conditions of approval.

A. PEDESTRIAN/STREETSCAPE:

2. 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.
   d. All brick sidewalks shall comply with the City's Memo to Industry 05-08.
   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. (P&Z)(RP&CA)(T&ES)

3. 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 6 foot wide temporary asphalt or concrete sidewalk on the east side of the street.

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 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. Construct the entire street section starting 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.

c. Provide a temporary bike/pedestrian route through the site if the bike/pedestrian trail has not been completed. (P&Z)(T&ES)

4. Provide the following pedestrian and streetscape improvements prior to the issuance of a certificate of occupancy for the first office building:

a. Construct the remaining portion of the Savoy Street section from John Carlyle Street to Bartholomew Street.

b. Construct the portion of Savoy Street from Bartholomew Street to Holland Lane (if not already constructed). This section may be temporarily closed if necessary for subsequent construction of the north residential building.

c. Complete the streetscape (i.e. sidewalk and street trees) for John Carlyle Street (if not already constructed). If the office building on the west side has not been constructed, the sidewalk and street trees can be installed after construction of that building. (P&Z)(T&ES)

5. Provide the following pedestrian and streetscape improvements prior to the issuance of a certificate of occupancy for the north residential building:

a. Construct the bike/pedestrian trail 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.

b. 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 office building. (P&Z)(T&ES)

6. Provide the following pedestrian and streetscape improvements prior to the issuance of a certificate of occupancy for the 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)

7. The City and the applicant shall have a coordination meeting(s) about the Eisenhower Avenue Widening Project prior to the first final site plan submission to update both parties on the status of each project and make adjustments to the phasing as necessary. (P&Z) (T&ES)

8. Coordinate with the City on the design of the streetscape for both sides of Eisenhower Avenue which shall be included in the City's Eisenhower Avenue Widening Project. The following shall apply:

a. The design of the sidewalk BMP's on Eisenhower Ave from Holland Lane to Hooff's Run Drive (south side of Eisenhower) and from Holland Lane to John Carlyle Street (north side of Eisenhower) shall provide/accommodate the following:

i. The sidewalk and BMP systems shall be constructible and operable entirely independent from the adjacent development,

ii. The design shall include all under drain invert and layout information in order to provide a positive connection to the existing or proposed public storm system.

b. It is the intention of the City to provide the consultant for the Widening Project with the applicant's design and layout for the BMP's located within the sidewalk included in the Preliminary submission for this project.

i. This information will be incorporated into the City's Widening Project design.
ii. In addition, for the portion of sidewalk on the south side of Eisenhower Ave between John Carlyle Street and Hooff's Run Drive, the applicant shall provide a design (by June 22, 2012) for the sidewalk BMP which is commensurate with the level of detail as that included within the Preliminary submission for this project, if feasible given site constraints. If deemed infeasible, provide a sketch exhibit which illustrates why.
iii. Design coordination meetings between the applicant's design team and the City's design consultant for the Eisenhower Avenue Widening Project shall take place prior to the submission of the Eisenhower Avenue Widening 75% plans. The anticipated submission of the Widening plans is July 2012.

c. The applicant shall provide a final design for the sidewalk BMP systems by December 2012. This shall be a separate submission from the final site plan. The design shall be fully coordinated with the City's Eisenhower Ave widening design documents and commensurate with 90% design development phase. At a minimum it shall include:
i. Full dimensioned plan and section details for each planter
ii. Full dimensioned sections (for each side of the street), drawn parallel to the street, indicating the grade at street and sidewalk level, elevation of the planters and the underdrain. At a minimum, one continuous profile section shall be provided for each side of the street.
iii. Location and dimensions of the curb inlets
iv. All drains and overflow devices from the BMPs to proposed/existing inlets and outfall pipes
v. All finish and material details visible at the sidewalk surface
vi. All above and below grade construction, including the structural support of the sidewalk where necessary
vii. Specification for the planting medium
viii. Specification and planting plan for all planted material

d. Provide clear identification on all the site and landscape plans of the extents of the City's Eisenhower Avenue Widening Project which is to be built under the City's construction contract.

e. The applicant shall not be responsible for installing the BMP and the portion of the sidewalk within the public right of way for the Eisenhower Avenue Widening Project. (P&Z) (RP&CA) (T&ES)

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)

B. PUBLIC ART:

10. Work with City staff to determine ways to incorporate public art elements within the site. Stand-alone pieces or integrated artwork may be considered. A work of art may be functional and may include, but not be limited to, the transition zone, pedestrian trail, lighting, benches, bike racks, pavers, grates, landscaping or other design elements, if designed as a unique and prominent feature of the project. A broad range of art types should be considered. The public art proposal shall be reviewed by the Carlyle/ Eisenhower East Design Review Board prior to release of the final site plan and the applicant shall consider the Board's comments before making the final selection of the public art components. The art shall be fabricated and installed prior to the first certificate of occupancy for the phase it is constructed with to the satisfaction of the Directors of P&Z and/or RP&CA. City staff and the Design Review Board are available as a resource throughout the process. (P&Z)(RP&CA)

C. OPEN SPACE/LANDSCAPING:

11. 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 Plan and the DRB plans dated April 26, 2012. The buildings shall be limited to the maximum footprints shown on *Attachment #5* 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. 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. 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 simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
    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). (P&Z)(RP&CA)

13. 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 continuous 6 foot high fence 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 3foot requirement.
    g. Consider replacing the *Platanus* planting in the Circle-South Park for a tree with distinctive presence but a lighter canopy for this already shaded area.
    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 *Ilex opaca* next to the stairs of the transition zone with a smaller evergreen species. (P&Z)(RP&CA)

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. 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 sidewalks and decorative acorn style streetlights on the perimeter of the parks. The streetscape along Eisenhower Avenue and Holland Lane (north of the ASA Bridge) shall conform to the Eisenhower East Design 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 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.
        ii. The final design, including path layout, hardscape and softscape, shall reflect the as-built conditions of Block O.
        iii. Provide irrigation.
        iv. Hardscape materials for the Circle-North Park shall be City standard paving materials.
        v. The park shall be completed prior to certificate of occupancy of the first building of this development and following the completion of the Eisenhower Widening project.
        vi. The landscape maintenance bond shall be held for 24 months following the release of the performance bond.
        vii. 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.
    i. The Circle-South Park
        i. The design for this park shall be part of the final site plan for the 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 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. 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)

17. 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 second residential building. (P&Z) (RP&CA) (T&ES)

18. 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 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 southern residential building by either Carlyle Plaza, Alexandria Renew or jointly between the two. (P&Z)

19. The transition zone shall be consistent with the Preliminary Plan and the DRB plans dated 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 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 entire transition zone shall be constructed prior to certificate of occupancy for the latter of north residential building or office building. (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. 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. 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 Park 1191; Final Rule. (RP&CA)

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. 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 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. 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. (P&Z)

34. The location and maximum footprints of the future office and residential buildings shall be consistent with *Attachment #5*. 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. Per MPA 2012-0001, up to 125,000 sf of the office floor area may be converted to hotel floor area to be used in the north residential building. (P&Z)

35. 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 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 shall be constructed and approved prior to release of building permits.

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)

36. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver or equivalent for the office buildings and LEED Certified or equivalent for the residential buildings to the satisfaction of the Directors of P&Z and T&ES. 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.
   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 LEED Silver Certification from USGBC or equivalent for the office buildings and LEED Certified or equivalent for the residential buildings within two years of obtaining a final certificate of occupancy.
   e. Failure to achieve LEED Certification or equivalent for the residential project and LEED Silver or equivalent for the commercial project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, 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 Http://www.epa.gov/WaterSense/pp/index.htm. (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)

F. RETAIL USES:

43. Ground floor uses of areas designated in the Design Guidelines as "retail" shall be limited to retail, personal service uses, day care centers, and restaurants, as defined in the Zoning Ordinance, with the exceptions identified below:
    a. one leasing office for the building is allowed;
    b. retail shopping establishments shall not include appliance stores, auto parts stores, and lawn and garden supply stores;
    c. personal service uses shall not include appliance repair and rental, contractors' offices, laundromats, and pawnshops;
    d. day care centers are subject to the applicable conditions below;
    e. restaurants are subject to the applicable conditions below; and
    f. 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. Day care centers shall be permitted with an administrative special use permit provided they comply with the criteria listed below. Day care centers that do not meet these criteria may apply for a separate special use permit.
    a. A plan that shows drop off and pick up areas must be provided and must be reviewed to ensure that the drop off and pick up areas will create minimal impact on pedestrian and vehicular traffic and will be safe for the day care users. The plan must be approved by the Directors of P&Z and T&ES.
    b. Day care uses must not occupy more than 1/3 retail square footage. (P&Z) (T&ES)

45. Restaurants shall be permitted with an administrative special use permit provided they comply with Section 11-513(C), (L), and (M) of the Zoning Ordinance, with the following exceptions. Restaurants that do not meet these conditions may apply for a separate special use permit.
    a. The maximum number of indoor and outdoor seats allowed shall be determined by the Building Code.
    b. The hours of operation for the restaurant shall be limited to between 7:00 am and 11:00 pm Sunday through Thursday, and between 7:00 am and midnight Friday and Saturday.

c. If entertainment is proposed consistent with the Zoning Ordinance, then it must be demonstrated by a qualified professional that sufficient sound-proofing materials are provided so as to prevent the entertainment from disturbing building residents. (Code)(P&Z)(T&ES)

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)

47. The applicant shall be permitted to provide grassed open space areas during the phasing of the project. Other interim uses, such 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 and will be permitted for a maximum of 3 years. Adequate parking shall be provided on site or within 500 feet. (P&Z)

G. SIGNAGE:

48. 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. 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)

51. 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 provide a phone number for public questions regarding the project. (P&Z)(T&ES)

H. HOUSING:

52. The developer has offered to make a voluntary contribution of $2,080,800, subject to adjustment as described below. This contribution is based on a calculation of $1.50 per gross square foot of all development and to be adjusted based on the actual amount of gross square feet constructed. If condominiums units are provided the voluntary contribution will be based on $2.00 per gross square foot for residential development. The contributions shall be provided prior to the certificate of occupancy for each building and shall be pro-rated based on the final square footage constructed in each phase. (Office of Housing)

I. PARKING:

53. Locate a maximum of 2,055 parking spaces in the garage for residents, office users, and potential hotel guests. (P&Z)(T&ES)

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. Provide bicycle parking space(s) and associated amenities, which shall include showers and lockers for the office uses in addition to the bicycle parking. The total number of

bicycle parking spaces shall be determined with the Final Site Plan submission for each building and shall meet the requirements contained in the Alexandria 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. (T&ES)

56. Provide a Parking Management Plan with the final site plan submission for the first phase and update this plan with each subsequent phase. 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 for each phase and shall at a minimum include the following:
    a. Provide controlled access into the garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the parking for residents.
    b. A plan of the garage facility, a description of access control equipment and an explanation of how the garage will be managed.
    c. Parking rates for office parking within the parking structure shall at a minimum be consistent with market rates of comparable buildings located in adjoining developments within the City of Alexandria.
    d. Provide details on the location of the parking spaces for field users within the garage and provide details on how vehicular and pedestrian access to these spaces will be provided.
    e. If retail is provided, appropriate signage shall be provided for the retail parking indicating hours which are reserved for retail patrons. (P&Z)(T&ES)

57. 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. (P&Z)(T&ES)

J. TRANSPORTATION MANAGEMENT PLAN:

58. According to Article XI of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to persuade residents and employees to take public transportation 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. 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. (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. A TMP Coordinator shall be designated for the entire project upon application for the initial building permit. 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. An annual TMP fund shall be created based on the TMP reduction goal of 45% of residents/employees not using single occupant vehicles, based on the projects' size and the benefits to be offered to participating residents and employees. The annual fund rate for this development shall be $80 per residential unit and $0.20 per square foot of retail space, $0.25 per square foot of commercial space and $40 per hotel room. Annually, to begin one year after the initial CO is issued, the 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 TMP fund shall be used exclusively for the approved transportation activities detailed in the attachment.

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. The TMP Coordinator or Association will submit annual reports, fund reports and modes of transportation surveys to the Transportation Planning Division as detailed in the Attachment. (T&ES)

67. 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. (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. 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. Street trees in close proximity to bus stop approaches or directly adjacent to travel lanes shall be:
    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. 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 initial approval 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. (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)

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 final site plan. 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 Limerick Street, Bartholomew Street, and Savoy Street.
    f. Vacation of the portion of Holland Lane. (P&Z)(T&ES)

74. 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. 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. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, 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. (RP&CA)(P&Z)(T&ES)

76. 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, P&Z, and/or RP&CA 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. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
   c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
   d. 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.
   e. 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.
   f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
   g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
   h. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
   i. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
   j. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.

k. The lighting for the 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.

l. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)

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)

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)

N. CONSTRUCTION:

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. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. If an interim traffic study determines that the portion of John Carlyle Street between Carlyle Plaza One and Carlyle Plaza Two is not needed to provide an adequate level of service, the street can be closed for construction of either office building. (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. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release of the first phase and updated for each subsequent phase. The plan shall:
    a. Include a plan for temporary pedestrian and vehicular circulation. During subsequent phases of construction, the plan shall strive to minimize conflicts between construction activities and pedestrian/vehicle traffic associated with previous phases of development;
    b. Include analysis as to whether temporary street lighting is needed on the site and how it is to be installed.
    c. Include the overall schedule for construction and the hauling route;
    d. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
    e. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z)(T&ES)(Code)

87. No construction workers shall park on public streets adjacent to the project. Off-street parking for all construction workers shall be provided without charge to the construction workers. 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. The applicant shall provide verification of the

parking arrangements prior to the issuance of a building permit and shall notify the City of any changes to these arrangements.

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 plan is found to be violated during the course of 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. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (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)

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. 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. (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. 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 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)

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. Provide detailed computations of the impact of any proposed riprap outfall channel within the flood plain on the 100 year Water Surface Elevation (WSE) to the satisfaction of the Director of T&ES. 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, as prepared by the U.S. Army Corps of Engineers, Baltimore District. Proposed fill placement shall not raise the 100 year water surface level 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. The applicant shall submit a letter to the Director of Transportation & Environmental Services prior to release of the final site plan acknowledging that this property will participate, if the City adopts a plan prior to release of the building permit, to require equal and proportionate participation in an improvements plan to mitigate wet weather surcharging in the Holmes Run Trunk Sewer sanitary sewer shed. (T&ES)

104. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)

105. The applicant shall provide for and allow the City permanent access and permission to construct any required infrastructure (sanitary sewer pipes and appurtenances) as determined by the Director of T&ES under the terraced deck on the Alexandria Renew Property. (T&ES)

106. The applicant shall revise the April 23, 2010 Carlyle Block P Lot 702B/C Sanitary Sewer Capacity Study to address and incorporate the comments provided by the City dated December 7, 2010, prior to the release of the final site plan for the first phase. (T&ES)

107. The relocated 16" sanitary sewer and all associated appurtenances from the existing manhole at the intersection of Bartholomew Street and Savoy Street to the proposed manhole south of Holland Lane shall meet the City's design standards, including encasement. This sanitary sewer will be owned and maintained by Alexandria Renew per a Memorandum of Understanding with the City.(T&ES)

Q. SOLID WASTE:

108. Provide $1,150 per receptacle to the Director of T&ES for purchase and installation of 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 right of way to serve open space and park sites. 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)

R. STREETS / TRAFFIC:

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. 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)

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)

115. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)

S. UTILITIES:

116. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)

T. WATERSHED, WETLANDS, & RPAs:

117. The storm water collection system is located within the Timber Branch watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, 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. 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)

U. BMP FACILITIES:

121. 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)

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)

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 Owners Operation and Maintenance Manual for all Best Management Practices (BMPs) 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 Homeowners Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners.

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)

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

V. 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)

W. NOISE:

138. 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 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. The noise study shall be submitted and approved prior to final site plan approval. (T&ES)

140. All wall mounted exterior loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)

141. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. (T&ES)

142. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

X. 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. 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)

Y. CONTRIBUTIONS:

146. Provide the following improvements as a contribution to the Eisenhower 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 construction of a building does not commence within three years of this approval, an additional contribution of $1,400,000 shall be required prior to certificate of occupancy of the last building. (P&Z)(RP&CA)

147. Prior to the first certificate of occupancy for the southern residential tower, dedicate the RPA land east of Holland Lane to the City of Alexandria. (RP&CA)

148. 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)

Z. DISCLOSURE REQUIREMENTS:

149. 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. (P&Z)

150. 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. (T&ES)

151. 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. (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)

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)

Transportation and Environmental Services

F - 1. Submit separate plats from Site Plan for Vacation, Encroachments, Easements and Subdivision. (T&ES- Survey)

F - 2. 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. 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. Stormwater runoff from trail shall be treated through a BMP. (T&ES- OEQ)

F - 5. 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. 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. 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. 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 form 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)
2.

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 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete 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

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 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, 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 VSMP permit for land disturbing activities greater than 2500 SF. (T&ES)

Virginia American Water Company:

1. Both Holland Lane and John Carlyle Street will be private with a public access easement. Does this public access easement 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. Holland Lane bike/pedestrian trail: keep enough clearance (10 feet typical) between a pier foundation and a water line.

AlexRenew Comments:

AlexRenew has no comments.

DASH Comments:

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 The following comments are for preliminary 2 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.
Acknowledged by applicant.

F-2 Plans should show location of all fire hydrants in and around site and fire department connections so that a determination can be made regarding the impact of construction and the ability of the fire department to provide a water supply.
Acknowledged by applicant.

C- 1 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two sufficiently remote fire department connections (FDC) to the building; c) all existing and proposed fire hydrants where fire hydrants are located between forty (40) and one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a width of eighteen (18) feet (one way) and twenty-two (22) feet for two-way traffic; f) the location and size of the separate fire line for the building fire service connection and fire hydrants g) all Fire Service Plan elements are subject to the approval of the Fire Official.

c) **FDC on North Office Tower near main entrance is too far away from hydrant at corner of John Carlyle and Eisenhower.**
c) **Hydrant located on East side of Holland Lane across from North Residential Tower shall be relocated to traffic island on East side of Building and shall maintain minimum 40 ft / maximum 100 ft distance from both FDC's.**
c) **Need additional hydrant on Holland Lane near Limerick – Since there is no FDC near this intersection and the water line can only be installed under the structure, which is not permitted per VAWC and City requirements, no hydrant will be required.**

C-2 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.

a) **Provided by applicant**
b) **Unknown at this time**
c) **Provided by applicant**
d) **Provided by applicant**
e) **Provided by applicant in letter dated March 20, 2012**

C- 3 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 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 Alexandria Fire Department, Fire Prevention, C/O A. Maurice Jones, Jr. 900 Second Street, Alexandria, Va. 22314, not to the Site Plan Coordinator of Code Administration.
Acknowledged by applicant

C - 5 A Knox Box building key access system shall be installed to facilitate building entry by fire department personnel during an emergency.
Acknowledged by applicant

C - 6 The applicant of any building or structure constructed in excess of 10,000 square feet; or any building or structure which constructs an addition in excess of 10,000 square feet shall contact the City of Alexandria Radio Communications Manager prior to submission of final site plan. The proposed project shall be reviewed for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:

a) The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
b) The building or structure design shall support minimal signal transmission strength of -95 dBm within 90 percent of each floor area.
c) The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.
d) The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.

If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design which can aid in meeting the above

requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager.
Applicant will make application to the Director of Code Administration to install equipment to support the police and fire radio system in lieu of fire phones.

C - 7 The final site plans shall show placement of emergency vehicle easement signs. See sign detail and placement requirements below.
Not provided with this submittal

C-8 Where applicable, provide vehicle turning radius information based on the following specifications:
Provided by applicant.

C-9 Stairway Identification signs 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, in accordance with USBC 1020.1.6.
Acknowledged by applicant

C-10 A separate fire service line tap is required for the building fire service line. Show all line sizes for fire service lines and fire hydrants.
Provided by applicant but not sized

R- 1 For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided.
Acknowledged by applicant

Code Administration (Building Code):

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 form 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 Six sets of plans are to be submitted through 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.

IX. ATTACHMENTS

1. Revised Figure 4-10 from EESAP
2. Phasing Plan
3. Transportation Management Plan (TMP)
4. Letter of Support from the Carlyle/Eisenhower East DRB
5. Maximum Footprint diagram

Retail Centers

The City commissioned a market study by a national real estate economist to assess the potential for retail within the Eisenhower East study area (see discussion above - Real Estate Market Context). The results of the study indicate that, given the proposed scale and development intensity of Eisenhower East, the central location of the Metro and the potential for a regional draw with the existing and potential entertainment venues, there is a market for a regional serving retail/entertainment center focused on the Metro and contained within the Hoffman Town Center, as well as a neighborhood serving convenience retail center at the east end of the study area south of Eisenhower Avenue and located on the extension of John Carlyle Street.

Figure 4-11 indicates the primary concentrations of retail/entertainment uses and the general street frontages where ground floor retail must be located.

The Plan envisions retail/entertainment uses as an integral part of the development of Eisenhower East. The intent is to create carefully planned retail centers integrated into the other uses to create the desired vibrant mixed-use community.

The retail and entertainment uses must be carefully planned to create a modern, cohesive urban retail environment, rather than just accommodating retail in the ground floor of buildings along street frontages. Several quality retail environments have recently been constructed in the Washington, DC

Property Name/Owner	Block	Net Development Site Area*	Principal Use	Allowable Gross Floor Area	Building Height (Stories)	Maximum Tower Height (in feet)	Ground Floor Retail
Park	22	116,000	Open Space				
Hoffman	24	61,100	Office	176,007	10-15	200	
Hoffman	24	48,200	Residential	224,920	10-15	200	
So. Dulany Gardens		15,300	Open Space				
Hoffman	25A	60,400	Residential	175,840	10-15	200	
~~Carlyle Plaza Two~~	~~26A[2]~~	~~93,500~~	~~Office Residential~~	~~755,114 56,056~~	~~10-15~~	~~200~~	
~~Alexandria Sanitation Authority~~	~~26B[2]~~	~~41,000~~	~~Residential~~	~~364,717~~	~~4-8~~	~~100~~	
So. Carlyle Square			Open Space				
Alex Mini-Storage	27	73,300	Residential	293,944	4-8	100	
~~Virgina Concrete~~	~~28[2]~~	~~63,600~~	~~Residential~~	~~211,283~~	~~4-8~~	~~100~~	
Alexandria Sanitation Authority	29[1,2]	55,500	Utility&Office	60,000[3]	4-8	100	
Alexandria Sanitation Authority	30[1,2]	114,000	Utility	~~512,000~~	10-15	200	
Carlyle Plaza Two	**~~32~~[2,6]**	**271,222**	**Office Residential (w/ Hotel option)**	**755,114[5] 632,056**	**~~5-37~~**	**375**	[7]

*The net development site area does not reflect surveyed information and is based on best available information. This site area may be adjusted in the actual creation of the block areas.

Figure 4-10 Development Controls CDD 11

[1]The Principal Use for these blocks may also be wastewater treatment facility/Public Utility if approved by a special use permit. The Alexandria Sanitation Authority's development of Block 29 and 30 with utility uses shall incorporate a continuous public amenity space located on the top of any above ground storage tanks and associated mechanical equipment.

[2]It is recognized that these blocks have unique site constraints, including documented contaminated soils, deed restrictions prohibiting below grade construction, and adjacency to the ASA site. Due to these constraints and if a significant public benefit is provided, including no less than 4.5 acres of high quality, integrated public open space across Blocks **32** ~~26A, 26B, 28,~~ 29 and 30 with connections to the bike path, then parking for these blocks shall not be included in the Allowable Gross Floor Area.

[3]The square footage allocated for this block is part of the existing square footage on the ASA plant site. It is only permitted in South Carlyle if the administration building is relocated from the existing site to Block 29 only. The relocation of the building is encouraged provided that the building is located along the northern edge of Block 29.

[4]The B street that separates Block 26B and Block 28 and the eastern portion of the C street between Blocks 28 and 29 may not be required provided that the redevelopment approvals for these blocks demonstrate that doing so will not have an adverse traffic impact. The A street west and south of Blocks 29 and 30, the B street east of Blocks 29 and 30, and the C street south of Block 29 are no longer required.

~~[5]The City Council may approve a reallocation of the allowable gross floor area between properties, adjustments to the maximum building height, and a conversion of a~~ A portion of the ~~residential~~ **office** floor area **may be converted** to hotel uses ~~as part of future amendments to this plan~~ **to be used within Block 32**.

[6]This new block, which is a consolidation of previous Blocks 26A, 26B, and 28, will be developed as one master planned development per the Carlyle Plaza Design Guidelines and the CDD concept plan. Floor area will be constructed in one office building, with two towers and two residential buildings per the two massing schemes outlined in the Design Guidelines. The height of each building, number of stories, and the variation of heights between buildings shall comply with the requirements of the Carlyle Plaza Design Guidelines.

[7]Retail is not required for these blocks; however, should retail be added, the locations will be consistent with the Carlyle Plaza Design Guidelines and the floor area shall come out of the total floor area for the block.

Attachment #2

Attachment #3

Carlyle Plaza Two
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 Sf**
Carlyle Plaza Two	664	755,000

**As of 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. 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 $.25 per occupied square foot of retail space, $.20 per occupied square foot of retail space, $40 per hotel room, and $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. 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.

CARLYLE/EISENHOWER EAST DESIGN REVIEW BOARD

DATE: May 23, 2012

TO: Alexandria Planning Commission and Alexandria City Council

FROM: Carlyle/Eisenhower East Design Review Board (Alvin Boone, Faroll Hamer, Roger Lewis, and Lee Quill)

SUBJECT: DSUP 2011-00031– Carlyle Plaza Two (Blocks 26A, 26B, and 28)

The Carlyle/Eisenhower East Design Review Board (DRB) serves in an advisory capacity to the City Council and Planning Commission on the design of projects within the Eisenhower East Small Area Plan boundaries. In that role, the Carlyle Plaza Two development was discussed at five DRB meetings over the last several months. Prior to that, the Board reviewed plans for the proposed Alexandria Renew (ASA) expansion on Blocks 29 and 30, as well as the conceptual plan for the overall South Carlyle planning area as support for the transfer of floor area from the Alexandria Renew site to the northern blocks.

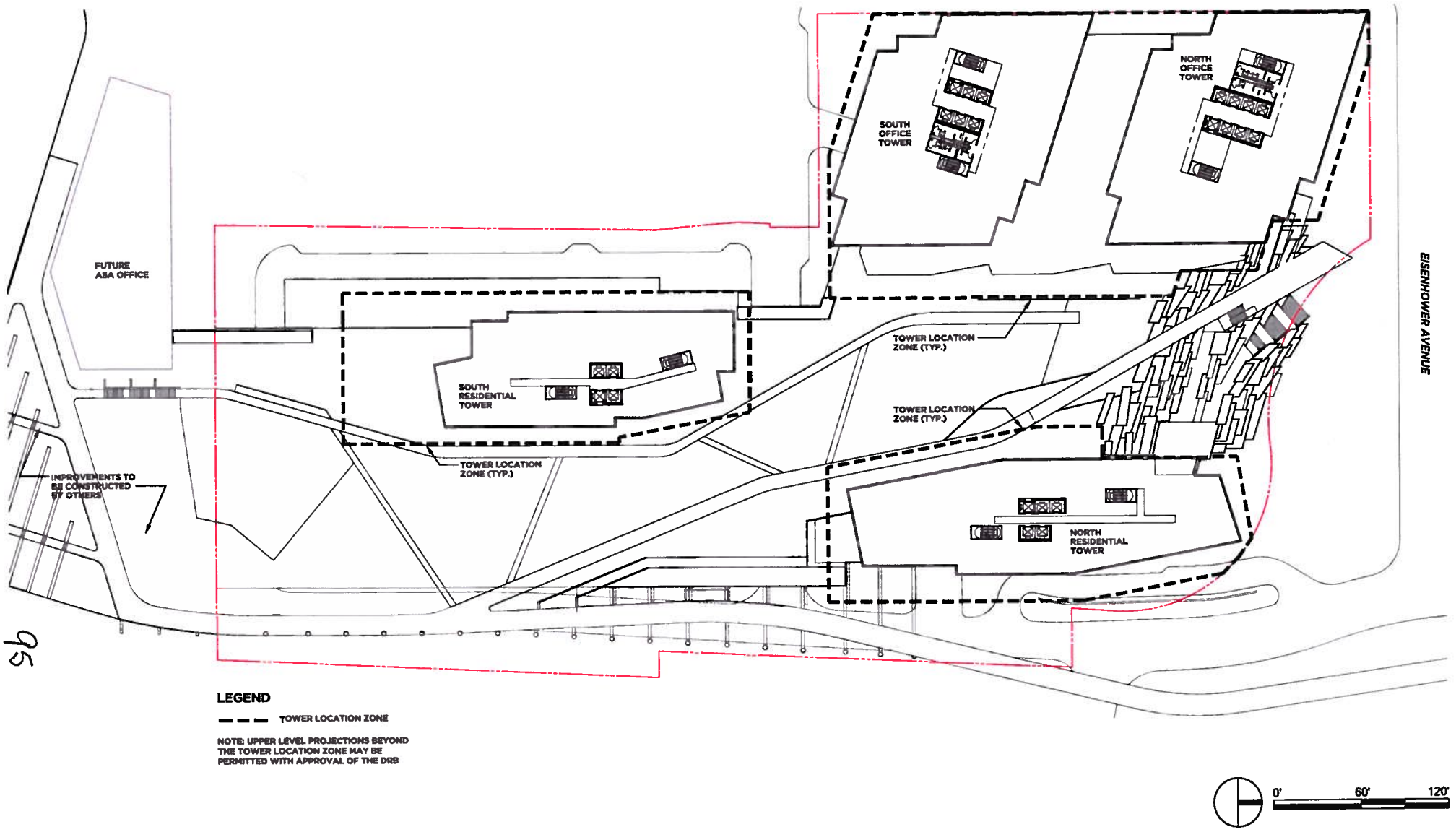
For the Carlyle Plaza Two proposal, the Board members provided extensive input into the design of the garage, building locations and orientation, building height, open space, the transition zone, the terraced deck, the bike/pedestrian trail, and the Design Guidelines. As a result of the DRB meetings, refinements have been made to the plans that have significantly improved the various elements of the plan mentioned above without compromising the integrity of the conceptual plan.

In particular, the relocation of the bike/pedestrian trail resolved a challenging issue of access to the northeast residential building and provided a safe, attractive, and more direct link to the African American Heritage Park. The Board also provided significant input into the design of the transition zone and green deck to insure that these important public spaces will be a place where people will want to spend time, not only for residents and office users, but for visitors who come to the area. The Board supports the approval of the Design Guidelines that will elevate architectural aspirations and facilitate review of future applications for specific buildings. As with the Alexandria Renew site and all other projects in Carlyle, the Board is comfortable with the responsibility for final approval of the design of the future buildings in Carlyle Plaza Two.

The Carlyle Plaza Two site is unique because of its location near the Capital Beltway, Alexandria Renew's facilities, Hooff's Run, the African American Heritage Park and the city's bike/pedestrian trail. For these reasons, this exceptional site is ideally suited for the imaginative

development being proposed: tall, iconic office and residential buildings in an elegant urban ensemble that creates beautifully landscaped, usable public open space. At the last meeting on April 23, 2012, the Board unanimously voted to **recommend approval** of the Carlyle Plaza Two project. Furthermore, the Board looks forward to reviewing the individual buildings as they are brought in, to make them the highest quality they can be, reflective of Alexandria's commitment to excellence in design.

Attachment #5



RESOLUTION NO. **MPA 2012-0001**

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City of Alexandria and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, an application for amendment to the **Eisenhower East Small Area Plan** chapter of the 1992 Master Plan was filed with the Department of Planning and Zoning on **February 6, 2012** for changes to Figure 4-10: Development Controls CDD 11 related to the parcels at **340 Hooff's Run Drive, 760 John Carlyle Street, and 1700 and 1800 Eisenhower Avenue;** and

WHEREAS, the Department of Planning and Zoning has analyzed the proposed revision and presented its recommendations to the Planning Commission; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on **June 5, 2012** with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendment is necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the **Eisenhower East Small Area Plan** section of the City; and

2. The proposed amendment is generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the **Eisenhower East Small Area Plan** chapter of the 1992 Master Plan; and

3. The proposed amendment shows the Planning Commission's long-range recommendations for the general development of the **Eisenhower East Small Area Plan**; and

4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendment to the **Eisenhower East Small Area Plan** chapter of the 1992 Master Plan will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

1. The following amendment is hereby adopted in its entirety as an amendment to the **Eisenhower East Small Area Plan** chapter of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia:

   a. Revision to Figure 4-10 on page 4-14 to delete Blocks 26A, 26B, and 28 and create new Block 32, which includes the site area and floor area of all three blocks, as shown on Attachment #1 of the staff report for MPA 2012-0001, as may be amended by the Planning Commission on June 5, 2012.

   b. Revision to Figure 4-10 on page 4-14 to allow the maximum height for Block 32 to be 375 feet, as shown on Attachment #1 of the staff report for MPA 2012-0001, as may be amended by the Planning Commission on June 5, 2012.

   c. Revision to Figure 4-10 on page 4-14 to amend and add footnotes and associated conditions, including the allowance for up to 125,000 sf of office floor area to be converted to hotel floor area for use in the north residential building, as shown on Attachment #1 of the staff report for MPA 2012-0001, as may be amended by the Planning Commission on June 5, 2012.

2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the **5th day of June, 2012.**

_____
John Komoroske, Chairman
Alexandria Planning Commission

ATTEST: _____
Faroll Hamer, Secretary

APPLICATION

MPA# 2012-0001

[X] Master Plan Amendment MPA# _____

[ ] Zoning Map Amendment REZ# _____

PROPERTY LOCATION: 760 John Carlyle Street, 1700 & 1800 Eisenhower Avenue, 340 Hoofs Run Drive

APPLICANTS

Name: Carlyle Plaza, LLC, 2900 K Street, NW, Suite 525, Washington, DC 20007

PROPERTY OWNERS:

Name: City of Alexandria Sanitation Authority, 1500 Eisenhower Avenue, Alexandria, VA 22314
Name Virginia Concrete Company, PO Box 4667, Jacksonville, FL 32201
Name: Carlyle Plaza, LLC, 2900 K Street, NW, Suite 525, Washington, DC 20007

Interest in property:

[X] Owner [X] Contract Purchaser

[ ] Developer [ ] Lessee [ ] Other _____

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

[x] yes: If yes, provide proof of current City business license.

[ ] no: If no, said agent shall obtain a business license prior to filing application.

THE UNDERSIGNED certifies that the information supplied for this application is complete and accurate, and, pursuant to Section 11-301B of the Zoning Ordinance, hereby grants permission to the City of Alexandria, Virginia, to post placard notice on the property which is the subject of this application.

Kenneth W. Wire, Esquire, Agent
Print Name of Applicant or Agent

Signature

McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
Mailing/Street Address

(703) 712-5362 (703) 712-5222
Telephone # Fax #

McLean, VA 22102
City and State Zip Code

2/6/12
Date

DO NOT WRITE IN THIS SPACE – OFFICE USE ONLY

Application Received: _____ Fee Paid: $ _____
Legal advertisement: _____
ACTION – PLANNING COMMISSION _____ ACTION – CITY COUNCIL: _____

MPA # 2012-0001
REZ # _____

SUBJECT PROPERTY

Provide the following information for each property for which an amendment is being requested. (Attach separate sheets if needed.)

Address **Tax Map – Block Lot**	**Land Use** Existing - Proposed		**Master Plan Designation** Existing – Proposing		**Zoning Designation** Existing – Proposing		**Frontage (ft.)** **Land Area (acres)**
1. 079.02-02-17	Vacant	Same	Office	Same	CDD 11	Same	55,632 s.f.
2. 079.02-02-18	Vacant	Same	Res./Office	Same	CDD 11	Same	37,880 s.f.
3. 079.02-02-13	Vacant	Same	Residential	Same	CDD 11	Same	85,145 s.f.
4. 079-02-01-12	Vacant	Same	Residential	Same	CDD 11	Same	92,565 s.f.
5.							

PROPERTY OWNERSHIP

[ ] Individual Owner [x] Corporation or Partnership Owner

Identify each person or individual with ownership interest. If corporation or partnership owner, identify each person with more than 10% interest in such corporation or partnership.

1. Name: See Attached Extent of Interest: _____
   Address: _____
2. Name: _____ Extent of Interest: _____
   Address: _____
3. Name: _____ Extent of Interest: _____
   Address: _____
4. Name: _____ Extent of Interest: _____
   Address: _____

MPA # 2012-0001
REZ # _____

JUSTIFICATION FOR AMENDMENT

(attach separate sheets if needed)

1. Explain how and why any proposed amendment(s) to the Master Plan are desirable, beneficial to surrounding properties, in character with the applicable Small Area Plan and consistent with City policies:

The Master Plan Amendment proposes to increase the permitted height on blocks 26A, 26 B and 28 to a maximum height of 375 feet.

2. Explain how and why the proposed amendment to the Zoning Map(s) is consistent with the proposed amendment to the Master Plan, or, if no amendment to the Master Plan is being requested, how the proposed zoning map amendment is consistent with the existing Master Plan:

N/A

3. Explain how the property proposed for reclassification will be served adequately by essential public facilities and services such as highways, streets, parking spaces, police and fire, drainage structures, refuse disposal, water and sewers, and schools.

N/A

4. If this application is for conditional zoning approval pursuant to Section 11-804 of the Zoning Ordinance, identify all proffered conditions that are to be considered part of this application (see Zoning Ordinance Section 11-804 for restrictions on conditional zoning):

N/A

APPLICATION

CDD DEVELOPMENT CONCEPT PLAN

CDD # 2012-0001

[*must use black ink or type*]

PROPERTY LOCATION: 760 John Carlyle, 1700 & 1800 Eisenhower, 340 Hoofs Run

TAX MAP REFERENCE: 079.02-02-17; 18; 13; 079.02-01-12 **ZONE:** CDD-11

APPLICANT'S NAME: Carlyle Plaza, LLC
ADDRESS: 2900 K Street, NW, Suite 525, Washington, DC 20007

PROPERTY OWNER NAME: ASA, Virginia Concrete, Carlyle Plaza, LLC
ADDRESS: 1800 Eisenhower Avenue, Alexandria VA 22314; PO Box 4667, Jacksonville FL 32201; 2900 K Street, NW, Suite 525, Washington, DC 20007

REQUEST: Application to construct two office building and two residential multifamily buildings with parking spaces located below and elevated open space deck.

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

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

THE UNDERSIGNED hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Planning Commission or City Council in the course of public hearings on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

Kenneth W. Wire, Esquire, Agent
Print Name of Applicant or Agent

Signature

McGuireWoods LLP
Mailing Address
1750 Tysons Boulevard, Suite 1800
Tysons Corner, VA
City and State

(703) 712-5362
Telephone #

22102
Zip Code

(703) 712-5222
Fax #

2/6/12
Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____ Date and Fee Paid: _____ $ _____

ACTION – PLANNING COMMISSION: _____ ACTION – CITY COUNCIL: _____

REVISED
5/23/2012

APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSP # 2011-0031 **Project Name:** Carlyle Plaza

PROPERTY LOCATION: 760 John Carlyle, 1700 & 1800 Eisenhower, 340, 350 & 400 Hoofs Run

TAX MAP REFERENCE: 079-02-02-17; 18; 13; 079.02-01-09;12;17 **ZONE:** CDD #11

APPLICANT:

Name: Carlyle Plaza, LLC; City of Alexandria, Virginia, Sanitation Authority

Address: 2900 K Street, NW, Suite 525, Washington, DC 20007;
1500 Eisenhower Avenue, Alexandria, VA 22314

PROPERTY OWNER:

Name: City of Alexandria, Virginia, Sanitation Authority; Virginia Concrete; Carlyle Plaza

Address: 1500 Eisenhower Avenue, Alexandria VA, 22314; PO Box 4667, Jacksonville, FL 32201

SUMMARY OF PROPOSAL request for approval to construct 755,114 sf of office space and 632,056 sf of residential space with 2,055 above ground parking spaces located below an elevated open space deck

MODIFICATIONS REQUESTED storm water management quantity control

SUPs REQUESTED increase in penthouse height

[ ] **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.

Kenneth W. Wire, Esq.
Print Name of Applicant or Agent

Signature

1750 Tysons Blvd, Suite 1800
Mailing/Street Address

703.712.5362 Telephone # 703.712.5222 Fax #

McLean, Virginia 22102
City and State Zip Code

kwire@mcguirewoods.com
Email address

5/23/12
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:	

Development SUP # _____

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)*

[X] the Owner [X] Contract Purchaser [ ] Lessee or [ ] Other: _____ of the subject property.

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

See attached

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 ten 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 ten 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.		

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 the12-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. None		
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.

5/23/12 Kenneth W. Wire

Date Printed Name Signature

Development SUP # _____

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.)*

Applicant requests approval of a Development Special Use Permit to construct: 1) 755,114 sf of office space in two towers located at the south eastern corner of John Carlyle Street and Eisnehower Avenue; 2) 632,056 sf of residential space located in two towers, one at the corner of Eisenhower Avenue and Holland Lane and the second tower long Bartholomew Street; and 3) 2,055 above grade parking spaces which will be located below an elevated open space deck.

The Applicant proposes that the City Council delegate approval of the final design of the project to the Design Review Board. The proposed Design Guidelines will be approved by City Council and determine the design parameters for the final architecture.

Development SUP # _____

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

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

N/A

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

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

N/A

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

Day	Hours	Day	Hours
N/A			

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

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

Typical for office and residential uses

B. How will the noise from patrons be controlled?

Property management

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

Typical for office and residential uses.

Development SUP # _____

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

A. What type of trash and garbage will be generated by the use?
Typical of office and residential uses.

B. How much trash and garbage will be generated by the use?
Typical of office and residential uses.

C. How often will trash be collected?
As necessary.

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

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

[ ] **Yes.** [X] **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.** [X] **No.**

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

Development SUP # _____

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

Property management

ALCOHOL SALES

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

[ ] **Yes.** [X] **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?

See DSUP plans

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

_____ Standard spaces
_____ Compact spaces
_____ Handicapped accessible spaces
_____ Other

Development SUP # _____

C. Where is required parking located? (*check one*) [X] ***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? See DSUP Plans

B. How many loading spaces are available for the use? See DSUP Plans

C. Where are off-street loading facilities located?

_____

See DSUP Plans

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

Typical for office and residential uses

_____

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

Typical for office and residential uses

_____

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
SPECIAL USE PERMIT

SPECIAL USE PERMIT # 2012-0010

PROPERTY LOCATION: 760 John Carlyle Street, 1700 & 1800 Eisenhower Avenue, 340 Hoofs Run Drive

TAX MAP REFERENCE: 079.02-02-17; 18; 13; 079.02-01-12 **ZONE:** CDD #11

APPLICANT:
Name: Carlyle Plaza LLC

Address: 2900 K Street, NW, Suite 525, Washington DC 20007

PROPOSED USE: Transportation Management Plan.

[X]**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.

[X]**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.

[X]**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.

[X]**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.

Kenneth W. Wire, Esquire, Agent		2/6/12
Print Name of Applicant or Agent	Signature	Date

McGuireWoods LLP 1750 Tysons Boulevard, Suite 1800	(703) 712-5362	(703) 712-5222
Mailing/Street Address	Telephone #	Fax #

McLean, VA	22102	kwire@mcguirewoods.com
City and State	Zip Code	Email address

ACTION PLANNING COMMISSION: DATE:

ACTION CITY COUNCIL: DATE:

SUP # 2012-0010

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 1700 Eisenhower and 340 Hooffs Run (Property Address) I, hereby grant the applicant authorization to apply for the Transportation Management Plan (use) use as described in this application.

Name: ASA and Virginia Concrete (Please Print) Phone: _____

Address: _____ Email: _____

Signature: _____ **Date:** 2/6/12

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):

[X] Owner
[X] Contract Purchaser
[ ] Lessee or
[ ] Other: Developer 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 ten percent.

See Attached

SUP # 2012-0010

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?

[X] **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.

NARRATIVE DESCRIPTION

3. 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. The description should fully discuss the nature of the activity. (Attach additional sheets if necessary.)

TMP will be forwarded under a separate cover.

SUP # 2012-0010

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,
[X] other. Please describe: Transportation Management Plan

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:	Hours:
N/A	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

SUP # 2012-0010

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

SUP # 2012-0010

11. Will any organic compounds, or 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

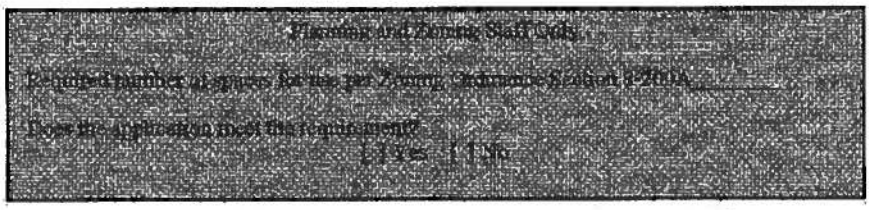
SUP # 2012-0010

PARKING AND ACCESS REQUIREMENTS

The CDD concept plan application provides information about the total maximum number of parking spaces for this CDD. The specific information about parking will be determined at the DSUP stage.

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

See DSUP Standard spaces
_____ Compact spaces
_____ Handicapped accessible spaces
_____ Other.



B. Where is required parking located? *(check one)*
[X] on – site
[ ] off – site

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

_____

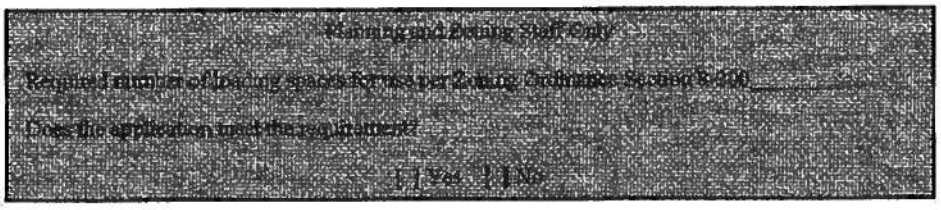
PLEASE NOTE: Pursuant to Section 8-200 (C) of the Zoning Ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site,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



SUP # 2012-0010

B. Where are off-street loading facilities located?

N/A

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

N/A

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

N/A

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?

N/A

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)

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

[X] a stand alone building
[ ] a house located in a residential zone
[ ] a warehouse
[ ] a shopping center. Please provide name of the center:
[X] an office building. Please provide name of the building:
[ ] other. Please describe:

End of Application
\36971104.1

APPLICATION for VACATION # 2012-0001

[*must use black ink or type*]

PROPERTY LOCATION: 1800 Eisenhower Avenue

TAX MAP REFERENCE: 079.02-02-18 ZONE: CDD #11

APPLICANT'S NAME: Carlyle Plaza, LLC

ADDRESS: c/o JM Zell Partners, 2900 K Street, NW, Suite 525, Washington, DC 20007

PROPERTY OWNER NAME: same as above
(Owner of abutting area to be vacated)

ADDRESS: same as above

VACATION DESCRIPTION: Vacation of a portion of Holland Lane below the proposed pedestrian bridge.

THE UNDERSIGNED hereby applies for a Vacation Ordinance in accordance with the provisions of Chapter 10 of the Code of the State of Virginia, the Alexandria City Charter and City Code, and the Alexandria Zoning Ordinance.

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 their knowledge and belief.

Kenneth W. Wire, Esq., Agent
Print Name of Applicant or Agent

Signature

McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
Mailing/Street Address

(703) 712-5362 (703) 712-5222
Telephone # *Fax #*

Tysons Corner, VA 22102
City and State *Zip Code*

4/2/12
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

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 ten 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 DSUP Disclosure		
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 ten 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 DSUP Disclosure		
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 require 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 the12-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 indicated each person or entity below and "None" in the corresponding fields)**

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. See DSUP Disclosure		
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.

4/2/12 — Date

Kenneth W. Wire — Printed Name

[signature] — Signature

APPLICATION for ENCROACHMENT # 2012-0001

[*must use black ink or type*]

PROPERTY LOCATION: 1800 Eisenhower Avenue

TAX MAP REFERENCE: 079.02-02-18 ZONE: CDD #11

APPLICANT'S NAME: Carlyle Plaza, LLC

ADDRESS: c/o JM Zell Partners, 2900 K Street Suite 525, Washington DC 20007

PROPERTY OWNER NAME: Same as above

ADDRESS: Same as above

ENCROACHMENT DESCRIPTION: Request for approval of an encroachment into the public right-of-way for transition zone stairs, planter boxes and aerial walkway.

INSURANCE CARRIER (copy attached) _____ POLICY # _____ A certificate of general liability insurance in the amount of $1,000,000 which will indemnify the owner and names the city as an additional insured must be attached to this application.

THE UNDERSIGNED hereby applies for an Encroachment Ordinance in accordance with the provisions of Section 8-1-16 and Sections 3-2-82 and 85 of the Code 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 their knowledge and belief.

Kenneth W. Wire, Esq., Agent
Print Name of Applicant or Agent

Signature

McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
Mailing/Street Address

(703) 712-5362 (703) 712-5222
Telephone # *Fax #*

Tysons, Virginia 22102
City and State Zip Code

4/2/12
Date

B

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

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

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____