

Docket Item #7 A-E

COORDINATED DEVELOPMENT DISTRICT #2006-0003(A)  
DEVELOPMENT SPECIAL USE PERMIT #2006-0012(B)  
SPECIAL USE PERMIT (TMP) #2006-0061(C)  
ENCROACHMENT #2006-0006(D)  
STREET NAME CASE #2006-0004(E)

CARLYLE CENTRE (BLOCK 27)

Planning Commission Meeting  
December 5, 2006

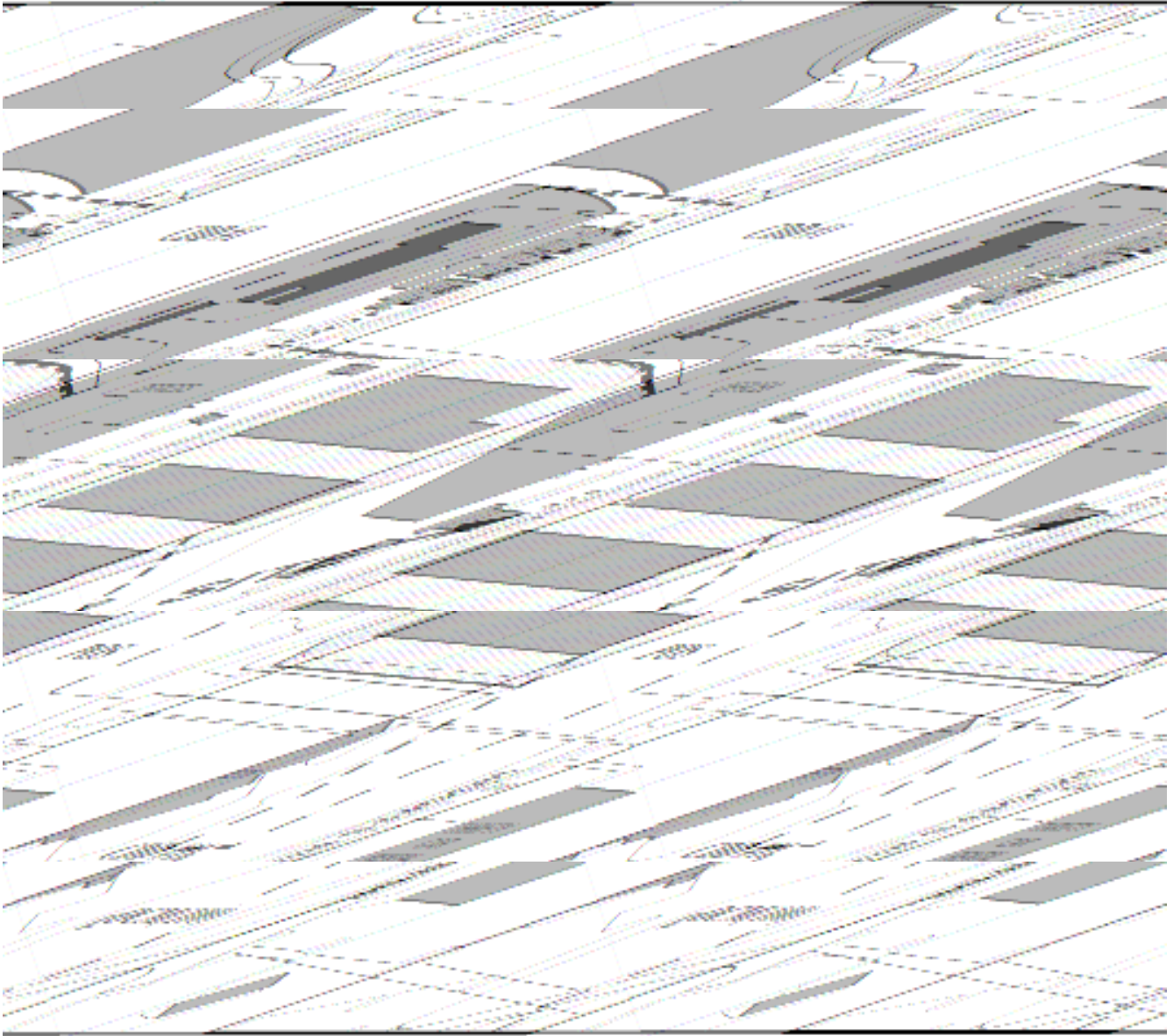
**REQUEST:** Consideration of a request for 1) approval of a CDD concept plan for block 27 of the Eisenhower East Small Area Plan; 2) approval of a development special use permit, with site plan for a residential building with underground parking; 3) approval of a special use permit for a transportation management plan; 4) approval of an encroachment into the public right-of-way for canopies; and 5) new street names.

**APPLICANT:** Carlyle Centre, LLC  
by Jonathan Rak, attorney

**LOCATION:** 310 Hooffs Run Drive

**ZONE:** Coordinated Development District/CDD #11

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## **I. IMPACT/BENEFIT CHART**

<b>IMPACT/BENEFIT</b>	<b>COMMENTS</b>
<b>Consistency with Eisenhower East Plan</b>	<ul style="list-style-type: none"> <li>• The proposed use represents a scale and character that is consistent with the Eisenhower East Small Area Plan.</li> <li>• Public open space will be dedicated for construction of a new urban square.</li> <li>• All parking will be provided below grade.</li> </ul>
<b>Use</b>	<ul style="list-style-type: none"> <li>• 305,080 SF of residential use – 281 units in a mix of studios, 1-bedroom, and 2-bedroom units.</li> </ul>
<b>Open Space</b>	<ul style="list-style-type: none"> <li>• 9,100 SF dedicated for South Carlyle Square to the northwest of the site.</li> <li>• Contribution to Eisenhower East Open Space Fund.</li> <li>• 19,000 SF interior courtyard for residents.</li> </ul>
<b>Pedestrian</b>	<ul style="list-style-type: none"> <li>• 14 foot wide brick sidewalks with street trees.</li> <li>• Crosswalk connections to S. Carlyle Square.</li> </ul>
<b>Building Compatibility</b>	<ul style="list-style-type: none"> <li>• 60 foot tall building, with architectural terminus for John Carlyle Street.</li> <li>• Building has been designed with high-quality materials.</li> <li>• Prominent, high-quality urban façade and two building entrances facing S. Carlyle Square.</li> </ul>
<b>Traffic/Transit</b>	<ul style="list-style-type: none"> <li>• A TMP account to be funded annually at a rate of \$60 per occupied residential unit.</li> <li>• TMP to encourage use of transit and other alternative means of travel.</li> </ul>
<b>Parking</b>	<ul style="list-style-type: none"> <li>• Two levels of underground parking providing 396 spaces.</li> <li>• On-street parking will be available along some of the new streets.</li> </ul>
<b>Environment</b>	<ul style="list-style-type: none"> <li>• Contaminated soil will be removed and replaced with clean soil.</li> <li>• Green building technology will be utilized with 20 LEED points.</li> </ul>

## II. EXECUTIVE SUMMARY

The applicant is requesting approval of a 281 unit, five-story residential building with underground parking, streets and open space within an area referred to as “the South Carlyle neighborhood” within the Eisenhower East Plan. This portion of Eisenhower East is characterized by large parking lots and single-story nondescript warehouse/storage buildings. The proposed residential use would enable the first block, infrastructure, and open space within this portion of Eisenhower East to begin implementing the vision of the Eisenhower East Plan for the South Carlyle neighborhood.



*Figure 1: Site Plan in Aerial*

Although difficult to visualize because of its current context, this proposal occupies an entire block within the Plan and is envisioned to be surrounded by residential and office buildings on three sides. In addition to the buildings that will surround the site, there will also be two public parks adjacent to the site. The future Eisenhower Park will be located to the west of the site and the South Carlyle Square neighborhood square will be located to the north of the proposed building. A portion of South Carlyle Square will be dedicated and constructed with this proposal. In addition, the proposal includes the construction of three new public streets, wide sidewalks, street trees, on-street parking, and pedestrian amenities such as street lighting and crosswalks. None of these elements – the developments, the parks, the streets or the sidewalks – exist today.



*Figure 2: Park Locations*

### *Eisenhower East Plan-Building Design*

The proposal generally complies with the requirements of the *Eisenhower East Small Area Plan (EESAP)*. It is residential, as required for the balance of uses in the South Carlyle neighborhood so important for moderating traffic. It has two levels of underground parking. The building, while slightly lower in height than anticipated (5 stories vs. 4-8 stories), is within the range allowed for in the Plan. The building is composed of three different architectural styles, which are designed to be perceived as a collection of three buildings, thus reducing the perceived scale of the buildings, especially at the



*Figure 3: Northwest Elevation*

pedestrian level, and to be compatible with the future buildings around it. The Eisenhower East Design Review Board (DRB) has conceptually approved the current proposal. Staff has also added recommendations to continue to refine elements of the building and the detail elements of the buildings.

### *Eisenhower East Plan - Infrastructure*

The proposal dedicates approximately 35% of the site and monetary contributions for public streets, sidewalks, and open space improvements which are required by the Eisenhower East Plan and consist of the following:

- Three new streets that frame the project, that will also be developed with sidewalks, on street parking, lighting and street trees;
- An extension of John Carlyle Street on a diagonal to Hooffs Run Drive and the proposed Eisenhower Park Drive;
- Eisenhower Park Drive on the southwest portion of the site;
- Open space, including approximately 9,100 sq.ft. for the South Carlyle Square urban park which, when combined with the land from the City and Block P's contribution, and the future Hoffman development, will create the land needed for the new park;
- The design for the entire South Carlyle Square park; and
- A \$290,370.40 contribution to the Eisenhower East open space fund for purchasing additional open space and open space improvements elsewhere in the Eisenhower East area.



**Figure 4: Site Plan**

While all of these improvements are required, they are also important first steps in creating a street and park network, primarily for the development anticipated in the near term and, then for the residents and workers who will occupy the South Carlyle neighborhood in the future.

### *Neighboring Uses*

The South Carlyle area today is developed with low scale industrial and service uses and surface parking lots on large parcels. The site is currently used as a self-storage facility. To the south is the Hooff-Fagelson site, formerly used as an amusement enterprise (go-carts) and now used as a rental car storage lot with large parking areas. To the east of the site is the Virginia Concrete plant.

The City's Carlyle and Eisenhower East Plans are specific about future uses, streets, and infrastructure. As a matter of policy, the City has already determined that the current neighboring uses are incompatible with proposed development for the area. In addition, because there are special use permit approvals for both the concrete plant and the rental car facility, the City has the authority and basis to require that they cease operations consistent with development progress in the area.

The special use permit for Virginia Concrete is scheduled for review by the Planning Commission and City Council in early 2007. Staff has indicated to the representatives of Virginia Concrete that staff will be recommending that the plant cease operations prior to a certificate of occupancy permit for this site or the adjoining Block P, which are expected to complete construction by 2009. Virginia Concrete has acknowledged the need to cease operations prior to occupancy of this site or Block P. Similarly, staff has discussed the new development with the owner of the rental car facility to the south. The special use permit for that use alerted the occupant that it would have to leave when its use became incompatible with area development. The special use permit for the rental car facility will be reviewed in 2007 and staff will likely recommend that the use be required to cease operations prior to occupancy of Block 27 or Block P. The adjoining Hoffman block (block 25A) has recently discussed the possibility of renovating the existing warehouses to enable a Rite-Aid or other retail use to be developed, which means that the streets, open space and other infrastructure associated with that block will likely not occur on this block for 10-15 years. While these renovations and underutilization of property are less than ideal, the proposed uses and renovations are permitted within the underlying OCM(100) zone and therefore only require building permits.



*Figure 5: Block P and Virginia Concrete from Eisenhower Avenue*



*Figure 6: Hoffman Buildings on Block 25A*

Thus, the currently underdeveloped South Carlyle area may be radically changed in the next several years, and this proposal with its influx of new residents and its creation of framework streets and open space, will begin to create this new neighborhood. Staff therefore recommends approval of the proposed development.

### III. BACKGROUND

#### A. Site and Surrounding Uses

##### *Existing Context*

The 2.8 acre (123,542 sq.ft.) site is rectangular in shape with 322 feet of frontage along Hooffs Run Drive and an east-west dimension of 335 feet. The parcel is relatively flat, with only a two to three foot change in grade across the site. Today the site operates as a mini-storage facility with four one-story brick buildings roughly 250 to 300 feet long by 40 to 65 feet wide. As recently as the 1960's, this parcel and much of Eisenhower East was marshland that experienced periodic flooding. It was only after the area was backfilled that light industrial and low-intensity commercial development characterizing this part of Eisenhower East began. This site and many of the adjoining sites continue to be occupied by industrial and service uses and exist as large parcels without streets typical of the time when this was an industrial and railroad area.



*Figure 5: Existing Buildings*

The Virginia Concrete plant is located immediately east of Block 27 and is currently still in operation. To the south of the site is the Hooff-Fagelson property that operates as a car rental agency with a large surface parking lot. Block P, which is immediately south of Eisenhower Avenue at its eastern end and is technically part of Carlyle, was the subject of development approval earlier this year, and Phase 1 of that project will begin construction soon.

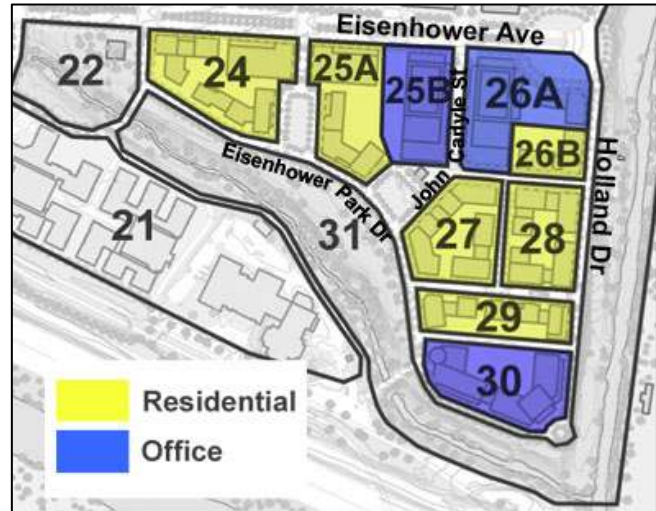


*Figure 6: Surrounding Neighborhood*

Alexandria Sanitation Authority wastewater treatment facilities are nearby to the east, across Holland Lane and adjacent to the Capital Beltway. To the west of the site are the one-story Hoffman buildings occupied by storage and office uses and a health and athletic facility.

***Future Context***

Because of the adjoining metro station and infrastructure of Eisenhower Avenue, this is an area where the City has encouraged higher density mixed use development through the Eisenhower East Plan. Although there has been tremendous development activity in the western portion of Eisenhower East around the Eisenhower Metro Station since the adoption of the Small Area Plan, the South Carlyle area is the only area within the Eisenhower East planning area that has not yet begun to redevelop.



**Figure 7: Future Uses per EESAP**

A large retail street, flanked by the large office buildings of Block P, will directly link Carlyle and Eisenhower Avenue to Block 27. On the Virginia Concrete site to the east, the Plan calls for 4-8 story residential buildings. The Hooff-Fagelson lots to the south will in the future be developed with office and residential buildings that range in height up to 200 feet. The Hoffman property to the northwest of the site will include a series of residential and office buildings that will face Eisenhower Park on one side and the PTO complex on the other, with maximum heights of 200 feet. Finally, Carlyle Centre will face the large, public Eisenhower Park on the west.

**B. Project Description**

The applicant is proposing 281 units that will be located on five levels above two levels of underground parking. The primary entrance lobby for the units will be at the intersection of John Carlyle Street and Eisenhower Park Drive. Additional building entrances will be provided at the entrance to the courtyard on John Carlyle Street and on Bartholomew Street. Access to the underground garage and the loading/unloading will be on Limerick Street, which is a “C” street or service street as designated in the Plan.



**Figure 8: Site Plan**

The proposed unit mix will include 18 studios, 77 one-bedroom units, 68 one-bedroom with den units, and 118 two-bedroom units, ranging in size from approximately 550 sq.ft. to 1,200 sq.ft. The interior of the site contains an internal courtyard that will be approximately 19,000 sq.ft. and will be treated with pavers, landscaping, and other amenities to provide usable open space for residents. In addition, the applicant is proposing an amenity room with recreational uses for the units. The



applicant is proposing 396 parking spaces for the units and 15 visitor parking spaces in the garage to supplement the on-street parking. One parking space/unit will be provided with the purchase price of each unit, with the remainder of the residential parking spaces available for purchase by the unit owners. The underground parking will have controlled access.

## **IV. STAFF ANALYSIS**

Staff is recommending approval of the proposed residential use, which will be the first step in implementing the South Carlyle neighborhood portion of the Eisenhower East Plan. The applicant has worked extensively with staff to resolve site plan issues and has agreed to provide and coordinate street/circulation and streetscape improvements that will significantly improve the pedestrian environment surrounding the site. The applicant has also worked extensively with staff to improve the building design and footprint, increasing the building articulation, and refining architectural details in order to address initial staff concerns. The project generally complies with the Small Area Plan and will create an appropriate setting for further development in this new neighborhood. The analysis below focuses on the following development issues, all key to implementation of the Eisenhower East Plan:

- Eisenhower East Plan Compliance
- Infrastructure Framework
- Building Design
- Adjoining Uses
- Affordable Housing
- Parking
- Traffic and Transportation
- Community Input

### **A. Compliance with the Eisenhower East Small Area Plan and Design Guidelines**

Located in the center of the South Carlyle neighborhood, Block 27 is designated in the *Eisenhower East Small Area Plan* as an appropriate location for a medium density residential project. Because the blocks to the north, northwest, and south of the site include significant office development, the residential use is important to create the balance of uses on which the Plan is based. The mass and scale of the proposed building are in compliance with the *Eisenhower East Design Guidelines* and the concept proposal has been conceptually approved by the Eisenhower East Design Review Board. The zoning for the site is CDD #11, and for development requesting a special use permit the Zoning Ordinance requires compliance with the Plan. Table #1 shows how the proposal is consistent with the Plan.

**Table # 1**  
*Compliance with Eisenhower East Small Area Plan*

	<b>Eisenhower East Plan</b>	<b>Development Proposal</b>	<b>Consistent</b>
<b>Land Use</b>	Residential	Residential	Yes
<b>Density</b>	350,000 AFGA	305,080 AFGA (281 Dwelling Units)	Yes
<b>Open Space</b>	Land for South Carlyle Square and contribution to the EESAP Open Space Fund	<ul style="list-style-type: none"> <li>• 9,100 sf for South Carlyle Square</li> <li>• Contribution to EESAP Open Space Fund</li> </ul>	Yes
<b>Parking</b>	1.3 cars/ 1,000 SF = 396 spaces (maximum)	396 spaces in 2 level underground parking garage	Yes
<b>Infrastructure</b>	Construction of new streets around the site, including Eisenhower Park Drive and the extension of John Carlyle Street.	<ul style="list-style-type: none"> <li>• Five new public streets around development and park.</li> <li>• Eisenhower Park Drive proposed.</li> <li>• John Carlyle Street connection with Block P to the north.</li> </ul>	Yes
<b>Pedestrian</b>	Pedestrian amenities such as sidewalks, benches, bike racks, lighting shall be provided.	<ul style="list-style-type: none"> <li>• 14 foot brick sidewalks with street trees</li> <li>• Pedestrian scale lighting</li> <li>• Benches and bike racks</li> <li>• Crosswalks</li> <li>• Location for new bus stop</li> </ul>	Yes
<b>Building Design, Mass and Scale</b>	<p>The development should include:</p> <ul style="list-style-type: none"> <li>• Articulated base, middle and top of buildings</li> <li>• Architectural feature (100 ft. max height) at axis termination of John Carlyle Street</li> <li>• Architecturally significant facades on A streets</li> <li>• Highest level of design excellence and materials</li> <li>• Building breaks</li> </ul>	<ul style="list-style-type: none"> <li>• Articulated base, middle and top of buildings.</li> <li>• Tower at termination of John Carlyle Street.</li> <li>• A, B, and C street facades are distinguished to appear as three separate buildings.</li> <li>• Brick, caststone, and metal will be used.</li> <li>• One complete building break at terminus of John Carlyle Street</li> </ul>	Yes

## **B. Eisenhower East Infrastructure Framework**

The most significant aspect of the Carlyle Centre project for the City is the creation of the essential ingredients of the South Carlyle neighborhood: streets and parks. The basis of the Eisenhower East Plan is a grid system of streets and a program of specific parks spread throughout the planning area. In both cases, the Plan creates a specific hierarchy of roads and

parks to ensure that new development is properly framed, that traffic and pedestrian circulation is effective, and that new residents, workers, and visitors to the area have opportunities to enjoy park areas of green and urban spaces. The Carlyle Centre development is literally surrounded by roads and parks, and over an acre of land is being dedicated to create them as part of the proposed development plan.

The City has had numerous meetings with the applicant and adjoining property owners to ensure that the streets, open space, sidewalks, and remaining infrastructure are designed and implemented in a coordinated manner with all of the adjoining property owners. Each of the street frontages being developed by the applicant will include (as required by the Eisenhower East Plan) extensive pedestrian amenities, including brick sidewalks with street trees, trash receptacles, bike racks, standard “Carlyle Acorn” streetlight, brick crosswalks (including connections to proposed South Carlyle Square), and street furniture. A discussion of the new streets is provided below.

### ***Eisenhower Park Drive***

The proposal will eventually be adjacent to a large portion of Eisenhower Park, and the Plan requires a road adjacent to the Park on the northern side connecting the southeastern tip of South Carlyle to Eisenhower Avenue near Elizabeth Lane. Because a portion of Eisenhower Park Drive crosses the southwestern corner of the site, this application provides the City with the opportunity to begin what will become a very important street for Eisenhower East.



***Figure 9: Future Eisenhower Park Drive***

On the other hand, the timing of the construction of Eisenhower Park Road is difficult. It is important to maintain the existing Hooffs Run Drive because it must continue to provide access to the Public Safety Center until the entire Eisenhower Park Drive can be completed. However, because redevelopment of those parcels is still in the future, staff felt it was important to establish the portion of Eisenhower Park Drive that was associated with this development now. As a result, staff and the applicant developed a phasing plan that maintains Hooffs Run Drive in the current configuration while still beginning Eisenhower Park Drive in those places that it is feasible. The outcome of this plan creates a 22 foot wide street along the southwestern façade of the building, which will have to be modified slightly (i.e. the bulb-outs can be removed, etc.) to fit into the rest of the street once the remainder of Eisenhower Park Drive is ready for construction. With this phasing plan, the road is established from the onset of the development and the remainder of the street will emerge as surrounding development occurs.

### *John Carlyle Street Extension*

Unlike Eisenhower Park Drive, John Carlyle Street is already established and is recognized as an important street in Carlyle and Eisenhower East. In June 2006, the design guidelines for Block P were approved, to include the extension of John Carlyle Street across Eisenhower Avenue to bisect Block P. The Block P portion of John Carlyle Street will include ground floor retail and wide sidewalks, creating an active streetscape. With the development of Block 27 immediately south of Block P, John Carlyle Street will be a significant contribution to the site and street network in this area.

As proposed, John Carlyle Street will continue south through Block P to the northern portion of Block 27 and then veer west between the Carlyle Centre project and the new South Carlyle Square neighborhood park. On-street parking will be provided along the southern portion of the extension, opposite the park. Because of a difference in grade between the southern Block P elevation and Block 27, staff has recommended a condition requiring the applicant to address the grade change between parcels.



*Figure 10: John Carlyle Street Extension*

### *Limerick, Bartholomew, and Savoy Streets*

In addition to Eisenhower Park Drive and the extension of John Carlyle Street, three other streets will be constructed as part of the development on the south, east, and northern frontages. Since completion of these roads is dependent on development of adjacent parcels, the applicant has worked with adjacent owners to provide as much of the entire road as possible (as required by the Eisenhower East Design Guidelines), and to ensure essential emergency vehicle access. In each case, the street will ultimately be designed to be 66 feet wide, with 14-foot sidewalks and 8 feet for curbside parking on each side of the street. (For reference, staff is using the proposed street names to discuss each street. The street name proposals are discussed in the next section.)



*Figure 11: New Streets*

**Limerick Street:** This new road will improve the existing east-west service road that runs along the south of the development site and now provides access for Virginia Concrete. The full public right-of-way is already in place for this road. Eleven-foot travel lanes and 8 foot wide parking spaces will be constructed by the applicant in this area to establish Limerick Street. When development occurs on the Hooff-Fagelson site to the south, the street will be completed with the bulb-outs and a full sidewalk on the southern side as well.

**Bartholomew Street:** This north-south street separating Carlyle Centre and Virginia Concrete will be created through land dedication by the two property owners. Carlyle Centre will dedicate 36 feet of the required 66 feet of right-of-way for this street, which will include the adjacent 14 foot wide sidewalk plus two 11 foot travel lanes. The applicant will work with Virginia Concrete to obtain an easement now to accommodate a 22 foot wide street with bulb-outs. Once a development plan for the Virginia Concrete site is approved, the additional 30 feet can be dedicated for the full right-of way to be developed with 8 foot wide on-street parking on each side. In the interim, the 22 foot wide road will be sufficient for emergency vehicle access.

**Savoy Street:** Only a small portion of Block 27 property will be needed for the creation of the northern east-west street which will connect John Carlyle Street to Bartholomew Street, because most of it is located on land to be dedicated by Block P. This street will be built by the Block 27 applicant, with on-street parking and a 14 foot sidewalk on the Carlyle Centre side, and a temporary sidewalk along Block P. Block P will provide a final sidewalk as it develops. In addition, when development occurs on the property to the east, the road can be extended and completed with bulb-outs.

### **C. New Street Names**

Because this case involves the creation of five new streets, the Planning Commission is asked to approve names for those streets. In addition to the diagonal extension of John Carlyle Street, the following street names are proposed based on historically important figures and in consultation with the Office of Historic Alexandria:

**Limerick Street:** The proposed name for the southern street between Block 27 and the Hooff-Fagelson property is Limerick Street. John Limerick was a baker in the West End from 1797-1803.

**Bartholomew Street:** The proposed name for the eastern street between Block 27 and Virginia Concrete is Bartholomew Street. Bartholomew and Richard Rotchford were the owners of this property from 1833-1864.

**Savoy Street:** The proposed name for the northern street between Block 27 and Block P is Savoy Street. Considering the close proximity of the African American Heritage Park to the east, staff consulted with the Black History Museum on names of prominent African Americans. As most names previously used have honored males, staff chose a female name for this street.

Mary Savoy was an early African American business woman who worked primarily as a grocer in 1839, but also sold real estate in the City.

**Eisenhower Park Drive:** This street is named for the future park that will be located to the south and west of the street.

## D. Open Space

### *Public Open Space*

The Eisenhower East Plan includes a comprehensive system of urban spaces, including public parks, conservation areas, and urban and neighborhood squares that are adequately sized and properly located to serve the neighborhood and the City. Unlike the remainder of the City, there is no technical open space requirement, such as a percentage of the land area, for individual development sites in Eisenhower East. Instead, to implement the acquisition, remediation and construction of the planned parks and open space system, the Eisenhower East Plan requires the following:

- The land shown in the Plan for a park must be donated to the City when the owner seeks to develop each block; and
- Each landowner is responsible for a contribution to the Eisenhower East Open Space Fund in the amount of \$2.13 per square foot of gross floor area of development. For projects providing a land dedication, this monetary contribution is reduced by \$39.50 per square foot of land dedicated for open space.

In the case of the South Carlyle neighborhood and Block 27, the Plan requires dedication of land for South Carlyle Square, which is a specific neighborhood square called for by the Plan. Located at the south end of John Carlyle Street and adjacent to what is now Hooffs Run Drive, the park will be located immediately south of Block P and to the northwest of this proposed building. In that location, it will abut the south frontage of Block P where active retail uses, potentially including outdoor dining, will enliven the park space creating a pedestrian activity node. It will also provide an amenity to residents at Carlyle Centre and office workers at Block P and other nearby sites. With roads defining the space, it will be visually prominent and help connect the development, road, and park components of the South Carlyle neighborhood.



*Figure 12: South Carlyle Square*

The proposed park is slightly different in size and configuration than depicted in the Eisenhower East Plan, with the most notable differences being elimination of a road between Block P and Block 27 and the slight reconfiguration of John Carlyle Street on the southern portion of the park. To address City comments regarding turning movements for cars and fire trucks, John Carlyle Street was slightly realigned to allow a more conventional “T” intersection with

Eisenhower Park Drive. The road on the northern portion of the space was eliminated to allow the proposed retail uses to directly connect to the adjoining park.



Figure 13: Open Space Comparison - EESAP and Applicant's Proposal

The land necessary for South Carlyle Square belongs to four landowners: the City (Hooffs Run Drive right-of-way (~8,000 sq.ft.), Hoffman (~1,700 sq.ft), Block P (~ 7,400 sq.ft.) and Block 27 (~ 9,100 sq.ft.). Both Block P and 27 have agreed to dedicate their appropriate land areas. However, the portion within the City right-of-way cannot be constructed until the Hoffman Block 25A is redeveloped. Based on recent investments in the building, this will not likely take place for 10 to 15 years. When Hoffman develops the adjacent block, the remaining parkland (~9,700 sq.ft.) will be available to complete this neighborhood defining amenity of the South Carlyle area. Nevertheless, with construction of Block P likely to occur relatively soon and the dedication of land from Block 27, a large portion (~63%) of this park can be designed and constructed to provide a real amenity even while awaiting the ultimate configuration of the park.

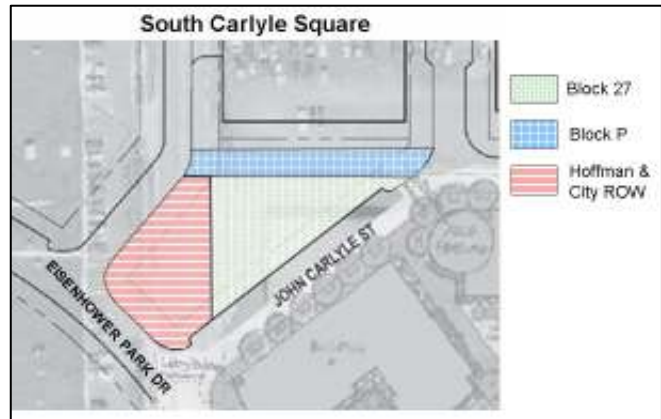


Figure 14: Park Ownership

Therefore, Block 27 will be required to do the following for the creation of this important new neighborhood square.

- Dedicate 9,100 sq. ft of land from for the park from its site;
- Contribute \$290,370.40 to make up the difference between its otherwise required fair share contribution and the value of the land being dedicated; and
- Design the entire park now, with design details, including public art or a fountain depending on the design, to be constructed in phases as pieces are available.

## E. Building Design

The massing and orientation of the proposed building is consistent with the intent of the EESAP and the Eisenhower East Design Guidelines. Staff has worked with the applicant to achieve a



general design direction with an appropriate scale and expression for the South Carlyle neighborhood.

***Building Organization***

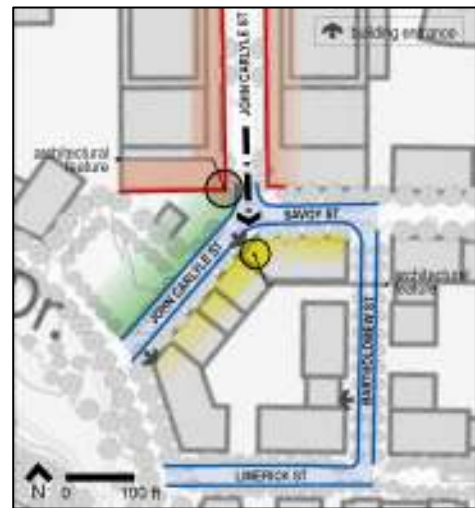
As a project that comprises an entire city block, the site has five complete street frontages and essentially no back. The structure is a single multifamily building with a central at-grade courtyard over two levels of underground parking. Although not particularly tall (60 feet), the building is dense. The proposal addresses these bulk issues by creating three unified buildings of varying architectural styles and character, separated by links or hyphens that are intended to connect the buildings to each other yet separate them stylistically. A full 30 foot building break occurs at the South Carlyle Square neighborhood park frontage, which is also the intersection of John Carlyle and Savoy Streets. The prominence of the location is emphasized by the architectural turret feature of Building B and the fact that two of the three entrances to the building face the park. Each building includes a separate entrance at the northwest, north and east side of the block. Although the plan shows three separate building entries, the residential floors have a common corridor and function as a single building. As called for by the EESAP, the garage entrance and loading area are located on the C street at the southern side of the building.

The building is only 5 stories and 60 feet tall, although the Plan anticipated one that could be as tall as 8 stories and 100 feet. Also, the building is 305,080 sq.ft., which approximately 44,920 sq.ft. less than that allowed under the Plan (350,000 sq.ft). The proposal is still within the size range allowed by the Plan, but the mass and height require special attention. For example, the Eisenhower East Design Guidelines require a 7 foot setback above a 40 to 60 foot streetwall. The entire top floor building elevations in this case extend only to 45 and 60 feet, as high as the maximum allowable streetwall, so an additional setback would not be appropriate. The current design includes a strong horizontal expression line at the 45 foot height, generally with a material/color change above this point, which will give the effect of a setback.

Perhaps the most important design element of the project is its relationship to the terminus of John Carlyle Street to the north, a major 66 foot wide new street with two travel lanes, parking on both sides, 14 foot sidewalks, and lined with retail stores. In addition to providing a residential linkage between the established Carlyle development to the north and the John Carlyle retail neighborhood, the north facade of Carlyle Centre includes a prominent architectural



***Figure 15: Surrounding Heights***



***Figure 16: Urban Design***

feature to anchor the street so that residents, office workers and retail shoppers perceive the street as a defined space. Similarly, in the hierarchy of building design, the A building, which fronts on three different streets, including John Carlyle, and abuts Eisenhower Park has the best, most highly styled facade. The three building facades are discussed in more detail below.

### ***“A” Building Facades***

The largest portion of the structure, referred to as the “A” building, faces three street frontages, and overlooks both South Carlyle Square and the Eisenhower Park. It is conceived as a prominent, urban building and has its primary entrance at the northwest corner of the project facing both parks. The traditional urban, apartment vocabulary includes essentially red brick facades accented by cast stone accents and belt courses. As a building fronting three “A” streets, it is required by the Design Guidelines to have “the highest level of design excellence and materials... [and] feature innovative use of materials, articulation, and increased transparency at the base of the façade.”



***Figure 17: Northwest Elevation***

In working with staff, the detailing, form and material of the pitched roof has been refined to express a stronger, more urban vocabulary. The visibility of the sloped roof form has been minimized, hidden by the expressed loft story, although staff believes the windows at the loft level could incorporate a higher proportion of glass in order to make the building more vertical and give it more prominence.

### ***“B” Building Facades***

The second building segment, referred to as the “B” building, faces Savoy and Bartholomew Streets, both “B” street frontages, on the north and east sides of the block. The circular turret feature where the axis of John Carlyle Street terminates in the “B” building façade is an appropriate response to the Design Guidelines requirement for a significant architectural feature, and the applicant has worked with staff and the Design Review Board to enhance the verticality of this drum element. Building “B” includes a simple base and multi-story window groupings reminiscent of a 19<sup>th</sup> Century warehouse vocabulary, to create a strong vertical expression. Buildings “B” and “C” are tied together by a connector element that features a lower roof height and a higher proportion of glass to solid and reads as a hyphen.



***Figure 18: North Elevation***

### ***“C” Building Facades***

The third portion of the project, referred to as the “C” building, faces Bartholomew Street on the east and Limerick Street, the only C street frontage, to the south. It is conceived as an Art Deco style building that recalls warehouses of the 1920s and 30s. This building subunit is very well resolved in concept form, and is also an appropriate expression for its location at the B-C corner of the site. The “C” façade will incorporate a clarity of form with high quality materials including masonry, metal, and glass.



***Figure 19: Southeast Elevation***

### ***Encroaching Canopies***

The building design includes three proposed encroachments for the project, in the form of entrance canopies at each of the three building entrances. All three canopies extend approximately ten feet from the building into the public right of way. The “A” and “B” building entrance canopies are approximately 30 feet along each facade, and the building “C” entrance canopy is 22 feet long. Staff recommends approval of the canopies because they provide interest to the large facades, emphasize and articulate the building entrances, and reinforce the notion of three separate buildings. Their height will prevent them from interfering with pedestrian movement and they will provide convenience for residents and other pedestrians in inclement weather. For these reasons, staff recommends approval of the encroachments.

## **F. Adjoining Uses**

Staff was very concerned about the project’s compatibility with the land around it, in both the short and the long term for a number of reasons, including:

- The site’s central location within the new South Carlyle neighborhood, relating to Carlyle and John Carlyle Street to the north, and the very large public Eisenhower Park to the west;
- The building’s three different facades on five street frontages; and
- A large portion of planned future development is not in place.

### ***Future Uses***

Staff has worked to ensure that each of the five sides of the project adopt a scale and incorporate architectural elements that are compatible with neighboring developments. Specifically, the City anticipates the following development on adjoining properties:

**Block P:** Immediately north of the Carlyle Centre site, Block P/Block 26A, has been approved for large office buildings with significant ground floor retail space along an extension of John Carlyle Street that will bifurcate the existing 4.5 acre parcel. Phase 1 will include a 380,000

sq.ft. mixed use building with two office towers of 175 and 200 feet with ground floor retail and is currently in the development pipeline. Phase 2 will consist of three office buildings ranging from 60 to 120 feet tall, with ground floor retail along John Carlyle Street.

**Hoffman:** Block 25A lies north of the proposed Eisenhower Park and northwest of Carlyle Centre. It will include a series of residential and office buildings that will face the Park on one side and the PTO complex on the other. The buildings will be large, with residential uses of maximum heights of 200 feet.

**Hooff-Egleson:** Blocks 29 and 30, immediately south of the project, include both office and residential uses in large buildings up to 200 feet tall, with 4-8 story buildings on the block immediately south of Carlyle Centre.

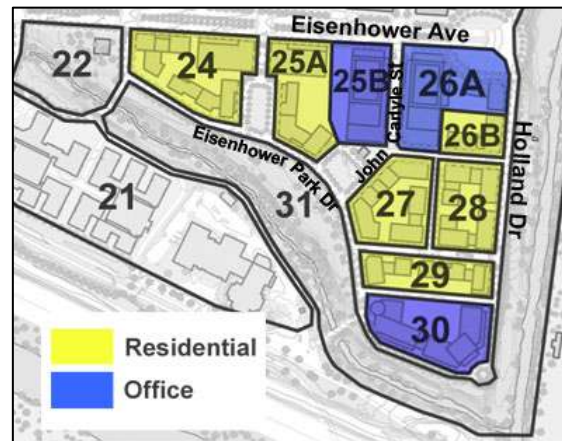


Figure 20: Surrounding Uses

**Virginia Concrete:** The Plan calls for development of this 2 acre Block 28 site immediately east of Carlyle Centre with large residential buildings, for a total of 282,000 sq.ft., with heights of 4-8 stories and a maximum of 100 feet.

**Eisenhower Park:** The large, central public open space feature of the Eisenhower East area, Eisenhower Park, will be developed, and the Carlyle Centre building sits immediately adjacent to the Meadow portion of that large green open space area.

### *Industrial Uses*

The fact that the development adjoins industrial uses on the east and the south could be a potential problem. However, given the strength and clarity of the Eisenhower East Plan, there is no question that the Virginia Concrete facility and the rental car parking lot will cease operations as development in the area progresses. The SUP for Virginia Concrete (SUP #2000-0154) specifically addressed this issue in 2000, even prior to the Eisenhower East Plan:

*The review of this case at this time, presents a difficult issue for the City. Staff believes that the use continues to be compatible with its immediate neighbors (the Go Kart track and storage facility), but notes that several large development projects have been approved for the greater area, including new residences and office buildings at Carlyle, the Jefferson at Mill Road residential development, and the Patent and Trademark Office. Staff believes that as these projects are completed, the character of this part of the City will be rapidly transformed, encouraging the redevelopment of this site, as envisioned in the Eisenhower East Plan.*

As a result, Condition #5 of the Virginia Concrete SUP states:

*The special use permit shall be extended to year 2016 with the provision that the permit be reviewed in year 2006. When the permit is reviewed in 2006, it shall be allowed to continue only upon a finding that its presence is not incompatible with other uses in the area, does not discourage future desired uses for the area, and does not limit the development potential of its own site.*

As part of its required review, staff has discussed the issue with Virginia Concrete, who acknowledges the need to cease operations prior to any occupancy of this site or Block P. Staff will recommend this condition when the case is docketed in the next few months for its formal review.

Similarly, the Thrifty rental car facility to the development site's south was approved in 2002 with an SUP that recognized the changing land use dynamic in the southeastern part of Eisenhower East. That approval (SUP#2002-0093) states:

*However, staff anticipates that at some point in the next ten years, the use will become incompatible with new development that will be occurring in the area. For this reason, staff recommends a five year review of this special use permit so that the compatibility of the use can be reassessed. This approach is consistent with Council's approval of the special use permit for the concrete plant to the north. From a land use perspective, the current use is appropriate for the short term but will no longer be when its presence discourages additional redevelopment in the general area. Therefore, the City needs the opportunity to review this use with regard to the status of development in the future.*

The Thrifty Car Rental SUP required a five year review in 2007, to assess development progress in the area. At the review of the case next year, staff will impose a similar requirement as with Virginia Concrete: it will recommend that the facility cease operation prior to the occupancy of any residential unit at Carlyle Centre.

The Alexandria Sanitation Authority water treatment plant to the east of the development site, however, is different; it will not be leaving the area and, in fact, wishes to expand its facility. However, that plant is quite a distance from the development site, was considered as part of the Eisenhower East planning effort, and is specifically buffered from the development sites of Carlyle South by the Hooffs Run waterway.

Given the short-term uses in the area, even when industrial operations cease, the site may be something of a development island until further redevelopment occurs in the South Carlyle area. On the other hand, the new South Carlyle residents who live there will be only one block south of Eisenhower Avenue and the residential development being built at Block O, will be adjacent to the John Carlyle retail neighborhood being built as part of Block P, and will be only four blocks from Whole Foods on Duke Street.

## **G. Affordable Housing**

The applicant will contribute to the Housing Trust Fund in an amount consistent with the recommendations of the Developer's Housing Contribution Policy Work Group (DHCPWG). Specifically, the applicant's contribution will follow the accepted formula of \$2.00 per square foot for the base density if developed as a condominium or \$1.50 per square foot for the base density if developed as rental apartments, plus \$4.00 a square foot for the additional density gained by SUP approval. In this case, the base density is a 1.0 FAR without a SUP, or 123,543 sq.ft, for a contribution of \$247,086 for condominium development or \$185,314.50 for rental apartment development. With SUP approval, the applicant's floor area will be 305,080 sq.ft., for an increase of 181,537 sq.ft. At \$4 per square foot, the increased density equates to an additional \$726,148. The total contribution will therefore be \$973,233 for condominium development or \$911,462 for rental apartment development.

## **H. Parking**

### ***Underground Parking***

The *Eisenhower East Small Area Plan* provides maximum parking standards for development in this area based on distance to the metro station. As this development is greater than 1,500 feet from the nearest station, the Eisenhower Metro Station, the standard of 1.3 cars/1,000 gross square feet of high-rise residential applies. For a development of 305,080 gross square feet, a maximum of 396 parking spaces is permitted and the applicant has proposed the maximum number of parking spaces. Of these spaces, 15 will be reserved for visitor parking. The parking will be located in two levels of underground structure, as anticipated by the Eisenhower East Plan, and the entrance to the garage will be located on Limerick Street, which the Plan permits because it is a "C" street.

### ***On-Street Parking***

The *Eisenhower East Design Guidelines* call for residential streets such as the ones surrounding the project to have two 11-foot travel lanes with 8 foot parking lanes on each side. Although the ultimate development of the streets in this area is dependent on the development of adjacent properties, staff is requiring that on street parking be provided now on at least one side of the streets being created. Where feasible, the streets will be fully developed per the guidelines with on-street parking. In the interim, approximately 22 spaces will be provided with this development on Limerick Street, Eisenhower Park Drive, John Carlyle Street, and Savoy Street. When the on-street parking on Bartholomew Street is in place, approximately 37 spaces will be available immediately adjacent to the site. This will provide additional spaces for visitor parking to add to the 15 visitor spaces in the garage.

## I. Traffic and Transportation

### *Area Traffic Capacity*

The development of a residential use on this parcel conforms with the land use anticipated in the adopted *Eisenhower East Small Area Plan* and is generally consistent with the plan's underlying traffic analysis. As with similar properties included in the EESAP, a traffic evaluation was conducted to determine what, if any, additional impacts would result from the proposed development plan compared to those anticipated under the EESAP. Based on the applicant's traffic study, the proposed development plan would increase the number of trips to and from this particular parcel compared to the adopted EESAP. During the AM and PM peak periods, the proposed project would generate an additional 95 and 98 trips, respectively. Within the context of the overall EESAP, this is not a significant increase in traffic demand.

### *Comparison of Peak Hour Traffic Conditions*

The applicant also analyzed peak hour volumes using appropriate procedures, as detailed in the 2000 Edition of the Highway Capacity Manual. Traffic analysis results, summarized in Table #2 below for key area intersections, indicate that the proposed increase in AGFA on this parcel will not materially change traffic conditions from those anticipated in the adopted EESAP.

**Table # 2**  
*Level of Service for Key South Carlyle Intersections*

Intersection	Background (without Block P) 2009		Total Future (without Block P) 2009		Background (with Block P) 2009		Total Future (with Block P) 2009	
	Level of Service (delays in sec./veh.)							
	AM	PM	AM	PM	AM	PM	AM	PM
Hooffs Run Drive and Eisenhower Avenue	A (1.6)	A (2.2)	A (3.5)	A. (3.5)	A (0.6)	A (3.1)	A (0.7)	A (3.3)
John Carlyle Street and Eisenhower Avenue	A (6.5)	B (18.2)	A (6.6)	C (21.1)	B (16.5)	C (26.5)	B (16.9)	C (28.8)

### *Transportation Management Plan*

Based on the scope of the proposed project, a transportation management plan special use permit is required. The TMP for this project is intended to encourage high levels of transit use, especially during peak travel periods. The TMP account for this project is to be funded at annual rates of \$60 per residential unit, which is generally consistent with previously approved TMP/SUPs in Eisenhower East.

In addition to promoting and funding transit use incentive programs for residents and employees, the project TMP requires that the development:

- Participate with other area TMPs in mutually agreed upon projects and programs designed to reduce travel by single-occupant vehicles, including provisions of expanded transit service in the local area;
- Coordinate car sharing and ride sharing programs supportive of residents who primarily commute by transit;
- Promote and provide discounted transit fare media to residents; and
- Provide amenities for residents and employees who travel by bicycle and/or walk as alternatives to travel by auto.

## **J. Community**

Although the development site lacks existing neighbors, staff nevertheless made an effort to alert interested parties about the development and solicit their input. For example, the applicant and City staff met with the Eisenhower Avenue Public-Private Partnership to explain the proposed project. Overall, the group was very supportive of the development, raising technical issues about the new infrastructure, particularly the street system, and construction plans, especially considering the contaminated soil. Plans for implementing the street network in this area and for completely removing and replacing contaminated soil were explained. Staff also discussed the project with Bill Harvey, President of the Carlyle-Eisenhower Civic Association, who noted that the project is consistent with the Eisenhower East Plan and corresponding design guidelines. His main concern was the design for South Carlyle Square, and that the concrete plant not be in operation when residents arrive.

## **V. CONCLUSION**

Staff recommends **approval** of the proposed CDD special use permit, development special use permit, TMP-special use permit, encroachments, and proposed street names subject to the conditions within this report.

STAFF: Rich Josephson, Acting Director, Planning and Zoning;  
Jeffrey Farner, Chief, Development;  
Tom Canfield, City Architect;  
Natalie Wang, Urban Planner; and  
Katie Parker, Urban Planner.



## **VI. STAFF RECOMMENDATION**

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

### **A. PEDESTRIAN / STREETScape IMPROVEMENTS**

1. The applicant shall provide pedestrian improvements that at a minimum shall provide the level of improvements depicted on the preliminary site plan and shall also provide the following consistent with the *Eisenhower East Design Guidelines* to the satisfaction of the Director of P&Z.
  - a. The triangular open space area on the southwestern portion of the site shall be refined to provide the following as generally depicted in *Attachment # 1*:
    - i. A 14 ft. wide brick sidewalk on the eastern and southern portion of the open space.
    - ii. Seven trees within this space.
    - iii. The curb line for Hooffs Run Drive shall be relocated approximately 8 ft. to the west.
    - iv. A 6 ft. wide brick sidewalk with a 8 ft. landscape strip and street trees on Hooffs Run Drive.
    - v. A stamped and colored asphalt crosswalk at the intersections of Eisenhower Park Drive-Hooffs Run Drive, and Eisenhower Park Drive-Limerick Street.
    - vi. Extend the bulb-out at the intersection of Hooffs Run Drive and John Carlyle Street.
  - b. The open space at the intersection of John Carlyle Street and Hooffs Run Drive, the future South Carlyle Square, shall be extended approximately 8 ft. to the west. A 6 ft. wide brick sidewalk with an 8 ft. landscape strip and street trees shall be installed along Hooffs Run Drive, which shall connect and align with the approved sidewalk for Block P – Carlyle to the north as generally depicted in *Attachment # 2*.
  - c. Provide special paving patterns to designate each of the three building entrances as outlined in the *Eisenhower East Design Guidelines*.
  - d. Along the perimeter of the building, exclusive of the building entrances and the entrance to the internal courtyard, approximately 3 ft. of evergreen groundcover, plantings, and shrubs shall be installed adjacent to the building. Revise the sidewalk as follows: 5 ft. wide tree wells, 6 ft. wide unobstructed sidewalk, and 3 ft. wide planting adjacent to the building. The plantings shall be a size and type to not obstruct the minimum unobstructed sidewalk dimensions.
  - e. The sidewalk on the eastern portion of the site shall be increased in width from 13.50 ft. to 14 ft. in width.
  - f. The brick sidewalks on the southern street (Limerick Street) shall continue over the proposed garage and loading dock entrance to provide a continual uninterrupted brick sidewalk.
  - g. If construction of Block 27 precedes the development of Block P, the applicant shall construct a 10 ft. wide temporary asphalt sidewalk on the northern portion of

- the northern street (Savoy Street). The sidewalks shall be temporary until the permanent sidewalks for Block P are installed.
- h. The transformers and switch box on Limerick Street shall be screened with a decorative metal fence/gate with an opaque metal screen behind the fence/gate.
  - i. The exhaust for the underground garage shall not be located on or adjacent to the perimeter sidewalk, but rather within the internal courtyard. The intake for the underground garage shall not be located on or adjacent to the perimeter sidewalk of any street designated in the EESAP as an A Street or a B Street.
  - j. A perpetual public access easement shall be granted for the portions of the perimeter sidewalks not located within the public right-of-way. All easements and reservations shall be depicted on the subdivision plat and shall be approved prior to the release of the final site plan.
  - k. The applicant shall install and maintain two (2) public benches for the northern (Savoy Street) and the western (Bartholomew Street) frontages. The benches shall be consistent with the Eisenhower East Design Guidelines.
  - l. The fence-gate for the internal courtyard shall be setback a minimum of 60 feet from John Carlyle Street and shall be decorative metal not to exceed 3.5 ft. in height.
  - m. The area at the courtyard entrance on John Carlyle Street (approximately 60 ft. x 30 ft.) shall be accessible to the public through the provision of a public access easement. The planters for this space shall be designed as seat walls.
  - n. The walkways for the internal sidewalks and courtyard shall generally be the same brick as used for the perimeter sidewalks to reinforce the public nature of the space.
  - o. All sidewalks shall be City standard red brick of a basket weave pattern and shall comply with City standards.
  - p. Street lighting for all streets, including the Hooffs Run Drive frontage for Block 27, shall be single acorn luminaires as specified in the Eisenhower East Design Guidelines (W.J. Whatley Washington series fiberglass pole, General Electric Edison III luminaire, and Hadco Victorian III series refractive globe).
  - q. All trash cans shall be Iron Site Bethesda Series, Model S-42 decorative black metal trash cans as specified in the Eisenhower East Design Guidelines.
  - r. All pedestrian improvements shall be completed prior to the issuance of a certificate of occupancy permit. (P&Z) (T&ES)
2. Provide all pedestrian and traffic signage in accordance with the *Manual of Uniform Traffic Control Devices (MUTCD)*, latest edition, to the satisfaction of the Director of T&ES. Pedestrian and traffic signage shall be depicted on the final site plan, installed by the developer, and consistent with the Eisenhower East Design Guidelines to the satisfaction of the Director of T&ES. (T&ES)
  3. All materials for ADA ramps shall be brick. All ramps shall include detectable warnings in accordance with Americans with Disabilities Act (ADA) requirements in the current Americans with Disabilities Act Accessibility Guidelines (ADAAG). Truncated domes are the only detectable warnings allowed by ADAAG. Grooves, exposed aggregate, and

other designs intended for use as detectable warning are too similar to pavement textures, cracks and joints and are not considered equivalent facilitation. (T&ES)(P&Z)

4. The applicant shall provide \$1,000/ea to the Director of T&ES for the purchase and installation of eight (8) City standard street cans along the adjoining public streets. (T&ES)

**B. OPEN SPACE - LANDSCAPING**

5. The applicant shall submit a plan for the entire South Carlyle Square on the northwest portion of the site (including the portion on Block P, within Hooffs Run Drive, and on Block 25A, with the permission of the property owners). The plan shall consist of the following to the satisfaction of the Directors of P&Z and RP&CA:
  - a. South Carlyle Square shall be designed to be implemented in phases. The applicant shall be responsible for the design of the entire park and for construction of the portion of the park contained within Block 27 or as required herein.
  - b. Street trees, brick sidewalks, and decorative pedestrian-scale acorn streetlights on the perimeter of the park.
  - c. The caliper of the trees shall be 3.5 to 4.0 inch caliper at the time of planting.
  - d. Decorative paving materials for the internal portion of South Carlyle Square.
  - e. A focal art-sculptural feature that is an appropriate scale for the space shall be provided.
  - f. Shrubs, plantings, and groundcover shall provide seasonal color and be arranged to provide visual interest and harmony within the public space as well as be complimentary to the design of the public space and its proposed use.
  - g. Decorative trash receptacle(s) shall be provided within the open space-park.
  - h. Fences shall not be permitted.
  - i. Be prepared and sealed by a Landscape Architect certified to practice in the Commonwealth of Virginia.
  - j. The park shall be irrigated. The applicant shall provide and implement a landscape irrigation and water management system(s) to the satisfaction of the Directors of RP&CA that shall include:
    - i. Location and type of heads/emitters, water delivery systems, sleeving beneath pavement/roads/sidewalks, controller(s), backflow preventer(s) and system monitoring device(s).
    - ii. The plan shall be prepared and sealed by an irrigator with certification at a level commensurate to this project and licensed to practice in the Commonwealth of Virginia.
  - k. All lawn areas shall be sodded.
  - l. All landscaping shall be maintained in good condition and replaced as needed.
  - m. The park shall be open to the public following the hours and guidelines established by the Department of RP&CA.
  - n. Signage shall be incorporated into the materials and design of the open space and shall not be freestanding elements.

- o. The improvements, exclusive of Block P, Block 25A, and the portion of Hooffs Run Drive outside of the area referenced in Condition 1.b, shall be completed prior to a certificate of occupancy permit for Block 27.
  - p. A landscape maintenance bond in an amount determined by the City shall be held for 24 months following the release of the performance bond.
  - q. The open space shall be maintained by the applicant, to the satisfaction of the Directors of P&Z, T&ES, and RP&CA, until it is accepted by the City. The park shall not be accepted by the City until approval by the City that all park improvements have been completed to the satisfaction of the Directors of P&Z, T&ES, and RP&CA. Upon acceptance, the park shall be dedicated to the City by recordation of the subdivision plat. (RP&CA) (P&Z)
6. A landscape plan shall be provided with the final site plan submission to the satisfaction of the Directors of P&Z and RP&CA. The plan shall use industry standard nomenclature, shall include the level of landscaping depicted on the preliminary landscape plan, and shall at a minimum also provide:
- a. All street trees shall be planted in a 5 ft. wide continuous planting trough with aeration, drainage, and irrigation systems. Where on-street parking is not provided, such as adjacent to the open space-park, the trees shall be planted within a continual 5ft. wide landscape planting strip.
  - b. The planting troughs shall be a minimum of 300 cubic ft. per tree to provide sufficient arable soil volume to support adequate moisture for the tree. A detail shall be provided on the final landscape plan and shall be consistent with the Eisenhower Design Guidelines. The detail on the preliminary plan shows perforated PVC aeration pipe that appears to be installed horizontal at surface of planter, which should be corrected.
  - c. Evergreen groundcover shall be provided within each tree well and reflected in the plant schedule.
  - d. A minimum of 5 ft. of soil depth shall be provided for the trees on top of the underground parking structure.
  - e. The street trees shall consist of the following:
    - i. The northern street (Savoy Street) and John Carlyle Street extended - Littleleaf Linden (*Tilia Cordata*)
    - ii. Eisenhower Park Drive - Lacebark Elm (*Ulmus Parvifolia*)
    - iii. The southern street (Limerick Street) - Willow Oak (*Quercus Phellos*)
    - iv. The eastern street (Bartholomew Street) - Red Maple (*Acer Rubrum*)
  - f. Be prepared and sealed by a Landscape Architect certified to practice in the Commonwealth of Virginia.
  - g. Provide an enhanced level of detail plantings throughout the site (in addition to street trees). Plantings shall include a mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
  - h. Coordinate above and below grade site utilities, site furnishings, fences, architecture, lights, signs, and site grading to avoid conflicts. Ensure positive drainage in all planted areas.

- i. 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, metal grates, and coordination with site utilities.
- j. Provide material, finishes, and architectural details that include top of wall and bottom of wall points for all seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails-if required by code, directional changes, above and below grade conditions, and coordination with adjacent conditions. Future requirements will include submission of samples.
- k. Provide crown area coverage calculations in compliance with City of Alexandria Landscape Guidelines.
- l. Clarify specification of Eastern Redbud, Sweetbay Magnolia, and American Holly as single or multi-stem.
- m. Provide substitution for English Ivy with a noninvasive species.
- n. Provide the following notes on Landscape Plans:
  - i. “Specifications for plantings shall be in accordance with the current and most up to date edition of ANSI-Z60.1, The American Standard for Nursery Stock as produced by the American Association of Nurserymen; Washington, DC.”
  - ii. “In lieu of more strenuous specifications, all landscape related work shall be installed and maintained in accordance with the current and most up-to-date edition (at time of construction) of Landscape Specification Guidelines as produced by the Landscape Contractors Association of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland.”
  - iii. “Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled and held with the City’s Arborist and Landscape Architects to review plant installation procedures and processes.”
- o. Trees should not be planted under or near light poles. Trees planted under or near light poles counteract the effectiveness of light illumination when they reach full maturity.
- p. Trees are to be limbed up to a minimum of 6 feet as they mature, to allow for the greatest amount of natural surveillance.
- q. No shrubs higher than 3 feet should be planted within 6 feet of walkways. Shrubs higher than 3 feet provide cover and concealment for potential criminals.
- r. All proposed shrubbery should have a maximum height of 36 inches when it matures.
- s. Provide continuous external water hose bibs 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.
- t. Provide coordinated site utilities including location and direction of service openings and required clearances for above grade utilities such as transformers, telephone, HVAC units, and cable boxes. Minimize conflicts with plantings, pedestrian areas, and major view sheds. Do not locate above grade utilities in dedicated open space. (RP&CA) (P&Z) (Police)

7. The internal courtyard shall be designed to function as high-quality usable open space for the residents. At a minimum, the internal courtyard shall include the following, to the satisfaction of the Directors of P&Z and RP&CA:
  - a. An enlarged and more detailed plan of the interior courtyard
  - b. The location and orientation of the swimming pool shall be configured to maximize solar exposure and usability;
  - c. Features and elements such as seating, trash receptacles, pedestrian scale lighting, alcoves and trellis;
  - d. Varied and high quality paving materials;
  - e. Landscaping plan including deciduous, evergreen, and flowering plant materials, with irrigation systems; and
  - f. Special measures to insure adequate drainage and structural support as necessary to accomplish the proposed plan. (P&Z) (RP&CA)
8. The applicant shall submit an open space contribution of \$290,370.40 to the dedicated East Eisenhower Open Space Fund for future acquisition and development of open space within Eisenhower East. The open space contribution shall be submitted prior to the release of the final site plan. (P&Z) (RP&CA)
9. The final subdivision plat shall differentiate between land dedicated to the City for public right-of-way purposes, and land adjacent to or surrounded by public right-of-way dedicated for public park and open space purposes, in accordance with the approved CDD concept plan. (P&Z)

**C. AFFORDABLE HOUSING**

10. Prior to issuance of the Certificate of Occupancy, the developer shall make a voluntary contribution of \$2 per square foot on the 123,543.66 gross square feet of permitted ("by right") development, and \$4 on the additional 181,536 gross square feet made possible by the SUP, for a total voluntary contribution of \$973,233, if the property is developed as a condominium, and \$1.5 per square foot on the 123,543.66 gross square feet of permitted ("by right") development, and \$4 on the additional 181,536 gross square feet made possible by the SUP, for a total voluntary contribution of \$911,462 if the property is developed as rental apartments, consistent with the conclusions of the Developer's Housing Contributions Policy Work Group (DHCPWG), accepted by the Alexandria City Council on June 14, 2005. (Housing)

**D. TRANSIT INCENTIVES**

11. The applicant, Condominium Unit Owners Association, or the Property Manager, as applicable, shall create a program and implement a reporting system to encourage the use of mass transit, carpooling, teleworking, and ride-sharing and to discourage the use of single occupancy vehicles to the satisfaction of the Directors of P&Z and T&ES, which at a minimum shall consist of the following:

- a. The applicant shall fund at an annual rate of \$60 per residential unit, a transportation management account to be used exclusively for the transportation activities included in this document.
- b. The project shall have an overall goal of a 25% non single-occupant-vehicle travel.
- c. The applicant shall participate with other developments in Eisenhower East in a mutually agreed upon cooperative planning and implementation of projects and/or programs to reduce the use of single-occupant vehicles for travel to, from, and within the Eisenhower East area. If requested by the Director of P&Z and T&ES, the applicant shall participate in the provision of a separate shuttle(s) for the proposed development and/or an Eisenhower East bus-shuttle service as required by the City.
- d. Transit, ridesharing, and the other program elements shall be promoted to prospective tenants and/or residents. A share car program shall be established and marketed as part of the ridesharing and transit marketing efforts. Spaces for these vehicles shall be in a convenient location for tenants and residents and the TMP Coordinator shall arrange with any of the carshare companies for placement of vehicles in this project. (Currently, Zipcar and Flexcar both have vehicles in the Alexandria area.) For those individuals that take transit, carpool/vanpool, walk, or bike to work, the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.
- e. Information about all transit, ridesharing, and other TMP elements shall be distributed and displayed to residents and/or tenants - including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be provided in a prominent location within each building and a web site with this information and appropriate links to transit providers shall be provided and maintained.
- f. 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.
- g. Discounted bus and rail fare media shall be sold on-site to employees and residents of the project during hours that are convenient for residents who work. The fare media to be sold will include, at a minimum, Metrorail, Metrobus, DASH, and any other public transportation fare media requested by employees and/or the Office of Transit Services and Programs. The availability of this fare media will be prominently advertised.
- h. The applicant shall participate in Ozone Action Days and other regionally sponsored clean air, transit, and traffic mitigation promotions by advertising such promotions in a manner and at such locations within the building acceptable to the applicant.
- i. The applicant shall prepare, as part of its leasing agreements, appropriate language to inform tenants of the transportation management plan special use permit and conditions therein, prior to any lease agreements.
- j. A TMP coordinator with experience in this occupation shall be designated for the project upon application for the initial building permit. The TMP coordinator

shall have an on-site office, and the name, location, and telephone number of the coordinator will be provided to the City's Office of Transit Services & Programs (OTS&P). OTS&P will be notified at the time of any changes. The TMP coordinator shall be provided for the individual project until the overall TMP for Eisenhower East is implemented. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project, and for providing the following required reports to the OTS&P in the Department of T&ES:

- i. Biannual fund reports due on January 15 and July 15. These reports will provide a summary of the contributions to the fund and all expenses. The first report will be due six months following the issuance of the first certificate of occupancy.
  - ii. An annual survey of residents shall be conducted to determine modes of transportation, arrival and departure times, willingness and ability to use carpooling and public transit, and such additional information as the City may require. The initial survey shall be submitted one year from the issuance of the first certificate of occupancy for any new building. Subsequent surveys are due July 15;
  - iii. Annual reports, including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, the results of the annual survey, and a work program for the following year. The initial report shall be submitted one year from the issuance of the first certificate of occupancy for any new building. Subsequent annual reports are due July 15.
- k. 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 may be paid to the City for use in TMP support activities which benefit the site. The Director of T&ES may require that the funds be paid to the City upon determination that the applicant has not made reasonable effort to use the funds for TMP activities.
- l. Modifications to approved TMP activities shall be permitted upon approval by the Director of T&ES, if the changes are consistent with the goals of the TMP. (T&ES)(P&Z)

## **E. STREETS**

12. John Carlyle Street, Eisenhower Park Drive, Savoy Street, Bartholomew Street, and Limerick Street shall be dedicated to the City as public streets as generally depicted in *Attachment # 3*. The approved street names shall be depicted on the final site plan and subsequent documentation and plans. (P&Z)
13. The applicant shall be responsible for the street design, construction, and dedication of right-of-ways for John Carlyle Street (western street from the future Eisenhower Park Drive to the future Savoy Street), Eisenhower Park Drive (southwestern street from the future Limerick Street to the future John Carlyle Drive), Savoy Street (northern street from the future John Carlyle Drive to the future Bartholomew Street), Bartholomew



Street (eastern street), and Limerick Street (southern street from the future Bartholomew Street to the future Eisenhower Park Drive) to the satisfaction of the Directors of P&Z and T&ES, which shall include the improvements depicted on the preliminary plan and the following:

- a. John Carlyle Street shall include a 14 ft. wide sidewalk area consistent with condition #1(d) on the southern portion, a 32 ft. curb to curb roadway, and a 14 ft. brick sidewalk on the northern portion of the street.
  - b. Eisenhower Park Drive shall include a 14 ft. wide brick sidewalk area consistent with condition #1(d) on the northern side of the street, a 32 ft. curb to curb roadway, and a 14 ft. wide brick sidewalk on the southern side of the street.
  - c. If development of Block 27 precedes the development of Block P, Savoy Street shall include a 14 ft. wide brick sidewalk area consistent with condition #1(d) on the southern portion of the street, a 31 ft. curb to curb roadway, and a 10 ft. wide temporary asphalt sidewalk on the northern portion of the street.
  - d. Bartholomew Street shall include a 14 ft. wide brick sidewalk area consistent with condition #1(d) on the western side of the street and a 22 ft. curb to edge of pavement roadway. If the applicant is able to acquire the necessary additional easements or land from the adjoining property owner to accommodate the fire access around the corner bulb outs, the applicant will construct corner bulb outs on the two western corners of Bartholomew Street. If acquisition of the additional easements or land is not possible after diligent pursuit by the applicant, the applicant shall deposit a cash escrow to be held by the City in the amount of the estimated cost for the construction of the two corner bulb outs.
  - e. Limerick Street shall include a 14 ft. wide brick sidewalk area consistent with condition #1(d) on the northern portion of the street, a 30 ft. curb to curb roadway, and a maximum 5 foot temporary asphalt sidewalk on the southern portion of the street.
  - f. All street and pedestrian improvements for these streets shall be installed and the streets shall be operational prior to the issuance of the first permanent certificate of occupancy permit for the building.
  - g. The streets shall not be accepted for dedication until the completion of the project and determination by the City that the streets comply with all applicable codes and standards.
  - h. The streets shall be built in conformance with the Eisenhower East Infrastructure Plan, which is currently under design and shall be built to City of Alexandria Construction Standards. Adjustments may need to be made to the roadway, grading, and utility plans during final design to be in compliance with the Eisenhower East Infrastructure Plan. (P&Z) (T&ES)
14. All driveway entrances, sidewalks, curbing, etc. in public ROW or abutting public ROW shall meet City design standards. Provide City standard pavement for emergency vehicle easements. The applicant shall replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)

15. 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)
16. The applicant shall provide bicycle racks, street signs, and stop signs which shall consist of the following, to the satisfaction of the Directors of T&ES and P&Z:
  - a. The applicant shall provide (29) residential bicycle parking space(s) within the underground garage and (6) visitor bicycle parking space(s) on the surface to the satisfaction of the Director of T&ES.
  - b. Sign posts shall be 2" diameter galvanized poles painted black; signs shall be Highway C aluminum, 0.080 gauge blank, 3M VIP sheeting.
  - c. The applicant shall provide two (2) City standard black decorative street cans per block face.
  - d. All appropriate on-street parking signage and any other signage adjacent to the project for control of pedestrians and vehicles shall be installed by the developer to the satisfaction of the Director of T&ES. (P&Z)(T&ES)

**F. PARKING**

17. The applicant shall provide a parking management plan which outlines mechanisms to maximize the use of the parking garage by residents and visitors and discourage single occupancy vehicles to the satisfaction of the Directors of P&Z and T&ES, which shall provide the following:
  - a. A maximum of 396 parking spaces shall be provided within the underground garage. A minimum of 15 spaces in the underground garage shall be reserved for visitor use and shall include all applicable signage.
  - b. The visitor spaces shall be conveniently located adjacent to the elevator.
  - c. The applicant shall provide controlled access into the underground garages that shall be designed to allow convenient access to the underground parking for residents and visitors.
  - d. Residents of the building shall be ineligible to apply for or receive any residential on-street parking permits.
  - e. A minimum of one parking space for each unit shall be provided within the underground garage as part of the initial and subsequent purchase price for the units.
  - f. The applicant shall provide off-street parking for all construction workers without charge. The location of the parking shall be designated on the final site plan. 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 based on a plan, which shall be submitted to the Department of P&Z and T&ES with the final site plan prior to the issuance of the Excavation/Sheeting and Shoring Permit. This plan shall set forth the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit. The plan shall also provide for the location on the

construction site at which information will be posted regarding Metro schedules and routes, and bus schedules and routes. If the plan is violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within ten (10) days, a "stop work order" will be issued, with construction halted until the violation has been corrected.

- g. Handicap parking spaces 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 required under the USBC or the Code of Virginia 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. (P&Z) (Code)
- 18. The lighting for the underground parking garage is to be 5.0 foot-candles minimum maintained. The walls and ceiling in the garage shall be painted white or dyed concrete (white) can be used to increase reflectivity and improve light levels at night. (Police)
  - 19. In keeping with City Council requirements for metered parking in the Eisenhower East area, the applicant shall furnish and install multispace parking meters on all streets that provide on-street parking, except that three (3) parking spaces in front of the building on John Carlyle Street shall be reserved for future resident parking and shall be without meters. The location and detail of the meters shall be provided on the final site plan. (T&ES)
  - 20. Show turning movements of standard vehicles in the underground parking garage. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)

## **G. BUILDING**

- 21. The massing, articulation, and general design of the building(s) shall be generally consistent with the drawings and renderings dated November 10, 2006. The final design of the building shall be revised to incorporate the following to the satisfaction of the Director of P&Z:  
*Building A*
  - a. Provide clerestory windows from 7-10 ft. min. above finished floor at the fifth level where lofts with public street frontage are proposed to allow outward visibility from the loft space. Roof framing shall be designed to accommodate these views by means of greater ceiling height at these locations.
  - b. Revise the one-over-one windows and doors to include a mullion pattern.

- c. The fiber cement panels of the fifth level visible from public right-of-way or on public street frontages shall be revised to be lighter color thin set brick.
- d. The entry canopy shall be decorative metal and shall be more integrated into the design of the building.
- e. Through the use of color and material the corner elements shall be refined to appear more vertical.

*Building B*

- f. The final design of the architectural turret feature on building subunit B shall investigate lowering the upper cornice line to the fifth floor level, to create a two-story expression of the top element in a color contrasting with the lower body of the turret.

*Building C*

- g. The red color of the base shall be raised at the entrance to provide a more prominent building entrance.

*General*

- h. The applicant shall provide high quality windows for each of the buildings to the satisfaction of the Director of P&Z and provide samples for approval.
- i. Provision of building-mounted lighting appropriate to the size and character of the building with smaller scale fixtures is encouraged at the pedestrian level.
- j. The applicant shall provide detailed design drawings (enlarged plan, section, and elevation studies) to evaluate the building base, entrance canopies, and window treatment, including the final detailing, finish and color of these elements, during final site plan review. The applicant shall provide these detailed design drawings at a scale sufficient to fully explain the detailing and depth of façade treatment.
- k. Color architectural elevations shall be submitted during final site plan review.
- l. The applicant shall provide detailed design drawings showing all architectural metalwork (balcony rails, transformer enclosure, garage doors, and rail at planting strip,) along with color and materials samples for each.
- m. The applicant shall provide details including colors and materials for all balconies, decks, and rooftop spaces with the final site plans.
- n. There shall be no visible wall penetrations or louvers for HVAC equipment: all such equipment shall be rooftop-mounted. No wall penetrations shall be allowed for kitchen vents. These shall be carried through the roof and located where they are not visible from the public right-of-way. Dryer and bathroom vents shall be painted to match the building.
- o. Cementitious siding shall not be used in any façade areas that are visible from the public space or right-of-way, but may be used in courtyard areas not so visible.
- p. The applicant shall provide detailed drawings of the proposed “Juliet” balconies, showing a floor projection to create a strong sense of depth at these balconies.
- q. The applicant shall provide plan and section details of the conditions adjoining both garage doors. The garage doors shall be an opaque screen or mesh to minimize the projection of light from the garage onto the adjoining street.
- r. Building signage shall be designed to be in proportion to the building elements on which it is mounted, and shall not employ box signs. Channel-cut rear-illuminated letters are acceptable, and the applicant shall submit detailed signage drawings during final site plan review.

- s. The final materials, details, and color selection shall be subject to review and approval by the Eisenhower East Design Review Board prior to obtaining a building permit. (P&Z)
22. The applicant shall hire a LEED certified consultant as a member of the design and construction team. The consultant shall work with the team to incorporate sustainable design elements and innovative technologies such as those outlined below into the project with the goal of achieving 20 points towards LEED certification under the U.S. Green Building Council's System. The architect shall provide a checklist and specific examples prior to the release of a building permit, to the satisfaction of the Director of P&Z and T&ES.

*Sustainable Sites*

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

*Water Efficiency*

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

*Energy and Atmosphere*

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

*Materials and Resources*

- h. Work to reuse salvageable materials from the existing building on site and for leftover building materials upon completion of construction.
- i. Provide centralized recycling collection point(s) within the building.
- j. Provide a waste management plan to target a reduction of waste being transported to local landfills.
- k. Where practical utilize materials that have high recycled content, such as steel and concrete with flyash. Purchase locally harvested and manufactured materials where practical.
- l. Provide tenant fit-out guidelines to encourage the use of environmentally sensitive materials.

*Indoor Environmental Quality*

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

23. Based on a history of sound transmission complaints, it is recommended that all dwelling units have an interior STC rating of at least 60. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis and are subject to the approval of the Director of Code Enforcement. (Code)
24. For firefighting reasons it is recommended that all stairs extend through the roof so that door access to the roof is provided. Two stairs provide access. The applicant shall provide an automatic opening hatch and stair to provide full roof access for all stairs. (Code)
25. As an alternative to full ladder truck access, the structure shall incorporate the following interior enhancements through a Code Modification submitted to the Director of Code Enforcement:
  - a. The structure shall be equipped with a full NFPA 13 automatic sprinkler system;
  - b. Interior stairwells shall have a clear width of 48 inches with no encroachments;
  - c. Elevator lobbies shall be enclosed in smoke proof construction;
  - d. Enhanced corridor pressurization with a minimum of 6 air changes per hour shall be provided.
  - e. Based on interior enhancements EVE access to the pool area / interior courtyard will not be required. (Code)
26. The applicant of any building or structure constructed in excess of 10,000 square feet; or any building or structure which constructs an addition in excess of 10,000 square feet shall contact the City of Alexandria Radio Communications Manager prior to submission of final site plan. The proposed project shall be reviewed for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:
  - a. The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
  - b. The building or structure design shall support a minimal signal transmission strength of -95 dBm within 90 percent of each floor area.
  - c. The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.
  - d. The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.

If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager. (Code)

27. Due to the proximity of historic landfill and the potential for contamination, the following condition shall be included:
    - a. The applicant shall design and install a vapor barrier and ventilation system for the buildings and parking areas to prevent the migration or accumulation of methane or other gases under parking areas or into buildings, or conduct a study and provide a report signed by a professional engineer showing that such measures are not needed to the satisfaction of Directors of T&ES and Code Enforcement. (T&ES)
  28. Due to the close proximity of the site to the interstate highway, the following conditions shall be included in the development requirements:
    - a. The applicant shall prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD).
    - b. Identify available options to minimize noise exposure to future residents at the site, particularly in those units closest to the interstate highway, 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.
    - c. The noise study shall be submitted and approved prior to final site plan approval. (T&ES)
  29. All exterior building mounted loudspeakers are prohibited. (T&ES)
  30. If fireplaces are utilized in the development, gas fireplaces shall be installed to reduce air pollution and odors. Animal screens must be installed on chimneys. No material may be disposed of by venting into the atmosphere. (T&ES)
  31. Sheeting and shoring shall not extend beyond the property line, except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records or through an approved encroachment process. (Code)
  32. The building numbers shall be placed on the front and back of each building. (Police)
- H. SITE PLAN**
33. The applicant shall submit a wall check to the Department of Planning & Zoning prior to the commencement of framing for the building(s). The building footprint depicted on the wall check shall comply with the approved final site plan. The wall check shall also provide the top-of-slab and first floor elevation as part of the wall check, shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the City prior to commencement of framing. (P&Z)

34. As part of the request for a certificate of occupancy permit, the applicant shall submit a building and site location survey to the Department of P&Z for all site improvements, including the below grade garage. The applicant shall also submit a certification of height for the building as part of the certificate of occupancy for each building(s). The certification shall be prepared and sealed by a registered architect or surveyor and shall state that the height of the building complies with the height permitted pursuant to the approved development special use permit and that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z)
35. All existing and proposed utility poles and overhead electrical/telephone lines for the site shall be located underground and the cost of such undergrounding shall be the sole responsibility of the developer. (P&Z)
36. Depict and label all utilities and the direction of service openings on above grade utilities such as transformers, telephone, HVAC units, and cable boxes. Specifically indicate perimeter clearance/safety zones on plan drawings for utilities requiring perimeter safety zones, such as transformers. All utilities including but not limited to transformers, telephone and cable boxes shall be screened and shall not be visible from the adjoining streets and shall not conflict with the northern pedestrian connection. As part of the final site plan, the applicant shall coordinate with all applicable utility companies the amount, type, and location of all utilities on the final site plan. If the utilities cannot be located as outlined above, the utilities shall be located underground in vaults which meet Virginia Power standards. (P&Z) (RP&CA)
37. A freestanding subdivision or development sign shall be prohibited. (P&Z)
38. In locations where underground garages are proposed, indicate the location and design of ventilation shafts, egress stairs, and dumpster/service areas. (RP&CA)
39. 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, 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 fixtures, mounting height, and strength of fixture in Lumens or Watts;
  - c. Manufacturer's specifications and details for all proposed fixtures; and
  - d. A photometric plan with lighting calculations that 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. Show existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in lumens or watts. Provide manufacturer's specifications for and installation



- schedule indicating the number of each fixture to be installed. Provide lighting calculations and photometric plan to verify that lighting meets City Standards. Lighting plan should cover site, adjacent right-of-way and properties.
- e. Lighting fixtures shall be setback two feet from back of curb. Provide detailed information indicating proposed light pole and foundation in relationship to adjacent grade or pavement. Street light foundations shall be concealed from view.
  - f. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. Pole mounted light foundations shall be concealed from view. (P&Z) (T&ES) (RP&CA) (Police)
40. The applicant shall prepare and submit a plan that delineates a detailed construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES, and Code Enforcement prior to the release the final site plan. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. Copies of plans showing the hauling route, construction worker parking, and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z) (T&ES)
41. The applicant shall identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers, and business owners whose property abuts the site, and to the Directors of P&Z and T&ES. (P&Z)(T&ES)
42. A temporary informational sign shall be installed on the site prior to the approval of the final site plan for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z)(T&ES)
43. The subdivision plats, easements and/or dedication shall be submitted as part of the submission for first final site plan and shall be approved and recorded prior to the release of the final site plan.(P&Z)
44. Prior to the release of the first certificate of occupancy for the project, the City shall review and approve the language of the Homeowner's Agreement to ensure that it conveys to future homeowners the requirements of this development special use permit, including the restrictions listed below and other restrictions deemed necessary by the City Attorney. The applicant shall present a disclosure statement to potential buyers disclosing the following conditions to the satisfaction of the Directors of P&Z, T&ES and the City Attorney. 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. Neighboring uses surrounding the site include the Beltway, Eisenhower Avenue, Virginia Concrete, and the Alexandria Sanitation Authority, and that these uses, streets, and traffic volumes, including truck traffic, are permitted to continue indefinitely, unless otherwise required by the Planning Commission and/or City Council. In particular:
    - i. A heavy industrial use, Virginia Concrete, a concrete batch plant, is located next to this project. This use will generate truck traffic, noise and dust.
    - ii. Eisenhower Avenue is a major four-lane arterial and that future traffic is expected to increase significantly as development along Eisenhower Avenue continues.
    - iii. This project is in the vicinity of I-495 (beltway) and will have noise impact from it.
    - iv. This project is in the vicinity of Alexandria Sanitation Authority, a sewage treatment plant, and because of its proximity may have odor impact from it.
  - b. The Homeowners Association documents shall disclose to all prospective buyer(s) through the sales literature and documents, sales contracts etc. that the areas subject to public access easements will be owned and maintained by the HOA, and the open space dedicated to the City is accessible to the residents of the community and general public.
  - c. Prior history of the Eisenhower East area indicates environmental conditions, related studies and past or on-going remediation efforts
  - d. Vehicles shall not be permitted to park on sidewalks or on any emergency vehicle easement. The Homeowners Association shall maintain a contract with a private towing company to immediately remove any vehicles violating this condition.
  - e. Exterior changes or additions to the building shall not be permitted without approval of City Council or the Director of P&Z, as determined by the Director.
  - f. All landscaping, irrigation and screening shown on the final landscape plan shall be maintained in good condition and the amount and location, type of plantings and topography on the landscape plan shall not be altered, reduced or revised without approval of City Council or the Director of P&Z, as determined by the Director.
  - g. If the City establishes a special taxing district for this area for a transit improvement project to raise funds to finance transit capital projects or transit operating programs and services, which would serve all owners of property within this development, the Homeowners Association shall be required to participate in the district. (P&Z)
45. Temporary construction trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a permanent certificate of occupancy permit for the building. (P&Z)

46. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of C&I 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 sheet on the site plan. (T&ES)
47. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owner’s other agent shall implement a waste and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Enforcement. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
48. Hydraulic calculations (computer modeling) will be completed to verify main sizes upon final submittal of the site plan. Profiles will be required for hydraulic calculations. (VAWC)
49. VAWC will require a copy of the Code Enforcement approved needed fire flow calculations for this project. (VAWC)
50. A double detector check backflow prevention device is required on all fire services. If located inside the premise, it must have a remote reading meter in a separate accessible room. (VAWC)
51. Maintain a 10’ horizontal separation between water and sewer mains. Condition not met where the sanitary manhole connects to sanitary lateral for the building. (VAWC)
52. Provide a 10’ water line easement for mains and hydrants out of the public right-of-way. (VAWC)
53. On sheet C4.10 (demolition plan) at note 14 remove waterlines from that note. Please add a note that states, “VAWC will cut & cap all existing water mains that need to be abandoned. The contractor is to coordinate all existing water main removal with Virginia American Water.” (VAWC)
54. At proposed stub-outs that will be extended in the future (such as the northern most stub for future John Carlyle St.), consider extending the proposed water main to the edge of the proposed pavement now, so the new pavement will not have to be cut to extend the water main. (VAWC)
55. Eliminate the northern most proposed blow-off at the northeast corner of the site. (VAWC)
56. Call out all tees, valves, bends, etc. on plan. (VAWC)

57. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
58. The applicant shall provide the following sanitary sewer improvements and information to the satisfaction of the Director of T&ES. The following information shall be depicted on the final site plan and addressed to the satisfaction of the Director of T&ES prior to the release of the final site plan and/or building permits.
  - a. A review of the plans determines that the applicant intends to salvage the existing 6" sanitary lateral, which if maintained, will be located in the proposed right of way (ROW). The proposed sewer pipe does not comply with the City of Alexandria and State of Virginia regulatory requirements of installing minimum 10" and 8" diameter sanitary sewers in the ROW, respectively. Therefore, the applicant shall install a minimum 10" diameter new sanitary sewer lateral as per the City of Alexandria requirement.
  - b. The applicant shall provide the current (measured, if possible) and post development estimates of average day and peak sanitary flow. The increased peak flow will be placed in the City of Alexandria wastewater flow capacity registry to determine that the City has sufficient treatment capacity available in the Alexandria Sanitation Authority (ASA) Advanced Wastewater Treatment Plant (AWWTP). The City of Alexandria's Allocated Capacity is 21.6 MGD
  - c. The applicant shall comply with all the regulatory requirements of the State of Virginia.
  - d. Sanitary sewer plumbing fixtures and drains located below first floor (including parking structures) shall have in-structure or on-site pumped discharge to the City's gravity collection system. The pumped facilities shall be provided with a standby source of power (i.e., battery or generator).
  - e. The property Owner shall be responsible for the perpetual ownership, capital, and maintenance and Operation of the pumps and appurtenances.
  - f. The applicant shall perform the sanitary sewer capacity analysis to prove that sufficient transport capacity exists in the sanitary lateral / trunk sewer upstream of the Holmes Run Interceptor.
  - g. No foundation drain shall be connected to City or ASA sanitary sewer. (T&ES)
59. In the event that Section 5-1-2(12b) of the City Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as required user property, then refuse collection shall be provided by the City for the condominium portion of this plan. (T&ES)
60. The developer agrees to deliver all solid waste, as defined by the Code of the City of Alexandria, to a refuse disposal facility designated by the Director of T&ES. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
61. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:

- a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
  - b. Submit a Risk Assessment indicating any risks associated with the contamination.
  - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "Clean" backfill shall be used to fill utility corridors.
  - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
  - e. Applicant shall submit 5 copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES)
62. The minimum diameter for public storm sewers is 18-inches. (T&ES)
63. The minimum diameter for public sanitary sewer is 10-inches. (T&ES)
64. All private utilities are to be located outside of public right-of-way and public utility easements. (T&ES)
65. Show all existing and proposed easements, both public and private. (T&ES)
66. The City Attorney has determined that the City lacks the authority to approve the gravity fed sanitary sewer systems which serve over 400 persons. Accordingly, the overall sanitary sewer system for the proposed development must be submitted for approval by the Virginia Department of Environmental Quality (VDEQ). Both City and VDEQ approval are required, though City approval may be given conditioned upon the subsequent issuance of VDEQ approval. Should state agencies require changes in the sewer design, these must be accomplished by the developer prior to the release of a certificate of occupancy for the units served by this system. Prior to the acceptance of dedications of the sewers by the City or release of any construction bonds, the developer must demonstrate that all necessary state agency permits have been obtained and as-built drawings submitted to the City that reflect all changes required by the state. (T&ES)
67. The applicant shall 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 City's storage space guidelines and required Recycling Implementation Plan forms are available at: [www.alexandriava.gov](http://www.alexandriava.gov) or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)
68. The applicant is to contact the Community Relations Unit of the Alexandria Police Department at 703-838-4520 regarding a security survey for the construction trailer(s) as soon as they are in place. (Police)

**I. STORMWATER**

69. Developer to comply with the peak flow requirements of Article XIII of the Alexandria Zoning Ordinance. (T&ES)
70. The applicant is advised that all stormwater designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
71. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
72. Plan must demonstrate to the satisfaction of the Director of T&ES that adequate stormwater outfall is available to the site or the developer is to design and build on-site or off-site improvements to discharge to an adequate outfall. (T&ES)
73. 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)
74. Applicant is not treating all of the water quality volume. Thus the statement under Water Quality: "Therefore, the WQV requirement is met." is incorrect and shall be removed from the plan. The Phosphorous removal requirement is being met, not the treatment of the water quality volume.

Water quality volume is generated by the impervious surface on the site. Applicant's BMP is treating 2.627 acres of the water quality volume being generated. There remains 0.232 acres of impervious surface, from which the water quality volume is not being treated. Applicant is encouraged to carefully explore mechanisms to treat this volume. Should this be impossible applicant is referred to City of Alexandria, Article XIII, Environmental Management Ordinance, Section 13-110(A), *Alternate stormwater management equivalency options and establishment of the Alexandria Water Quality Improvement Fund*. To employ either option, applicant shall follow the guidance provided in Section 13-110(D) and submit a letter to Claudia Hamblin-Katnik, Watershed Program Administrator, 301 King Street, Room 3900, Alexandria, VA 22314 outlining his intent.

Treatment of off-site areas does not release applicant from the requirement to treat all water quality volume. (T&ES)

75. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design

professional shall submit a written certification to the Director of T&ES that the BMPs are:

- a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
  - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES)
76. The Applicant shall submit a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. (T&ES)
77. 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)
78. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
- a. The Applicant shall furnish the Homeowner's Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (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 Homeowner's 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:

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)

79. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the Division of Environmental Quality on digital media. (T&ES)
80. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations and that they are functioning as designed and are unaffected by construction activities. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. (T&ES)



CITY DEPARTMENT COMMENTS

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

**Code Enforcement:**

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

- F-1 The plan depicts several phases of development. Ladder truck access shall be demonstrated for each phase of development for both this project and anticipated surrounding infrastructure development. Provide plan sheets that depict ladder truck access during initial, intermediate and final development of this project and surrounding infrastructure. Ladder truck accessibility shall be maintained throughout all phases of development. **Finding resolved. Plans provided for initial and final phases.**
- F-2 Provide a time line for completion of various stages of infrastructure roadways. This is critical to the evaluation of ladder truck access. **Provided, but time line is too vague to determine compliance with interim streets. Provide a more detailed time line.**
- F-3 Ladder truck movements depict apparatus positioning within designated on street parking. Where on street parking is provided, ladder trucks must stage outside of the parking area. **Finding resolved.**
- F-4 Handicap parking shall be located next to elevator lobbies and on the same side of the travelway as the lobby. Several areas on G1 and G2 are located across drive aisles from access points. Relocate parking spaces to same side of drive aisle. **Finding resolved.**
- F-5 Turning movements for tractor trailer show several areas crossing into opposing traffic. Issue shall be resolved. Tractor trailer drawings not provided. **Turning movements for tractor trailers shall be resolved with T&ES.**
- F-6 Handicap curbing along curb breaks has not been shown on plans. Add curbing / ramps. **Handicap curbing has been provided in several areas but has been omitted on SW corner. Correct condition.**
- C-1 Building is over 50 feet in height and as such is required to have ladder truck access to the front and the rear 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. The face of the building may not articulate back into the mass of the building more than 7 feet horizontally in the first 75 feet of vertical dimension of the building. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. **Alternatives to full ladder truck access have been agreed to by the Director of Code Enforcement on 9/13/06. These alternatives shall become a condition of the approved site plan as listed in R-6 below and shall be incorporated**

**through a Code Modification submitted and approved by the Director of Code Enforcement.**

- C-2 Provide two Siamese connections located to the satisfaction of the Director of Code Enforcement. Condition met.
- C-3 A separate tap is required for the building fire service connection. Condition met.
- C-4 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). **Condition met, shown as Note 3 on Sheet C2.00.**
- C-5 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan. Condition met.
- C-6 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within on hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. Condition met.
- C-7 The final site plans shall show placement of fire easement signs. Revise Emergency Vehicle Sign Specifications to current standards. **Provide 2 signs on the North side of the access road between the traffic barricade and Hooffs Run Drive on Sheet C6.00. Remove signage located behind parking spaces on Sheet C6.10.**
- C-8 Required exits, parking, and facilities shall be accessible for persons with disabilities. See F4 and F-6 above. **Condition met.**
- C-9 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system (USBC 903.2.11). **Acknowledged by applicant.**
- C-10 The public parking garage floor must comply with USBC and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code. This parking garage is classified as an S-2, Group 2, public garage. **Acknowledged by applicant.**
- C-11 Enclosed parking garages must be ventilated in accordance with USBC. Show vent locations. Vent locations provided, condition met.
- C-12 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that

will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers. **Condition met, shown as Note 5 on Sheet C2.00.**

- C-13 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. **Acknowledged by applicant.**
- C-14 Prior to submission of the Final Site Plan #1, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. **Acknowledged by applicant but not provided.**

**Transportation & Environmental Services:**

- C-1 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-2 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.
- C-3 The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management.
- C-4 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law.
- C-5 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. Carlyle Centre Residential.
- C-6 Ensure all discharges are in accordance with City of Alexandria Code 4035.
- S-1 City of Alexandria Allocated Capacity is 21.6 MGD. The City of Alexandria is required to maintain a flow registry for increased flow to ASA. Recommend that the increased flow into the Holmes Run Interceptor be placed in the City of Alexandria sewage flow capacity registry.
- S-2 Developer should use caution in the area of the existing 60" Holmes Run Interceptor. Contractor should be placed on notice where the existing 60" sanitary line is located. No construction material should encroach into the Holmes Run interceptor easement.

- F-1 The preliminary lighting plan as submitted has not been reviewed and will be reviewed during the final site plan review.
- F-2 Add roadway stationing and street names as shown on the Eisenhower East Infrastructure Plan.
- F-3 Stacked parking spaces are not acceptable within the parking garage and cannot be counted towards required parking for the site.
- F-4 Watershed is Timber Branch. Correct Worksheet C accordingly.
- F-5 Water Treatment on Site and Miscellaneous block shall be included.

**Health Department:**

- C-1 An Alexandria Health Department Permit is required for all regulated facilities. Permits are non-transferable.
- C-2 Permits must be obtained prior to operation.
- C-3 A qualified pool operator and lifeguard with CPR certification must be on duty during all hours of operation.
- C-4 Five sets of plans must be submitted to an approved by this department prior to construction. Plans must comply with the Alexandria City Code, Title 11, Chapter 11, Swimming Pools, Administrative Regulation 20-6, Swimming Pools.
- C-5 Submit six (6) sets of plans for a tourist establishment pool.

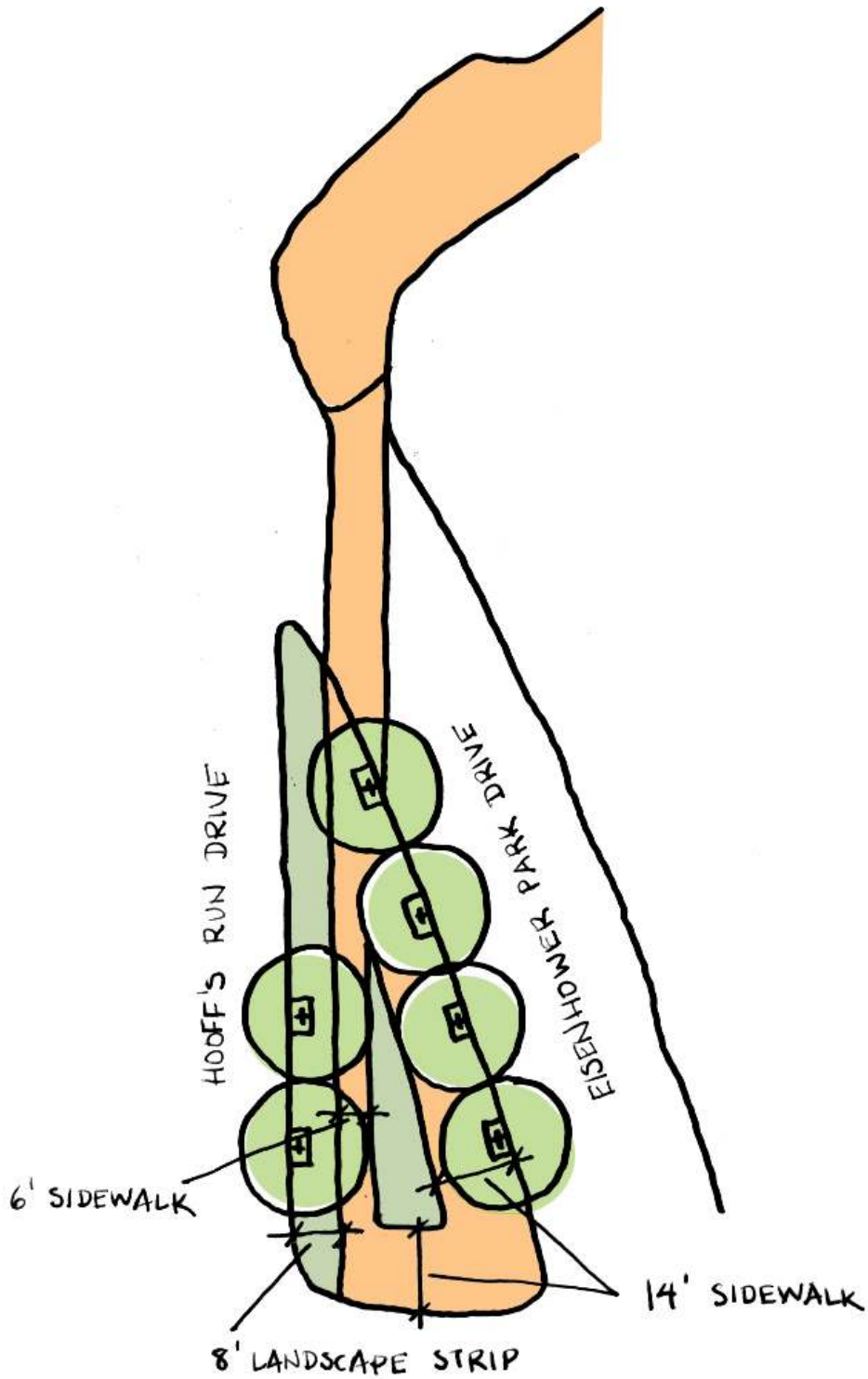
**Historic Alexandria:**

- F-1 Low potential – no comments.

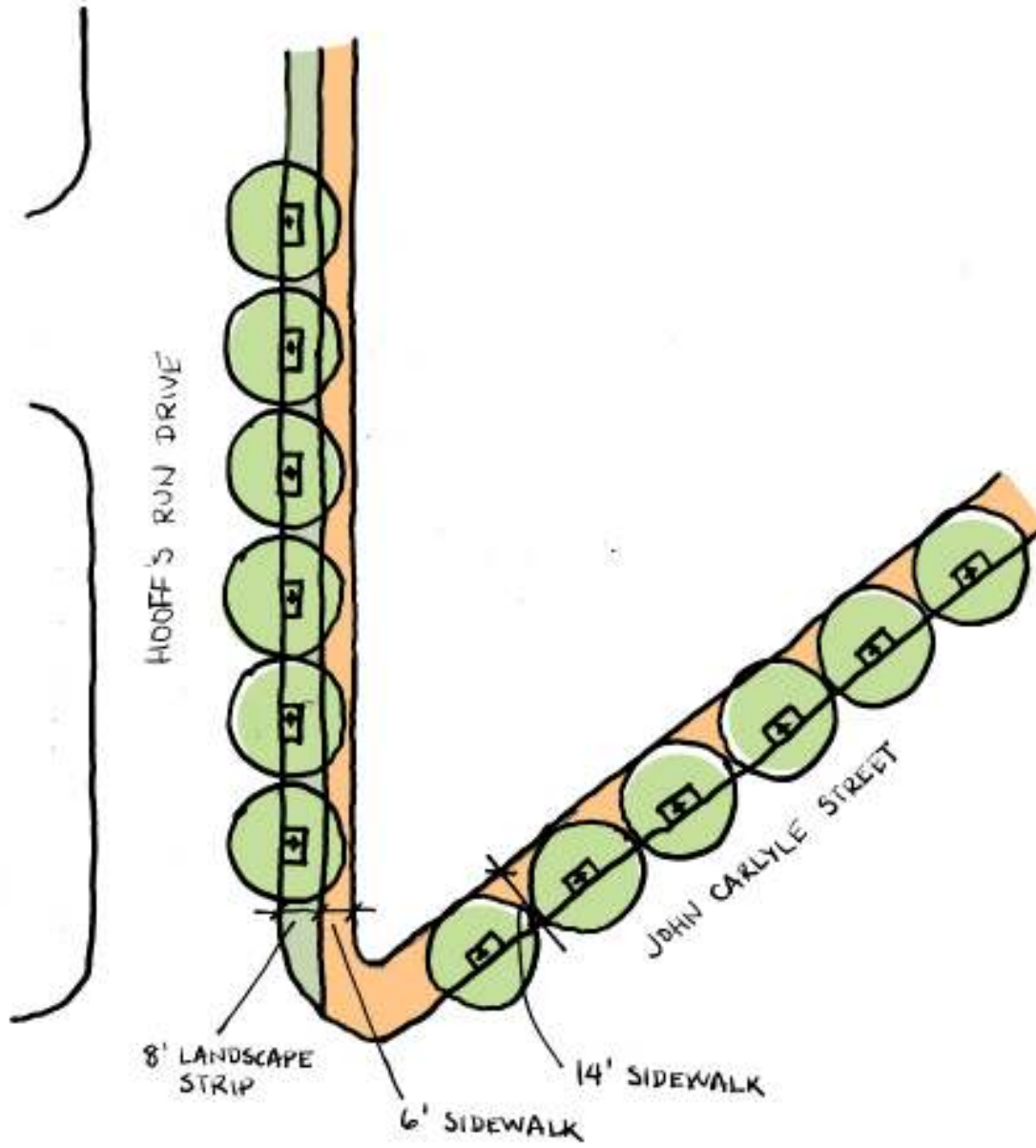
**Police:**

- R-1 In reference to the applicant's proposed benches on sheet C8.20, the Police Department recommends that the applicant choose to use the same type of bench that the City has designated for its parks. This is a bench style that eliminates or discourages long-term usage such as sleeping or skateboarding.
- F-1 The Overall Lighting Plan shown on sheet C9.00 of the blueprints depicts the lighting level at 2 foot candle and better. As long as that level is minimum maintained the Police Department concurs.
- F-2 The Police Department has no objection to the encroachment(s) for the building canopies within the right-of-way.

# Attachment #1



## Attachment #2



### Attachment #3

