

Docket Item #13-C  
DEVELOPMENT SPECIAL USE PERMIT #2002-0009  
1700 DUKE ST – MIXED USE DEVELOPMENT

Planning Commission Meeting  
September 3, 2002

**ISSUE:** Consideration of a request for a development special use permit, with site plan, for construction of a mixed-use building.

**APPLICANT:** JBG Rosenfeld Duke Street L.L.C.

**LOCATION:** 1700 Duke Street

**ZONE:** CDD-1

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**PLANNING COMMISSION ACTION, SEPTEMBER 3, 2002:** On a motion by Ms. Fossum, seconded by Mr. Gaines, the Planning Commission voted to recommend approval of the proposed development special use permit, subject to compliance with all applicable codes, ordinances and all staff recommendations as submitted with an amendment to condition #2. The motion carried on a vote of 6 to 0. Mr. Robinson was absent.

**Reason:** The Planning Commission agreed with the staff analysis and all of the staff recommendations amending condition #2 to be review and approval by the Carlyle Design Review Board.

**Speakers:**

Julie Crenshaw, resident, spoke of the concern regarding additional traffic on Duke Street. The development should minimize traffic impacts and provide landscaping adjacent to the building. Supports the idea of wider sidewalks.

Pat Rudd, Eisenhower Civic Association, spoke in support of the short-term parking but that the parking must not be utilized as commuter parking.

Bill Harvey, Carlyle Towers resident, spoke in support of the proposed application.

Poul Hertel, resident, supported the proposed use and vacation. He noted concerns regarding the overall mass and scale of the proposed building and the importance of the review/approval by the Carlyle Design Review Board. He also expressed concern regarding the monetary contribution to the open space fund and the possibility of setting a precedent prior to Eisenhower East Study, and concern regarding traffic circulation and of additional traffic lights on Duke Street.

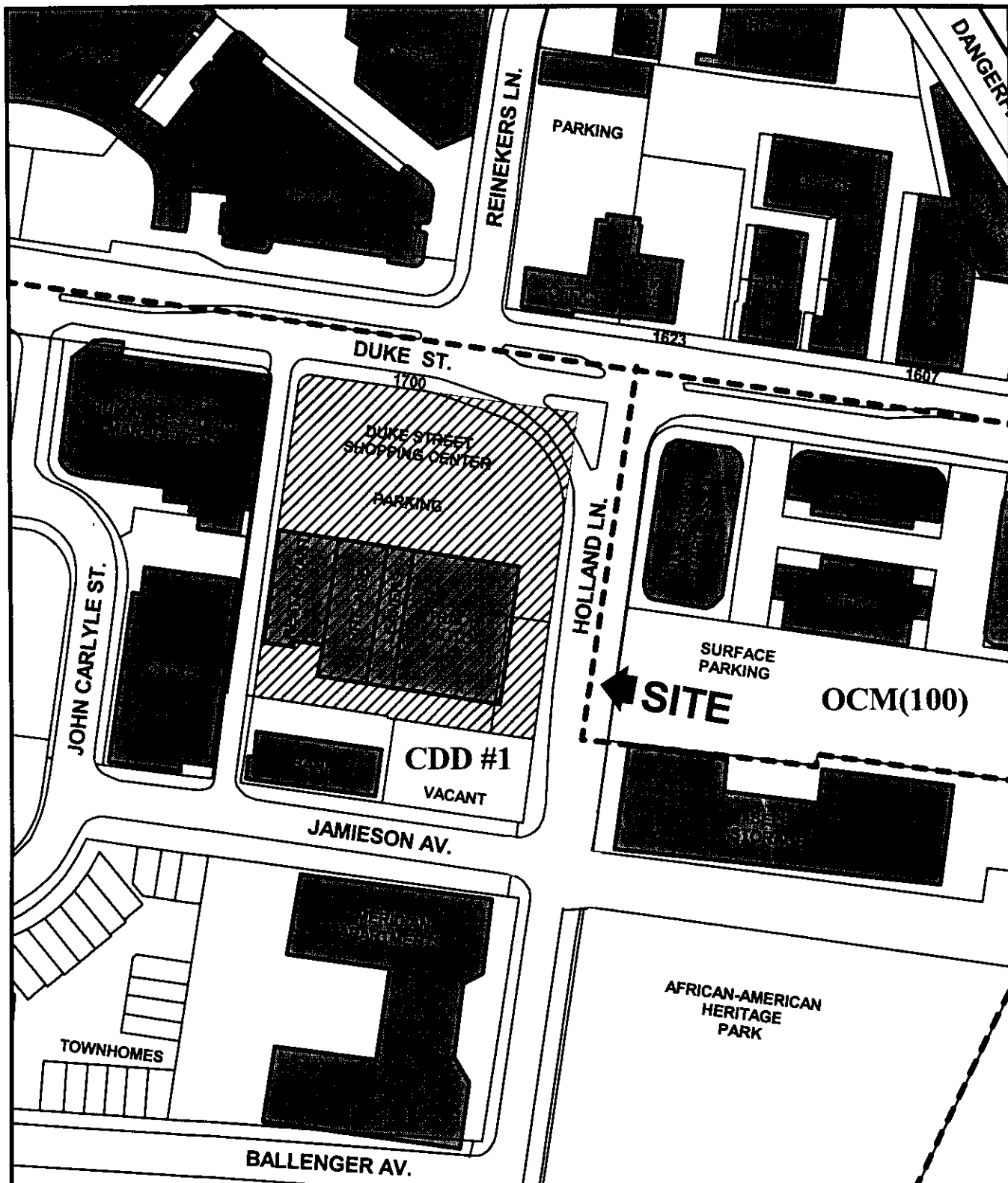
Sharon Hodges, Eisenhower Avenue Partnership, supported the proposed use and redevelopment and streetscape improvements for the Duke Street and Holland Lane intersection.

Mark Feldheim, Old Town North Civic Association, expressed support for the proposed development. The initial concern was the overall mass and scale of the development, although with the staff recommendations for variation in materials and review by the Carlyle Design Review Board, he supported the application.

Peter Katz, Carlyle resident, expressed support for the project and the width of the sidewalks and the underground parking. He requested the 35 ft. curb radius at the intersection of Duke Street and Holland Lane be reduced to better accommodate pedestrians.

Allan Rudd, Carlyle Towers resident, spoke in support of the proposed application.

Bud Hart, attorney representing the applicant.



**DSUP #2002-0009**

**09/03/02**



**Summary:**

The applicant, JBG Companies LLC., is requesting approval of a development special use permit with a site plan to construct a 43,342 sq. ft., four-level, approximately 60 ft. tall building that will consist of a Whole Foods grocery store and 114 condominium units at the intersection of Duke Street and Holland Lane. The condominium units will consist of 45 one-bedroom units and 69 two-bedroom units. The parking for the retail and condominiums will be located within three levels of underground parking that will be accessed from Holland Lane or Georges Lane; there will also be a limited number of surface parking (18 spaces) that are enclosed by the building. The site is zoned CDD-1, a zone that encourages coordinated mixed-use developments. In conjunction with the development site plan, the applicant is also requesting approval of a transportation management plan (TMP) SUP#2002-47, vacation of the public right-of-way (VAC#2002-01), coordinated development plan (CDD#2002-02) and a master plan amendment (MPA#2002-03).

Staff is recommending approval of the development special use permit and the accompanying applications. Staff supports the proposed mixed-use project that will bring a much needed and desirable retail component to the Carlyle development and will provide additional retail opportunities for nearby residents, office employees and the City. The proposed condominiums will provide additional home ownership opportunities within the City in close proximity to the King Street metro. The applicant has worked extensively with staff since the submission of the conceptual site plans to the formal submission of the preliminary site plan to resolve many of the issues raised by the proposal that include traffic/access, pedestrian and streetscape improvements, parking/loading, building design and massing, and open space. To address the remaining building design issues, staff is recommending review of the building by the Carlyle Design Review Board (CDRB) ensure high quality materials compatible with Carlyle.

**Traffic/Access:**

The overall site plan layout has been dictated by the limited opportunities for automobile access for residents and retail customers as well as for loading and service at this extremely congested intersection. Because of the importance of the intersection not only for the site but also the Eisenhower Valley, staff requested the applicant to prepare a traffic study to identify how the proposed use would impact the adjoining intersection. To address the additional traffic volumes in the future, one additional right turn lane onto Duke Street will be provided on Holland Lane. The study further indicated that no left turning movements from Holland Lane can be allowed into the site entrance during the peak traffic hours, the turns will be restricted by the proposed median in the center of Holland Lane. During non-peak traffic a left hand turn from Holland Lane will be permitted through the use of a portion of the median/curbing that can be mechanically lowered. The intersection will be reconstructed to provide a traditional 90 degree "T" intersection from Duke Street to Holland Lane by eliminating the "hot right" turn from Duke Street onto Holland Lane. In addition, the entrance to the site will be right-in and right-out on Holland Lane.

**Pedestrian and Streetscape Improvements:**

To enhance the pedestrian environment for the proposed mixed-use development, staff recommended providing significantly wider sidewalks on Duke Street and Holland Lane. Additional streetscape improvements such as brick sidewalks, brick pedestrian crosswalks, street trees and benches and locating the existing large transformer within an underground vault are also being recommended by staff. As previously discussed, the “free right” hand turn from Duke Street onto Holland Lane will be eliminated, which will enhance the pedestrian crossings at the adjoining intersections.

**Parking/Loading:**

The site is located within the King Street parking district, therefore the parking required for the residential and retail uses is less than in many other parts of the City. The applicant is proposing 431 total parking spaces (including 19 tandem parking spaces), 280 spaces for the retail use, and 151 spaces (including tandem spaces) for the residential use. The parking proposed by the applicant is located within three levels of underground parking, with a limited number of surface spaces that are enclosed by the building. The applicant is proposing a residential parking ratio (1.15 sp/unit) for the condominiums which is comparable to the adjoining residential buildings of Carlyle and Meridian and the proposed Mill Race development. Staff supports the proposed residential parking ratio due to the proximity to King Street metro, the ratio is also consistent with the parking policy emerging from the Eisenhower East Study, to reduce the amount parking provided for projects near the metro stations as a one way to control traffic generation.

The applicant is proposing 280 parking spaces for the retail grocery store use, which is significantly more than are required by the zoning ordinance. Staff supports this level of parking for several reasons. First, the zoning ordinance requirement for retail in the King Street area was designed for pedestrian-oriented retail uses. While this grocery store will generate significant pedestrian traffic, it will have less pedestrian patronage than other retail stores. In addition, Duke Street and Holland Lane do not permit on-street parking. Finally, and most importantly staff believes the additional parking spaces present an opportunity to leverage parking with the adjoining retail uses. To accomplish this, staff is recommending that the applicant provide short-term (two-hour limit) parking within the parking garage at prevalent market rates for all retail parking spaces that are provided by the applicant in excess of 1 sp/250 sq. ft. retail space (i.e. for approximately 106 spaces). The number of spaces that will be available will be based upon a parking survey submitted by a transportation engineer one year from the opening of the grocery store to the satisfaction of the Director of P&Z. The parking plan will add to the pool of parking in the area that could be utilized by other retail uses that exist or are planned for John Carlyle Street.

### **Mass/Scale and Building Design:**

The building is located at a visually prominent corner which functions as a primary entrance to the Eisenhower Valley from Old Town. The height of the proposed building is approximately 60', including the 21' tall retail base. Staff has no concern with the building height; it is well below the maximum 82' permitted by the zoning and staff believes the proposed height provides an appropriate transition between the lower scale historic Hooff Home across the street and the taller (77-82') office buildings surrounding the site.

While height has not been a concern, the overall mass of the building has been a concern. The building is very large; the building footprint is approximately 2/3 the size of a traditional Old Town block.

Larger buildings can be designed in a manner that breaks the large mass and long facades into smaller components, reducing the perceived mass. The original building design did not succeed in accomplishing this goal. To reduce the mass of the building staff has worked with the applicant to break the building into a series of vertical bays. Portions of the building have been set back 4' while other portions of the building are now projecting 6', which help to reduce the perceived mass of the building. In addition to the building articulation, staff is recommending additional variation in the building materials such as a contrasting frieze, brick colors and precast to further reduce the perceived mass of the building. It is important that the building design incorporates high quality materials and detailing because of the prominent location of the site and as previously discussed to help reduce the perceived mass of the building. Therefore, a recommendation of staff is that the building be masonry (brick, precast or stone). The high quality materials will also be compatible with the existing buildings on Duke Street and within Carlyle. It is also recommended that the final design be subject to review by the Carlyle Design Review Board, to ensure compliance with the Carlyle guidelines, as required by the CDD provisions. The Board will assist in refining the design of the building and ensuring high quality building materials.

Staff also worked extensively with the applicant to refine the retail base and ensure that there are multiple forms of pedestrian access from the adjoining public streets and multiple retail openings and a variety of materials and texture at the pedestrian level. With the active retail and store fronts facing the streets, wider sidewalks and streetscape improvements, pedestrians will be rewarded for using these streets and will stimulate pedestrian activity.

### **Open Space**

The CDD zoning for the development parcel establishes no specific requirement for open space for the site; rather, a general guideline is given: that adequate active and passive recreational facilities be provided within the CDD. The open space being provided within this project is a 15,838 sq.ft. roof-top courtyard for residents and also some limited ground level open space for a total of 18,707 sq.ft. (26% ) open space for the site. To the extent the goal of providing open space is to provide

active and passive recreational facilities for the residents of the project, the roof-top courtyard will provide quality useable open space; its configuration shields the space from the adjoining streets with buildings and the space is being well designed. In addition, staff is recommending additional amenities and landscaping for the interior roof-top courtyard.

While there is a total of 26% open space proposed by the applicant, only 4% of the total site area is provided as ground level open space. Open space is intended not only to provide recreational opportunities for the residents, but also to provide a sense of openness and opportunities for landscaping at ground level, that benefits the public. As a general principal, for a site this size, ground level open space would be appropriate, in the form of a small plaza or green space adjacent to the street. In this case, staff has been required the applicant to push the entire building back from both streets in order to provide generous sidewalks, landscaping and street trees along both Duke Street and Holland Lane in front of the building. This reduced the footprint of the grocery store by several thousand square feet. While an additional inset could be required for a small plaza along either Duke on Holland Lane, the applicant indicated that further reduction in the footprint of the building would result in the loss of this grocery store at the project. On balance, the benefit of the retail to creating an active streetscape and to generating pedestrian traffic does provide a public benefit. The Eisenhower East Study calls for the provision of public open spaces or parks throughout East Eisenhower, and creating open space linkages. The plan's approach represents a significant departure from past practice in the City, where open space was and continues to be created in small increments on each individual site. While it is still important to provide green, landscaped areas on each development parcel--particularly in the form of significant streetscape--the Eisenhower East plan recognizes that in some instances there may be more value to the public from consolidated open spaces at appropriate locations. The actual level of public open space desired in the overall area and the methodology for calculating appropriate contributions in lieu of on-site space has not yet been conclusively identified through the planning process. Therefore, the method utilized by staff in assessing the open space contribution for this proposal is not intended as the model for the area. Rather, the interim approach is based upon the value of purchasing a comparable level of equivalent square footage of land for development that precedes the final East Eisenhower Study. Therefore, staff is recommending and the applicant has agreed to pay an amount of \$ 80,000 prior to the release of the final site plan to the East Eisenhower Avenue Open space fund. The amount (in addition to the amount contributed by Mill Race) is intended for the purchase and improvement of parkland within East Eisenhower Avenue that will benefit the residents of East Eisenhower and the City.

STAFF RECOMMENDATION:

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

1. The building design and materials shall be revised to the satisfaction of the Director of P&Z to provide the following.
  - a. The base of the building (retail) shall be precast, the building shall provide a continuous lighter color brick frieze around top of the entire building, the building shall provide a precast corner treatment and the general level of architectural detail, design and quality as depicted in *Attachment # 1*.
  - b. A standing seam metal roof for the entire building. The color of the roof shall be compatible with the colors of the building.
  - c. The materials of the entire building visible from the public right-way other than the screening for the mechanical equipment shall be entirely masonry (brick, precast, stone).
  - d. The balconies shall be constructed of high quality materials comparable to the materials for the primary building facade. The balconies shall not project beyond the plane of the building.
  - e. Through-the-wall HVAC vent grills shall not face Holland Lane and Duke Street. All vents shall be designed with high quality grill work and of a color to compliment the materials of the building.
  - f. The entrance canopies shall be a high quality metal such as stainless steel or aluminum canopies as generally depicted on the preliminary plans. Canopies shall be provided at each pavilion entrance. Any subsequent encroachment of the canopies more than four feet beyond the property line shall require a subsequent encroachment approval.
  - g. The projections of the center pavilions and corner element shall have masonry returns.
  - h. At large storefronts, provide visual means of support for the masonry above, through the use of pilasters or by extending the masonry. Where large expanses of glass are below masonry but in a different plane, provide visual means of support for the masonry above (visible through the glass)
  - i. The retail base shall provide low-level lighting as an integral part of the facade design to add nighttime visual interest to the buildings. Accent lighting is encouraged.
  - j. The applicant shall provide larger scale drawings to evaluate the balcony projections, balcony rails, cornice brackets, entrance canopies and sign bands and that the final detailing, finish and color of these elements is critical and must be studied in context with the overall building. These detail elements shall be submitted prior to review by the Carlyle Design Review Board.

- k. Architectural elevations shall be submitted with the final site plan. Each elevation shall indicate the average finished grade line to ensure compliance with all applicable height requirements.
  - l. Once the conditions above have been addressed to the satisfaction of the Director of P&Z, and the with the second final site plan the applicant may begin concurrent review of the site plan and building permits.
2. The final design shall be reviewed by the Carlyle Design Review Board (CDRB). The design of the building shall be revised to address the issues outlined above prior to the satisfaction of the Director of Planning & Zoning prior to submission to the CDRB. (P&Z)
3. The colors and materials of the retail tenant signs shall be designed of high quality materials and shall be designed as an integral part of the building that shall relate in materials,color and scale to the remainder of the building as generally depicted in the preliminary plan to the satisfaction of the Director of P&Z.
- a. Sign messages shall be limited to logos, names and street address information.
  - b. Illuminated or non-illuminated parapet signs or wall signs above the first level for retail and/or residential uses are prohibited.
  - c. Signs applied to storefront windows shall cover no more than twenty percent of the glass.
  - d. Individual channel letters shall be provided for the canopy sign on the corner of Duke Street and Holland Lane and other signs for the building.
  - e. Box signs shall be prohibited.
  - f. Any exterior decorative exterior banners and the proposed mural on Duke Street shall be deducted from the overall permitted sign area. Permit or temporary advertising banners shall be prohibited.
  - g. Display cases, storage, carts or other obstructions shall be designed to be temporarily or permanently located adjacent to the retail windows. Tables and other active uses adjacent to the window are encouraged.
  - h. Freestanding signs other than traffic/directional signs shall be prohibited.(P&Z)
4. The applicant shall contribute \$80,000 to the East Eisenhower Open Space Fund. This contribution shall be made prior to release of the final site plan. (P&Z)

5. The applicant shall provide pedestrian streetscape improvements that at a minimum shall provide the level of improvements depicted on the preliminary plan and shall also provide the following:
  - a. All sidewalks for the development shall be brick and shall comply with City standards
  - b. A minimum unobstructed sidewalk on Duke Street of 20.5 feet. and 15 feet on Holland Lane (excluding the 2 ft. projection of the pavilions). The retail storefront bays shall be setback to provide the minimum sidewalk widths.
  - c. The brick sidewalks shall continue over the proposed curb cut on Holland Lane and the curb cut on Georges Lane to provide a continuous uninterrupted brick sidewalk designed to the satisfaction of the Directors of P&Z and T&ES.
  - d. The applicant shall provide four (4) City standard street cans (2 per block face), to the satisfaction of the Director of T&ES prior to issuance of a certificate of occupancy permit.
  - e. The applicant shall provide, install and maintain a minimum of two (2) public benches for each street frontage to the satisfaction of the Director of P&Z. The details of bench shall be consistent with the Carlyle design guidelines.
  - f. The applicant shall provide brick paver or streetprint pavers or comparable for the pedestrian crossings and pedestrian count down signals at the intersection of Duke Street and Holland Lane and Duke Street as generally depicted on the preliminary plans.
  - g. The applicant shall provide brick paver or streetprint pavers crosswalks for Reinekers Lane and Duke Street intersection.
  - h. The applicant shall provide and install "Gadsby" street lights for Duke Street and single acorn luminaire street lights on Holland Lane consistent with the Carlyle Design standards.
  - i. The applicant shall construct a 10 ft. wide temporary asphalt sidewalk within the public right-of-way that extends from the southern portion of the site to to Jamieson Avenue or contribute a monetary amount to enable the City to install the interim sidewalk.
  - j. All streetscape improvements shall be completed prior to the issuance of a certificate of occupancy permit.(P&Z) (T&ES)
6. A perpetual public ingress/egress easement shall be granted for public pedestrian access for Duke Street and Holland Lane sidewalks not located within the public right-of-way. All easements and reservations shall be depicted on the subdivision plat and shall be approved by the City Attorney prior to the release of the final site plan. (P&Z)

7. The vents for the parking garage shall not exhaust onto sidewalks at the pedestrian level. The applicant shall provide a 6 ft. tall decorative brick screening wall for the garage vent on Holland Lane and Georges Lane. Landscaping shall be provided between the brick screening wall and the sidewalk on Holland Lane. (P&Z)
8. The landscaping shall consist of the level of landscaping providing on the preliminary landscape plan and shall also include the following to the satisfaction of the Director of P&Z:
  - a. The street trees on Duke Street shall be Red Maple.
  - b. The street trees on Holland lane shall be Willow Oak.
  - c. All street trees shall be planted in a continuous planting trough with aeration, drainage and irrigation systems. The trough shall be large enough to provide sufficient arable soil volume to support adequate moisture for the tree. A planting trough for a single tree shall a single tree shall contain a minimum of 300 cubic feet of soil. Troughs shall be a minimum of thirty inches deep and six feet wide from the face of curb .
  - d. An automatic irrigation system shall be provided for the tree troughs
  - e. Drainage of the tree troughs shall be to the Best Management Practice(BMP) facility.
  - f. The applicant shall provide raised landscape planters and landscaping on Duke Street between the street trees consistent with the Carlyle design guidelines.
  - g. Decorative tree grates shall be provided on Duke Street and Holland Lane consistent with the Carlyle design guidelines.
  - h. The street trees shall be a minimum of 4" caliper at the time of planting
  - i. Low growing shade tolerant shrubs/plants shall be on eastern portion of Georges Lane.
  - j. The developer shall be responsible for the installation and maintenance of trees adjacent to the public streets. This maintenance shall include, but not be limited to, pruning, watering, pest control, and removal and replacement of street trees as necessary.
  - k. The location of all light poles shall be coordinated with the street trees.
  - l. Underground utilities and utility structures shall be located away from the proposed landscaping and street trees to the extent feasible, to minimize any impact on the root systems of the proposed landscaping, to the satisfaction of the Director of T&ES and P&Z.
  - m. The final landscape plan shall be prepared by a licensed landscape architect.
  - n. All materials specifications shall be in accordance with the industry standard for grading plant material-The American Standard for Nursery Stock (ANSI Z60.1).
  - o. All utility lines shall be located away from the proposed landscaped areas to minimize the impact upon the proposed landscaping. Any switch boxes or transformers shall be located on the final site plan to the satisfaction of the Directors of P&Z and T&ES.

- p. The interior courtyard shall be designed to provide a focal element (such as a sculpture or water feature etc.) and amenities such as benches, special paving and landscape planters and additional landscaping to encourage its use. The planters within the courtyard shall be adequate depth to provide trees. (P&Z)
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- 9. All existing and proposed utility poles and overhead electrical/telephone lines for the entire site shall be located underground and the cost of such undergrounding shall be the sole responsibility of the developer. The existing transformer at the intersection of Duke Street and Holland Lane shall be located within a underground parking garage or area not visible from the public right-of-way within an enclosed location to the satisfaction of the Directors of T&ES and P&Z and in accordance with the requirements of Dominion Virginia Power. (T&ES) (P&Z)
  - 10. The entrance to the parking garage shall be redesigned and the apartment lay-by shall be eliminated as generally depicted in *Attachment # 2* to the satisfaction of the Director of T&ES.(T&ES)
  - 11. The interior drive aisles shall maintain an unobstructed width of 22 feet (excluding columns).Provide dimension lines on the final site plan. (P&Z)
  - 12. The applicant shall provide a parking management plan which outlines mechanisms to maximize the use of the parking structure to the satisfaction of the Directors of P&Z. At a minimum the plan shall include:
    - a. No more than 151 spaces shall be allocated to residents and their visitors, including the tandem spaces. At least 15% of these spaces shall be reserved for visitor use.
    - b. All resident parking shall have controlled access.
    - c. The residential visitor spaces shall be located on the second parking level adjacent to the resident parking or on the surface at the rear of the retail. At least 50% of the surface spaces at the rear of th retail shall be reserved for residential visitors.
    - d. the applicant shall require its employees who drive to work to use off-street parking and no employees shall park in the surface parking spaces.
    - e. parking rates for the short-term parking within the underground parking garage shall be consistent with comparable buildings located in adjoining developments in the City of Alexandria, except that free parking may be provided for retail patrons.
    - f. parking spaces for carpool vehicles shall be conveniently located adjacent to garage entrances and exits, and/or elevator locations.
    - g. The visitor spaces shall be clearly identified with striping and signage.
    - h. Employee parking for the retail use shall be within the underground garage.
    - i. The retail parking spaces within the lower level parking garage shall be reserved for retail patrons and shall include all applicable signage.

- j. Parking spaces within the underground parking in excess of 1 sp/250 gross sq.ft. retail space shall be made available for short-term market rate parking if excess parking spaces are available as demonstrated by a parking study prepared by a transportation engineer and submitted by the applicant. The parking survey shall be submitted no later than one year from the date of certificate of occupancy permit for the retail use. Additional parking studies may be required for subsequent years if deemed necessary by the Director of P&Z.
  - k. The developer agrees to provide parking for all construction workers without charge to the workers or shall provide subsidy for the construction workers in order that they may use Metro, DASH, provide a van for van pooling, or another method of providing for construction workers to arrive at the site. Compliance with this condition shall be based on a plan, which shall be submitted to the Department of Planning & Zoning and Transportation and Environmental Services prior to the issuance of the 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 Metro, carpooling, vanpooling, and other similar efforts. The plan shall also provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes, and carpooling and vanpooling information. If the plan is found to be violated during the course of construction, a correction notice will be forwarded to the 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. (P&Z)
13. Any use other than the grocery store and condominiums as represented in the preliminary plans shall require a major amendment to the special use permit amendment. A copy of the cover sheet and signatures of the lease agreement with the grocery store shall be submitted prior to release of the building permit. (P&Z)
14. The applicant shall present a disclosure statement to condominium owners signed prior to signing any contract of purchase. The statement shall disclose the following:
- a. That first floor retail grocery store shall and outdoor tables will generate noise and truck traffic on the public and internal streets surrounding the project and the retail use will have extended hours of operation.

The specific language of the disclosure statement to be utilized shall be provided to the City for approval by the Director of P&Z and City Attorney, prior to release of any CO for residential units. (P&Z)

15. A temporary informational sign shall be installed by the applicant on the site prior to the approval of the building permit 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 about the project. (P&Z)
16. The applicant shall submit final plats of subdivision, and dedication that shall be approved prior by the Department of P&Z, T&ES and the City Attorney prior to release of the final site plan. (P&Z)
17. All utility structures, including cable TV and telephone pedestals shall be located within the buildings or located below grade in vaults. No above ground utilities serving this project shall be permitted within public right-of-ways, public access easement areas or areas visible to the public. (P&Z)
18. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z)
19. Temporary structures for construction shall be permitted and the period such structures are to remain on the site, size and site design for such structures shall be subject to the approval of the Director of P&Z. (P&Z)
20. Location surveys for the building and parking garage shall be submitted by the applicant to the Department of P&Z prior to issuance of a certificate of occupancy permit. (P&Z)
21. The applicant shall attach a copy of the final released site plan to each building permit document application and be responsible for insuring that the building permit drawings are consistent and in compliance with the final released site plan prior to review and approval of the building permit. (P&Z)
22. The applicant shall be allowed to make minor adjustments if the changes do not result in the loss of parking, landscaping or an increase in floor area ratio. (P&Z)
23. The indoor café and outdoor dining shall be permitted with the following conditions
  - a. Outdoor seating is encouraged and shall be permitted. Outdoor dining operations, including employee traffic, shall not encroach upon the city right-of-way, without a separate encroachment approval. Outdoor dining shall be limited to the Duke Street frontage. A minimum sidewalk width of 12-14 ft. shall be maintained.

- b. The outdoor seating areas including umbrellas shall not include advertising signage. The design of the outdoor furniture shall be compatible with the design of the building. The seating capacity for the outdoor dining shall not exceed 20 seats. The outside dining area shall be cleaned at the close of each day of operation.
- c. No live entertainment is permitted inside the café or in the outdoor dining area.
- d. The hours during which the indoor restaurant/café is open to the public shall be restricted between 7:00 a.m. and 10:00 p.m. Sunday through Thursday, and between 7:00 a.m. and 11:00 p.m. on Friday and Saturday. Meals ordered before the closing hour may be served, but no new patrons may be admitted and no alcoholic beverages may be served after the closing hour, and all patrons must leave by one hour after the closing hour. The outside dining hours shall be between 7:00 AM and 10:00 PM daily.
- e. On-site or off-site alcohol sales/service are not permitted from the café or outdoor dining.
- f. No delivery services shall be permitted from the café.
- g. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys, or storm sewers. No food, beverages, or other material shall be stored outside.
- h. Trash and garbage shall be placed in sealed containers which do not allow odors to escape and shall be stored inside or in a closed container which does not allow invasion by animals. No trash and debris shall be allowed to accumulate on-site outside of those containers.
- i. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public..The applicant shall control cooking odors, smoke and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Department of Transportation & Environmental Services
- j. The applicant shall contact the Crime Prevention Unit of the Alexandria Police Department for a security survey and a robbery awareness program for all employees.
- k. The Director of Planning and Zoning shall review the special use permit one year after the café and outdoor dining use becomes operational and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions, (b) the director has received a request from any person to docket the permit for review as a result of a complaint that rises to the level of a violation, or (c) the director has determined that there are problems with the operation of the use and that new or revised conditions are needed (P&Z) (T&ES)

24. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys, or storm sewers. The applicant shall control odors and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Department of Transportation and Environmental Services.(T&ES)

***Conditions # 25 -39 are related to the transportation management plan.***

25. A TMP Coordinator shall be designated for the entire project upon application for the initial building permit. This person will be a professional with experience in this occupation. This coordinator will have an on-site office, and the name, location and telephone number of the coordinator will be provided to the City at that time, and the City will be notified at the time of any changes. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.(P&Z) (T&ES)
26. A TMP account shall be funded annually at a rate of \$0.11 per square foot of occupied retail space, and \$100 per occupied residential unit. The first payment to fund shall be made with the issuance of initial residential or retail Certificate of Occupancy. Payments shall be the responsibility of the developer until such time as this responsibility is transferred by lease or other legal arrangement to the owners of the buildings or condominiums. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation for the previous year, unless a waiver is obtained from the Director of T&ES. The TMP fund shall be used exclusively for these approved activities
- a. Discounting the cost of bus and transit fare media for on-site employees and residents. The discounted bus and rail fare media shall be sold on-site to employees/residents of the project including during hours that are convenient for residents who work. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees and/or the Office of Transit Services and Programs. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%
  - b. Marketing activities, including advertising, promotional events, etc.
  - c. Membership and application fees for carshare vehicles.
  - d. Any other TMP activities as may be proposed by the applicant and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.
  - e. Free parking for vanpools; and
  - f. Employee carpools (with two (2) or more members) shall receive a parking subsidy equal to one-half (½) the single occupant vehicle monthly parking rate.(P&Z) (T&ES)

27. Transit, ridesharing, staggered work hours/compressed work week, parking restrictions and the other program elements shall be promoted to prospective tenants and to employers and their employees, and to prospective residents and residents in the residential buildings.(P&Z) (T&ES)
28. Information about all transit, ridesharing, and other TMP elements shall be distributed and displayed to residents, employers, and employees—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 will be provided and maintained.(P&Z) (T&ES)
29. 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.(P&Z) (T&ES)
30. A Guaranteed Ride Home Program shall be established and promoted as part of the ridesharing and transit marketing efforts. Provide one time free SmarTrip cards to first time condominium purchasers and retail employees(P&Z) (T&ES)
31. A share car program shall be established and marketed as part of the ridesharing and transit marketing efforts for all buildings. At a minimum at least two parking spaces per building should be reserved for the location of carshare vehicles. These spaces should be in a convenient location for tenants and residents and the TMP Coordinator will 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. (P&Z) (T&ES)
32. The applicant will provide semi-annual TMP Fund reports to the Office of Transit Services and Programs. 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. Any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or 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 Programs.(P&Z) (T&ES)

33. The applicant shall prepare, as part of its leasing/purchasing agreements, appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, prior to any lease/purchase agreements; such language to be reviewed and approved by the City Attorney's office.(P&Z) (T&ES)
34. Modifications to approved TMP activities shall be permitted upon approval by the Director of T&ES, provided that any changes are consistent with the goals of the TMP.(P&Z) (T&ES)
35. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assignees with whom sale or lease agreements are executed subsequent to the date of this approval. (P&Z)(T&ES)
36. The developer shall provide secure bicycle storage facilities, at no charge to the employees or patrons in a convenient location to the retail areas on the following minimum basis:
  - A minimum six (6) visitor/customer spaces and six (6) employee spaces. These facilities shall be highly visible to the intended users and protected from rain and snow within a structure shown on the site plan. The employee facilities shall be located within the underground parking structure. The facilities must meet the acceptable standards for Class I storage space and be highly visible from an elevator entrance, a full-time parking attendant, a full-time security guard or a visitor/customer entrance. Facilities for visitors/customers must meet the standards for either Class II or Class III storage space and be highly visible from a main street level visitor/customer entrance. The detail of the bicycle racks shall be consistent with the Carlyle design guidelines Drawings showing that these requirements shall be approved prior to the release of the final site plan.
  - the developer shall provide one (1) shower. Also, a minimum one (1) clothes storage locker for every required employee bicycle parking space. The lockers shall be installed adjacent to the showers in a safe and secured area. The showers and locker facilities shall be open during normal working hours. The location, layout and security of the showers and lockers shall be reviewed by the City of Alexandria Police Department prior to release of the building permit.. (P&Z) (T&ES)

37. The applicant shall prepare, as part of its sales agreements, appropriate language to inform the owners of the transportation management plan special use permit and conditions therein, prior to any sales contracts; such language to be reviewed and approved by the City Attorney's office. (P&Z) (T&ES)
38. Modifications to approved TMP activities shall be permitted upon approval by the Director of T&ES and P&Z, provided that any changes are consistent with the goals of the TMP. (P&Z) (T&ES)
39. Any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or 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 a reasonable effort to use the funds for TMP Programs. (P&Z) (T&ES)
40. 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 developer. (P&Z) (T&ES)
41. All loudspeakers shall be prohibited from the exterior of the building. (T&ES)
42. Developer to comply with the peak flow requirements of Article XIII of the Alexandria Zoning Ordinance. (T&ES)
43. 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. (T&ES)
44. Show the sanitary sewer lateral connection to an existing sewer main with size, direction of flow, invert elevations, structure locations, etc. (T&ES)
45. Provide a site lighting plan to the satisfaction of the Director of T&ES in consultation with the Chief of Police. The plan shall show the 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 the fixtures. Provide lighting calculations to verify that lighting meets city standards and are located to prevent excessive spillover lighting and glare from adjacent properties. (T&ES) (P&Z)

46. 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 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)
47. Provide all pedestrian and traffic signage to the satisfaction of the Director of T&ES. (T&ES)
48. Plan must demonstrate to the satisfaction of Director of T&ES that adequate stormwater outfall is available to the site or else developer is to design and build any on or off site improvements to discharge to an adequate outfall.(T&ES)
49. All driveway entrances, sidewalks, curb/gutter, etc. in public right-of-way or abutting public right-of-way shall meet City standards. (T&ES)
50. Indicate design specifications for all on-site and off-site improvements, i.e. curbing, sidewalk, handicap ramps, sewer structures, etc. Provide details on the final site plan.(T&ES)
51. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken.(T&ES)
52. Prior to the release of the final site plan, provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging.(T&ES)
53. The following entrances and intersections shall be reconfigured to safely accommodate the AASHTO turning movement of a WB-40 vehicle, to the satisfaction of the Director of T&ES.
  - a. Entrance on Holland Lane.
  - b. Entrance on Georges Lane
  - c. Intersection of Georges Lane and Duke Street
  - d. Intersection of Holland lane and Duke Street (T&ES)
54. The design and operation of the mechanically operated moveable curb and signage for the Holland Lane median opening shall be to the satisfaction of the Director of T&ES. The owner shall be responsible for the maintenance and operation of the mechanically operated curb.(T&ES)
55. The median on Holland Lane shall be finished with brick to the satisfaction of the Director of T&ES.(T&ES)

56. Provide a detail of city standard Emergency Vehicle Easement and Handicap Parking signs on the final site plan. (T&ES)
57. Due to the prior uses at the site and the potential for contamination, 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. 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:
- 1) Submit a Site Characterization Report/Extent of Contamination Study detailing the location, the contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the proposed site.
  - 2) Submit a Risk Assessment indicating any risks associated with the contamination.
  - 3) 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 the utility corridors.
  - 4) Submit a Health and Safety Plan indicating measures to be taken during any remediation and/or construction to minimize the potential risks to workers, the neighborhood, and the environment.
- Submit 5 copies of each of the above. The remediation plan must be included in the Final Site Plan. (T&ES)
58. The developer or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the site and the Carlyle site, including previous environmental conditions and on-going remediation. These disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)
59. Due to the close proximity of the site to Duke Street:
- 1) The applicant shall prepare a noise study identifying the levels of noise residents at the site 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).

- 2) Identify options to minimize noise exposure to future residents at the site, including:
  - a) Special construction methods to reduce noise transmission, including:
    - Triple-pane glazing for windows
    - Additional wall and roofing insulation.
    - Installation of resilient channels between the interior gypsum board leaf and the wall studs.
    - Others as identified by the applicant.

If needed, install some combination of the above-mentioned noise mitigation measures or others to the satisfaction of the Directors of Planning & Zoning and T&ES. (T&ES) (P&Z)

60. 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.(T&ES)
61. The stormwater collection system is part of the Cameron/Holmes Run watershed. All stormwater inlets shall be duly marked to the satisfaction of the Director of T&ES.(T&ES)
62. Provide a drainage map for the area flowing to the chosen BMP, including topographic information and storm drains on the final site plan. (T&ES)
63. 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 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)
64. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design engineer or his designated representative. The design engineer shall make a written certification to the City that the BMP(s) are constructed and installed as designed and in accordance with the approved Final Site Plan. (T&ES)
65. The surface appurtenances associated with the on-site structural BMP's shall be marked to the satisfaction of the Director of T&ES to identify them as part of the structural BMP system. (T&ES)

66. For any surface-installed Best Management Practices, i.e. Bio-Retention Filters, Vegetated Swales, etc. are employed for this site, descriptive signage for the BMPs is required to be installed to the satisfaction of the Director of Transportation and Environmental Services.(T&ES)
67. The Developer shall furnish the owners with an Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include an explanation of the functions and operations of each BMP and any supporting utilities, catalog cuts on any mechanical or electrical equipment, a schedule of routine maintenance for the BMP(s) and supporting equipment, and a copy of the maintenance agreement with the City. (T&ES)
68. The developer shall furnish the Condominium Association with an Owner's Operation and Maintenance Manual for all the Best Management Practices (BMP's) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s), drawings and diagrams of the BMP(s) and any supporting utilities, catalog cuts on maintenance requirements and a copy of the Maintenance Agreement with the City. (T&ES)
69. The Developer shall furnish each home purchaser with a brochure describing the stormwater BMP(s) installed on the site, outlining the responsibilities of the Condominium Association with respect to maintenance requirements. Upon activation of the Association, the Developer shall furnish five copies of the brochure per unit to the Association for distribution to subsequent homeowners. (T&ES)
70. A "Certified Land Disturber" must be named on the Erosion and Sediment Control sheets prior to release of the final Site Plan in accordance with Virginia Erosion and Sediment Control Law VAC §: 10.1-563.B. (T&ES)
71. The applicant will be encouraged to participate in the City's "Adopt-a-Street" program. (T&ES)
72. All loudspeakers shall be prohibited from the exterior of the building.(T&ES)
73. Developer shall show the sanitary connection from 6" lateral for proposed construction. (T&ES)
74. Show traffic signal modifications for Duke Street/Holland lane intersection; mast arms, signal heads, pedestrian heads, etc. Provide a traffic striping and signage plan with the final site plan. (T&ES)

75. In accordance with the City of Alexandria's Affordable Housing Policy, the developer will provide a contribution to the Housing Trust Fund in the amount of \$1.00 per gross square foot, or \$175,000, whichever is greater, no later than the date of the issuance of a Certificate of Occupancy for the building. (Housing)
76. For firefighting reasons all stairs shall extend thru the roof so that door access to the roof is provided. (Code)
77. In lieu of strict compliance with ladder truck access requirements specified in item C-4, an alternative compliance proposal is recommended. The proposed placement on the lot would be acceptable if the following fire protection and fire fighting features were built into the buildings.
  - 1) The entire building, including the residential component shall be sprinklered in accordance with NFPA 13 not 13R.
  - 2) Enclose all elevator lobbies in smoke tight construction.
  - 3) Provide a public address component to the fire alarm system (Code)
78. A second fire department connection(fdc) shall be provided for this building on the Duke Street face.All fdc's shall be within 100 feet of the nearest hydrant. Show all hydrants that serve this project (Code)
79. This building requires 2 van accessible handicapped accessible parking spaces. At least one shall be within the parking structure. (Code)
80. All archeological work shall be carried out in accordance with the *City of Alexandria Archeological Standards* and is subject to the approval of the City Archeologist. (Arch)
81. If determined to be appropriate by the City Archeologist, one or more historic markers shall be erected on this property summarizing its historical and archeological significance. The wording on the markers will be approved by the Alexandria Archeology. (Arch)
82. The applicant shall consult with the Crime Prevention Unit of the Alexandria Police Department regarding security hardware and alarms for the development. (Police)
83. A security survey shall be completed for the construction trailers as soon as they are placed on site. (Police)
84. Controlled access shall be provided to the underground parking. All ceilings and walls in the garages are to be painted white. (Police)
85. Trees are not to be planted under or near light poles. (Police)

86. The maximum height of the shrubs listed in the planting schedule is to be 36 inches when mature. (Police)
87. If an "ABC OFF" license is granted to the grocery store the following restrictions are recommended:

Beer or wine coolers may be sold in 4-packs, 6-packs or bottles of more than 40 fluid ounces. Wine may be sold only in bottles of at least 750 ml or 25.4 ounces. Fortified wine (wine with an alcohol content of 14% or more by volume) may not be sold. (Police)

**Special use permits and modifications requested by the applicant and recommended by staff:**

1. Development special use permit for a mixed-use building containing a grocery store and condominiums within the CDD-1 zone.
2. Special use permit for an accessory restaurant/café and outdoor dining.

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

**BACKGROUND:**

The applicant, JBG Companies is requesting approval of a development special use permit with site plan to construct a mixed-use (retail grocery and residential) four-level building that will consist of a 43,342 sq.ft. grocery store and 114 condominium units at the intersection of Duke Street or Holland Lane. The condominium units include 45 one-bedroom units and 69 two-bedroom units. The parking for the retail and condominiums will be located within three levels of underground parking that will be accessed from an internal garage entrance via Holland Lane and Georges Lane. There will also be a limited number of surface parking spaces (18 spaces), and a loading area that are enclosed on the southern portion of the building.

The subject property is surrounded by a combination of retail, residential and primarily office uses. The uses to the north of the site include King Street Station, the historic Hooff house and Table Talk restaurant. The office buildings to the east are the National School Board Association building and the Shurgrad self-storage building. To the south is the African American Heritage park, the Burke & Herbert Bank building and the Meridan Apartments. To the west are the SHRM and association office buildings. The proposed development is within close proximity of the King Street metro. The zoning surrounding the site is a mix of high density commercial zones--OCH, OCM 100 and CDD-1 (Carlyle).

The site itself is zoned CDD-1, which allows a density up to 2.62 FAR with a CDD approval consistent with the guidelines for the Duke Street CDD. CDD-1 includes the Carlyle development, but this site is not within the boundaries of the Carlyle development. The CDD guidelines for this site require that this property be developed for office use with ground floor retail. The applicant is requesting a master plan amendment (MPA#2002-003) concurrent with this development application to change those guidelines to allow the proposed residential development with ground floor retail. Staff supports the change from commercial to residential use as discussed in more detail in the accompanying master plan staff report.

The CDD guidelines also require that this project, even though not part of Carlyle, be developed "in a manner consistent and compatible with the urban design guidelines" for the Carlyle project. Therefore, staff has recommended, and the applicant has agreed, to comply with the Carlyle SUP urban design and streetscape design guidelines for this development, including review by the Carlyle Design Review Board. This same process was utilized several years ago when the Board reviewed the Shurguard Self Storage building on Jamieson Avenue, which is not located within but adjacent to the Carlyle development.

Other critical requirements of the CDD relevant to this property are:

- the provision of adequate open space;
- that parking be underground where feasible and screened where above ground;

- that pedestrian access across Duke Street near King Street station be provided in a safe and convenient manner; and
- that heights be limited to 77' or 82' with ground floor retail.

Staff believes the conditions regarding the building design, traffic circulation, parking and open space outlined within the staff report will enable the project to be consistent with the intent of the CDD design guidelines to "promote proper integration of uses, the highest quality urban and architectural design." The applicant has worked extensively with staff to address many of the initial concerns, including vehicular and pedestrian access, the adequacy of parking, mass and design of the building and open space.

### **Proposed Development**

The proposed 187,911 sq.ft. mixed-use building will occupy a visually prominent location at the corner of Duke Street and Holland Lane. The size and scale of the building is considerable; the footprint of the building is approximately 270 ft. x 240 ft., 2/3 the footprint of a traditional Old Town block. The first floor of the building will be entirely retail use and the top three floors will be condominiums as discussed below:

### **Retail:**

The ground floor will consist of a 43,342 sq.ft. Whole Foods/Fresh Food grocery store. The proposed grocery store will include a café similar to other Whole Foods stores. The café will serve various prepared foods, coffee and other miscellaneous items and will be located within the store near the corner of Duke Street and Holland Lane. The proposed hours of operation for the store will be 7a.m. to midnight, with 25 employees/shift. For comparison purposes, below is a table showing the size of other grocery stores within the general area.

*Table No. 1*  
*Existing Grocery Stores*

	Location	Sq.Ft.	Year Built
Safeway	500 S. Royal Street	12,900	1964
Giant	500 First Street	17,388	1950
Giant	Monroe Avenue	22,000	1966
Sutton Place Gourmet	700 S. Washington Street	20,294	1989
Safeway	3526 King Street	41,738	1982

Pedestrian access into the store will be from an entrance on Duke Street near the intersection with Holland Lane. Motorists will enter the site from Holland Lane or Georges Lane and then enter the underground parking garage from an internal drive aisle located on the southern portion of the site.

For the customers who use the underground parking, shopping carts will be available in cart corrals in the underground parking. Customers, with their carts, can enter two large elevators in the garages which will take them to the same entry lobby on Duke Street where pedestrians enter the store. There is also a limited supply of surface parking (enclosed by the building) at the southern end of the site that will be available for short-term parking and for visitors to the residential use.

The 280 parking spaces proposed for the grocery store will be located on the upper 1 ½ levels of the three level underground parking structure. Loading spaces for the grocery store are located on the southern portion of the site, at grade, within the building structure. The three loading spaces are each capable of accommodating full size (50 ft.) tractor-trailers for loading/unloading. The applicant has stated that the deliveries will occur through a combination of the larger delivery vehicles and the intermediate size trucks. The delivery vehicles will turn onto Georges Lane from Duke Street and then will enter the internal drive aisle and back into the 45 degree angled loading spaces. The refuse collection will occur adjacent to the proposed loading area.

#### Condominiums:

The applicant is proposing 114 condominiums that will be located on three levels above the proposed first level grocery store. The proposed condominiums will provide additional home ownership opportunities within the City and will help to balance the high percentage of rental apartments that have recently been constructed within the City. The entrance lobby for the condominiums will be located on Holland Lane, and will also be accessible from the internal drive aisle. The elevator located within the residential lobby provides access to all three floors of condominiums and to the underground parking for the condominiums.

The proposed unit mix will include 45 one-bedroom units and 69 two-bedroom units, ranging in size from approximately 900 sq.ft. to 1,200 sq.ft. The interior of the site contains a roof-top (on top of the first floor retail) open space courtyard that will be approximately 16,000 sq.ft. This rooftop plaza is to be treated with pavers, landscaping and other amenities to provide usable open space for the residents. In addition, the applicant is proposing an amenity room that will consist of recreational uses for the condominiums. The applicant is proposing 151 parking spaces (including 19 tandem spaces) for the condominiums and 15% visitor parking (18 spaces). The applicant is proposing to include one parking space/unit with the purchase price of each unit, with the remainder of the residential parking spaces available for purchase by the condominium owners. The parking for the condominiums will have controlled access.

**Zoning:**

The zoning characteristics of the development are summarized in the table below.

1700 DUKE STREET - WHOLE FOODS/RESIDENTIAL		
Property Address:	1700 Duke Street	
Total Site Area:	71,784 sq.ft. <sup>1</sup>	
Zone:	CDD - 1	
Current Use:	Retail	
Proposed Use:	Mixed-Use (retail grocery and condominiums)	
	<u>Permitted/Required</u>	<u>Proposed</u>
FAR	2.62	2.62
Yards	NA	11.4 ft. front (Duke Street) 1 ft. front ( Holland Lane) 3 ft. side (Georges Lane) 20 ft. side(southern property line)
Height	77 ft 82 ft. with ground floor retail	58.46 ft.
Open Space	NA	18,707 sq.ft (26%) <i>residential</i>
Parking (King StreetParking Dist)	1sp.500 sq.ft.(retail) = 1 sp/unit (residential) = 114 1 loading space/20,000 sq.ft.= 3 Total 219	151 spaces (includes 19 tandem spaces) 280 retail Total = 3 loading spaces. Total 431
1. Site area with approval of the street dedication and vacation.		

**STAFF ANALYSIS:**

Staff is recommending approval of the proposed mixed-use building. The applicant has worked extensively with staff to revise the site plan issues raised by the proposal. The applicant has agreed to provide street/circulation improvements and streetscape improvements that will significantly improve the pedestrian environment surrounding the site. The applicant has also worked extensively with staff to revise the building design and footprint, increasing the building articulation and refining the details of the building in order to address initial staff concerns regarding mass, scale and compatibility with nearby residences. Staff's recommendation of approval is predicated upon the staff's recommendations to address the key issues such as traffic, building design, open space and parking, as discussed in more detail below.

**Traffic:**

The overall site plan layout has been dictated by the limited opportunities for automobile access for residents and retail customers as well as for loading and service at this extremely congested intersection. Because of the importance of the intersection not only for the site but also the Eisenhower Valley, staff requested the applicant prepare a traffic study to identify how the proposed use would impact the adjoining intersection. To address the additional traffic volumes in the future, one additional right turn lane will be required on Holland Lane. The traffic impact study was performed to show that the additional lane will minimize the traffic impacts at the intersection of Duke Street and Holland Lane. The study further indicated that no left turning movements from Holland Lane can be allowed into the site entrance during the peak traffic hours, the turns will be restricted by the proposed median in the center of Holland Lane. During non-peak traffic a left hand turn from Holland Lane will be permitted through the use of a portion of the median/curbing that can be mechanically lowered. The intersection will be reconstructed to provide a traditional 90 degree "T" intersection from Duke Street to Holland Lane by eliminating the "hot right" turn from Duke Street onto Holland Lane. In addition, the entrance to the site will be right-in and right-out on Holland Lane.

**Transportation Management Plan:**

The applicant is also requesting approval of a transportation management plan for the site. The applicant's proposed transportation management plan includes the standard range of transportation management plan measures, including a TMP coordinator, marketing activities, and a TMP fund to be used to subsidize employee and resident transit passes, which staff believes need to be augmented to increase mass transit ridership in close proximity to the metro. The subject property is within close proximity to the King Street Metrorail station, that provides access to the Metrorail Yellow and Blue Lines. Extensive DASH and Metrobus service is also available at King Street Station.

The proposed development is one of the first projects proposed since the beginning of the Eisenhower East planning process. The preliminary parking results of the Eisenhower East planning study are to minimize the levels of parking, reduce single-occupancy vehicles and encourage mass transit ridership, carpools, walking and cycling. Based upon the projected levels of traffic for the East Eisenhower, proximity of the adjoining mass transit facilities including the two WMATA metro line stations of King Street and Eisenhower Avenue and the results of the East Eisenhower Avenue Study, staff is recommending transportation management conditions, which are consistent with the Small Area Plan and the findings of the East Eisenhower Avenue study to reduce vehicles trips by increasing mass transit ridership.

Based upon the staff recommendations the applicant would be required to designate a coordinator for the TMP who would be responsible for implementing parking management program, transit subsidies and promoting mass transit useage for the employees and residents. Parking management strategies will include preferential parking spaces near elevators and subsidized parking rates for vanpools and carpools, and commuters who arrive outside the peak period, to encourage ridesharing and off-peak commuting. Preferential parking rates would also be provided to carpools and vanpools to encourage group riding. Vanpools would park for free and two-person carpools would receive a parking subsidy. The applicant would also be required to implement strategies to encourage ride sharing and displaying ridesharing promotional material in the building and providing computerized ridematching services to the employees. The material would include transit information, routes, schedules, fare media, and ridesharing brochures. The applicant would also be required to provide shower and locker facilities and bicycle storage for those employees who choose to commute by bicycle. The staff recommendations will require a subsidy of \$100/resident who choose to participate in the program to encourage a public transit alternatives for commuting to the site.

Staff believes all of these transportation management measures that range from a coordinator, facility improvements such as bicycle racks and significant mass transit subsidies for the employees and residents will significantly increase mass transit ridership for the proposed development.

### **Building Massing/Design:**

The building is located at a visually prominent corner which functions as a primary entrance to the Eisenhower Valley from Old Town. With the exception of the Hooff House on the north side of Duke Street, the proposed project is surrounded by late 20<sup>th</sup> century office buildings of varying quality and character, with some limited ground floor retail uses. All of the buildings are primarily red brick with the notable exception of the yellow brick King Street Station. The corner location with its visibility from two sides present an opportunity to create what will be a visually prominent building on Duke Street.

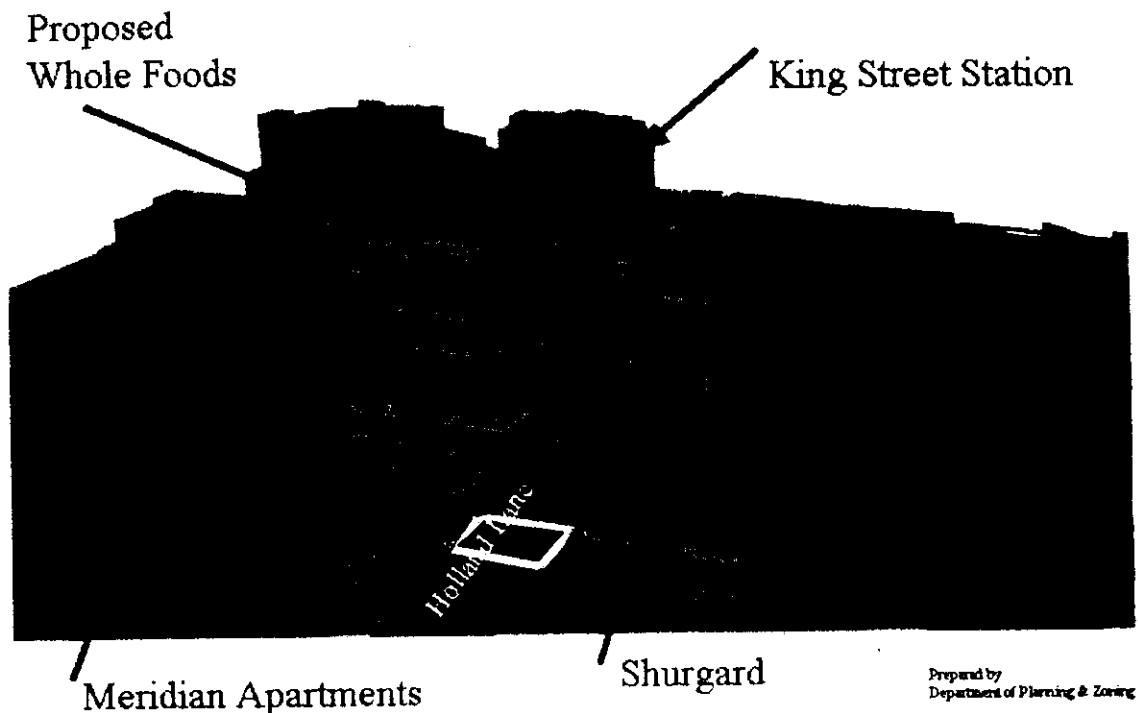
The height of the proposed building is approximately 60', including the 21' tall retail base. Staff has no concern with the building height; it is well below the maximum 82' permitted by the zoning and

staff believes the proposed height provides an appropriate transition between the lower scale historic Hooff Home across the street and the taller (77-82') office buildings surrounding the site.

While height has not been a concern, the overall mass of the building has been a concern. The building is very large; the footprint of the building is approximately 270 ft. x 240 ft. or approximately 2/3 the size of a traditional Old Town block.

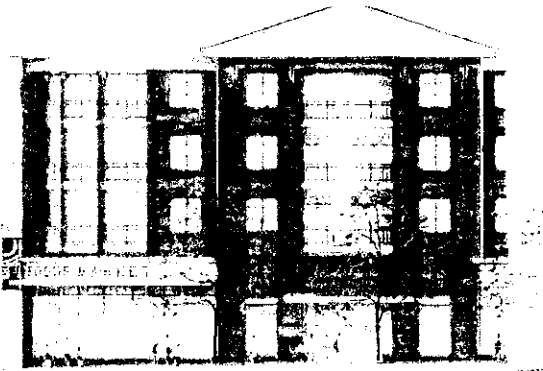
Even large buildings can be designed in a manner that breaks the large mass and long facades into smaller components, reducing the feeling of the mass. The original building design did not

## 1700 DUKE STREET



successfully accomplish this goal. To reduce the mass of the building staff has worked with the applicant to break the building into a series of vertical bays, with each bay providing additional vertical and horizontal articulation to further break up the mass of the building. Portions of the building have been set back 4' while other portions of the building are now projecting 6', providing significant offsets for the building facades. In addition to the significant level of building articulation, staff has included conditions of approval that will result in significantly more variation in materials, colors and textures while also providing a more prominent corner element for the building. The proposal by staff and the applicants proposal are depicted below

Applicants Proposal



Staff Proposal



It is important that the building design incorporates high quality materials and detailing because of the prominent location of the site and as previously discussed to help reduce the perceived mass of the building. Therefore, a recommendation of staff is that the building be masonry (brick, precast or stone). The high quality materials will also be compatible with the existing buildings on Duke Street and within Carlyle. It is also recommended that the final design be subject to review by the Carlyle Design Review Board, to ensure compliance with the Carlyle guidelines, as required by the CDD provisions. The Board will assist in refining the design of the building and ensuring high quality building materials.

Staff worked extensively with the applicant to refine the retail base and ensure that there are multiple forms of pedestrian access from the adjoining streets and multiple retail openings and a variety of materials and texture at the pedestrian level. With the active retail and storefronts facing the streets, wider sidewalks and streetscape improvements, pedestrians will be rewarded for using these streets. The retail use will stimulate pedestrian activity, bringing residential and retail locations together within close proximity to the retail uses that are planned for John Carlyle Street. In addition, the continuous street wall with retail encourages and invites pedestrian traffic. Staff has also included a condition that requires all of the signage to be integrated with the materials and design of the building and be a high quality design and materials.

**Streetscape Improvements:**

To enhance pedestrian circulation for the site and the adjoining intersection of Duke Street and Holland Lane, staff recommended elimination of the “free right” from Duke Street onto Holland Lane. In addition, staff has recommended significantly wider sidewalks on Duke Street (20.5') and Holland Lane (15'), additional streetscape improvements such as brick sidewalks, brick pedestrian crosswalks, street trees and benches. Staff also is recommending that the existing large transformer within the intersection of Duke Street and Holland Lane be relocated within an underground vault. The street improvements will create a pedestrian-oriented development consistent with the intent of the King Street/Eisenhower Avenue Small Area Plan, Carlyle and CDD # 1. The retail use will stimulate pedestrian activity, bringing residential and retail locations together within close proximity to the retail uses that are planned for John Carlyle Street

**Open Space:**

The CDD zoning for the development parcel establishes no specific requirement for open space for the site on this project; rather, a general guideline is given: that adequate active and passive recreational facilities be provided within the CDD. The open space being provided within this project is a 15,838 sq.ft., roof-top courtyard for residents and also some limited ground level open space for a total 18,707 sq.ft. (26%). To the extent the goal of providing open space is to provide active and passive recreational facilities for the residents of the project, this terrace will provide quality space; its configuration shields the space from the adjoining streets with buildings and the space is being well designed. In addition, staff is recommending additional amenities and landscaping for the interior courtyard.

Open space is intended not only to provide recreational opportunities for the residents, but also to provide a sense of openness and opportunities for landscaping at ground level, that benefits the public. For a site this size, ground level open space is appropriate, in the form of a plaza or green space adjacent to the street as a break in the building wall. For this case, staff has required the applicant to push the entire building back from both streets in order to provide generous sidewalks and streetscape along both Duke Street and Holland Lane in front of the building. This reduced the footprint of the grocery store by several thousand square feet.

Staff requested an additional inset could be required for a small plaza along either Duke on Holland Lane, however the applicant indicated that further reduction in the footprint of the building would result in the loss of this grocery store at the project. Staff believes the proposed grocery store will create a significant retail presence on the street and will do so in a very pedestrian friendly manner, with large expanses of open windows and pedestrian scaled elements at the building base. The benefit of the retail to the streetscape and to helping generate pedestrian traffic and vitality was significant, as important as the provision of ground level open space as a public benefit, more important to this block than the provision of a small pedestrian plaza. Therefore, instead, staff is recommending and the applicant has agreed to pay an amount of \$85,000 prior to the release of the

final site plan to the East Eisenhower Avenue Open space fund. The amount (in addition to the amount contributed by Mill Race) is intended for the purchase and improvement of parkland designated within the East Eisenhower Avenue that will benefit the residents of East Eisenhower and the City. In addition, to the dedication to the open space fund, the applicant has also agreed to provide streetscape improvements such as brick pedestrian crosswalks, pedestrian signals and benches all of which significantly enhance the pedestrian environment and open space surrounding the site.

### Parking:

The site is located within the King Street parking district, therefore the parking required for the residential and retail uses is less than in many other parts of the City. The applicant is proposing 431 total parking (including 19 tandem parking spaces), 280 spaces for the retail use, and 151 spaces (including tandem spaces) for the residential use. A comparison of comparable facilities in the City and the region are as follows:

*Table # 2*  
**Parking Comparison**

PROJECT	RETAIL (SQ.FT.)	RESIDENTIAL (UNITS)	TOTAL PARKING SPACES	PARKING RATIO
Carlyle Towers	4,245	506	696	1.33 (res) 1/210 sq.ft. (retail)
Meridian	403	403	489	1.20 (res) 1/210 sq.ft. retail
Colecroft II	18,802	156	217	1 sp/unit 1/220 sq.ft. (retail)
Potomac Club II	1,000	296	380	1.17 sp/unit 1/210 sq.ft. (retail)
Mill Race *	22,090	707	865	1.08 (res) 1/220 sq.ft. (retail)
Pentagon Row	300,000	504	536 (residential) 1,225 (retail)	1.06 sp/unit 1/250 sq.ft.(retail)
Whole Foods P Street (DC)	37,000	NA	151	1/250 sq.ft.
Whole Foods Clarendon Arlington, Va	33,000	NA	78	1sp/424 sq.ft.
Whole Foods Market Georgetown	35,200	NA	176	1 sp./200 sq.ft
<u>Proposed Whole Foods Market Alexandria</u>	43,342	<u>114</u>	<u>412</u>	<u>1.15 sp/unit (res)</u> <u>1 sp/169 sq.ft. (retail)</u>

\* Excludes office building.

### Residential Parking

The applicant is proposing a residential parking ratio (1.15 sp/unit) for the condominiums which is comparable to the adjoining residential buildings of Carlyle and Meridian and the 1.13 proposed by Mill Race. Staff believes that the level of parking for the residential use will be sufficient due to the proximity to King Street metro and adjoining mixed use neighborhoods.

The reduced parking is consistent with the policy emerging from the Eisenhower East Study, to reduce the amount of parking provided for projects near the metro stations as a means of helping to control traffic generation.

### Retail

The applicant is proposing significantly more parking spaces for the retail grocery store use, 193 spaces) than are required by the Zoning Ordinance. Staff supports this level of parking for several reasons. First, the zoning ordinance requirement for retail in the King Street area was designed for pedestrian-oriented retail uses. While this grocery store will certainly generate significant pedestrian traffic, it will typically have less pedestrian patronage than other retail stores. In addition, the adjoining Duke Streets and Holland Lane do not permit on-street parking, therefore, the peak parking demands for events such as holidays need to be accommodated on-site. Finally, and most importantly staff believes the additional parking spaces present an opportunity to leverage parking with the adjoining retail uses. To accomplish this, staff is recommending that the applicant provide a parking management plan as part of the approval of the special use permit. The parking management plan will establish a mechanism to enable short-term (two-hour limit) parking within the parking garage at prevalent market rates for all retail parking spaces that are provided that exceed 1 sp/250 sq.ft. retail space (i.e. for approximately 106 spaces). The ratio of 1sp/250 sq.ft. is based upon other comparable grocery stores within the region and is still considerably more spaces than are required by the Zoning Ordinance. The parking plan will add to the pool of parking in the area that could be utilized by other retail uses that are planned for John Carlyle Street. The area surrounding John Carlyle Street and the adjoining King Street Station currently contain a total of approximately 100,000 sq.ft. of leasable retail area that are or could potentially be utilized for retail use as depicted below:

*Table # 3*  
Adjoining Retail

<u>Project</u>	<u>Address</u>	<u>Retail</u>	<u>Other</u>	<u>Total</u>
Stonebridge I	333 John Carlyle Blk C	7,110	-	157,300
Stonebridge II	1900 Duke St. Blk C	3,578	-	102,623
Carlyle Crescent	1940 Duke St. Blk C	4,700	-	219,986
SHRM I	2101 Jamieson Blk E	9,377	-	80,679
SHRM II	300 John Carlyle Blk E	4,500	-	77,934
Burke & Herbert Bank	1775 Jamieson Blk E	3,532	-	8,275
King Street Station I	1800 Diagonal Rd.	7,331	7,000 Rest.	149,931
King Street Station II	225 Reinekers Ln.	9,983	-	121,742
King Street Station III	1801 Duke St.	20,574	-	146,848
King Street Station IV	1755 Duke St.	28,983	175,084 Hotel 10,109 Rest.	365,595

### Loading/Unloading

Because grocery stores generate considerable loading and unloading activity, one of staff's initial concerns with this project was the adequacy of the loading/unloading for the facility. Staff believes that the loading facility, with three tractor-trailer size spaces located at grade within the building structure, will function effectively for the grocery store operations as now redesigned. According to the applicant, there will be several deliveries/day to the loading dock located on the southern portion of the site. The deliveries will occur by large vehicles generally full size tractor-trailers (40-50 ft.) or intermediate size trucks. The vehicles will enter the site from Duke Street onto Georges Lane. The trucks will then enter the internal drive aisle on the southern portion of the site and back up into the 45 degree angled loading spaces. Truck traffic would have to access the loading areas from Georges Lane. The loading spaces are embedded within the site and will not be visible from the adjoining streets.

### Restaurant/Café:

In conjunction with the application the applicant is also requesting approval of a special use permit approval for accessory café/restaurant that will be located at the corner of the building at the intersection of Duke Street and Holland Lane. The café will be a 40-50 seat café and will feature pre-prepared foods and coffee.

Table service will not be provided. Beer alcoholic beverages will be not be offered to customers. It is estimated that a majority of the business will be generated via carry-out sales consisting of local office workers, retail employees and residents. A maximum of one employee will be dedicated to the café. Staff strongly supports the proposed café, that will likely serve the existing retail patrons, office employees and adjoining residents. In addition, the pedestrian activity generated by the café is consistent with the intent of the Small Area Plan to create a lively mixed use pedestrian oriented developments and uses. As part of the approval of the café , staff is also recommending approval of outdoor dining/seating, with a limited number of seat and hours also to help encourage pedestrian activity for the development. To ensure compliance with the conditions of the café and outdoor dining staff is recommending a one year review period.

**STAFF RECOMMENDATION:**

Staff recommends **approval** of the proposed development special use permit. The conditions outlined within the staff report, will enable the proposed grocery store and condominiums to be a valuable addition to Carlyle and Duke Street. In addition, the conditions regarding the design, and materials of the building and subsequent review by the Carlyle Design Review Board will enable the building to be an attractive addition for this prominent corner gateway entrance to the Eisenhower Valley.

**STAFF:** Eileen P. Fogarty, Director, Department of Planning and Zoning;  
Kimberley Johnson, Chief, Development;  
Jeffrey Farnar, Urban Planner.

CITY DEPARTMENT COMMENTS

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

Transportation & Environmental Services:

- C- 1 Bond for the public improvements must be posted prior to release of the plan.
- C- 2 All downspouts must be connected to a storm sewer by continuous underground pipe.
- C- 3 The sewer tap fee must be paid prior to release of the plan.
- C- 4 All easements and/or dedications must be recorded prior to release of the plan.
- C- 5 Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan.
- C- 6 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C- 7 All utilities serving this site to be underground.
- C- 8 Provide site lighting plan.
- C- 9 Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control including 100% treatment of the Water Quality Volume Default.
- C- 10 Provide a phased erosion and sediment control plan consistent with grading and construction.
- C- 11 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.

Sanitation Authority:

- C-1. Ensure that all discharges are in accordance with the City of Alexandria Code 4035.

Code Enforcement:

- C-1 This 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 curblin shall be at least 15 feet and no more than 30 feet from the face of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis.
- C-2 Building B shall have 2 exits.
- C-3 Prior to the submission of the final site plan fire flow calculations shall be submitted to this office for review and approval. These calculations shall be prepared by a professional engineer registered in the state of Virginia and shall use the calculation methodology specified in the attached handout. Evidence that the existing and/or proposed infrastructure is capable of supporting the calculated fire flow shall also be provided.
- C-4 A separate sheet labeled "fire service plan" shall be provided. This plan shall show the footprint of the buildings, fire hydrants, fire department connections, emergency vehicle easements, utility cutoffs, building entrances and exits, fire control rooms, and a summary of fire protection features for each building.
- C-5 A single building shall not have multiple types of construction. Adjacent buildings shall be separated by fire walls not fire separation assemblies. The VUSBC does not recognize horizontal fire walls. Therefore either the first, P1 and P2 levels shall have fire walls introduced or the construction type of levels 2-4 shall be upgraded to comply with area limitations of the VUSBC.
- C-6 The access aisles adjacent to handicapped parking spaces are restricted in width by the placement of the building columns. A 5 foot clear width is required for the access aisles.
- C-7 Verify that the elevator cabs are sized to accommodate ems stretchers.
- C-8 The enclosed parking structures shall be equipped with mechanical ventilation, fire sprinkler systems, and floor drains routed to a oil/water separator.
- C-9 A soils investigation report must be submitted with the building permit application.
- C-10 This structure contains mixed use groups and are subject to the mixed use and occupancy requirements of USBC313.0.
- C-11 Required exits, parking and facilities shall be accessible for persons with disabilities.

- C-12 Prior to the issuance of a building, demolition or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps to be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.

Health Department:

- C-1. An Alexandria Health Department permit is required for all regulated facilities.
- Permits are non-transferable.
  - Permits must be obtained prior to operation.
  - Five sets of plans are to be submitted and approved by this department prior to construction of any facility regulated by the health department.
  - Plans for food facilities must comply with the Alexandria City Code, Title 11, Chapter 2. Food and Food establishments.
  - Pool plans must comply with Title 11, Chapter 11, swimming pools. Tourist establishments pools must have six sets of plans submitted.
  - Provide a menu or list of foods to be handled by this facility to the Health Department prior to opening.

Police Department:

**The following recommendation related to lighting has not been included as conditions; rather, staff has recommended that the applicant prepare a lighting plan to the satisfaction of the Director of T&ES in consultation with the police, which will likely result in lower lighting levels than those desired by the Police. The recommendation for 2.0 candles within the parking garage has been included within the staff report.**

- R-1. Lighting on the sidewalk is to be a minimum 2.0 foot candles maintained.  
**(Not recommended by P&Z)**

- F-1. A lighting plan was not included in the package.

Historic Alexandria (Archaeology):

- F-1. This property has the potential to yield archeological resources which provide insight into residential and commercial occupation of Alexandria's West End. The lot was part of the 1796 subdivision by John West, and several structures, including a bake house, were present by the late eighteenth and early nineteenth centuries. The Bontz site (44AX103) at the northeast corner of the property was excavated in the 1980's.

- F-2. The applicant must hire an archaeological consultant to prepare a Documentary Study (including a set of Ground Impact Maps), conduct test excavations for an Archaeological Evaluation, and complete a Resource Management Plan, as outlined in the *City of Alexandria Archaeological Standards*. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented.
- F-3. All archaeological preservation measures must be completed prior to ground-disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance). To confirm, call Alexandria Archaeology at (703) 838-4399.
- F-4. The General Notes of the Preliminary and Final Site Plans must include the statement in C-2 above. Additional statements to be included on the Final Site Plan will be determined in consultation with Alexandria Archaeology.

Parks & Recreation (Arborist):

No comments received from this department.

Virginia American Water Company:

- F-1. Water service is available for domestic use and fire protection.
- F-2. The existing ten-inch water main shown on Duke Street is no longer in service. Both the 12" and 24" mains in Holland Lane connect to the 20" main in Duke Street.
- F-3. A double detector check backflow prevention device is required on all fire services. If located inside the premise, it must have a remote sensing meter in a separate accessible room.
- F-4. VAWC reserves the right to determine the final placement of the water meter.
- F-5. Please add the following notes to the site plan.
- All water facility construction shall conform to the Virginia American Water Company Standards and Specifications.
  - Contact Virginia American Water Company at 703-549-7080 to coordinate construction and inspection of water facilities.

#5  
JF

APPLICATION for  
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN  
DSUP # 2002-0009

PROJECT NAME: 1700 Duke Street

PROPERTY LOCATION: 1700 Duke Street

TAX MAP REFERENCE: 73.02-09-02 and 73.02-09-03 ZONE: CDD-1

APPLICANT Name: JBG Rosenfeld Duke Street L.L.C.

Address: 5301 Wisconsin Ave., N. W., Suite 300, Washington, DC 20015

PROPERTY OWNER Name: Duke Street Associates, c/o Greenhoot Cohen

Address: 5101 Wisconsin Ave., N.W., Suite 200, Washington, DC 20016-4120

SUMMARY OF PROPOSAL: Request for a CDD Special Use Permit for a Mixed-Use  
Development including retail and residential uses.

MODIFICATIONS REQUESTED: \_\_\_\_\_

SUP's REQUESTED: CDD Special Use Permit

**THE UNDERSIGNED** hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of Title 7, Chapter 5 of the Code of the City of Alexandria, Virginia.

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

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

Harry P. Hart  
Print Name of Applicant or Agent

Harry P. Hart  
Signature

HART, CALLEY, GIBBS & KARP, P.C.  
Mailing Address

(703) 836-5757  
Telephone Number

307 N. Washington St., Alex. VA 22314  
Mailing Address

March 26, 2002  
Date

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

Application Received: \_\_\_\_\_  
Fee Paid & Date: \$ \_\_\_\_\_  
Legal Advertisement: \_\_\_\_\_

Received Plans for Completeness: \_\_\_\_\_  
Received Plans for Preliminary: \_\_\_\_\_  
Property Placard: \_\_\_\_\_

ACTION - PLANNING COMMISSION: \_\_\_\_\_

ACTION - CITY COUNCIL: \_\_\_\_\_

1700 Duke St

All Applicants must complete this form. Supplemental forms are required for child care facilities, restaurants, auto oriented uses and freestanding signs requiring special use permit approval.

1. The Applicant is the (check one) ☐ Owner ☒ Contract Purchaser

☐ Lessee or ☐ Other: \_\_\_\_\_

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

JBG Rosenfeld Duke Street L.L.C. is owned 100% by JBG Rosenfeld Retail Properties,

L.L.C.. Three individuals that own more than 10% of JBG Rosenfeld Retail Properties,

L.L.C. are Robert J.T. Rosenfeld, James J. Garibaldi, and Grant M. Ehat at 7101

Wisconsin Avenue Ste. 1111, Bethesda, MD 20814

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

☒ Yes. Provide proof of current City business license.

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

## NARRATIVE DESCRIPTION

2. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. (Attach additional sheets if necessary.)

The Applicant proposes to build a mixed-use project that completes this important entry-way/corner to the Eisenhower Valley and provides a much needed grocery store/high-end market user for the residences already located in the Eisenhower Valley. The Applicant proposes a 43,000 sq. ft. high-end grocery store with three stories of luxury rental residences above (129 units) located within walking distance of the King Street Metro Station. The high-end grocery store is a seven day a week, 7 a.m. to midnight use that will cater to the residents of both the Carlyle area and the Old Town neighborhoods, as well as to the remainder of Alexandria. JBG anticipates 25 employees per each eight-hour shift in the high-end grocery store. Most of the parking for the retail use, except 22 convenience spaces on the ground level at the rear of the site, will be in a below grade parking garage accessed off of Holland Lane and/or Georges Lane. The residents will park in a separate limited-access, below grade parking garage.

The proposed use is compatible with the existing Master Plan for this corridor by providing a mixed-use development with a desirable high-end market and residences within walking distance of both the King Street Metro and the office uses along this corridor of Duke Street and the Patent and Trademark Office complex on Eisenhower Avenue.

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

7 a.m. to midnight, seven days a week.

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

25 employees per shift, typical eight hour shift

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

Day	Hours	Day	Hours
-----	-------	-----	-------

Sunday-Saturday 7 a.m. – midnight

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

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

Normal noise emanating from a grocery store and residential use.

- B. How will noise from patrons be controlled?

The use is an indoor use, with parking underground. It's noise will be controlled through insulation and normal noise control measures in construction.

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

Normal odors generated by a grocery store/market use. The market will have a prepared foods/café section that will control odors through proper ventilation. Loading areas are covered which reduces sound in the public right-of-way.

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

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

Cardboard boxes from grocery stock and normal trash generated by  
residential use.

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

Normal amount from a grocery store and residential use.

C. How often will trash be collected?

Based upon demand, normally once per week for residence and at least  
2-3 times per week for grocery use.

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

Through consistent monitoring by grocery staff and a hired cleaning  
service.

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

☐ Yes. ☒ No.

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

\_\_\_\_\_  
\_\_\_\_\_

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

☒ Yes. ☐ No.

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

Normal cleaning solvents for sanitization purposes to be used on a daily basis.

\_\_\_\_\_

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

On-site management, limited access parking for residents only, limited access  
entrance for exclusive use of residents.

### ALCOHOL SALES

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

☒ Yes. ☐ No.

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

Off-premises sale of beer and wine in the market.

### PARKING AND ACCESS REQUIREMENTS

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

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

235 (including an additional 15% visitor parking for residences)

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

**See Preliminary Site Plan**

165 Standard spaces (9 feet x 18.5 feet)

95 Compact spaces (8 feet x 16 feet)

16 Handicapped accessible spaces.

8 Other.

276 Total.

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

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

\_\_\_\_\_

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

- D. If a reduction in the required parking is requested, pursuant to section 8-100(A)(4) or (5) of the zoning ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 3

- B. How many loading spaces are available for the use? 3

- C. Where are off-street loading facilities located? At the rear of the building with access off of Georges Lane. See attached preliminary site plan.

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

Daylight hours – Monday through Saturday

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

Daily, as appropriate

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

Street access is adequate with a left-in turn during off-peak hours from Holland Lane into the Grocery Store parking entrance. See preliminary site plan for proposed improvements to Holland Lane.



DSUP 2002-0009

**MEMORANDUM**

**TO:** Douglas McCobb, P.E. City of Alexandria  
Eileen Fogarty City of Alexandria  
Richard Baier, P.E. City of Alexandria

**CC:** Bud Hart  
Christopher Todd JBG Rosenfield Retail

**FROM:** Louis Slade, P.E.  
Christopher Tacinelli, P.E.  
Chad Baird

**DATE:** March 26, 2002

**SUBJECT:** Left Turn Analysis along Holland Lane

**INTRODUCTION**

This memorandum summarizes analysis and conclusions related to the proposal to add a northbound left-turn into the Whole Foods site driveway on Holland Lane. This memorandum addresses the agreements made between the City of Alexandria and JBG Rosenfield Retail based on analysis and conversations and meetings between the two parties. In general, the northbound left-turn into the Whole Foods site along Holland Lane will be permitted.

**ASSUMPTIONS**

- The analysis has evaluated the off-peak traffic volumes from the year 2020.
- The trip generation has assumed a reduction associated with a 25 percent metro ridership. (lower than studies performed by WMATA)
- Vehicles will not be allowed to turn left into the site from the south along Holland Lane during the AM and PM peak periods set forth by the City of Alexandria.
- The table below details the trip generation for the proposed Whole Foods site with a 25 percent metro ridership.

**Table 1 - Trip Generation: Peak Periods**

Land Use	Quantity	AM Peak Hour			PM Peak Hour			SAT Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Supermarket	40,000 S.F.	77	49	126	230	221	451	244	234	478
New Trips with WMATA Reduction	25%	58	37	95	173	166	338	183	176	359
Apartments	125 Units	10	55	65	58	28	86	47	24	71
New Trips with WMATA Reduction	25%	8	42	49	44	21	65	35	18	53
<b>Total New Trips</b>		<b>65</b>	<b>78</b>	<b>144</b>	<b>216</b>	<b>187</b>	<b>403</b>	<b>218</b>	<b>193</b>	<b>412</b>
Existing Retail	26,000	-32	-34	-66	-22	-29	-50	-22	-29	-50
<b>Total Site Trips</b>		<b>34</b>	<b>44</b>	<b>78</b>	<b>194</b>	<b>159</b>	<b>353</b>	<b>197</b>	<b>165</b>	<b>361</b>

Note: Trips do not account for pass-by trips or diverted trips

- The off-peak hour traffic volumes were based on existing 24-hour traffic counts within the vicinity of the site.
- The off-peak traffic volumes for the year 2020 were developed by reducing the peak hour traffic volumes for the year 2020 by 45 percent. The peak hour traffic volumes are based on the Wilber Smith Traffic Impact Analysis conducted for the City of Alexandria.

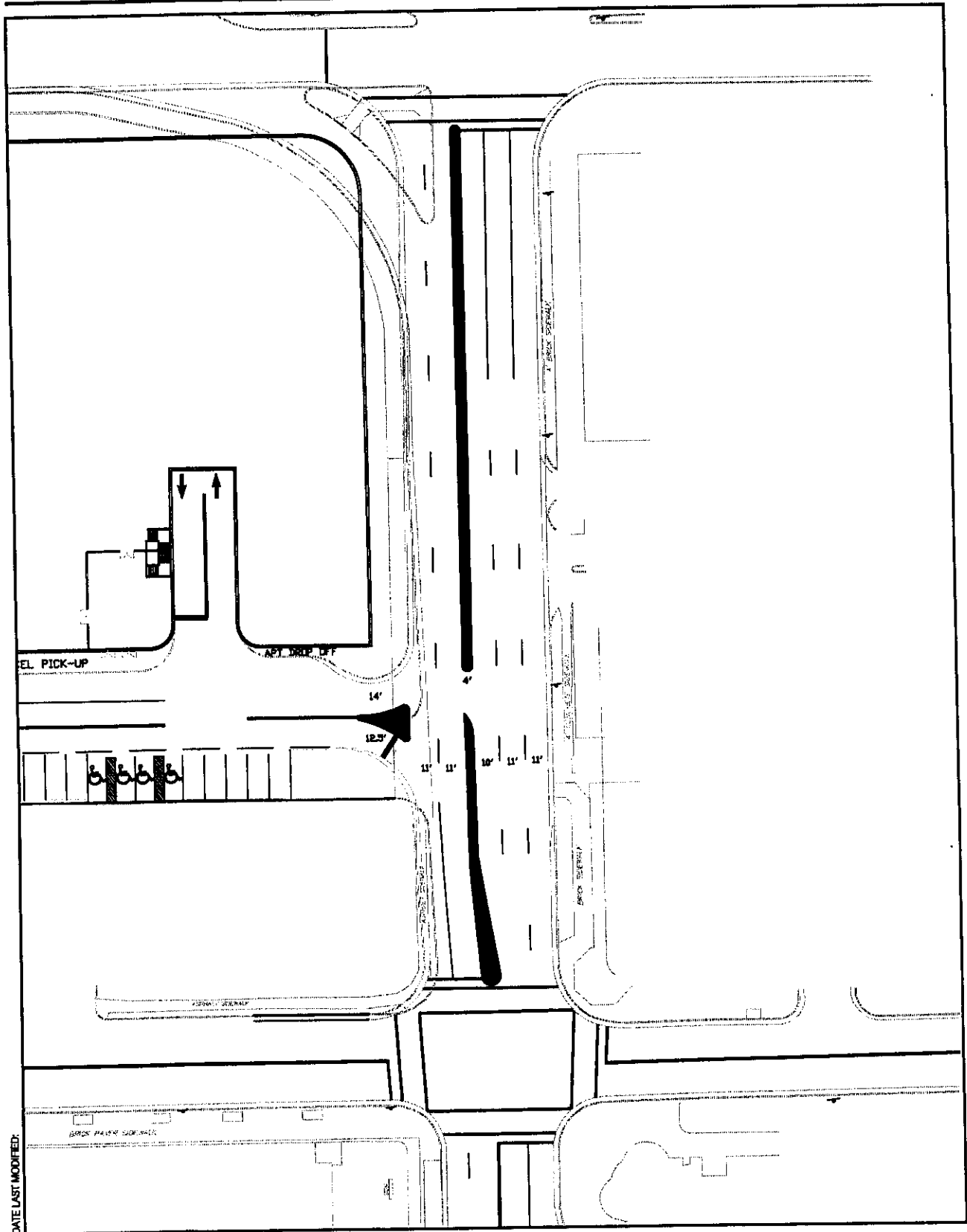
### ***DESIGN***

- The proposed roadway width will be 58 feet from the east face of curb to the west face of curb.
- The two outer most lanes will measure 11 feet in width.
- The middle lane, northbound left turn lane, will measure 10 feet in width.
- The 58-foot cross section will also allow for a 4-foot median from Duke Street to the north to the proposed entrance, then from the proposed entrance to Jamieson Street.
- The northbound lane configuration along Holland Lane at the approach to Duke Street allows for a 5-lane cross section with three northbound lanes and two southbound lanes.
- The southbound approach to Jamieson Street along Holland Lane allows for a 4-lane cross section with two northbound lanes and two southbound lanes.

Note: See the attached figure for the lane widths and proposed geometry of Holland Lane.

### ***SUMMARY***

1. The proposed configuration of a northbound left-turn into the Whole Foods site along Holland Lane will be permitted during the off-peak hours of the day.
2. Based on the off peak traffic volumes in the year 2020, Holland Lane and Duke street would have, on average, minimal queuing.
3. No northbound left turns into the site will be permitted during the AM and PM Peak periods.
4. Signs will be installed to restrict northbound left turns into the site during the peak periods.
5. Gorove/Slade Associates preliminary Left-Turn Analyses Memorandum, dated February 27, 2002 is attached to this memorandum.



**Figure 1**  
**Holland Lane**  
**Proposed Lane Configuration & Lane Widths**  
**Scale: 1"=60'**



## MEMORANDUM

**TO:** Douglas McCobb  
Eileen Fogarty  
City of Alexandria  
City of Alexandria

**CC:** Bud Hart  
Chris Todd  
JBG Rosenfield Retail

**FROM:** Lou Slade  
Chad Baird

**DATE:** February 27, 2002

**SUBJECT:** Evaluation of left turn movements at proposed Fresh Fields driveway on Holland Lane

This memorandum summarizes the assumptions, calculations, findings, and conclusions of an evaluation of the proposed Fresh Fields driveway on Holland Lane. This memorandum only addresses this issue. Detailed background information on the overall project and overall traffic impacts of the project will be addressed in a comprehensive study at a later date. Thus, the purpose of this memorandum is to provide information helpful to determine whether left turns into and out of the driveway should be permitted.

In general, we recommend that left turns be permitted unless they create an untenable condition. This is because restrictions on left turns at driveways are difficult to enforce. Even with physical curb channelization, motorists will make turns around the channelization. This requires unusual maneuvering to make these illegal left turns around the channelization and that creates a hazard.

If left turns are permitted but traffic congestion makes it difficult to make left turns, this system self regulates. Motorists who wish to make a left turn have the alternative to make a right turn when leaving the Fresh Fields property and they will choose that option if congestion makes it difficult for them to make the left turn. Most motorists approaching from the west and south who might make a left turn from Holland Lane will discover after one or two trips that it is easier to use a different route and approach so they can turn right into the property.

Having the left turn opportunity into and out of the property is critical to the business of Fresh Fields. This provides motorists who shop at Fresh Fields with additional flexibility coming to and leaving the property. Without this flexibility, a motorist may experience significant delays due to unusual traffic congestion. The additional "escape route" provided by the left turns increases the chances that the motorists can avoid these significant delays. Once a shopper experiences a significant delay, he or she may choose to take their business elsewhere. Thus, if the left turns can be permitted it is essential to Fresh Fields business.

## Study Assumptions

- This study examined 2010 conditions by using the Wilber Smith traffic forecasts provided to us by the City of Alexandria.
- Two different study periods were examined: a weekday evening commuter peak hour, and a Saturday afternoon Fresh Fields peak hour. The 2010 forecasts were the background traffic for the weekday evening commuter peak. We used 50% of these forecasts to represent traffic conditions during the Saturday afternoon shopper peak.

Traffic that would be generated by the Fresh Fields store was estimated using Institute of Transportation Engineers trip generation rates adjusted for walking and transit utilization using Washington Metropolitan Area factors available from the Council of Governments. These estimates are presented in Table 1 and indicate that during the weekday evening commuter peak hour, the Fresh Fields will generate approximately 275 total inbound and outbound trips, and during the Saturday shop peak hour it will generate approximately 292 total inbound and outbound shopper vehicle trips.

**Table 1**  
**Trip Generation: Peak Periods**

Land Use	Quantity	AM Peak Hour			PM Peak Hour			SAT Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Supermarket	40,000 S.F.	77	49	126	230	221	451	244	234	478
New Trips with WMATA Reduction	39%	47	30	77	140	135	275	149	143	292
Apartments	125 Units	10	55	65	58	28	86	47	24	71
New Trips with WMATA Reduction	60%	4	22	26	23	11	35	19	9	28
<b>Total New Trips</b>		<b>51</b>	<b>52</b>	<b>103</b>	<b>164</b>	<b>146</b>	<b>310</b>	<b>168</b>	<b>152</b>	<b>320</b>
Existing Retail	26,000	-26	-28	-53	-18	-23	-41	-18	-23	-41
<b>Total Site Trips</b>		<b>25</b>	<b>24</b>	<b>50</b>	<b>146</b>	<b>123</b>	<b>269</b>	<b>150</b>	<b>129</b>	<b>279</b>

- As a worst case assumption we assumed that 1/3 of the arrivals would turn left from Holland Lane into the subject driveway, and 1/3 of the departures would turn left out onto Holland Lane from the subject driveway. We consider this to be an extreme conservatively high estimate. The total traffic movements for the driveway and the intersection of Holland Lane and Duke Street are presented in Figure 1.

## Analysis

The analysis is based on the signal phasing of the intersection of Duke Street with Reineker Lane and with Holland Lane. This offset intersection has a four-phase operation of the traffic signals along Duke Street. A traffic signal will be installed at Holland Lane and Jamieson Streets in the future and we assume this would be in place by the year 2010 and coordinated with the Holland Lane / Duke Street signal.

We developed a geometric plan for the lane striping on Holland Lane in the block between Jamieson Lane and Duke Street. This lane striping is consistent with the five-lane cross section and lane

dimensions defined by Doug McCobb at our meeting on Monday, February 25. The left turn lane can be extended the full length of the block so that vehicles wishing to turn left into the Fresh Fields driveway would approach in this left turn lane.

The approaching Fresh Fields traffic on northbound Holland Lane would wait in the Holland Lane left turn lane until the northbound phase of the traffic signal at Duke Street. Then, as all of the northbound traffic moves on that signal phase, the Fresh Fields traffic can turn with no opposing traffic movements.

Fresh Fields traffic using this left turn lane will not block motorists who wish to turn left onto Duke Street from Holland Lane because those motorists have two lanes to pass a waiting car destined to Fresh Fields and they can then merge into the left turn lane immediately north of the Fresh Fields driveway.

Traffic that wishes to leave the Fresh Fields property by making a left turn out onto Holland Lane would have its best opportunity to do so after the traffic signal phase, which permits northbound Holland Lane traffic to move from Holland Lane onto Duke Street. Thus, a motorist who wishes to make this movement from the Fresh Fields site will typically have to wait until this point in the traffic signal cycle. These motorists always have the option to turn right from this driveway or to use the west driveway and then to travel one or two blocks through Carlyle back to Duke Street where they can then go east or west.

### **Turn Restrictions**

There have been discussions about restricting these left turn movements into and out of the Fresh Fields driveway on Holland Lane during peak hours. As noted above, these restrictions may not be necessary because left turns out of the driveway tend to be self-regulating; when congestion is too great, motorists who wish to turn left have the option of turning right or using the other driveway. Left turns into the driveway may not need to be prohibited because they can be made safely on one of the signal phases.

If it is decided that left turns should be prohibited, we would recommend that signs be placed which clearly mark these turn prohibitions. Then, from time to time a police officer could be dispatched to this location to reinforce this restriction.

Attached to this memorandum are the following figures:

Figure 1: Existing Lane Configuration

Figure 2: Existing AM & PM Peak Hour Traffic Volumes

Figure 3: Directional Distribution

Figure 4: New Site Generated Traffic Volumes

Figure 5: Total Future (2010) AM & PM Peak Hour Traffic Volumes

Figure 6: Alternative 1 Lane alignment along Holland Lane at Jameson Street

Figure 7: Alternative 2 Lane alignment along Holland Lane at Jameson Street

Figure 8: Whole Foods with Northbound Left Turn Access along Holland Lane

Figure 9: Whole Foods without Northbound Left Turn Access along Holland Lane

Figure 10: Circulation into Whole Foods with Northbound Left Turn access from Holland Lane

Figure 11: Circulation out from Whole Foods without Left Turns out onto Holland Lane

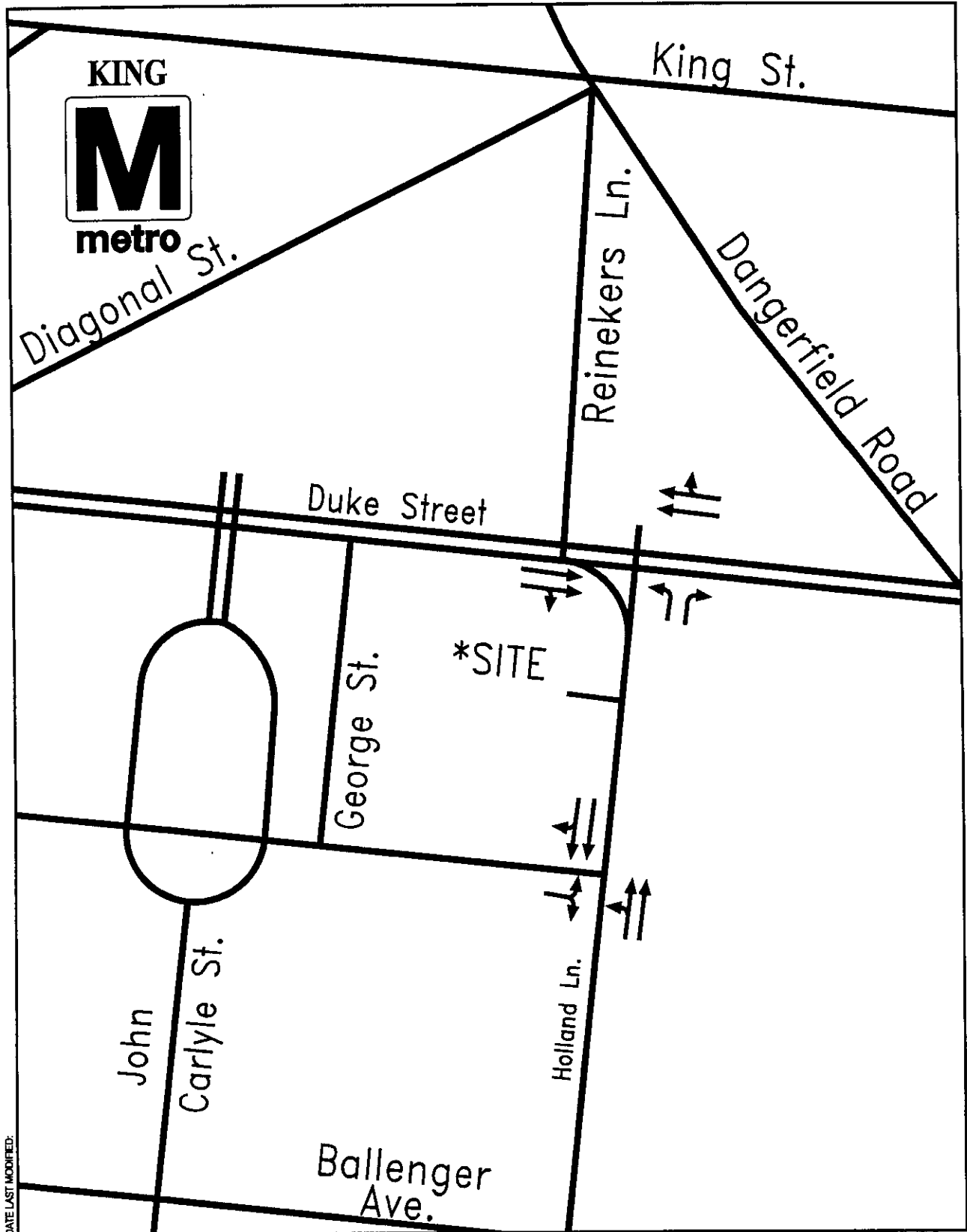
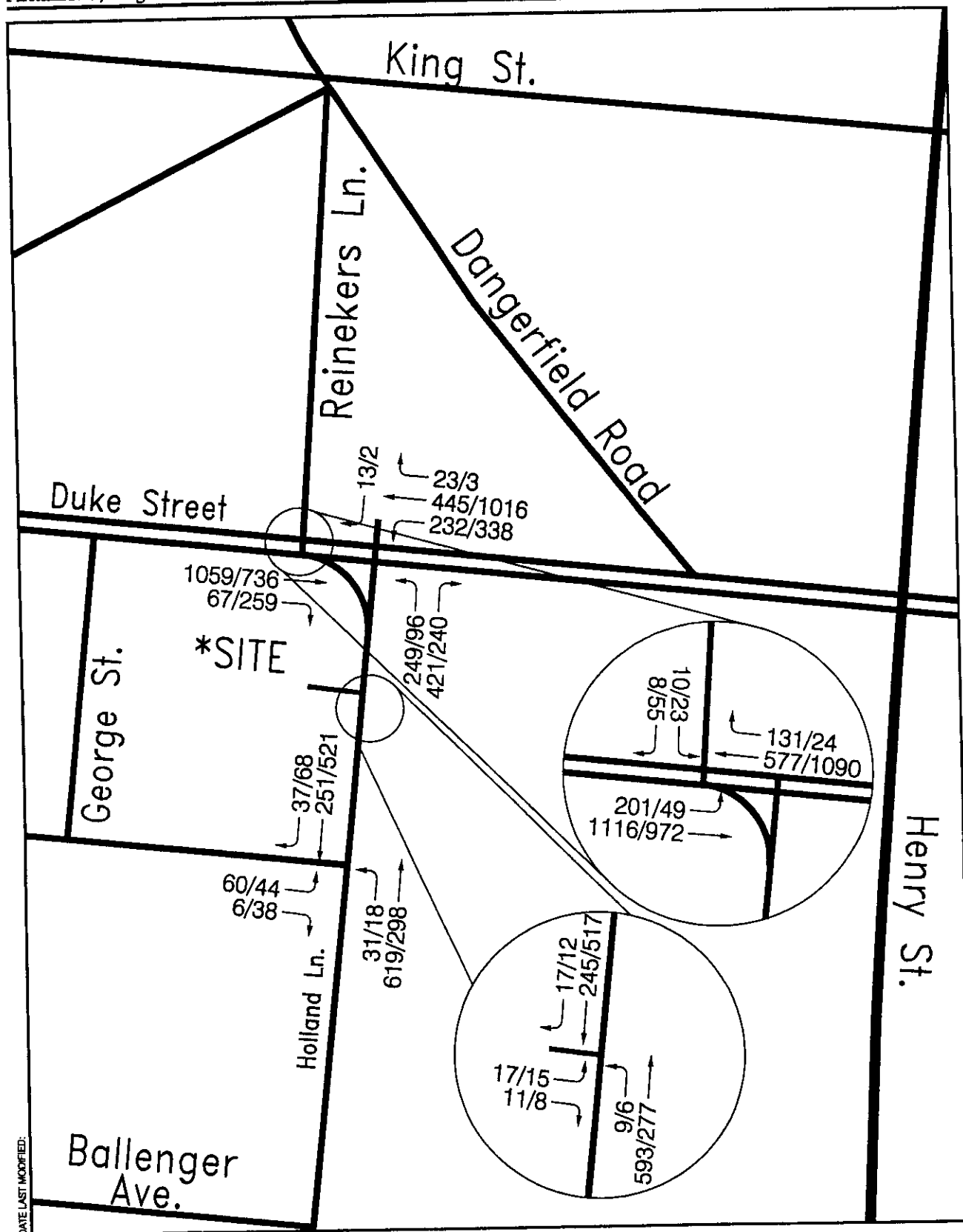


Figure 1  
Existing Land Configuration



**Figure 2**  
Existing Traffic Volumes  
February 2002  
AM Peak Hour/PM Peak Hour

View Number:

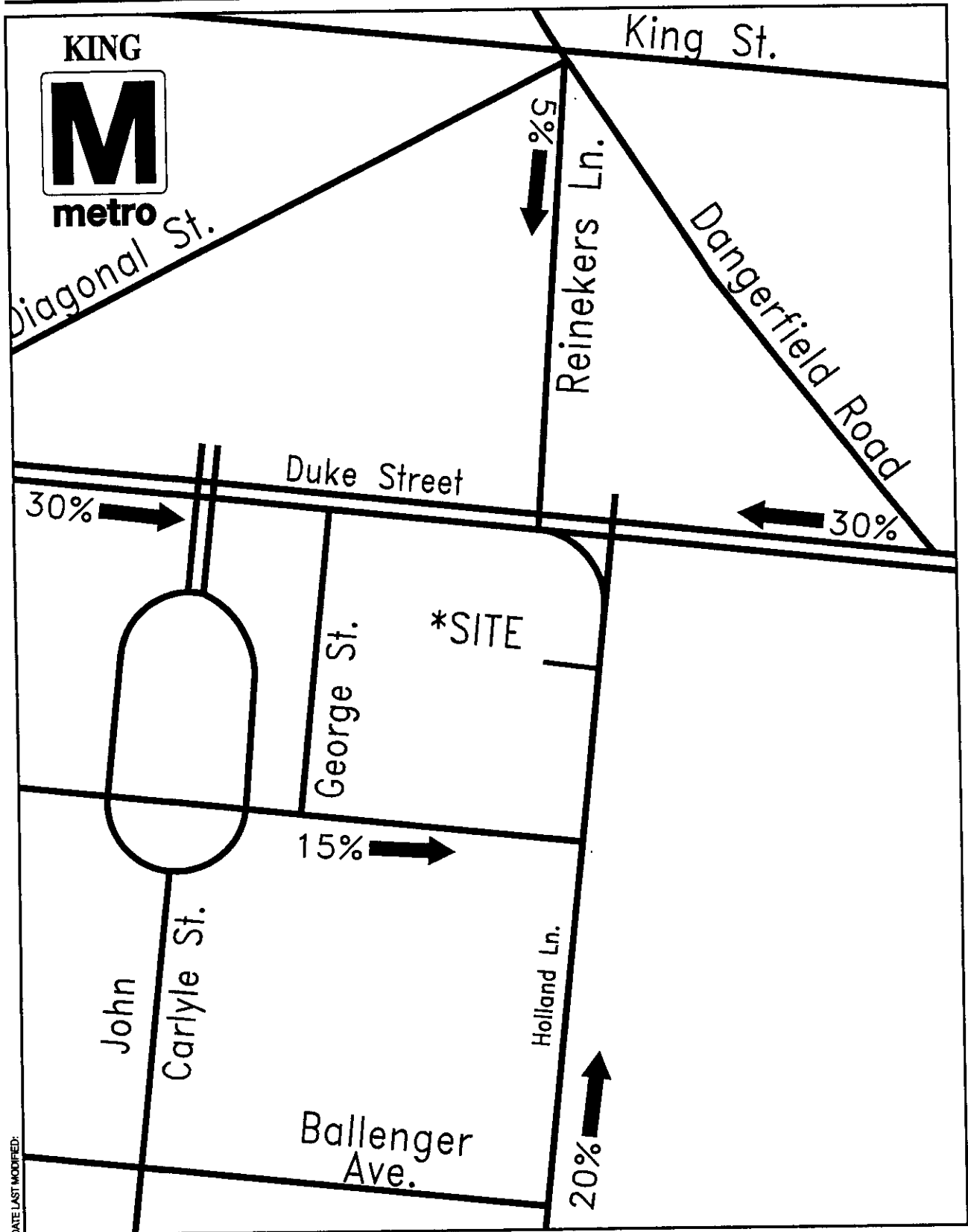
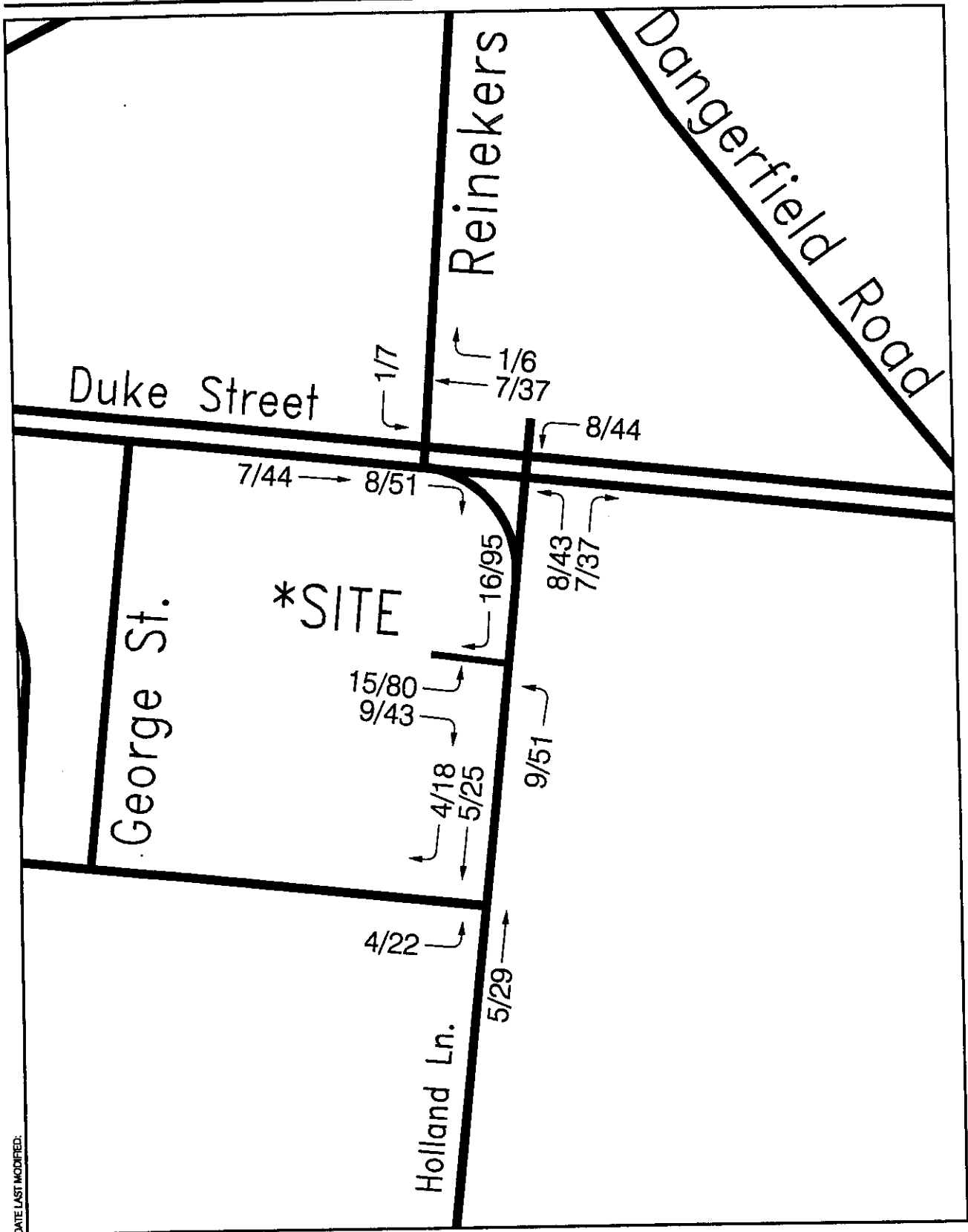
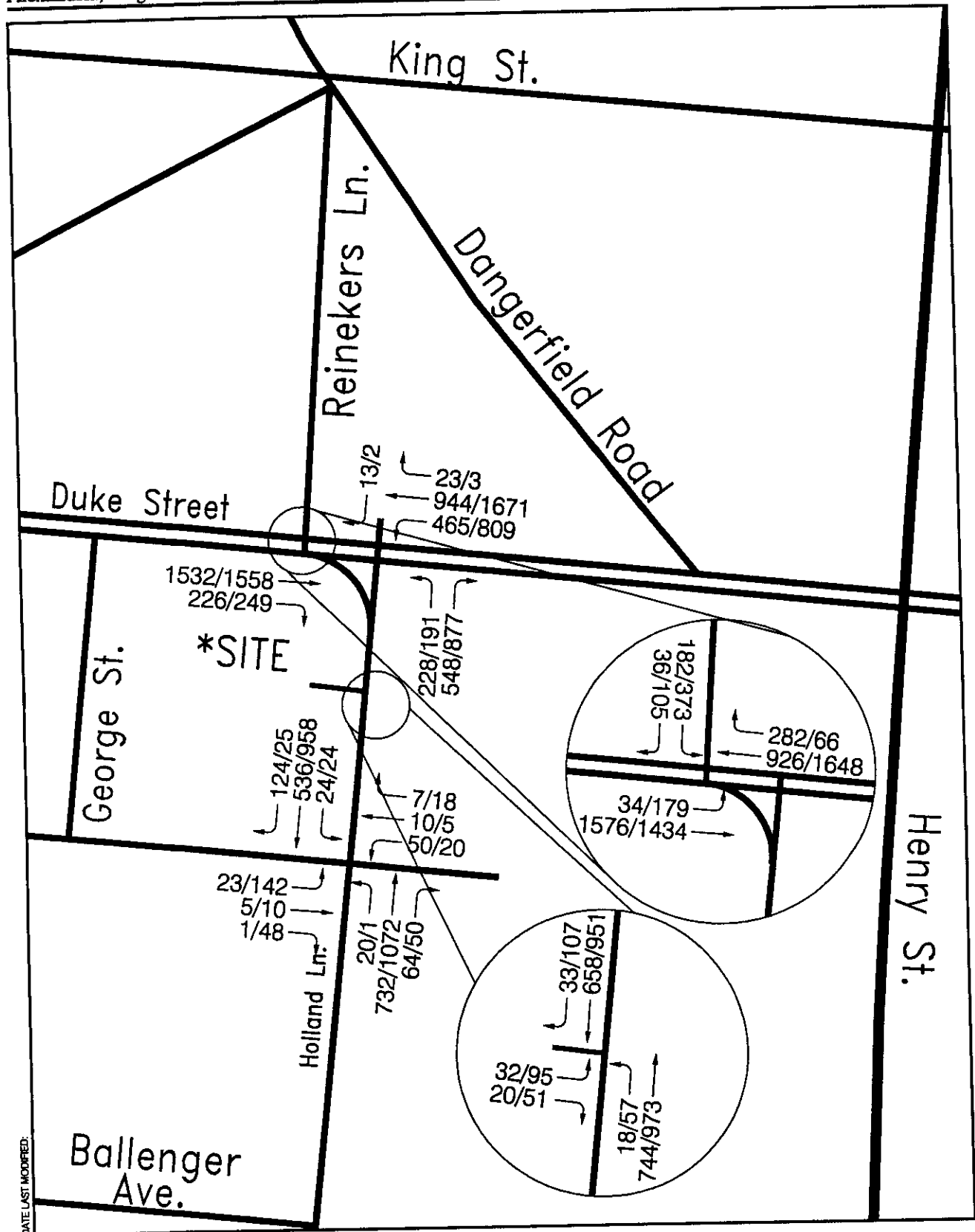


Figure 3  
Directional Distribution



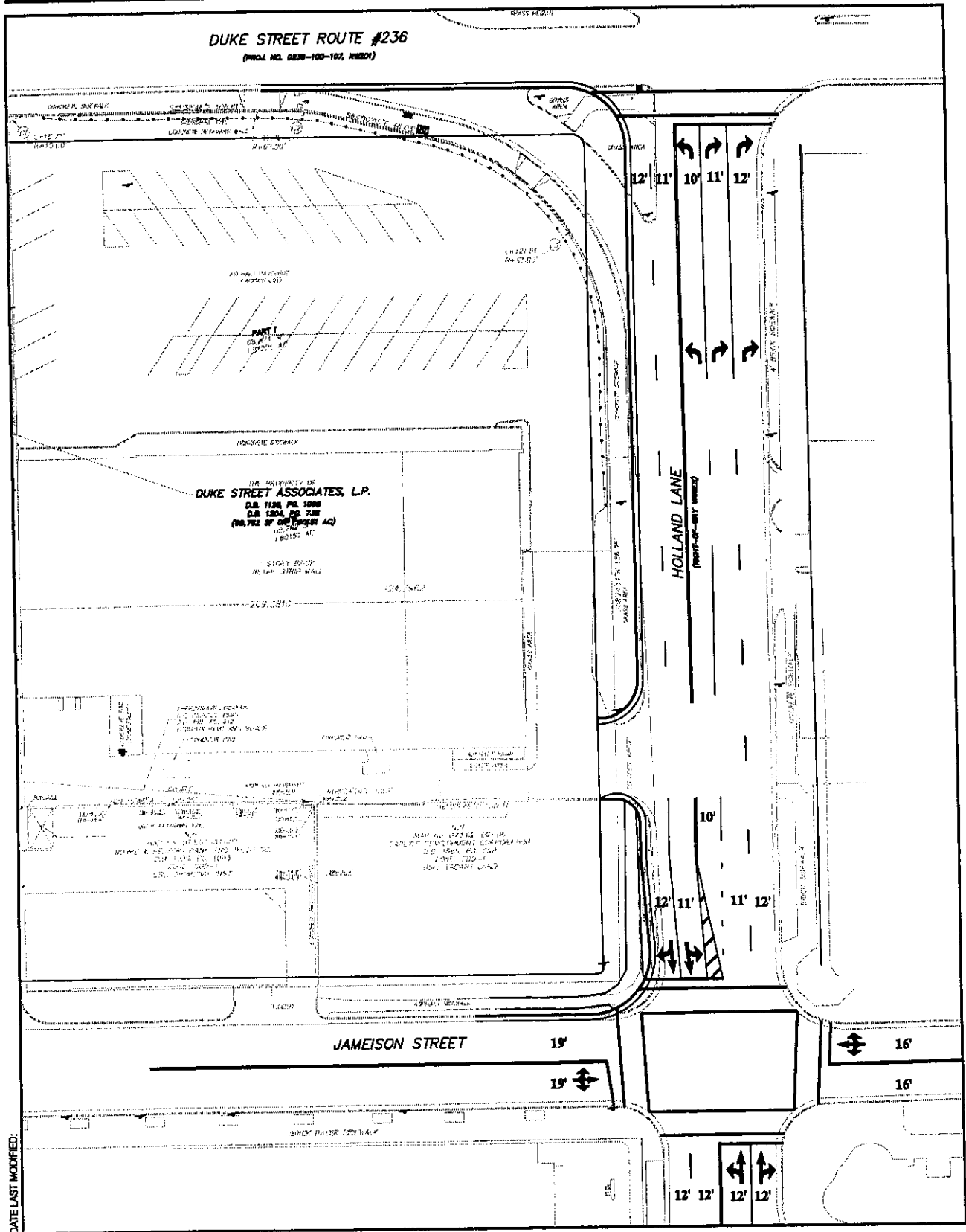
**Figure 4**  
New Site Generated Traffic Volumes  
Does Not Include Existing Site Volumes



**Figure 5**  
Total Future Traffic Volumes  
Wilber Smith Report (2010)  
Am Peak Hour/PM Peak Hour

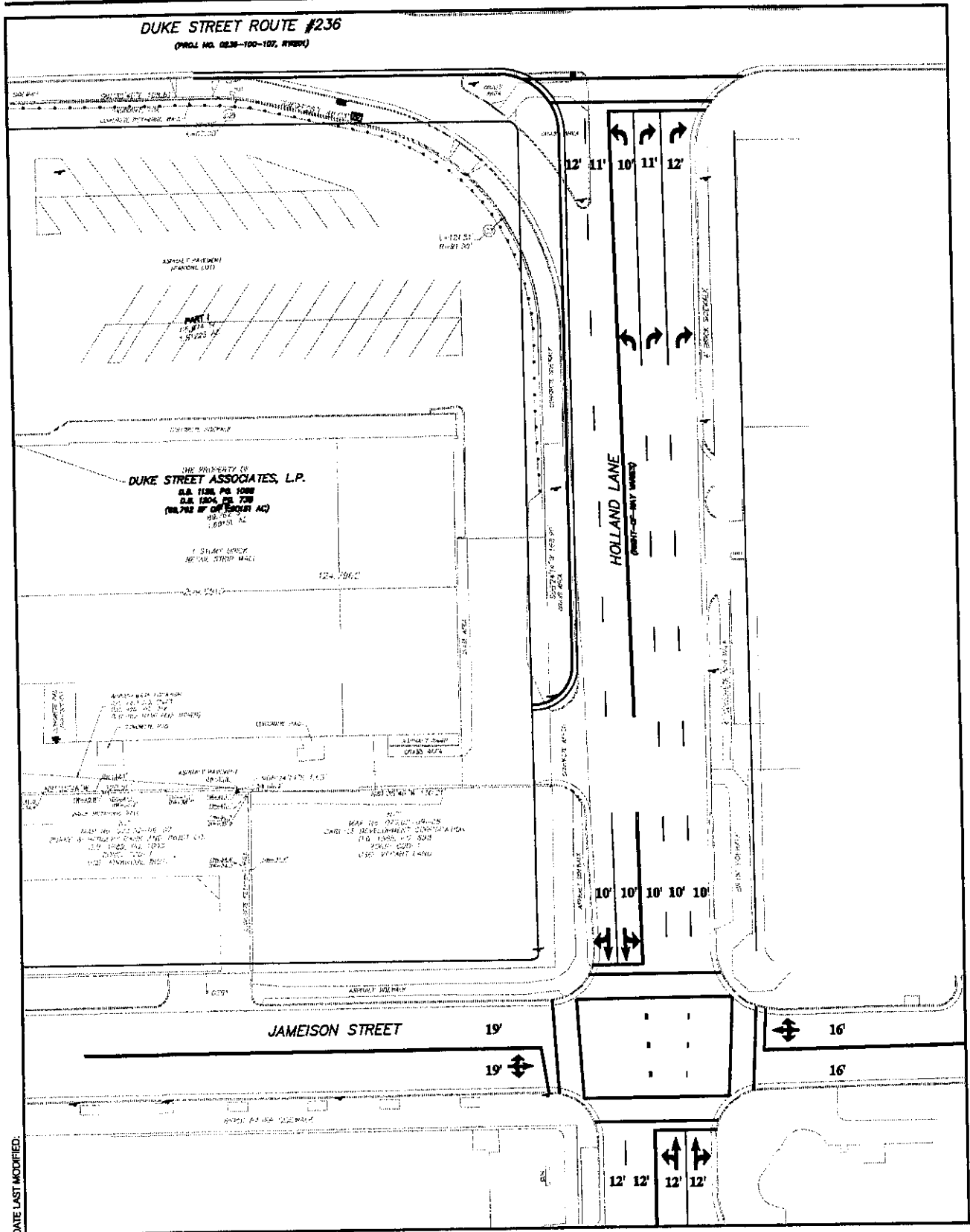
View Number:





**Figure 6**  
Total Future Lane Configuration (Alternative 1)  
Reconfiguration of Holand Lane at Jameson Street  
Accommodates 12 and 11 Foot lanes (Scale:1"=60')

View Number:



**Figure 7**  
Total Future Lane Configuration (Alternative 1)  
Reconfiguration of Holand Lane at Jameson Street  
Accommodates 10 Foot lanes along the Northern Side of Jameson Street (Scale:1"=60')

View Number:



1700 Duke Street  
Alexandria, Virginia

Traffic Flow Diagram  
February 27, 2002

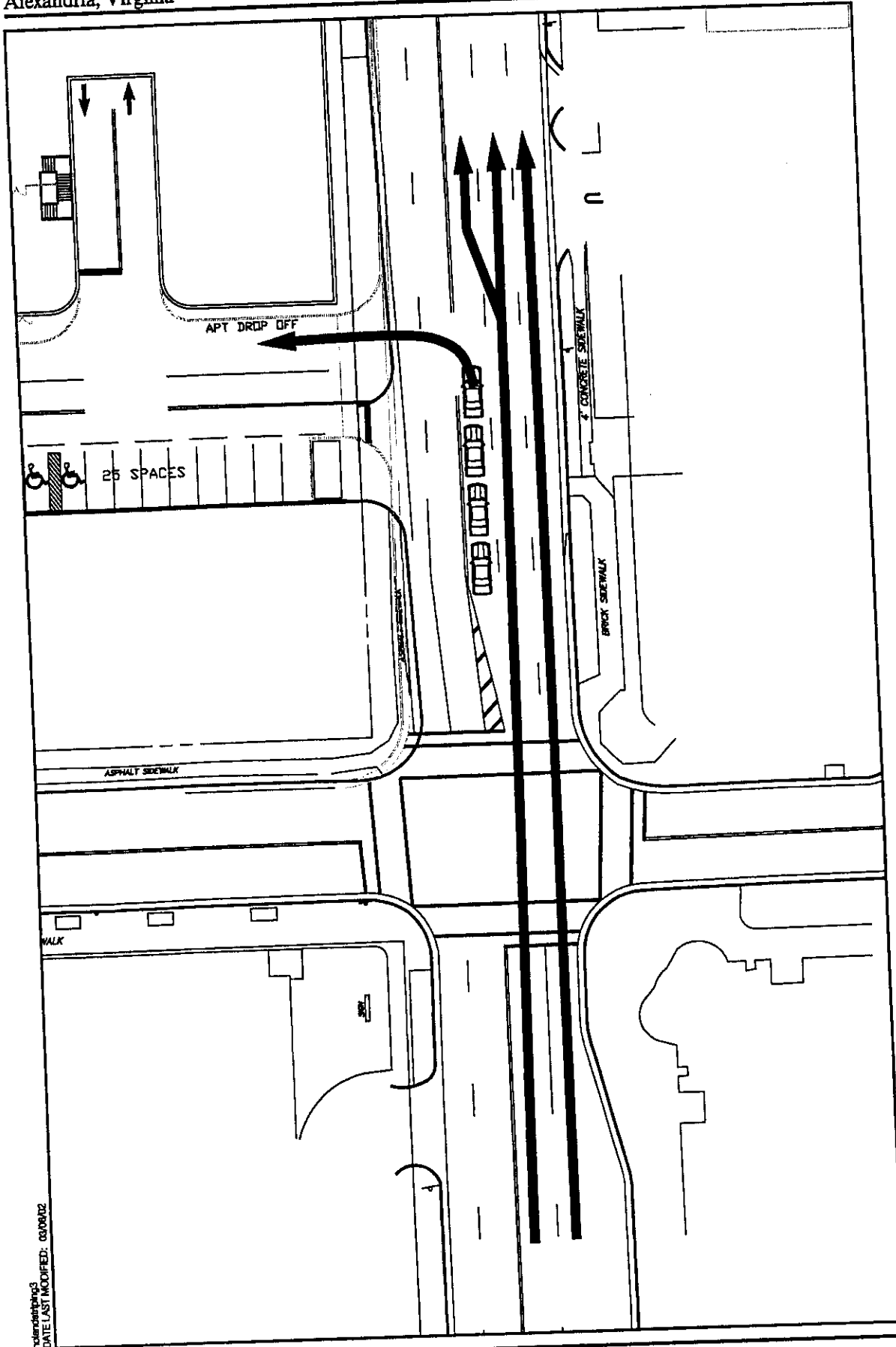


Figure 8  
Inbound Traffic Flow with Left Turn into the  
Proposed Whole Foods Site  
Scale: 1"=120'

10/20/2002  
DATE/LAST MODIFIED: 03/06/02

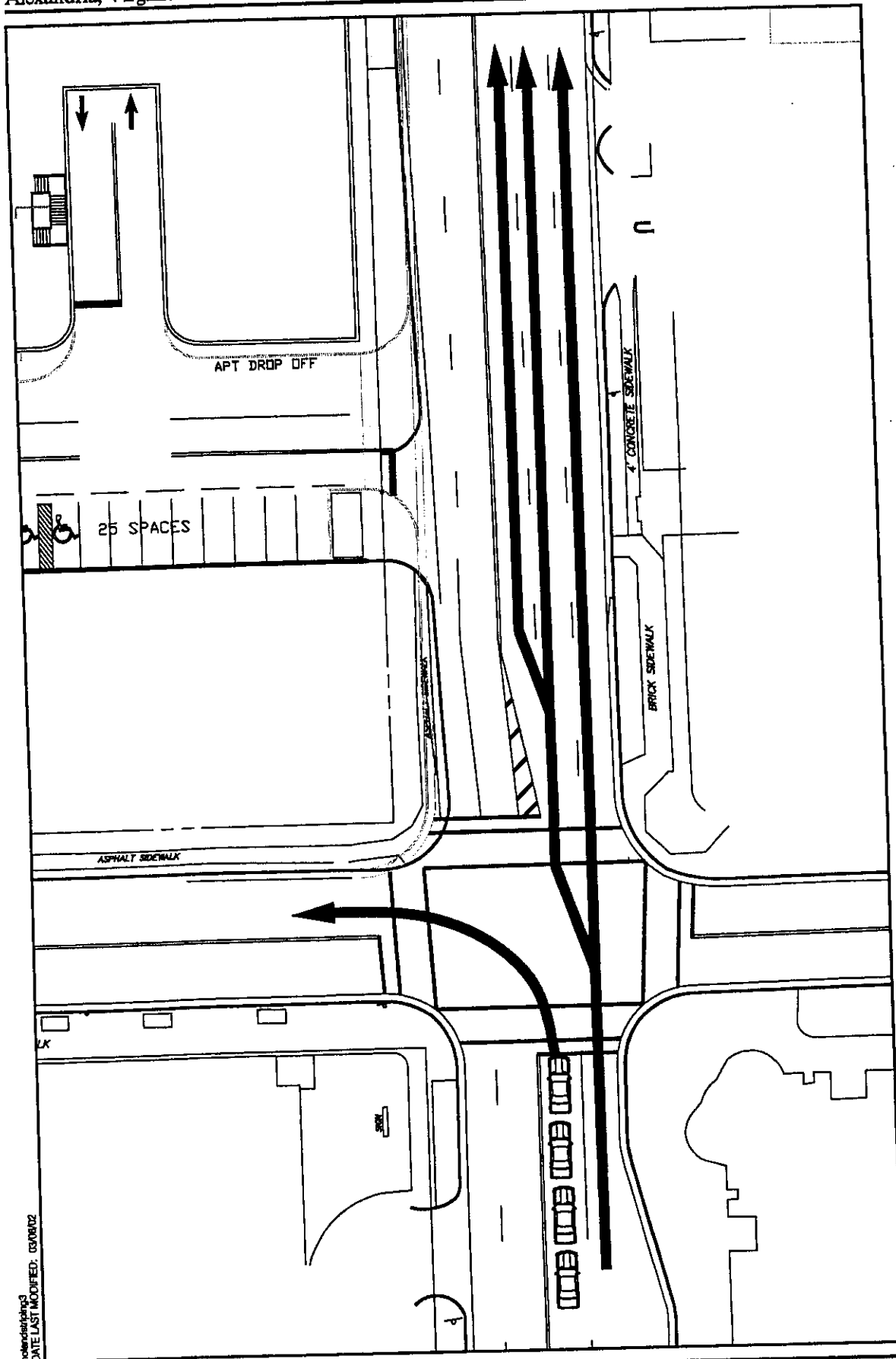


Figure 9  
Inbound Traffic Flow without a left turn into the  
Proposed Whole Foods Site  
Scale: 1" = 120'

Intersecting3  
DATE LAST MODIFIED: 03/09/02

View Number: 2

1700 Duke Street  
Alexandria, Virginia

Traffic Flow Diagram  
February 27, 2002

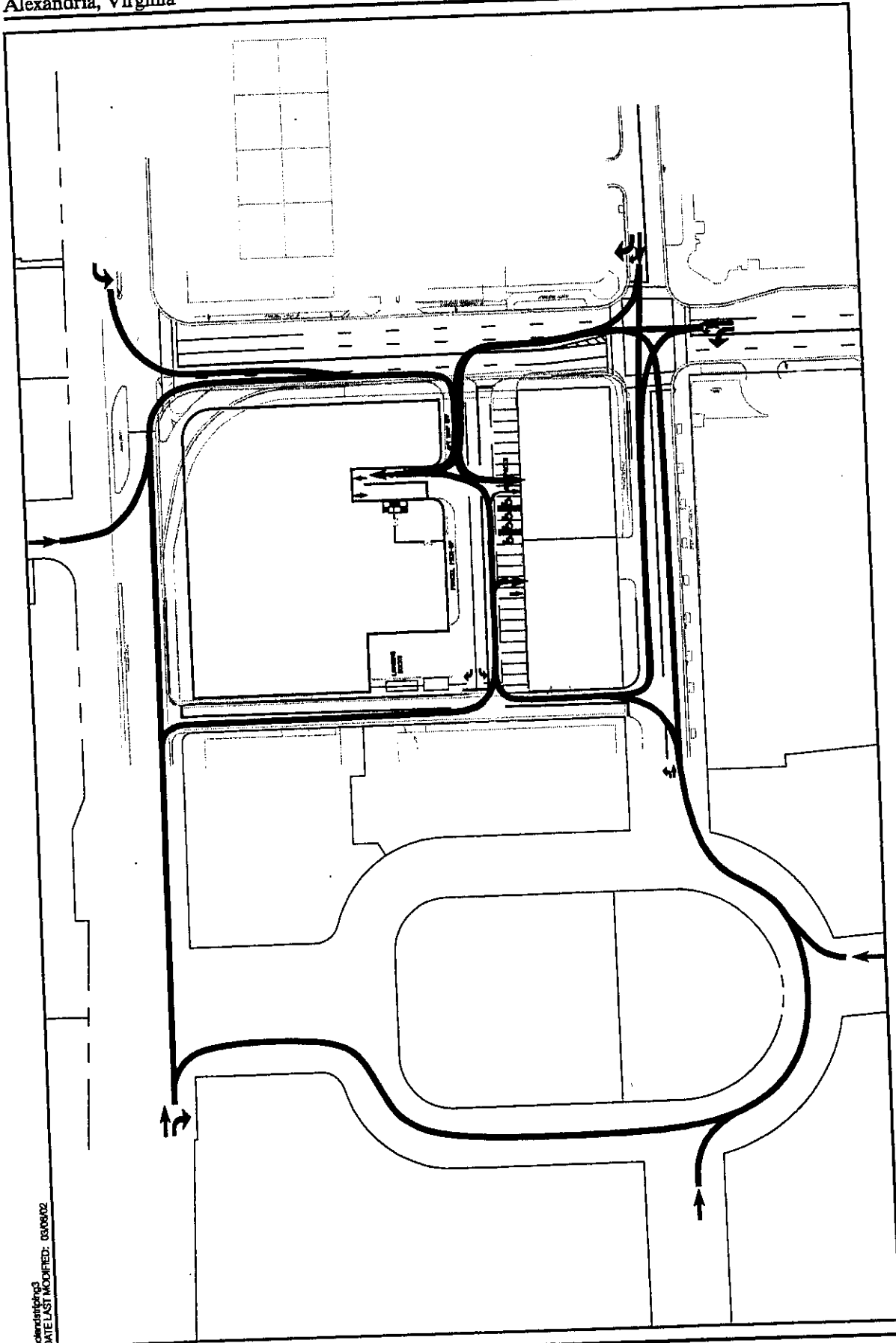


Figure 10  
Inbound Traffic Flow  
Proposed Whole Foods Site  
Scale: 1"=120'

IslandDesign3  
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View Number: 1

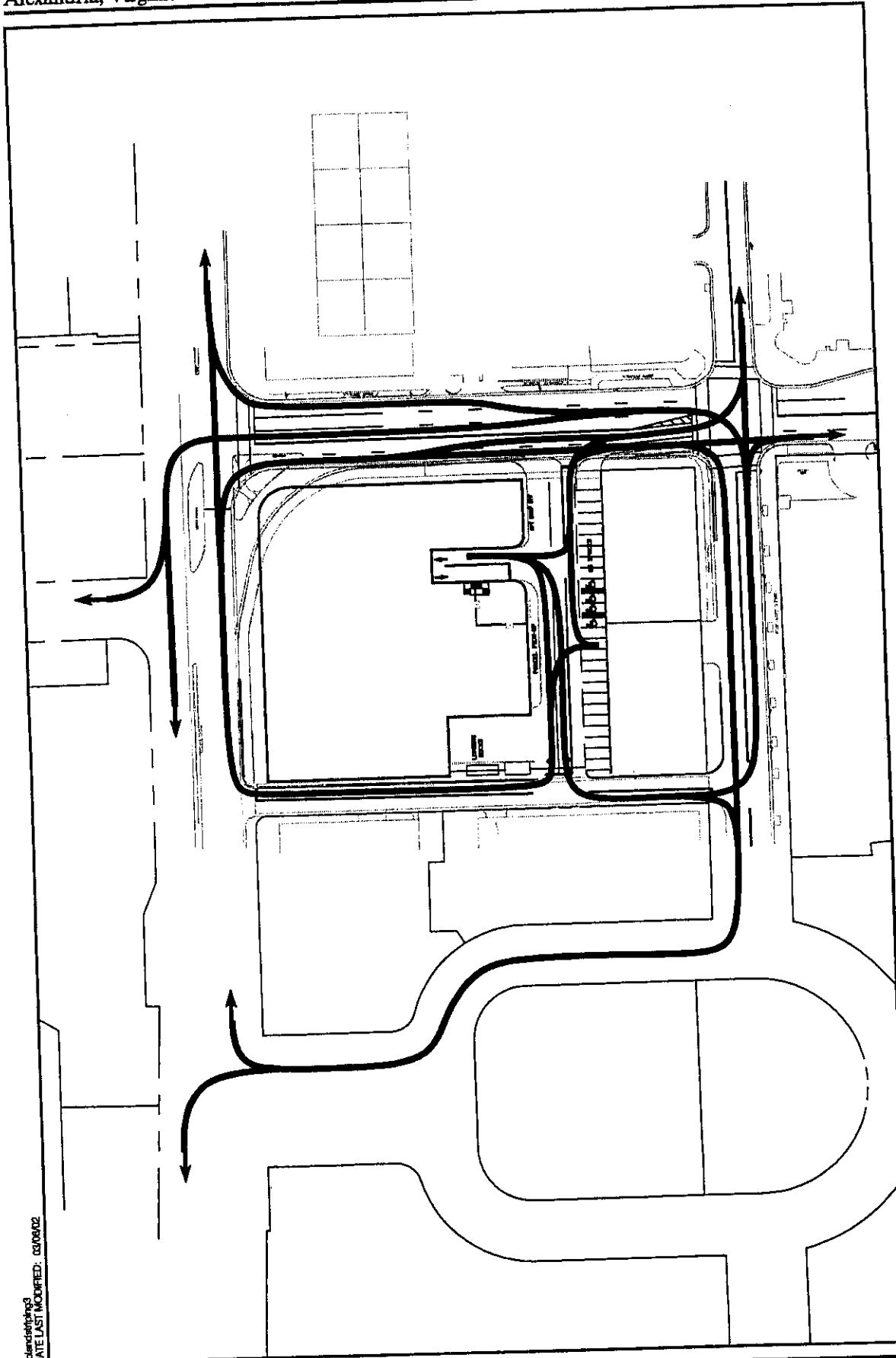


Figure 11  
Outbound Traffic Flow  
Proposed Whole Foods Site  
Scale: 1" = 120'

hollandshirley3  
DATE LAST MODIFIED: 02/08/02

1700 DUKE ST  
Mixed Use Development  
DSUP #2002-0009

jf

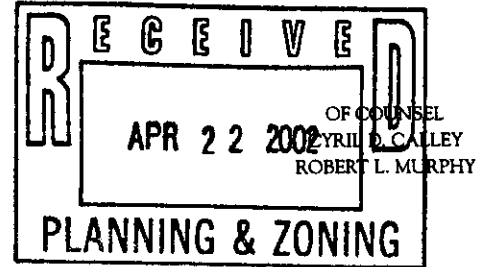
**HART, CALLEY, GIBBS & KARP, P.C.**

ATTORNEYS AND COUNSELLORS AT LAW

307 NORTH WASHINGTON STREET  
ALEXANDRIA, VIRGINIA 22314-2557

TELEPHONE (703) 836-5757  
FAX (703) 548-5443

HARRY P. HART  
MARY CATHERINE H. GIBBS  
HERBERT L. KARP



April 22, 2002

Mr. Jeffrey Farner, Urban Planner  
Department of Planning & Zoning  
City Hall, Room 2100  
Alexandria, VA 22314

Re: 1700 Duke Street Project, DSUP # 2002-0009, CDD # 2002-0002

Dear Mr. Farner:

Enclosed please find 40 copies of the Development Special Use Permit plans for the 1700 Duke Street Project with changes responsive to your Completeness Review dated April 8, 2002. Also enclosed are the following:

1. Narrative Response from Chris Todd, Vice-President of JBG Co., reflecting the changes made to the plans in response to the Completeness Review.
2. Master Plan Amendment application.
3. TMP SUP application with 40 copies of traffic impact study and traffic management plan.
4. Vacation application with 40 vacation plats.
5. One set of 8 1/2 by 11 plan sheets.
6. Check to the City of Alexandria for the balance due.

As always, we look forward to the successful completion of this project. Thank you for your responsiveness to our request for a meeting as soon as possible to address Staff's parking and design concerns. We will see you tomorrow at 11:30 a.m. to that end.

Very truly yours,

*Harry P. Hart*  
Harry P. Hart

Enclosures

cc: Chris Todd

CURVE TABLE						
CURVE	LENGTH	RADIUS	TANGENT	DELTA	CHORD	CHORD BEARING
C1	15.71'	10.00'	10.00'	90°00'00"	14.14'	N53°24'14"E
C2	15.78'	67.00'	7.93'	13°29'41"	15.74'	S74°30'56"E
C3	121.51'	91.00'	71.75'	76°30'19"	112.68'	S29°30'55"E

#### FLOOD NOTE:

THE PROPERTY DELINEATED HEREON APPEARS TO LIE ENTIRELY WITHIN ZONE "X" (AREAS DETERMINED TO BE OUTSIDE OF 500 YEAR FLOOD PLAIN) AS SHOWN ON FLOOD INSURANCE RATE MAP FOR THE CITY OF ALEXANDRIA, VIRGINIA, COMMUNITY PANEL NUMBER 515519 0005 D, DATED MAY 15, 1991.

#### NOTES:

- 1.) THE SUBJECT PROPERTY SHOWN HEREON IS IDENTIFIED ON THE CITY OF ALEXANDRIA, VIRGINIA TAX MAP NO. 073.02-BLOCK 09-AS PARCELS 2 AND 3 AND ARE ZONED CDD-1.
- 2.) THE SUBJECT PROPERTY SHOWN HEREON WAS ACQUIRED BY DUKE STREET ASSOCIATES, L.P. BY DEED BOOK 1128 AT PAGE 1068 AND DEED BOOK 1204 AT PAGE 738, ALL AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA.
- 3.) TITLE REPORT FURNISHED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY, COMMITMENT NO. 01-0653 WITH AN EFFECTIVE DATE OF OCTOBER 24, 2001 HAS BEEN INCORPORATED INTO THIS SURVEY.
- 4.) THE HORIZONTAL DATUM SHOWN HEREON, VIRGINIA STATE GRID NORTH BASED ON A PLAT ENTITLED "PLAT SHOWING VARIOUS EASEMENTS AND RESUBDIVISION OF VARIOUS LOTS, CARLYLE" PREPARED BY PATTON HARRIS RUST & ASSOCIATES AND DATE MAY 9, 1994 RECORDED IN DEED BOOK 1510 AT PAGE 160 AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA.

N/F  
MAP No. 073.02-09-01  
SOCIETY FOR HUMAN RESOURCE MGMT.  
D.B. 1507 PG. 1315  
ZONE: CDD-1  
USE: OFFICE BUILDING

N/F  
MAP No. 073.02-09-06  
SOCIETY FOR HUMAN RESOURCE MGMT.  
D.B. 1707 PG. 1075  
ZONE: CDD-1  
USE: OFFICE BUILDING



#### SURVEYOR'S CERTIFICATE

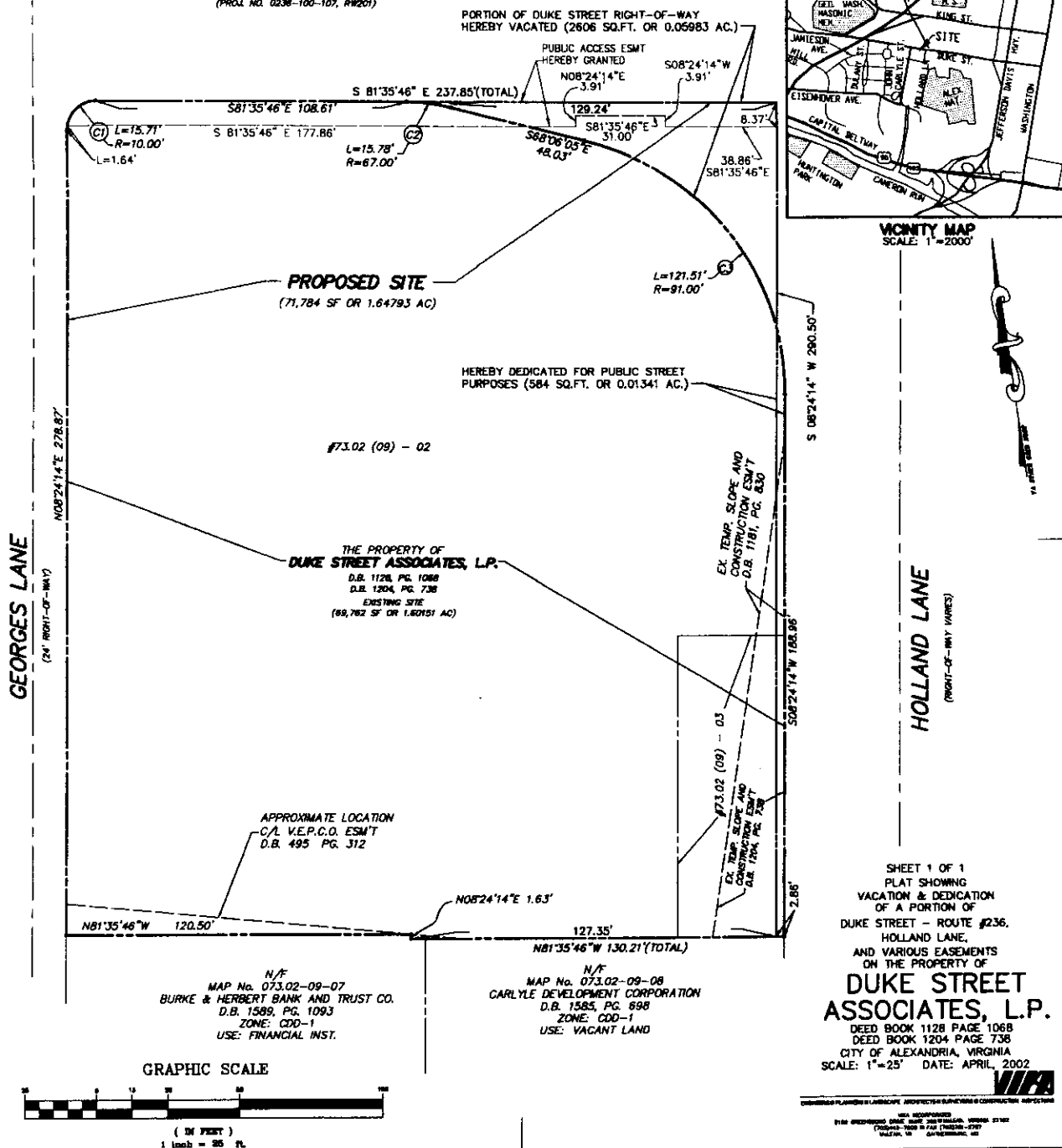
I HEREBY CERTIFY THAT I HAVE CAREFULLY SURVEYED THE PROPERTY DELINEATED BY THIS PLAT, AND THAT IT IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF; THAT IT IS A PLAT OF THE LAND ACQUIRED BY DUKE STREET ASSOCIATES, L.P. BY DEED RECORDED IN DEED BOOK 1128 AT PAGE 1068 AND DEED BOOK 1204 AT PAGE 738, ALL AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA; AND THAT PROPERTY CORNERS MARKED ○ OR □ HAVE BEEN RECOVERED OR SET AS INDICATED, BASED ON A CURRENT FIELD SURVEY.

GIVEN UNDER MY HAND THIS 22nd DAY OF April, 2002.

ROBERT R. COCHRAN  
CERTIFIED LAND SURVEYOR  
VIRGINIA NO. 2012

#### DUKE STREET ROUTE #236

(PROJ. NO. 0236-100-107, R#201)



VICINITY MAP  
SCALE: 1"=2000'

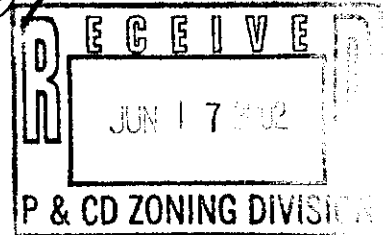
SHEET 1 OF 1  
PLAT SHOWING  
VACATION & DEDICATION  
OF A PORTION OF  
DUKE STREET - ROUTE #236,  
HOLLAND LANE,  
AND VARIOUS EASEMENTS  
ON THE PROPERTY OF

**DUKE STREET ASSOCIATES, L.P.**  
DEED BOOK 1128 PAGE 1068  
DEED BOOK 1204 PAGE 738  
CITY OF ALEXANDRIA, VIRGINIA  
SCALE: 1"=25' DATE: APRIL, 2002

DWG#6542800

DSUP 2002-0009

# *The Old Town Civic Association*



POST OFFICE BOX 21333  
ALEXANDRIA, VIRGINIA 22320-2333

June 12, 2002

Ms. Eileen Fogarty  
Director, Planning & Zoning  
City of Alexandria  
301 King Street  
Alexandria, VA 22314

Re: 1700 Duke Street-Freshfields Site

Dear Eileen:

On behalf of OTCA I want to convey to you and your staff the favorable reception this proposed project has received by our Board of Directors and many of our members. This is exactly the type of upscale development that is needed in Alexandria. The location on Duke Street provides an inviting and lively streetscape and the mix of residential and retail use will help redefine this area.

We also recognize that some zoning and design issues may need to be addressed, but based on our discussions with the developer and their attorney, we do not anticipate any impediment to resolution of these matters. Do not hesitate to contact us if anything significant arises as this project progresses.

Sincerely,

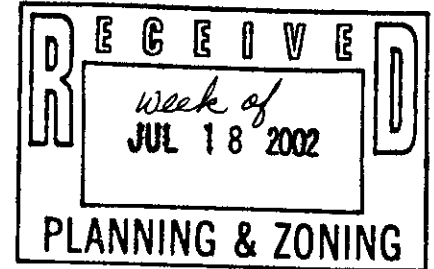
A handwritten signature in dark ink, appearing to read "Mark S. Feldheim".

Mark S. Feldheim



## JBG ROSENFELD RETAIL

June 11, 2002



Ms. Eileen Fogarty, Director  
 Department of Planning & Zoning  
 City Hall, Room 2100  
 Alexandria, VA 22314

Re: 1700 Duke Street Project, Master Plan Amendment

Dear Ms. Fogarty:

Pursuant to the provisions of § 11-900 of the Alexandria Zoning Ordinance, 1992, as amended, the undersigned makes the following written proffer as a condition of the requested master plan amendment of the property known as 1700 Duke Street (City of Alexandria Tax Map Nos. 73.02-09-02 and 73.02-09-03):

1. That the use and development of the property shall be in accordance with CDD Concept Plan #2002-0002 and Development Special Use Permit #2002-0009 as approved by the Alexandria Planning Commission and City Council and in compliance with conditions of approval and code requirements.

We look forward to continuing to work with you towards the successful completion of this project. Thank you in advance for your consideration of this proffer.

Very truly yours,

JBG Rosenfeld Duke Street, LLC  
 A Virginia limited liability company

By: Grant E hat, its member

By: Grant E hat member  
 (Name, Title)



APPROVED

DEPARTMENT OF PLANNING &amp; ZONING

\_\_\_\_\_  
DIRECTOR

\_\_\_\_\_  
DATE

DEPARTMENT OF TRANSPORTATION &amp; ENVIRONMENTAL SERVICES

SITE PLAN NO. \_\_\_\_\_

\_\_\_\_\_ DATE \_\_\_\_\_

DIRECTION	DATE

\_\_\_\_\_

CHAIRMAN, PLANNING COMMISSION

DATE RECORDED \_\_\_\_\_

DATE RECORDED \_\_\_\_\_

INSTRUMENT NO.                      DEED BOOK NO.                      PAGE NO.                     

**MR<sup>+</sup>A**  
ARCHITECTS

REVISIONS 04/22/01

REVISIONS 08/02/01

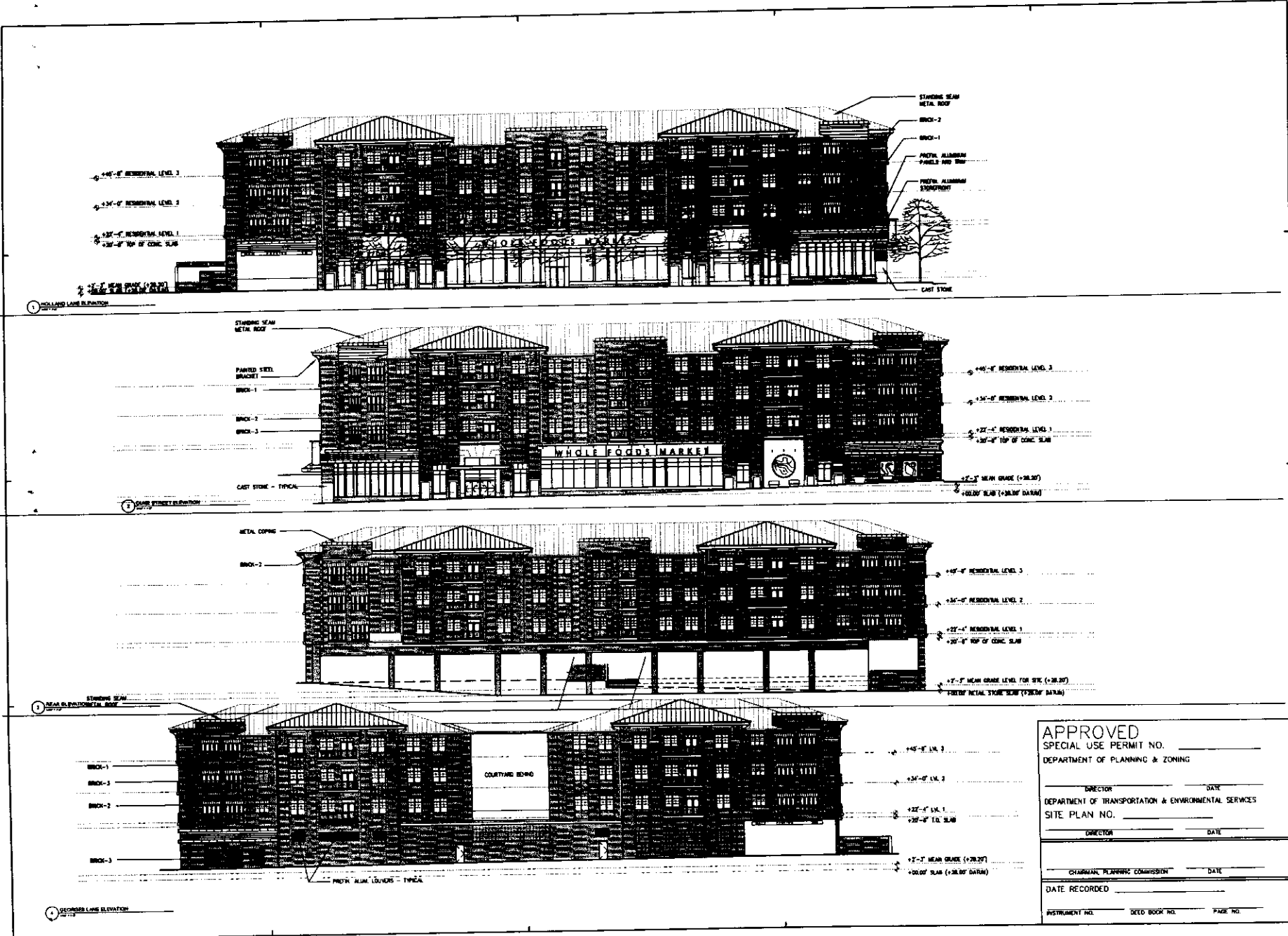
22 04 1027 00

DATE \_\_\_\_\_

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1. *Journal of the American Medical Association*, 1997; 278: 1039-1044.

A209

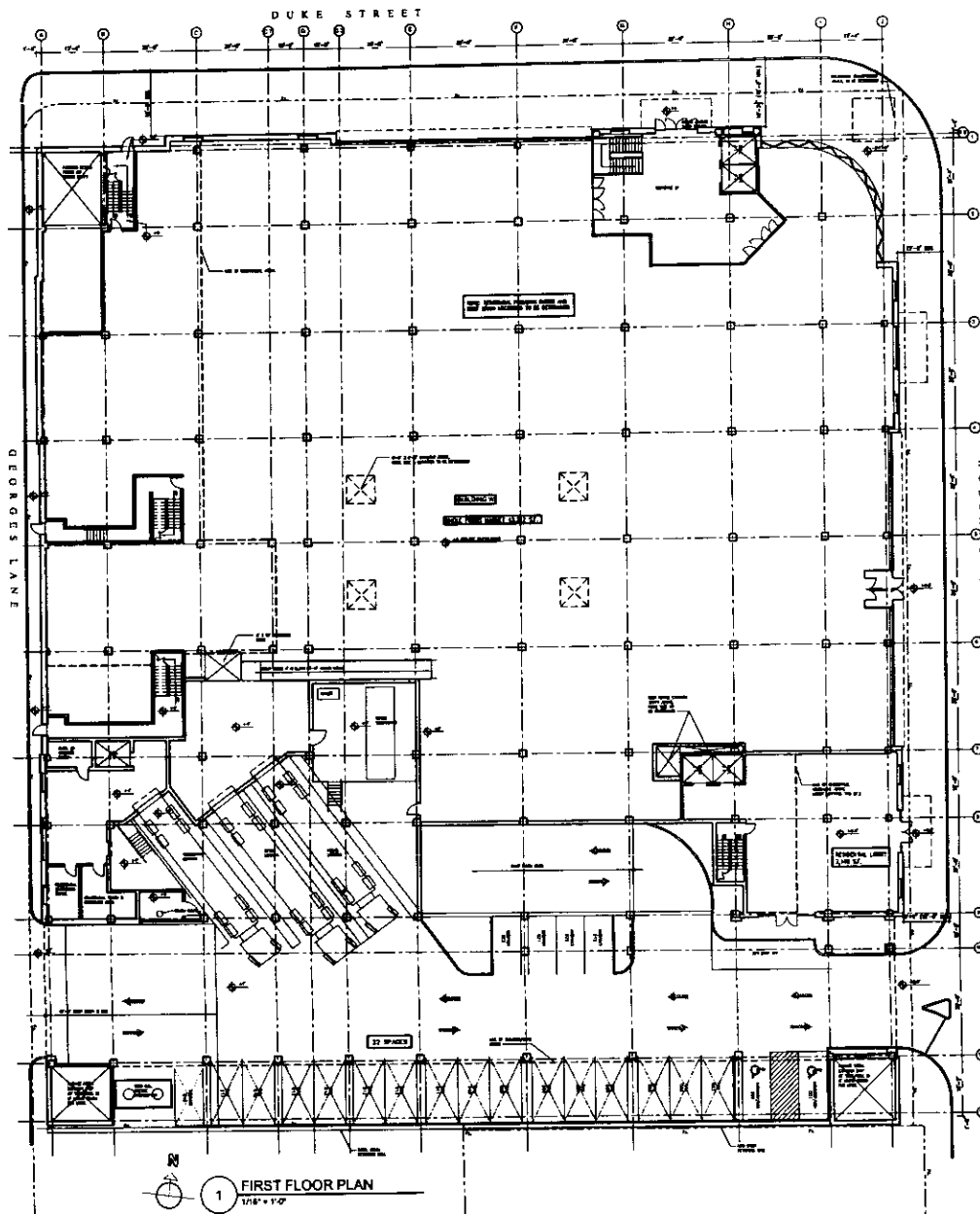


**APPROVED**  
SPECIAL USE PERMIT NO. \_\_\_\_\_  
DEPARTMENT OF PLANNING & ZONING

DIRECTOR \_\_\_\_\_ DATE \_\_\_\_\_  
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES  
SITE PLAN NO. \_\_\_\_\_  
DIRECTOR \_\_\_\_\_ DATE \_\_\_\_\_

CHAIRMAN, PLANNING COMMISSION \_\_\_\_\_ DATE \_\_\_\_\_  
DATE RECORDED \_\_\_\_\_

INSTRUMENT NO. \_\_\_\_\_ DEED BOOK NO. \_\_\_\_\_ PAGE NO. \_\_\_\_\_

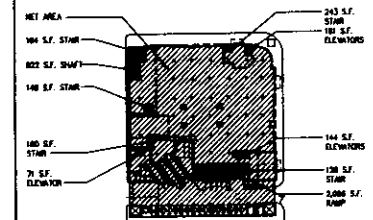


# FIRST FLOOR LEVEL

AREA:  
GROCERY STORE: 43,342 S.F.  
RESIDENTIAL LOBBY/SERVICE: 3,209 S.F.  
LOADING DOCK / DRIVEWAY: 14,915 S.F.  
61,466 S.F. TOTAL

PARKING: 5 COMPACT  
15 FULL  
2 HANDICAP VAN  
22 TOTAL

## FIRST FLOOR F.A.R. KEY PLAN



GROSS AREA: 61,466 S.F.  
STAIRS, ELEVATORS & SHAFTS: 3,470 S.F.  
NET AREA: 57,996 S.F.

## PARKING TABULATION

LEVEL	RESIDENTIAL	RETAIL	TOTAL
P-3	78 (15.7)		78
P-2	81 (41)	46	127
P-1		162	162
1ST	8	13	21
TOTAL	179 (187)	221	400 (187)

## APARTMENT UNIT TABULATION

LEVEL	1 BR	2 BR	2BR/OWN	TOTAL
2ND	13	16	7	36
3RD	16	16	7	39
4TH	16	16	7	39
TOTAL	45	48	21	114

## APPROVED

SPECIAL USE PERMIT NO. \_\_\_\_\_

DEPARTMENT OF PLANNING & ZONING

DIRECTOR \_\_\_\_\_ DATE \_\_\_\_\_

DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES

SITE PLAN NO. \_\_\_\_\_

DIRECTOR \_\_\_\_\_ DATE \_\_\_\_\_

CHAIRMAN, PLANNING COMMISSION \_\_\_\_\_ DATE \_\_\_\_\_

DATE RECORDED \_\_\_\_\_

INSTRUMENT NO. \_\_\_\_\_ DEED BOOK NO. \_\_\_\_\_ PAGE NO. \_\_\_\_\_

**MRA**  
ARCHITECTS

YOUR REPRESENTATIVE

PLANS 1000

REVISIONS 10

DATE 10

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1000 10

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1000 10

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1000 10

1000 10

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1000 10

1000 10

1000 10



P-2 LEVEL

AREA: 65,910 S.F.  
PARKING: 50 COMPACT  
120 FULL SIZE  
2 HANDICAP  
4 TANDEN  
177 TOTAL

NET AREA: 65,910 S.F.  
131 S.F. STAIR  
340 S.F. SHAFT  
243 S.F. STAIR  
18 S.F. ELEVATORS  
140 S.F. ELEVATORS  
136 S.F. STAIR  
257 S.F. SHAFT  
GROSS AREA: 65,910 S.F.  
STAIRS, ELEVATORS, SHAFTS: 1,885 S.F.  
NET AREA: 64,215 S.F.

APPROVED

SPECIAL USE PERMIT NO. \_\_\_\_\_

DEPARTMENT OF PLANNING & ZONING

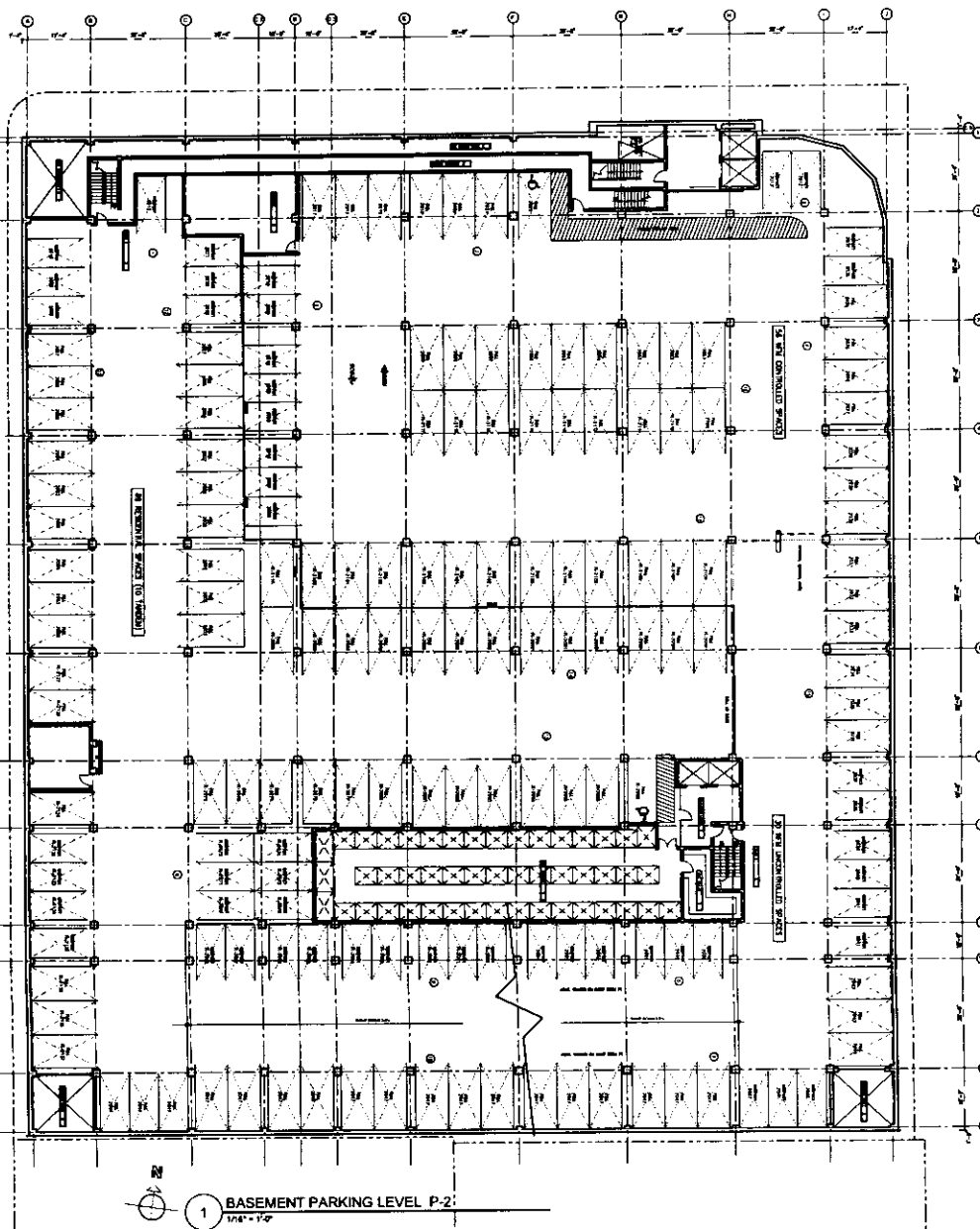
DIRECTOR \_\_\_\_\_ DATE \_\_\_\_\_  
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES  
SITE PLAN NO. \_\_\_\_\_

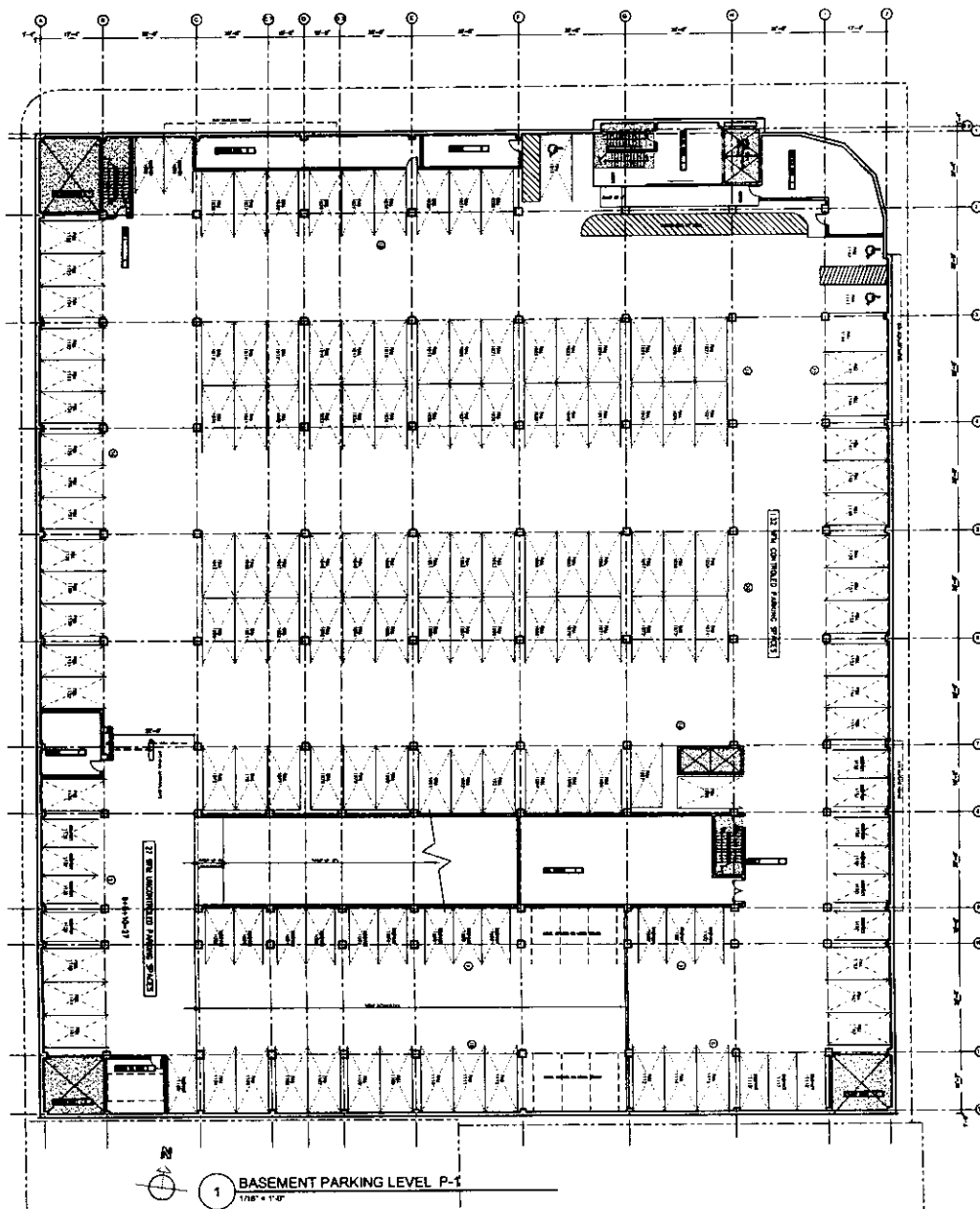
DIRECTOR \_\_\_\_\_ DATE \_\_\_\_\_

CHAIRMAN, PLANNING COMMISSION \_\_\_\_\_ DATE \_\_\_\_\_

DATE RECORDED \_\_\_\_\_

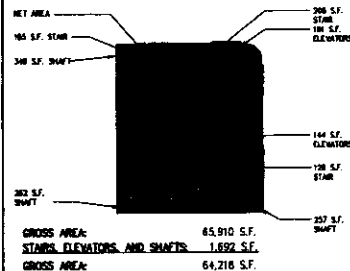
RETRIBUTION NO. \_\_\_\_\_ DEED BOOK NO. \_\_\_\_\_ PAGE NO. \_\_\_\_\_





# P-1 LEVEL

AREA: 65,910 S.F.  
 PARKING: 28 COMPACT  
 131 FULL SIZE  
 3 HANDICAP  
 162 TOTAL



APPROVED

SPECIAL USE PERMIT NO. \_\_\_\_\_

DEPARTMENT OF PLANNING & ZONING

DIRECTOR \_\_\_\_\_ DATE \_\_\_\_\_

DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES

SITE PLAN NO. \_\_\_\_\_

DIRECTOR \_\_\_\_\_ DATE \_\_\_\_\_

CHAIRMAN, PLANNING COMMISSION \_\_\_\_\_ DATE \_\_\_\_\_

DATE RECORDED \_\_\_\_\_

INSTRUMENT NO. \_\_\_\_\_ DEEDS BOOK NO. \_\_\_\_\_ PAGE NO. \_\_\_\_\_

**MRA**  
 ARCHITECTS

TRIP PRODUKT AVE

UNITS: 1000

DETERMINED BY

DATE: 10/10/00

BY: MRA

PROJECT NO. 114

EVERETT

ASSOCIATE

1700 DUKE STREET  
 ALEXANDRIA, VIRGINIA

BASEMENT LEVEL P-1

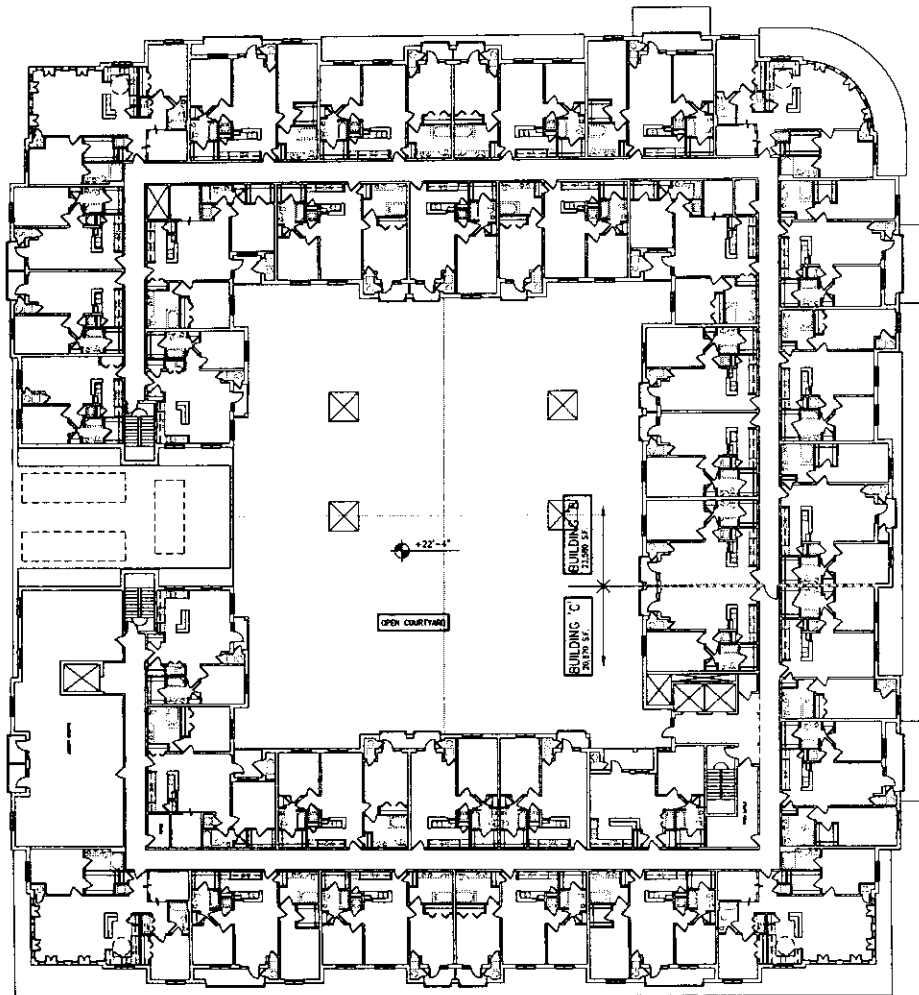
REVISIONS: 04/22/02

REVISIONS: 06/02/02

10/17/00

AUGUST 5, 2002

A202

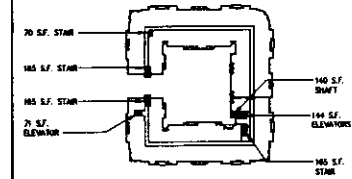


1 SECOND FLOOR PLAN  
1/8" = 1'-0"

## SECOND FLOOR LEVEL

AREA:	44,450 S.F.
BEDROOM COUNT:	
2 BEDROOM UNITS	15
2 BEDROOM/ DEN UNITS	7
1 BEDROOM UNITS	13
	35 TOTAL

## SECOND FLOOR F.A.R KEY PLAN



GROSS AREA:	44,450 S.F.
STAIRS, ELEVATORS & SHAFTS:	920 S.F.
NET AREA:	43,530 S.F.

## APPROVED

SPECIAL USE PERMIT NO. \_\_\_\_\_

DEPARTMENT OF PLANNING & ZONING

DIRECTOR \_\_\_\_\_ DATE \_\_\_\_\_

DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES

SITE PLAN NO. \_\_\_\_\_

DIRECTOR \_\_\_\_\_ DATE \_\_\_\_\_

CHAIRMAN, PLANNING COMMISSION \_\_\_\_\_ DATE \_\_\_\_\_

DATE RECORDED \_\_\_\_\_

INSTRUMENT NO. \_\_\_\_\_ DEED BOOK NO. \_\_\_\_\_ PAGE NO. \_\_\_\_\_

**MRA**  
ARCHITECTS

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1700 DUKE STREET  
ALEXANDRIA, VIRGINIA

SECOND FLOOR PLAN

REVISIONS 04/23/02

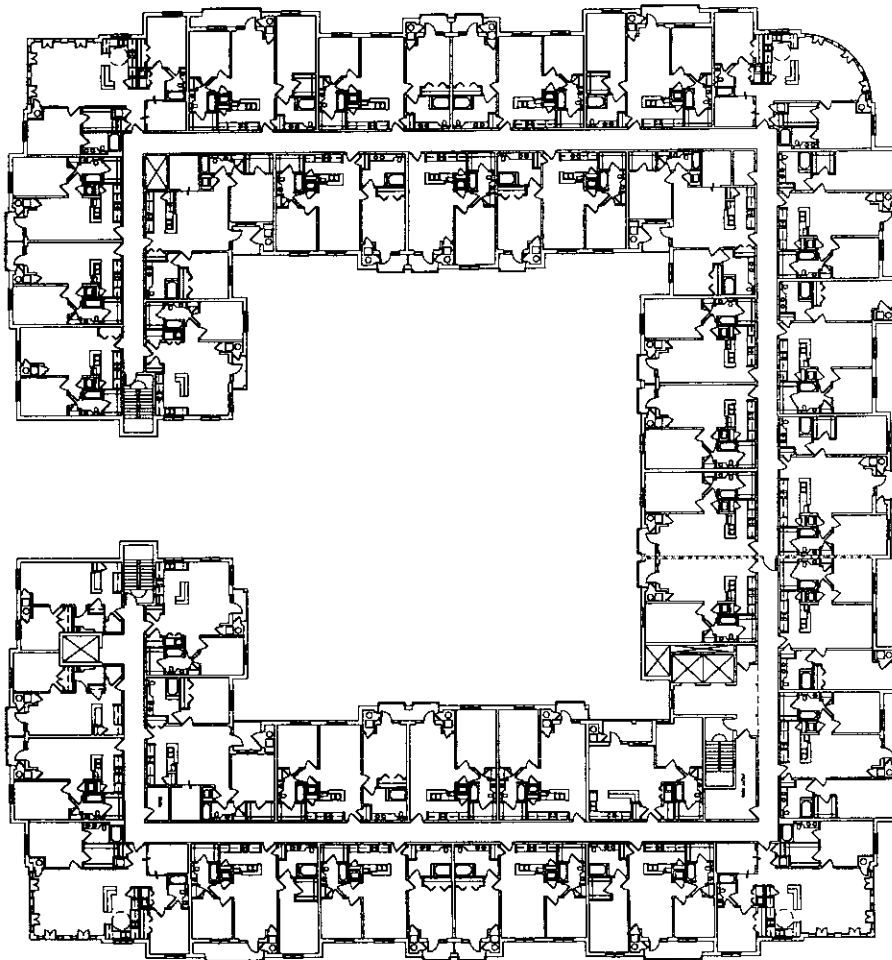
REVISIONS 08/07/02

1027.00

AUGUST 5, 2002

A204



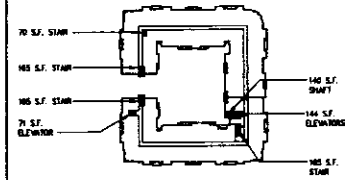


1 FOURTH FLOOR PLAN  
1/8" = 1'-0"

#### FOURTH FLOOR LEVEL

AREA:	44,450 S.F.
BEDROOM COUNT:	
2 BEDROOM UNITS	16
2 BEDROOM/ DEN UNITS	7
1 BEDROOM UNITS	16
	39 TOTAL

#### FOURTH FLOOR F.A.R KEY PLAN



GROSS AREA:	44,450 S.F.
STAIRS, ELEVATORS & SHIFTS:	920 S.F.
NET AREA:	43,530 S.F.

#### APPROVED

SPECIAL USE PERMIT NO. \_\_\_\_\_

DEPARTMENT OF PLANNING & ZONING

DIRECTOR \_\_\_\_\_ DATE \_\_\_\_\_

DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES

SITE PLAN NO. \_\_\_\_\_

DIRECTOR \_\_\_\_\_ DATE \_\_\_\_\_

CHAIRMAN, PLANNING COMMISSION \_\_\_\_\_ DATE \_\_\_\_\_

DATE RECORDED \_\_\_\_\_

RESTRUMENT NO. \_\_\_\_\_ DEED BOOK NO. \_\_\_\_\_ PAGE NO. \_\_\_\_\_

**MRA**  
ARCHITECTS

1700 DUKE STREET

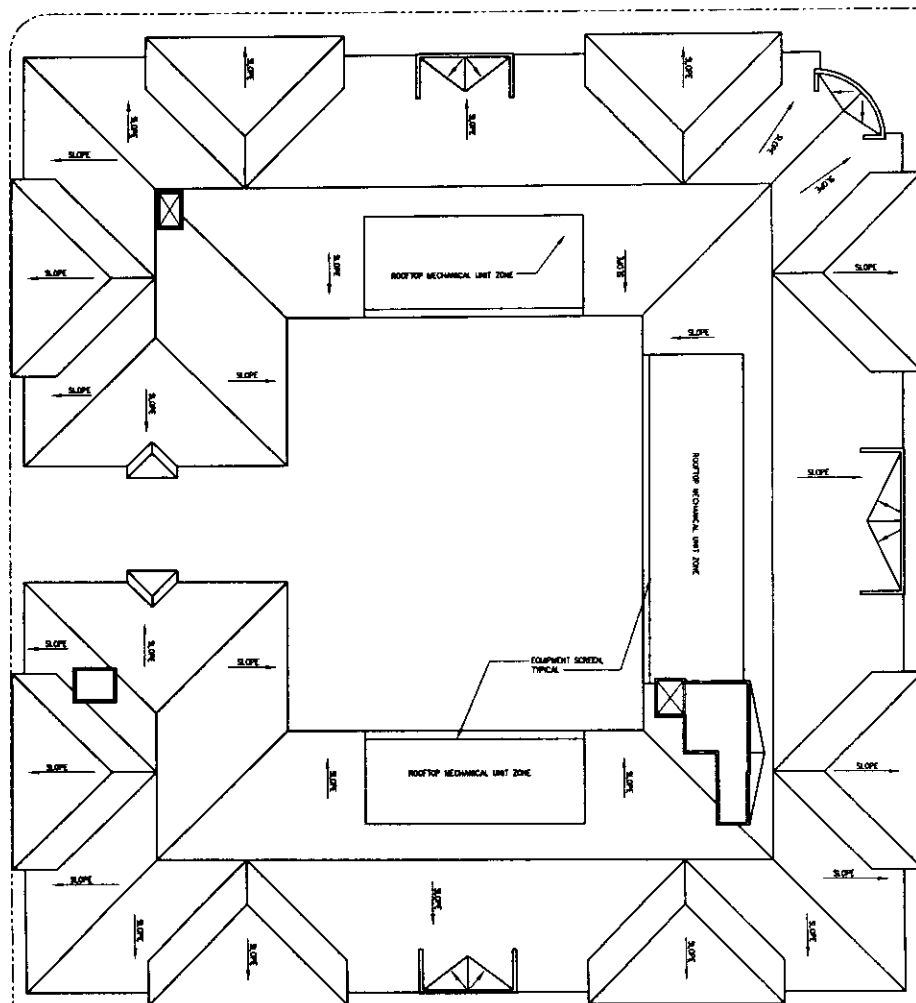
ALEXANDRIA, VIRGINIA

FOURTH FLOOR PLAN

1/17/02

10/27/00

AUGUST 5, 2002



1 ROOF PLAN  
1/8" = 1'-0"

APPROVED

SPECIAL USE PERMIT NO. \_\_\_\_\_

DEPARTMENT OF PLANNING & ZONING

DIRECTOR \_\_\_\_\_ DATE \_\_\_\_\_

DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES

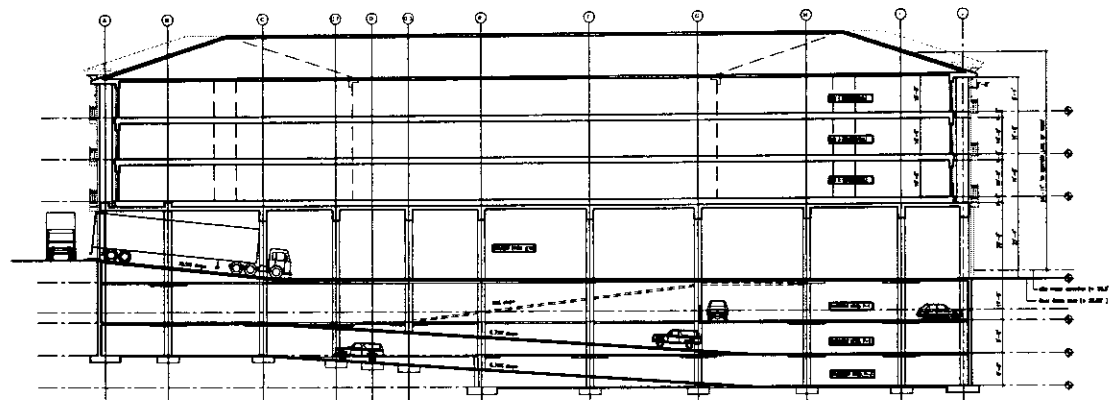
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DIRECTOR \_\_\_\_\_ DATE \_\_\_\_\_

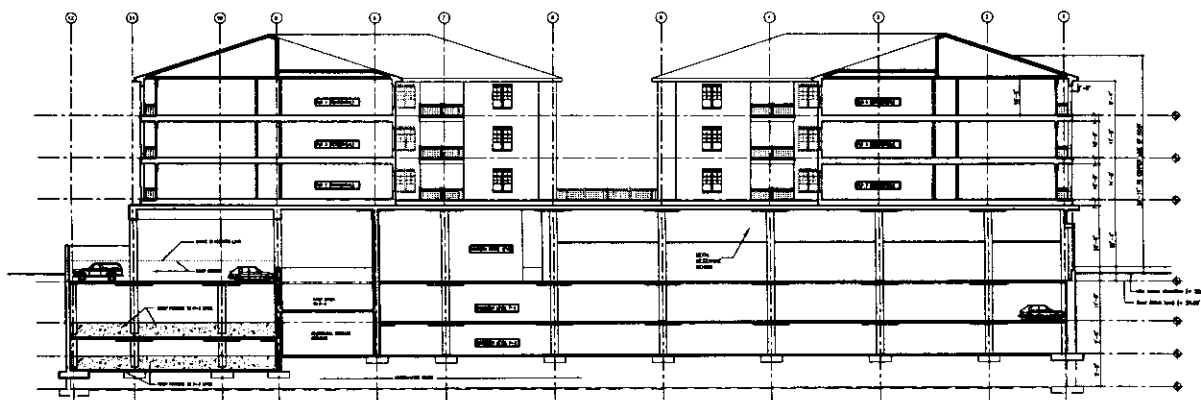
CHAIRMAN, PLANNING COMMISSION \_\_\_\_\_ DATE \_\_\_\_\_

DATE RECORDED \_\_\_\_\_

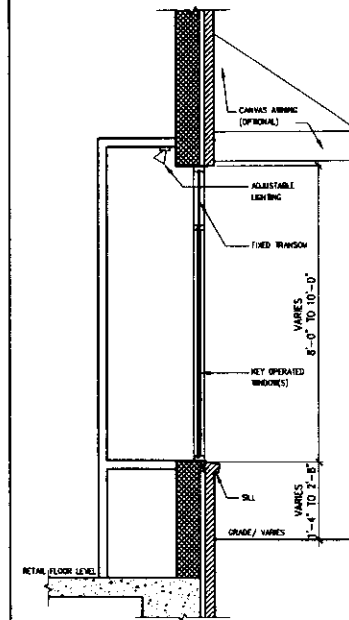
INSTRUMENT NO. \_\_\_\_\_ DEED BOOK NO. \_\_\_\_\_ PAGE NO. \_\_\_\_\_



2 SECTION 'B'  
1/16" = 1'-0"



3 SECTION 'A'  
1/16" = 1'-0"



C5 DISPLAY WINDOW DETAIL  
1/2" = 1'-0"

APPROVED

SPECIAL USE PERMIT NO. \_\_\_\_\_

DEPARTMENT OF PLANNING & ZONING

DIRECTOR \_\_\_\_\_ DATE \_\_\_\_\_

DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES

SITE PLAN NO. \_\_\_\_\_

DIRECTOR \_\_\_\_\_ DATE \_\_\_\_\_

CHAMBLAIN PLANNING COMMISSION \_\_\_\_\_ DATE \_\_\_\_\_

DATE RECORDED \_\_\_\_\_

INSTRUMENT NO. \_\_\_\_\_ DEED BOOK NO. \_\_\_\_\_ PAGE NO. \_\_\_\_\_

**MRA**  
ARCHITECTS

1110 BROADWAY AVE

ALEXANDRIA, VA 22304

TEL: 703.551.1111

FAX: 703.551.1111

WWW.MRA-VA.COM

MEMBER

ASSOCIATED

1700 DUKE STREET  
ALEXANDRIA, VIRGINIA

SECTIONS

REVISIONS (11/22/02)

REVISIONS (08/02/02)

DATE 10/27/00

DATE AUGUST 5, 2002

A208



1700 DUKE ST  
Mixed Use Development  
DSUP #2002-0009

jf

August 6, 2002

Chairman and Members  
Of the Alexandria Planning Commission  
City of Alexandria  
301 King Street  
Alexandria, VA 22314

Re: Fresh Fields (Whole Foods) - Master Plan Amendment #2002-0003;  
CDD Concept Plan #2002-0002; Development Special  
Use Permit #2002-0009; Special Use Permit #2002-0047;  
Vacation #2002-0001 - 1700 Duke Street

Dear Mr. Chairman and Members of the Planning Commission:

The Eisenhower Avenue Public Private Partnership has had the opportunity, through its Planning and Transportation Committee, to meet with the developer of Fresh Fields and with the developer's attorney, Harry Hart.

The Partnership regularly meets with developers to review site plans submitted and filed with the City that are proposed for the Eisenhower Avenue corridor. While Fresh Fields comes under the Carlyle Development, such a review allows the Partnership to provide constructive comment regarding site design issues affecting and related to, among other things: landscape treatment visible from the public right-of-way both on-site and off-site, proposed signage, and other performance matters specific to a particular project to insure a quality development compatible with the immediately surrounding area.

The proposed development is a mixed-used project that will incorporate retail and residential. It will also improve the entranceway to the Eisenhower Valley at Duke and Holland Lane by removing and relocating underground the "ugly" transformer that now stands at that intersection. The developer has taken into consideration traffic into and out of the site during AM and PM peak traffic hours and has allocated more than a sufficient number of parking spaces. This development will lend itself to the "gateway" type of entrance the city is constantly seeking into the Eisenhower Valley. The design of the project is well-done and eye catching with wide sidewalks for easy maneuverability.

The Eisenhower Partnership supports the Fresh Fields (Whole Foods) project and recommends approval of the CDD Concept Plan and the Special Use Permit Applications.

Sincerely,



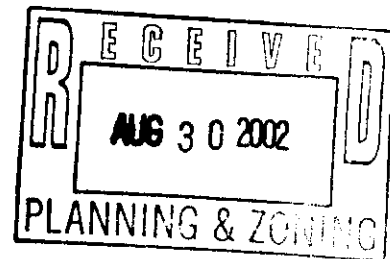
Sharon B. Hodges  
Executive Director

cc: Harry Hart, Esq.  
Mary Catherine Gibbs, Esq.

#13.

J. Michael Dahm, President  
Old Town Village Condominium Owners Association  
1404 Roundhouse Lane, #307  
Alexandria, VA 22314

27 August 2002



Eric Wagner, Chairman  
Planning Commission,  
City of Alexandria  
301 King St., City Hall, Room 2100  
Alexandria, VA 22314

Eileen Fogarty, Director  
Department of Planning and Zoning  
City of Alexandria  
301 King St., City Hall, Room 2100  
Alexandria, VA 22314

**Re: 3 September 2002 Docket, item numbers:**

- 13-A. Master Plan Amendment #2002-0003
- 13-B. CDD Concept Plan #2002-0002
- 13-C. Development Special Use Permit #2002-0009
- 13-D. Special Use Permit #2002-0047
- 13-E. Vacation #2002-0001


Mr. Chair and Members of the Commission,

I am writing to you on behalf of the Old Town Village Condominium Owners Association to offer our strong support for the plan to develop the 1700 Duke Street site as proposed by JBG Rosenfeld Duke Street, LLC. Please know that JBG Rosenfeld has not solicited this support. In fact, my homeowners association sought out JBG Rosenfeld's representatives after learning of their proposal from a neighboring association.

Having reviewed the site plan proposal for the 1700 Duke Street site, we believe a 43,000 sq. ft. retail food store as well as 114 condominium units will be a welcome addition to our neighborhood. While the addition of these condominium units may seem to work against the market value of our own condominiums, our association believes this project will benefit both the Old Town Village community and the Alexandria community as a whole.

A large, centrally located retail food store is exactly what our neighborhood needs. Currently, the nearest large retail food store is well outside of walking distance from our neighborhood. The current 1700 Duke Street site is certainly neither functionally nor aesthetically compatible with the existing neighborhood to say nothing of the ongoing development in the area. Given the cityscape that is growing by the day on the Carlye site, it only makes sense that the Planning Commission approve projects such as the one proposed for the 1700 Duke Street site. It will allow Alexandria residents to live, work, and shop in a single area without having to drive long distances and inevitably congest our already crowded streets. Everyone will benefit from the 1700 Duke Street project as proposed. The Old Town Village Condominium Owners Association encourages the Commission to support this project.

Sincerely,



J. Michael Dahm

**HART, CALLEY, GIBBS & KARP, P.C.**

ATTORNEYS AND COUNSELLORS AT LAW

307 NORTH WASHINGTON STREET  
ALEXANDRIA, VIRGINIA 22314-2557

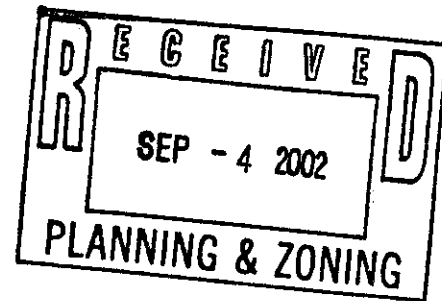
HARRY P. HART  
MARY CATHERINE H. GIBBS  
HERBERT L. KARP

TELEPHONE (703) 836-5757  
FAX (703) 548-5443

OF COUNSEL  
CYRIL D. CALLEY  
ROBERT L. MURPHY

September 3, 2002

Mr. Eric Wagner, Chairman  
and Members of the Planning Commission  
c/o Ms. Eileen Fogarty, Director  
Department of Planning & Zoning  
City Hall, Room 2100  
Alexandria, VA 22314



Re: 1700 Duke Street Project, Docket Items 13 A-E  
MPA #2002-0003  
CDD # 2002-0002  
DSUP # 2002-0009  
SUP(TMP) #2002-0047 and  
Vacation # 2002-0001

Dear Mr. Wagner and Members of the Planning Commission:

After consultation with Staff, the following is a list of the agreed modifications to the conditions for the above referenced docket items on your September 3, 2002 Planning Commission docket:

**Docket Item 13-C, DSUP#2002-0009**

Condition No. 1 (a) should read:

"The base of the building (retail) shall be pre-cast, the building shall provide a continuous lighter color brick frieze around top of the entire building, the building shall provide a pre-cast or comparable material corner treatment and the general level of architectural detail, design and quality shall be done to the satisfaction of the Director of P&Z."

Condition No. 5 should read:

"The applicant shall provide pedestrian streetscape improvements that at a minimum shall provide the level of improvements depicted on the preliminary plan and shall also provide the following to the satisfaction of the Director of P&Z:"

Condition No. 24:

“Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys, or storm sewers. The applicant shall control odors and any other air pollution from operations at the site and prevent them from becoming a nuisance, as determined by the Department of Transportation and Environmental Services. (T&ES).”

Condition No. 59 (2)(a):

“Special construction methods to reduce noise transmission, which may include: . . .”

Condition No. 75:

“In accordance with the City of Alexandria’s Affordable Housing Policy, the developer will provide a contribution to the Housing Trust Fund in the amount of \$1.00 per gross square foot, or \$175,000.00, whichever is greater, no later than the date of the issuance of the Certificate of Occupancy for the grocery store.”

**Docket Item # 13-E, Vacation # 2002-0001**

Condition No. 1 should read:

“The applicant shall pay fair market value as determined by the Department of Real Estate Assessment, offset by the cost of undergrounding the Dominion Virginia Power equipment located in the intersection of Duke Street and Holland Lane, not to exceed the fair market value. That cost of the undergrounding shall be verified by the Director of T&ES. The applicant shall be responsible for payment of the difference between the fair market value and the cost of undergrounding of the power equipment, the payment shall be made prior to the issuance of the first Certificate of Occupancy.”

The Applicant has proposed the following changes to the conditions of Docket Item # 13(B) CDD#2002-0002 and #13(C), DSUP #2002-0009. In the interests of continuing to see this project move forward, the applicant requests that you recommend approval of the applications subject to Staff's recommendation and the conditions as written in the Staff Report and we will continue to work with Staff with regard to the conditions listed below and to the condition related to short-term leasing of the parking for retail use.

**Docket Item 13-B, CDD#2002-0002**

Condition No. 3 should read:

"The proposed development shall comply with the Carlyle Design guidelines, streetscape guidelines and the building shall be reviewed by the Carlyle Design Review Board (CDRB)(P&Z)."

**Docket Item 13-C, DSUP #2002-0009**

Condition No. 12 (c) should read:

"The residential visitor spaces shall be located on the second parking level adjacent to the resident parking or on the surface at the rear of the retail. At least five (5) of the surface spaces at the rear of the retail shall be reserved for residential visitors."

Condition No. 26:

"The applicant shall fund annually the following approved activities and provide the Director of Transit Services an annual accounting of the funds expended for these activities: . . ."

Condition No. 54:

"The design and operation of the mechanically operated moveable curb and signage for the Holland Lane median opening shall be to the satisfaction of the Director of T&ES. The owner shall be responsible for the cost of maintenance and operation of the mechanically operated curb."

Condition No. 76:

"For firefighting reasons one stair shall extend through the roof so that door access to the roof is provided."

Mr. Eric Wagner and Members of Planning Commission  
September 3, 2002  
Page 4

Condition No. 77: add the following at the end of the paragraph

“to the satisfaction of the Director of Code Enforcement.”

Condition No. 79:

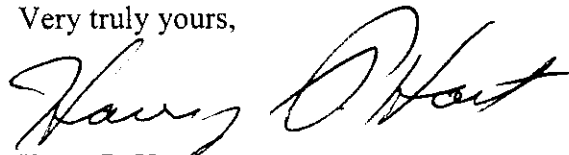
“The building requires 2 van accessible handicapped accessible parking spaces.”

Condition No. 84:

“Controlled access shall be provided to the underground parking. All ceilings and walls in the garages are to be painted in consultation with the Chief of Police.”

The Applicant has worked diligently with Staff regarding these conditions and out of 144 recommendations, the Applicant has agreed to practically all of them. We will continue to work with Staff towards finalizing the language of the conditions to which we do not agree to the Staff's satisfaction.

Very truly yours,



Harry P. Hart

cc: Mr. Chris Todd  
Mr. Richard Baier, Director, Department of Transportation and Environmental Services  
Ms. Kimberley Johnson, Division Chief, Department of Planning & Zoning

1700 DUKE ST  
Mixed Use Development  
DSUP #2002-0009

jf

15-19  
9-14-02



CONCEPTUAL ELEVATION

**MRA**  
ARCHITECTS

7910 WOODMONT AVE.  
SUITE 1250  
BETHESDA, MD  
20814

**1700 Duke Street**  
**Alexandria Virginia**

7101 WISCONSIN AVE.  
SUITE 1111  
BETHESDA, MD  
20814



JBG ROSENFELD RETAIL

# Attachment #1

12-13 RESIDENTIAL LEVEL

14-15 RESIDENTIAL LEVEL

16-17 RESIDENTIAL LEVEL  
18-19 COMMERCIAL LEVEL



1700 DUKE ST  
Mixed Use Development  
DSUP #2002-0009

jf

1700 DUKE ST  
Mixed Use Development  
DSUP #2002-0009

if

JF

APPLICATION for  
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN  
DSUP # 2002-0009

PROJECT NAME: 1700 Duke Street

PROPERTY LOCATION: 1700 Duke Street

TAX MAP REFERENCE: 73.02-09-02 and 73.02-09-03 ZONE: CDD-1

APPLICANT Name: JBG Rosenfeld Duke Street L.L.C.

Address: 5301 Wisconsin Ave., N. W., Suite 300, Washington, DC 20015

PROPERTY OWNER Name: Duke Street Associates, c/o Greenhoot Cohen

Address: 5101 Wisconsin Ave., N.W., Suite 200, Washington, DC 20016-4120

SUMMARY OF PROPOSAL: Request for a CDD Special Use Permit for a Mixed-Use  
Development including retail and residential uses.

MODIFICATIONS REQUESTED: \_\_\_\_\_

SUP's REQUESTED: CDD Special Use Permit

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of Title 7, Chapter 5 of the Code of the City of Alexandria, Virginia.

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

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

Harry P. Hart  
Print Name of Applicant or Agent

Harry P. Hart  
Signature

HART, CALLEY, GIBBS & KARP, P.C.  
Mailing Address

(703) 836-5757  
Telephone Number

307 N. Washington St., Alex. VA 22314  
Mailing Address

March 26, 2002  
Date

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

Application Received: \_\_\_\_\_  
Fee Paid & Date: \$ \_\_\_\_\_  
Legal Advertisement: \_\_\_\_\_

Received Plans for Completeness: \_\_\_\_\_  
Received Plans for Preliminary: \_\_\_\_\_  
Property Placard: \_\_\_\_\_

ACTION - PLANNING COMMISSION: 9/3/02 RECOMMEND APPROVAL 6-0

ACTION - CITY COUNCIL: 9/14/02PH--SEE ATTACHED

1700 DUKE ST

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

Planning Commission (continued)

16. CDD CONCEPT PLAN #2002-0002

1700 DUKE ST

Public Hearing and Consideration of a request for approval of a Coordinated Development District (CDD) Concept Plan; zoned CDD-1/Coordinated Development District, Duke Street. Applicant: JBG Rosenfeld Duke Street, LLC, by Harry P. Hart, attorney.

COMMISSION ACTION: Recommend Approval 6-0

City Council approved the Planning Commission recommendation, and amended condition #3 to read: **"3. The proposed development shall comply with the Carlyle Design guidelines, streetscape guidelines and the building shall be reviewed and approved by the Carlyle Design Review Board and such approval process shall be completed by October 4, if not completed by then, it shall be done to the satisfaction of the Director of Planning and Zoning."**

Council Action: \_\_\_\_\_

17. DEVELOPMENT SPECIAL USE PERMIT #2002-0009

1700 DUKE ST

Public Hearing and Consideration of a request for a development special use permit, with site plan, for construction of a mixed use retail and residential development project; zoned CDD-1/Coordinated Development District, Duke Street. Applicant: JBG Rosenfeld Duke Street, LLC, by Harry P. Hart, attorney.

COMMISSION ACTION: Recommend Approval 6-0

City Council approved the Planning Commission recommendation **with the modification to condition #2 as reflected in the previous motion which shall read: "2. The proposed development shall comply with the Carlyle Design guidelines, streetscape guidelines and the building shall be reviewed and approved by the Carlyle Design Review Board and such approval process shall be completed by October 4, if not completed by then, it shall be done to the satisfaction of the Director of Planning and Zoning.";** and incorporated the rest of the amendments that are in the letter dated September 13, 2002, from Harry P. Hart, Attorney, and amended condition #84, to read as follows: **"84. Controlled access shall be provided to the underground parking. All ceilings and walls in the garages are to be painted white or to the satisfaction of the Police Chief."**

Council Action: \_\_\_\_\_

18. SPECIAL USE PERMIT #2002-0047

1700 DUKE ST

Public Hearing and Consideration of a request for a special use permit for a transportation management plan (TMP) for a proposed mixed use development; zoned CDD-1/Coordinated Development District, Duke Street. Applicant: JBG Rosenfeld Duke Street, LLC, by Harry P. Hart, attorney.

COMMISSION ACTION: Recommend Approval 6-0

City Council approved the Planning Commission recommendation.

Council Action: \_\_\_\_\_