EXHIBIT NO. 1

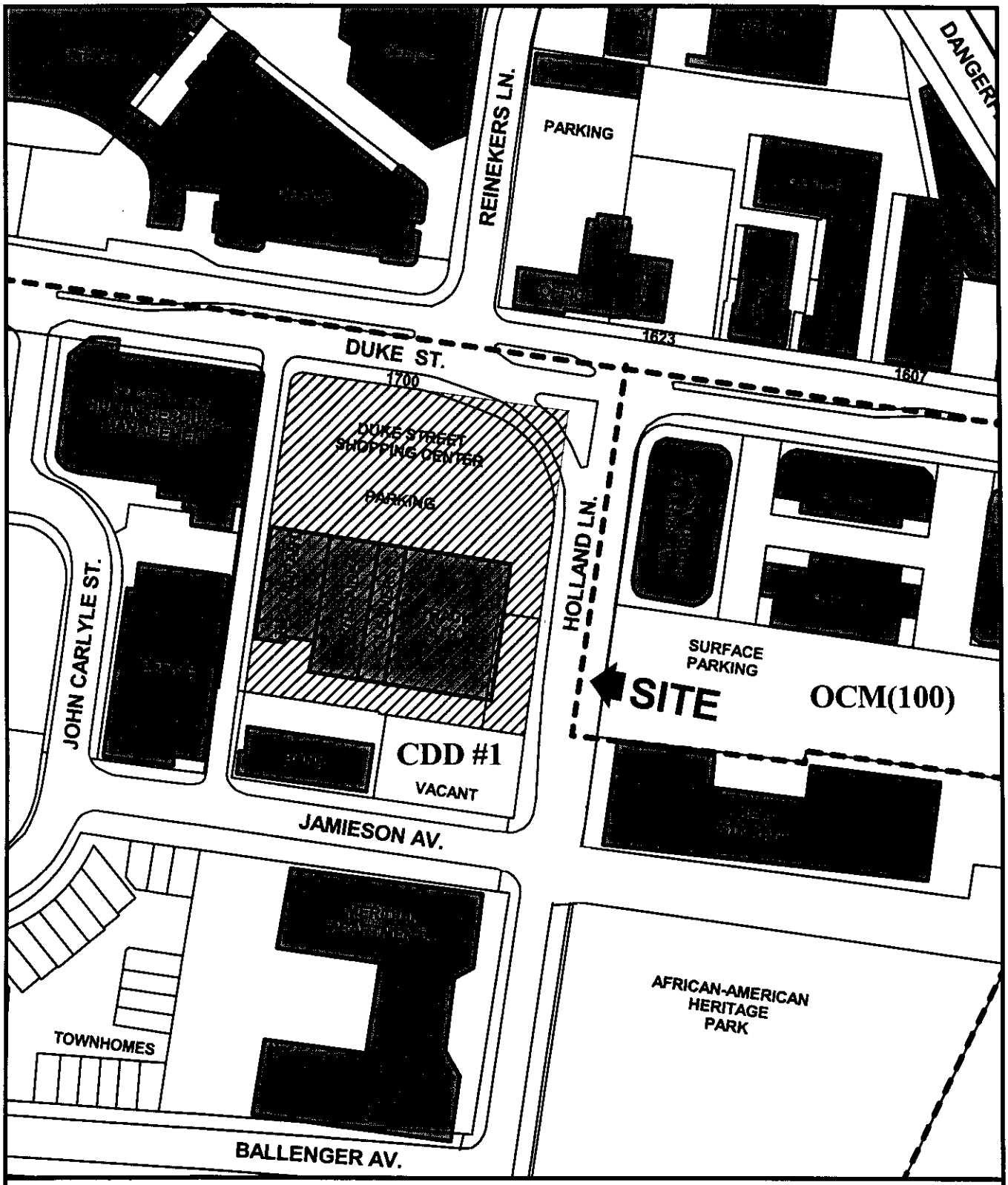
18
9-14-02

Docket Item #13-D
SPECIAL USE PERMIT #2002-0047
1700 DUKE ST – MIXED USE DEVELOPMENT

Planning Commission Meeting
September 3, 2002

ISSUE:	Consideration of a request for a special use permit for a transportation management plan (TMP) for a proposed mixed use development.
APPLICANT:	JBG Rosenfeld Duke Street, LLC by Harry P. Hart, attorney
LOCATION:	1700 Duke Street
ZONE:	CDD-1/Coordinated Development District, Duke Street

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 transportation management plan, subject to compliance with all applicable codes, ordinances and all staff recommendations as submitted. The motion carried on a vote of 6 to 0. Mr. Robinson was absent.


REINEKERS LN.
PARKING
DANGERF
DUKE ST.
1623
1607
1700
DUKE STREET SHOPPING CENTER
PARKING
JOHN CARLYLE ST.
HOLLAND LN.
SURFACE PARKING
SITE
OCM(100)
CDD #1
VACANT
JAMIESON AV.
TOWNHOMES
AFRICAN-AMERICAN HERITAGE PARK
BALLENGER AV.
SUP #2002-0047
09/03/02
N

Staff Recommendation:

Staff recommends **approval** of the transportation management plan as outlined within the *DSUP # 2002-0009* staff report and conditions.

Staff Analysis:

Refer to the *DSUP # 2002-0009* staff report for a detailed analysis of the transportation management plan.

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

JF

APPLICATION for SPECIAL USE PERMIT # 2002-0047

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, DC20015

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

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

PROPOSED USE: Transportation Management Plan is submitted for approval in conjunction with a CDD Special Use Permit for a Mixed-Use Development including retail and residential uses.

THE UNDERSIGNED hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

Harry P. Hart
Print Name of Applicant or Agent

Signature

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

(703) 836-5757 (703) 548-5443
Telephone # Fax #

307 N. Washington St., Alex. VA 22314
City and State Zip Code

April 22, 2002
Date

RECEIVED
APR 22 2002
PLANNING & ZONING

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

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

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

Special Use Permit# 2002-0047

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

1. The Applicant is (*check one*) [ ] the Owner [X] Contract Purchaser

   [ ] Lessee or [ ] Other: _____ of the subject property.

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

   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?

   [X] Yes. Provide proof of current City business license.

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

2. Submit a floor plan and a plot plan with parking layout of the proposed use. One copy of the plan is required for plans that are 8 1/2" x 14" or smaller. Twenty-four plans are required for larger plans or if the plans cannot be easily reproduced. The planning director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver. This requirement does not apply if a Site Plan package is required.

NARRATIVE DESCRIPTION

4. 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.)

This submission is of a Transportation Management Plan for approval in conjunction with a CDD Special Use Permit for a Mixed-Use Development including retail and residential uses. 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.

See the attached TMP/TIS and proposed development special use permit plan.

Special Use Permit#
2002 - 0047

USE CHARACTERISTICS

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

[ ] a new use requiring a special use permit,

[ ] a development special use permit,

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

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

[X] other. Please describe: Transportation Management Plan

5. Please describe the capacity of the proposed use:

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

N/A

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

N/A

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

Day:	Hours:
N/A	N/A

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

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

N/A

B. How will noise from patrons be controlled?

N/A

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

N/A

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

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

N/A

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

N/A

C. How often will trash be collected?

N/A

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

N/A

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

[ ] Yes. [ ] No.

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

N/A

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

[ ] Yes. [ ] No.

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

N/A

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

N/A

ALCOHOL SALES

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

[ ] Yes. [ ] No. N/A

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.

N/A

PARKING AND ACCESS REQUIREMENTS

14. Please provide information regarding the availability of off-street parking:

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

See attached Development Special Use Permit Plan

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

_____ Standard spaces

_____ Compact spaces

_____ Handicapped accessible spaces.

_____ Other.

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

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.

15. Please 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? N/A

B. How many loading spaces are available for the use? N/A

C. Where are off-street loading facilities located? N/A

_____

_____

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

N/A

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

N/A

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

N/A

SITE CHARACTERISTICS

17. Will the proposed uses be located in an existing building? [ ] Yes. [ ] No. **N/A**

Do you propose to construct an addition to the building? [ ] Yes. [ ] No.

How large will the addition be? _____ square feet.

18. What will the total area occupied by the proposed use be? **N/A**

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

21. The proposed use is located in *(check one)*: **N/A**

[ ] a stand alone building [ ] a house located in a residential zone [ ] a warehouse

[ ] a shopping center. Please provide name of the center: _____

[ ] an office building. Please provide name of the building: _____

[ ] other, please describe: _____

1700 DUKE ST
Mixed Use Development (TMP)
SUP #2002-0047 jf

1700 DUKE STREET
Traffic Impact Analysis
City of Alexandria, Virginia

Prepared For:

JBG Rosenfeld Retail Properties
Washington, DC

Prepared by

Gorove/Slade Associates, Inc.
1140 Connecticut Avenue NW
Suite 700
Washington, D.C. 20036
202-296-8625

April 22, 2002

TRAFFIC IMPACT ANALYSIS
TABLE OF CONTENTS

TRAFFIC IMPACT ANALYSIS
TABLE OF CONTENTS

TRAFFIC IMPACT ANALYSIS
LIST OF FIGURES

Title

EXECUTIVE SUMMARY

This report presents the findings of a traffic impact and parking analysis for the planned redevelopment of the Trac Auto site located in the City of Alexandria, VA. The major components of the Development include the following:

- A 42,163 square foot grocery store;
- 274 below grade parking spaces;
- 22 at grade parking spaces; and
- 129 Apartment Units;

The proposed development is scheduled to be complete by the year 2005. The analysis completed in this report analyzed future conditions through 2005 (four years into the future).

Based on analysis, the following major conclusions were determined:

1. The results of the existing capacity analysis indicate that all of the intersections with the exception of the Duke Street / John Carlyle Street intersection under PM conditions operate at an acceptable over-all LOS "D" or better during the A.M. and P.M. commuter peak hours. All other intersections operate at acceptable over-all levels of service.

2. The results of the future background capacity analysis indicate that all of the intersections with the exception of the Duke Street / John Carlyle Street, Duke Street / Holland Lane, Duke Street and Reinekers Lane, and Holland Lane and Bellanger Avenue intersections under AM and PM conditions operate at an acceptable over-all LOS "D" or better during commuter peak hours. All other intersections operate at acceptable over-all levels of service.

3. The results of the total future (2005) capacity analysis indicate that all of the intersections with the exception of the Duke Street / John Carlyle Street, Duke Street / Holland Lane, Holland Lane and Bellanger Avenue, and Duke Street and Reinekers intersections under AM and PM conditions operate at an acceptable over-all LOS "D" or better during commuter peak hours. The failing levels of service is either and existing condition or future background condition not caused by the Whole Foods development. The Whole foods development will have limited access to the site during the AM and PM commuter peak periods and thereby limiting their impacts on adjacent intersections. All other intersections operate at acceptable over-all levels of service. Some of the side street intersection approach levels of services do not operate at acceptable levels of service under future background conditions. This degradation in LOS allows for a more efficient mainline along Duke Street during the Peak conditions.

4. The results of the total future 2020 (off-peak) capacity & queuing analysis indicate that all of the intersections within the vicinity of the site along Holland Lane will operate at acceptable levels of service and allow for the storage space necessary to queue vehicles in the appropriate lanes without impeding on adjacent intersections.

INTRODUCTION

This report presents the findings of a traffic impact analysis for the planned development of a 42,163 square foot Whole Foods Grocery Store with a 129 unit apartment building located on the top of the grocery store in Alexandria, VA. The Whole Foods project is scheduled to be complete by the year 2005 The major components of the Whole Foods development include the following:

- A 42,163 square foot grocery store;
- 274 below grade parking spaces;
- 22 at grade parking spaces; and
- 129 Apartment Units;

The following tasks were undertaken as part of this study in accordance with direction received from city staff:

- Field reconnaissance in the vicinity of the site was performed to collect information related to existing traffic controls, roadway geometry, and traffic flow characteristics;
- Manual vehicle traffic volume counts were conducted within the vicinity of the site. (existing traffic data was extrapolated from the Wilbur Smith Report);
- Pedestrian volume data was utilized from a previous report conducted by Gorove/Slade on May 3, 2000.
- Parking inventory and occupancy surveys were conducted to determine existing parking characteristics of stores with similar characteristics;
- Future traffic and parking conditions were projected based on square footage and number of apartment units; and
- Intersection capacity analyses were performed for existing, future background only, and total future (2005) peak hour traffic conditions at the intersections contained within the study area.

Sources of data for this study include the City of Alexandria, and the office files and field reconnaissance efforts of Gorove/Slade Associates.

Scope of Study

The following intersections were identified for inclusion in this study:

- Duke Street and John Carlyle Street;
- Duke Street and Georges Street;
- Duke Street and Rienekers Lane
- Duke Street and Holland Lane;
- Duke Street and Dangerfield Road;
- Holland Lane and Jamieson Street;
- Holland Lane and Bellanger Avenue; and
- Jamieson Street and Georges Lane

This report presents a discussion and the findings of analyses performed for the following conditions:

- ***Existing Conditions (2002):***
  Considers existing traffic volumes and existing roadway configurations

- ***Future Background Only Conditions (2005):***
  Considers existing traffic volumes after applying a growth rate of 5.5% per year to account for growth in background traffic including the Patent and Trade Offices.

- ***Total Future Conditions (Year 2005):***
  Considers future traffic volumes related to the Whole Foods site and 129 Apartment units.

- ***Total Future Conditions (Year 2020 - Off Peak):***
  Considers future traffic volumes related to the Whole Foods site and 129 Apartment units during off peak hour conditions in the year 2020.

- ***Parking Management Plan Implementation:***
  This section discusses the existing parking situation on the site and the future conditions of the parking situation with the planned parking garage.

- ***Traffic Management Plan:***
  This section discusses the traffic management plan associated with reducing traffic within and around the Whole Foods Site.

BACKGROUND INFORMATION

Site Area Transportation System Characteristics

The project site is located near several major commuting corridors in Northern Virginia. Duke Street located directly to the north of the proposed site connects to I-95/I-495 in the east via Route 1 and to I-95/I-495 in the west via Telegraph Road. Holland Lane to the east of the site connects to Eisenhower Avenue and I-95/I-495 to the southwest. Duke Street connects to the George Washington Parkway to the east via Washington Street.

Roadway Network in the Vicinity of the Site

The regional roadway network and site location are given in Figure 1. A description of the major roadways linked to the site given below; note the roadways described below refer to the existing intersections within the immediate vicinity of the site.

Duke Street is a four-lane divided east-west arterial roadway which runs east-west in the vicinity of the site and boarders the project site to the north. Duke Street is signal controlled at its intersection with Holland Lane consists of two through lanes in both the eastbound and westbound directions with an exclusive westbound left turn lane and an exclusive eastbound right turn lane. Duke Street is unsignalized and stop sign controlled at Georges Lane and consists of two westbound through lanes, one eastbound through lane and one eastbound through-right turn lane.

Holland Lane is a four-lane roadway which runs north-south in the vicinity of the site and boarders the project site to the east. Holland Lane is signal controlled at its intersection with Duke Street consists of one left turn lane and one right turn lane on the northbound approach to Duke Street. Holland Lane is a four-way stop sign controlled intersection at Jamieson Avenue and consists of a through-left turn lane and a through-right turn lane along both the northbound and southbound approaches to Jamieson Avenue.

Jamieson Avenue is a two-lane roadway which runs east-west in the vicinity of the site. Jamieson Avenue is a four-way stop sign controlled intersection at Holland consists of a left-through-right lane along both the eastbound and westbound approaches to Holland Lane. Jamieson Avenue is stop sign controlled along the southbound approach to Jamieson along Georges Lane and consists of a westbound through-right turn lane and one eastbound through-left turn lane.

Georges Street is a two-lane roadway which runs north-south in the vicinity of the site and boarders the project site to the west. Georges Lane is stop sign controlled along the southbound approach to Jamieson Avenue consists of one left-through-right. Georges Street is stop sign controlled along the northbound approach to Duke Street, features one right turn lane.

Figure 1
Site Location Map

Reinekers Lane is a two-lane roadway which runs north-south in the vicinity of the site. Reinekers Lane is a signalized intersection with Duke Street, features one left-right turn lane.

Figure 2 provides an illustration of the existing lane configuration of the roadway network. A description of the traffic control devices at the study area intersections is given below:

- Dangerfield Road and Duke Street is controlled by an actuated three-phase traffic signal with a cylce-lengh of 100 seconds for both the AM and PM peak hours.

- Holland Lane and Duke Street is controlled by an actuated three-phase traffic signal with a cylce-lengh of 100 seconds for both the AM and PM peak hours

- Reinekers Lane and Duke Street is controlled by an actuated three-phase traffic signal with a cylce-lengh of 100 seconds for both the AM and PM peak hours

- Georges Lane and Duke Street is controlled by a stop sign on the northbound approach to Duke Street along Georges Lane. Georges Lane is right-in right-out access only with a median along Duke Street restricting all left turn movements.

- John Carlyle Street and Duke Street is controlled by an actuated three-phase traffic signal with a cylce-lengh of 100 seconds for both the AM and PM peak hours

- Holland Lane and Jamieson Avenue is controlled by stop sign at all the approaches to the intersections.

- Holland Lane and Bellanger Avenue is controlled by a stop sign on the eastbound approach to Holland Lane along Bellanger Avenue.

- Georges Street and Jamieson Avenue is controlled by a stop sign on the southbound approach to Jamieson Avenue along Georges Lane.

Site Access

This residential & retail development will have one internal roadway that will connect the east and west end of the property. This internal roadway will have full access along Georges Street to the west and right-in and right-out access, with lefts in during off-peak hours along Holland Lane to the east.

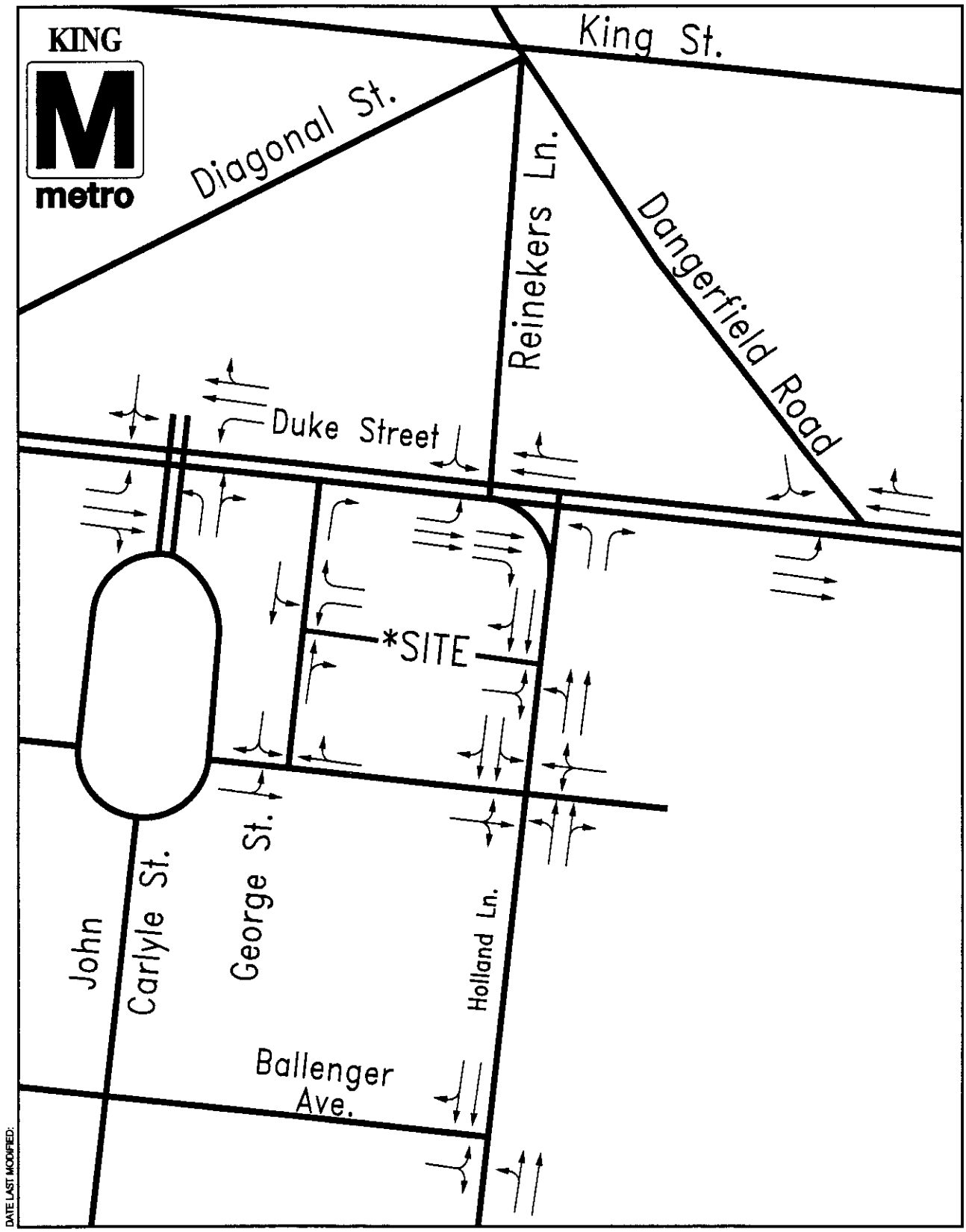


Figure 2
Existing Lane Configuration

ANALYSIS OF TRAFFIC CONDITIONS

Existing Conditions

The existing traffic volumes were utilized from the Wilbur Smith, City of Alexandria, Synchro files for a baseline existing condition. The A.M. commuter peak hour occurs from 8:00 A.M. to 9:00 A.M., and the P.M. commuter peak hour occurs from 5:00 P.M. to 6:00 P.M. The volumes for these commuter peak hours were considered in the analysis. The existing traffic volumes are illustrated in Figure 3. Capacity analyses were made for each peak hour and are expressed in levels of service, (LOS).

All capacity analyses are based on the methods outlined by the Transportation Research Board's *Special Report 209: Highway Capacity Manual (HCM)*, 1997. Levels of service range from "A" (best) to "F" (worst), with LOS "D" or better considered to be within the acceptable limits. A brief description of each level of service for signalized and unsignalized intersections is provided as follows

Signalized Intersections: Level of service is based upon the traffic volume present at the intersection, the capacity of each lane at the intersection and the resultant delay associated with each directional movement. The average intersection delay is calculated from the weighted average of the delay for each movement. The levels of service for individual movements as well as the overall signalized intersections are defined by average delay as described below:

Level of Service A describes operations with very low average delay per vehicle, i.e., less than 10.0 seconds. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop. Short signal cycle lengths may also contribute to low delay.

Level of Service B describes operations with average delay in the range of 10.1 to 20.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.

Level of Service C describes operations with delay in the range of 20.1 to 35.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level although many still pass through the intersection without stopping. This is generally considered the lower end of the range of the acceptable level of service in rural areas.

Level of Service D describes operations with delay in the range of 35.1 to 55.0 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and/or high traffic volumes as compared to the roadway capacity. Many vehicles are required to stop and the number of vehicles that do not have to stop declines. Individual signal cycle failures, where all waiting vehicles do not clear the intersection during a single green time, are noticeable. This is generally considered the lower end of the range of the acceptable level of service in urban areas.

Level of Service E describes operations with delay in the range of 55.1 to 80.0 seconds per vehicle. These higher delay values generally indicate poor progression, long cycle lengths, and high traffic volumes. Individual cycle failures are frequent occurrences.

Level of Service F describes operations with average delay in excess of 80.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with over-saturation, i.e., when traffic arrives at a flow rate that exceeds the capacity of the intersection. It may also occur at high volumes with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such delays.

Unsignalized Intersections: At an unsignalized intersection, the major street's through traffic and right turns are assumed to operate unimpeded and therefore receive no level of service rating. The level of service for the minor street and the major street left turn traffic is dependent on the volume and capacity of the available lanes, and, the number and frequency of acceptable gaps in the major street traffic to make a conflicting turn. The level of service grade is provided for each conflicting movement at an unsignalized intersection and is based on the total average delay experienced by each vehicle. The delay includes the time it takes a vehicle to move from the back of a queue through the intersection.

The unsignalized intersection level of service analysis does not account for variations in driver behavior or the effects of nearby traffic signals. Therefore, the results from this analysis usually indicate worse levels of service than may be experienced in the field. The unsignalized intersection level of service descriptions are provided below:

Level of Service A: Describes operations where there is very little to no conflicting traffic for a minor side street movement, i.e., an average total delay of less than 10.0 seconds per vehicle.

Level of Service B: Describes operations with average total delay in the range of 10.1 to 15.0 seconds per vehicle.

Level of Service C: Describes operations with average total delay in the range of 15.1 to 25.0 second per vehicle.

Level of Service D: Describes operations with average total delay in the range of 25.1 to 35.0 seconds per vehicle.

Level of Service E: Describes operations with average total delay in the range of 35.1 to 50.0 seconds per vehicle.

Level of Service F: Describes operations with average total delay of 50 seconds per vehicle. LOS "F" exists when there are insufficient gaps of suitable size to allow a side street demand to cross safely through or enter a major street traffic stream. This level of service is generally evident from extremely long total delays experienced by side street traffic and by queuing on the minor approaches. It is important to note that LOS "F" may not always result in long queues or delays but may result in adjustments to normal driver behavior.

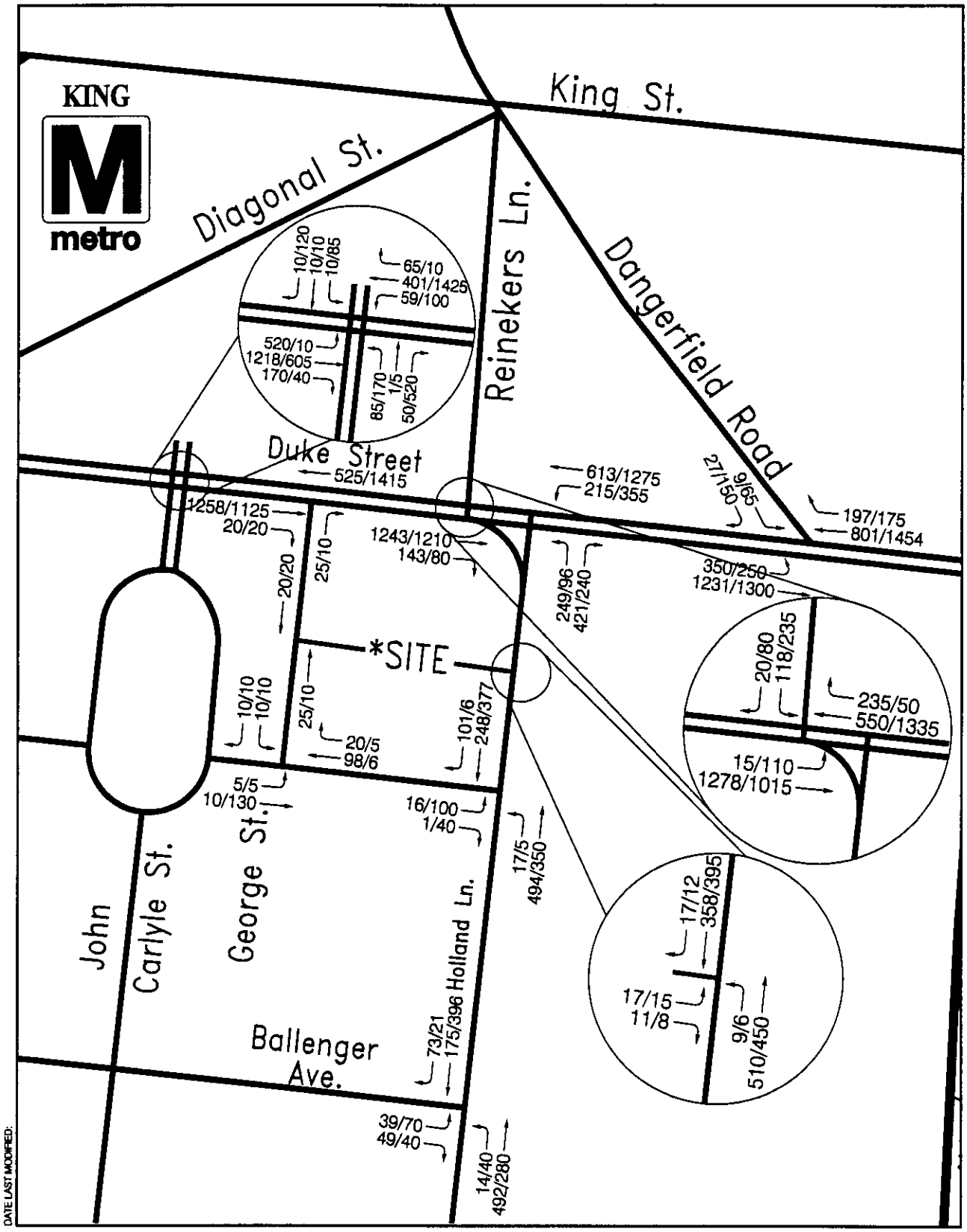


Figure 3
Existing Traffic Volumes
August 15, 2001
AM Peak Hour/PM Peak Hour

View Number:

Existing Levels of Service

Table 1 summarizes the existing baseline traffic operations within the study area designated for the proposed development during the critical A.M.(8:00-9:00) and P.M.(5:00-6:00) commuter peak hours.

Table 1
Existing Capacity Analysis

Roadway Intersection		Level of Service	
		AM Peak	PM Peak
Duke Street and Dangerfield Road	**(signalized)**		
Overall		**B(11.3)**	**D(35.3)**
Eastbound Approach		A(6.1)	B(13.2)
Westbound Approach		B(18.4)	D(44.5)
Southbound Approach		D(45.9)	F(125.3)
Duke Street and Holland Lane	**(signalized)**		
Overall		**A(32.6)**	**C(23.8)**
Eastbound Approach		A(1.9)	A(2.0)
Westbound Approach		A(7.0)	B(14.1)
Northbound Approach		F(149.1)	F(117.2)
Duke Street and Reinekers Lane	**(signalized)**		
Overall		**C(31.5)**	**D(54.6)**
Eastbound Approach		D(47.8)	D(37.6)
Westbound Approach		A(0.7)	A(1.0)
Southbound Approach		D(53.9)	F(351.0)
Duke Street and John Carlyle Street	**(signalized)**		
Overall		**B(10.1)**	**F(180.4)**
Eastbound Approach		A(8.1)	B(11.2)
Westbound Approach		A(6.9)	A(4.5)
Northbound Approach		D(43.7)	F(223.1)
Southbound Approach		D(39.8)	F(**)
Duke Street and Georges Lane	**(unsignalized)**		
Overall		N/A	N/A
Northbound Approach		A(9.7)	B(14.6)
Georges Lane and Jamieson Avenue	**(unsignalized)**		
Overall		N/A	N/A
Eastbound Approach		A(7.7)	A(7.4)
Southbound Approach		B(10.2)	A(9.3)

Table 1
Existing Capacity Analysis (Cont.)

Roadway Intersection	Level of Service	
	AM Peak	PM Peak
Jamieson Avenue and Holland Lane (signalized)		
Overall	N/A	N/A
Eastbound Approach	B(326.6)	B(10.47)
Westbound Approach	A(12.2)	A(8.58)
Northbound Approach	B(326.6)	B(10.51)
Southbound Approach	B(12.2)	B(10.82)
Holland Lane and Bellanger Avenue (unsignalized)		
Overall	N/A	N/A
Eastbound Approach	D(29.8)	F(70.0)
Northbound Approach	B(11.0)	B(12.5)

** HCS 2000 does not calculate an overall level of service for unsignalized intersections*

The results of the existing capacity analysis indicate that all of the intersections with the exception of the Duke Street / John Carlyle Street intersection under PM conditions operate at an acceptable over-all LOS "D" or better during the A.M. and P.M. commuter peak hours. The Duke Street / John Carlyle Street intersection under P.M. conditions operate at an over-all LOS "F" due to the northbound approach to Duke Street. All other intersections operate at acceptable over-all levels of service. Some of the side street intersection approach levels of services do not operate at acceptable levels of service under future background conditions. This degradation in LOS allows for a more efficient mainline along Duke Street during the Peak conditions.

FUTURE BACKGROUND CONDITIONS WITHOUT DEVELOPMENT (2005)

Planned Roadway Improvements

Holland Lane and Jamieson Avenue

The intersection of Holland Lane with Jamieson Avenue is to be signalized as part of the future background conditions. This intersection was assumed to be in place servicing background traffic volumes in 2005.

Future Background Traffic Volumes

The construction of the proposed development is anticipated to be complete in 2005. Trips associated with other approved developments in the area were taken into account when projecting future traffic. These developments along with inherent growth are included in a global growth factor of 5.5 percent per year for a total of 21.5% increase to the existing traffic volumes over the next 4 years (note: existing traffic volumes are based on 2001 counts).

The future background site volumes and inherent traffic growth was added to the existing volumes in order to establish future background 2005 traffic volumes without the Whole Foods Development site trips. The future background traffic volumes are shown in Figure 4.

Future Background Capacity Analysis

Capacity analysis was performed for the future background conditions with the results summarized in Tables 2. A detailed review of the HCS analysis is provided in the Technical Appendix.

Table 2
Future Background Capacity Analysis

Roadway Intersection		Level of Service	
		AM Peak	PM Peak
Duke Street and Dangerfield Road	**(signalized)**		
Overall		**C(26.4)**	**D(41.3)**
Eastbound Approach		B(13.7)	B(15.8)
Westbound Approach		D(46.1)	E(59.8)
Southbound Approach		D(38.0)	F(85.2)
Duke Street and Holland Lane	**(signalized)**		
Overall		**C(21.9)**	**E(67.6)**
Eastbound Approach		A(2.8)	A(2.1)
Westbound Approach		C(27.8)	F(120.5)
Northbound Approach		E(64.5)	E(64.1)
Duke Street and Reinekers Lane	**(signalized)**		
Overall		**E(67.3)**	**D(43.1)**
Eastbound Approach		F(109.7)	D(54.7)
Westbound Approach		A(1.1)	A(1.9)
Southbound Approach		D(46.9)	F(182.8)
Duke Street and John Carlyle Street	**(signalized)**		
Overall		**B(20.0)**	**F(107.3)**
Eastbound Approach		B(14.7)	D(52.5)
Westbound Approach		C(31.7)	F(147.7)
Northbound Approach		D(44.2)	F(87.0)
Southbound Approach		D(40.3)	D(51.2)
Duke Street and Georges Lane	**(unsignalized)**		
Overall		N/A	N/A
Northbound Approach		B(11.1)	B(11.0)

Table 2
Future Background Capacity Analysis (Cont.)

Roadway Intersection		Level of Service	
		AM Peak	PM Peak
Georges Lane and Jamieson Avenue	**(unsignalized)**		
Overall		N/A	N/A
Eastbound Approach		A(7.7)	A(7.4)
Southbound Approach		B(10.4)	B(10.1)
Jamieson Avenue and Holland Lane	**(signalized)**		
Overall		**A(3.2)**	**A(6.6)**
Eastbound Approach		D(44.9)	B(13.4)
Westbound Approach		D(47.4)	B(10.6)
Northbound Approach		A(1.2)	A(5.3)
Southbound Approach		A(1.1)	A(5.3)
Holland Lane and Bellanger Avenue	**(unsignalized)**		
Overall		N/A	N/A
Eastbound Approach		D(34.9)	F(117.6)
Northbound Approach		B(11.0)	B(12.5)

** HCS 2000 does not calculate an overall level of service for unsignalized intersections*

The results of the existing capacity analysis indicate that all of the intersections with the exception of the Duke Street / John Carlyle Street, Duke Street / Holland Lane, Duke Street and Reinekers Lane, and Holland Lane and Bellanger Avenue intersections under AM and PM conditions operate at an acceptable over-all LOS "D" or better during commuter peak hours. All other intersections operate at acceptable over-all levels of service. Some of the side street intersection approach levels of services do not operate at acceptable levels of service under future background conditions. This degradation in LOS allows for a more efficient mainline along Duke Street during the Peak conditions.

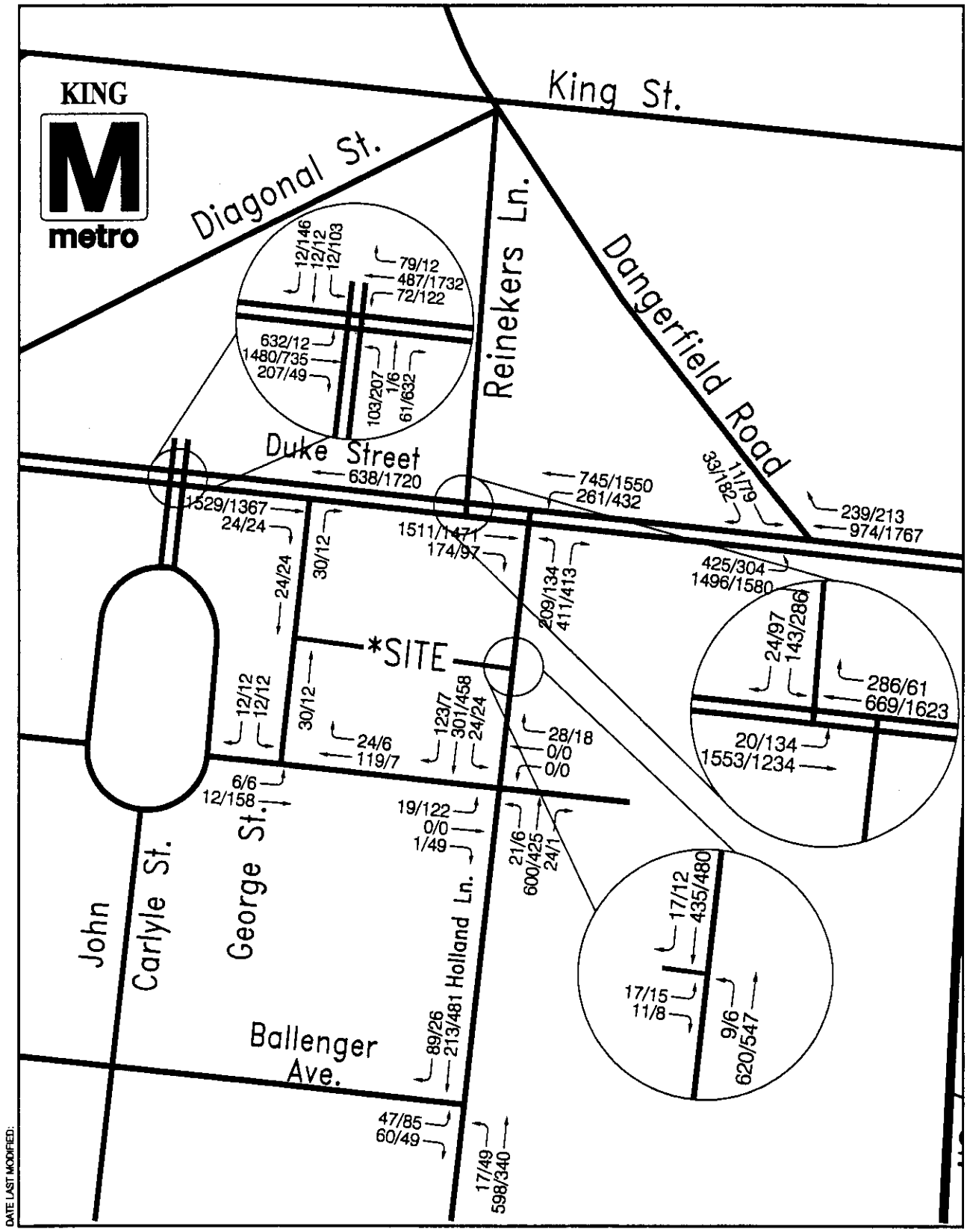


Figure 4
Future Background Traffic Volumes
2005
AM Peak Hour/PM Peak Hour

SITE GENERATED TRAFFIC VOLUMES: TRIP GENERATION

In order to determine the appropriate trip generation for this new development the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 6th edition* was to determine the trips into and out of the proposed site.

When using ITE's trip generation manual the two land uses used in calculations were #820 (Supper Market), #220 (Apartments), and #814 (Specialty Retail Center). The city of Alexandria guidelines suggested reducing the trips associated with a site that is within walking distance to a metro station (King Street) by 25%. The summary of the different trips generated are presented in Table 3 below (A.M. and PM Peak hours).

Table 3
Trip Generation

Land Use	Quantity	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Super Market	42,163 S.F.	84	53	137	241	231	472
25% Metro Reduction		-21	-13	-34	-60	-58	-118
Apartments	129 Units	11	56	67	59	30	89
25% Metro Reduction		-3	-14	-17	-15	-8	-23
Total Proposed Trips		71	82	153	225	195	420
Existing Specialty Retail	42,163 S.F.	42	46	88	29	39	68
25% Metro Reduction		-10	-12	-22	-7	-10	-17
Total Existing Trips		32	34	66	22	29	51
Total New Site Trips		40	48	87	203	166	369

DIRECTIONAL DISTRIBUTION

Based on the location of the subject site in the City of Alexandria and existing data, the assumption was made that the majority of the approaching traffic to the site will generally come from the east and west along Duke Street. The direction of approach for each land use and traffic assignment are illustrated in Figures 5. The percentages were applied to the inbound and outbound site trips assigned to the roadway network based on existing volumes and anticipated traffic patterns:

TRIP ASSIGNMENT AND FORECASTED CONDITIONS

Inbound and Outbound Trip Assignment

The inbound trips estimated for the A.M. and P.M. commuter peak hours were routed on the roadway network to the site based on the direction of approach assumptions. The on-site parking facility will feature approximately 274 below grade parking spaces and 22 surface parking spaces. The inbound and outbound site trip assignments are shown in Figures 6.

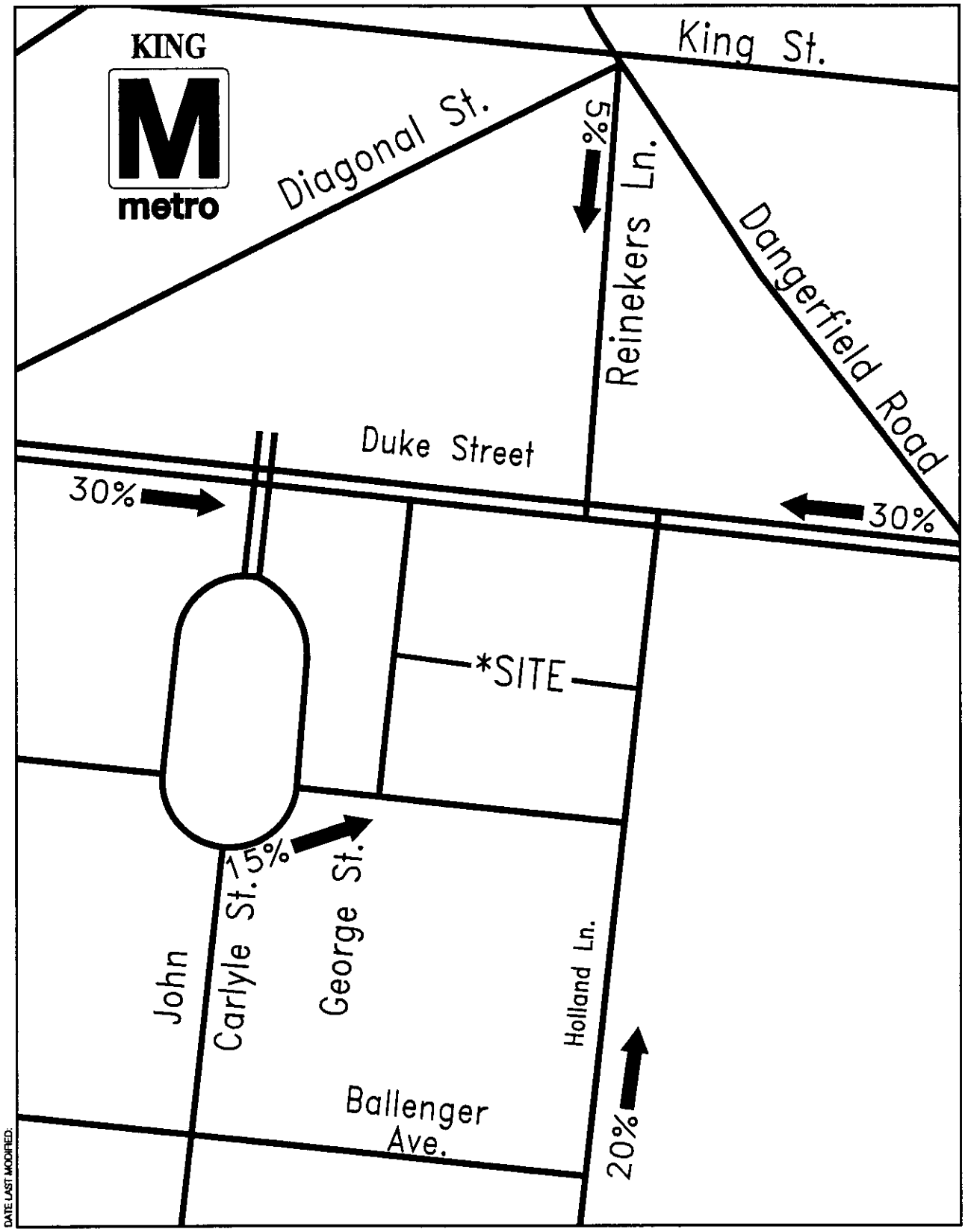


Figure 5
Directional Distribution

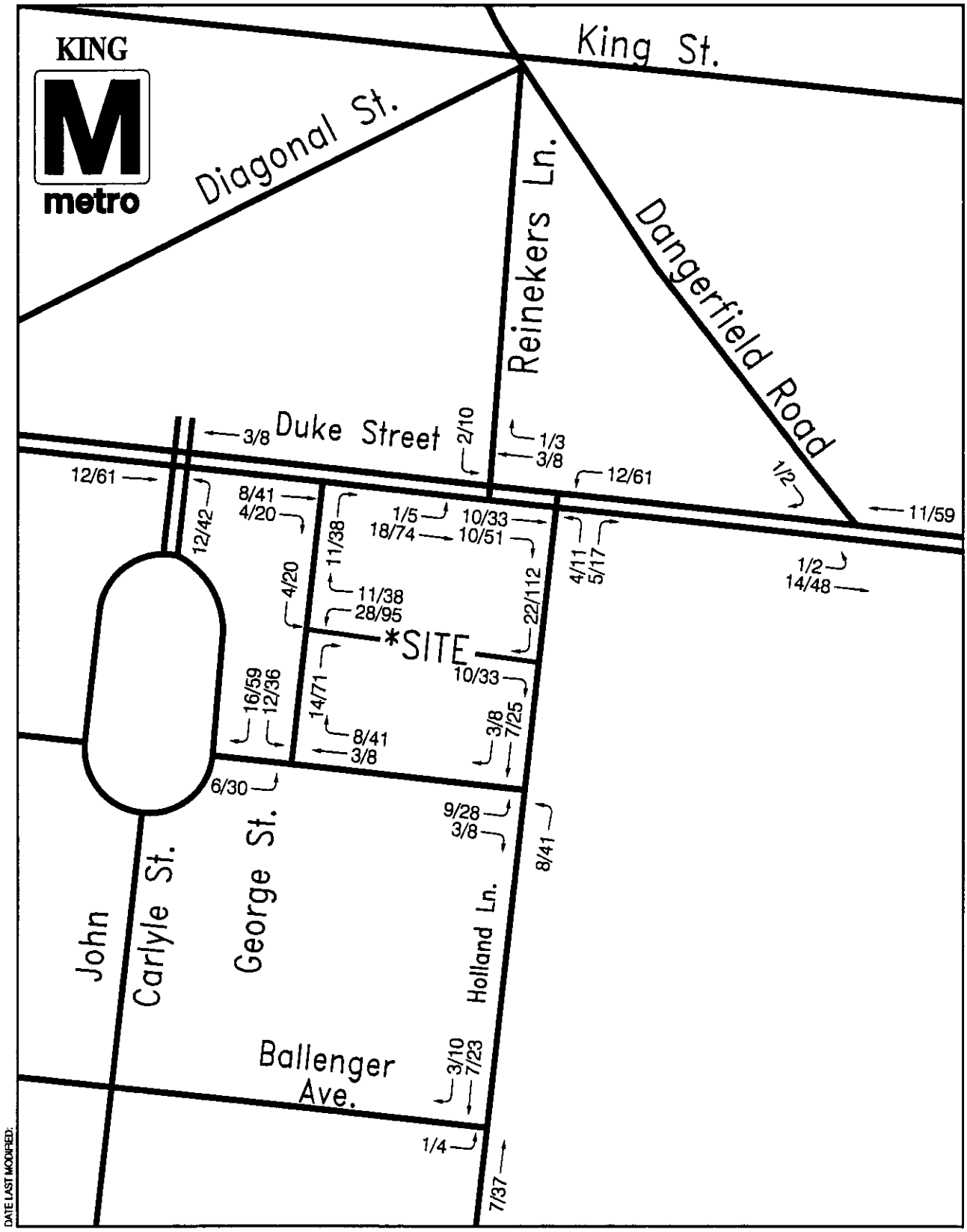


Figure 6
New Site Generated Traffic Volumes
Does Not include Existing Site Volumes

Forecast Conditions

Capacity analyses were performed to determine the operational levels of service of the studied intersections for total future traffic conditions. Total future traffic volumes represent the existing traffic volumes added to the trips that will be generated in the future by the subject site. The total future lane configurations and traffic controls are shown in figure 7 and total future traffic volumes are shown in Figure 8. A global growth factor of 5 percent over a four year period was applied to the existing traffic volumes to account for regional increases in traffic due to the growth in background traffic and the development of the Patent and Trade offices. The results of the level of service analysis for total future traffic conditions are presented in Table 4.

Table 4
Total Future Capacity Analysis

Roadway Intersection	Level of Service	
	AM Peak	PM Peak
Duke Street and Dangerfield Road (signalized)		
Overall	**C(27.1)**	**D(46.4)**
Eastbound Approach	B(13.7)	B(15.9)
Westbound Approach	D(47.8)	E(70.1)
Southbound Approach	D(38.0)	F(86.6)
Duke Street and Holland Lane (signalized)		
Overall	**C(22.8)**	**E(89.6)**
Eastbound Approach	A(2.9)	A(2.3)
Westbound Approach	C(32.3)	F(167.0)
Northbound Approach	E(62.6)	E(66.5)
Duke Street and Reinekers Lane (signalized)		
Overall	**E(72.9)**	**D(48.1)**
Eastbound Approach	F(118.4)	D(61.7)
Westbound Approach	A(1.1)	A(1.9)
Southbound Approach	D(42.7)	F(196.2)
Duke Street and John Carlyle Street (signalized)		
Overall	**C(20.3)**	**F(108.3)**
Eastbound Approach	B(14.8)	E(61.9)
Westbound Approach	C(31.7)	F(148.8)
Northbound Approach	D(46.8)	F(84.3)
Southbound Approach	D(40.3)	D(51.2)
Duke Street and Georges Lane (unsignalized)		
Overall	N/A	N/A
Northbound Approach	B(11.4)	B(20.6)

Table 4
Total Future Capacity Analysis (Cont.)

Roadway Intersection	Level of Service	
	AM Peak	PM Peak
Georges Lane and Jamieson Avenue (unsignalized)		
Overall	N/A	N/A
Eastbound Approach	A(7.8)	A(7.6)
Southbound Approach	B(10.8)	B(11.5)
Jamieson Avenue and Holland Lane (signalized)		
Overall	**A(3.5)**	**A(7.2)**
Eastbound Approach	D(47.0)	B(15.9)
Westbound Approach	D(47.4)	B(10.6)
Northbound Approach	A(1.2)	A(5.4)
Southbound Approach	A(1.1)	A(5.4)
Holland Lane and Bellanger Avenue (unsignalized)		
Overall	N/A	N/A
Eastbound Approach	E(35.6)	F(160.0)
Northbound Approach	B(11.1)	B(13.1)

** HCS 2000 does not calculate an overall level of service for unsignalized intersections*

The results of the existing capacity analysis indicate that all of the intersections with the exception of the Duke Street / John Carlyle Street, Duke Street / Holland Lane, Holland Lane and Bellanger Avenue, and Duke Street and Reinekers intersections under AM and PM conditions operate at an acceptable over-all LOS "D" or better during commuter peak hours. The failing levels of service is either and existing condition or future background condition not caused by the Whole Foods development. The Whole foods development will have limited access to the site during the AM and PM commuter peak periods and thereby limiting their impacts on adjacent intersections. All other intersections operate at acceptable over-all levels of service. Some of the side street intersection approach levels of services do not operate at acceptable levels of service under future background conditions. This degradation in LOS allows for a more efficient mainline along Duke Street during the Peak conditions.

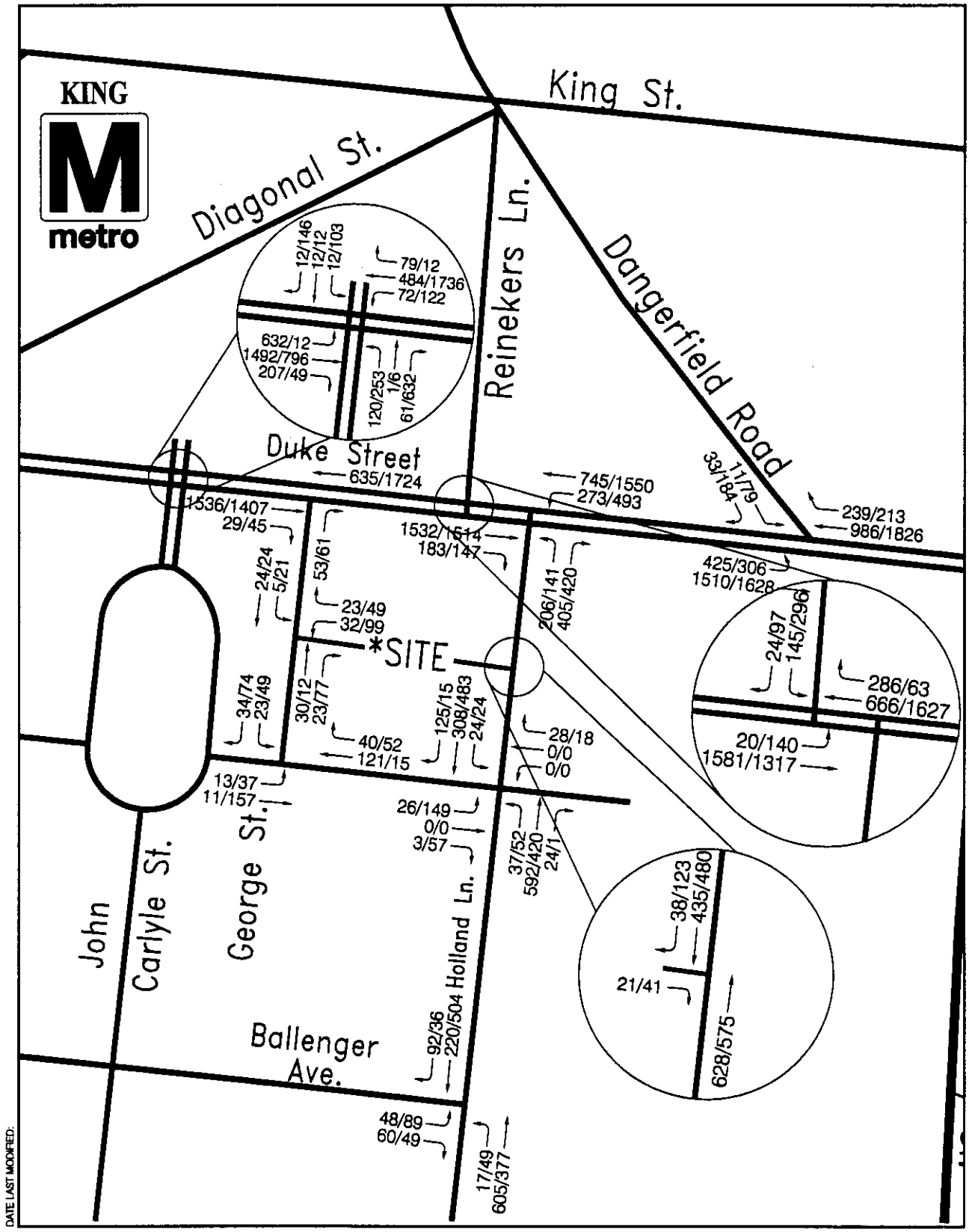


Figure 7
Total Future Traffic Volumes

AM Peak Hour/PM Peak Hour

View Number:

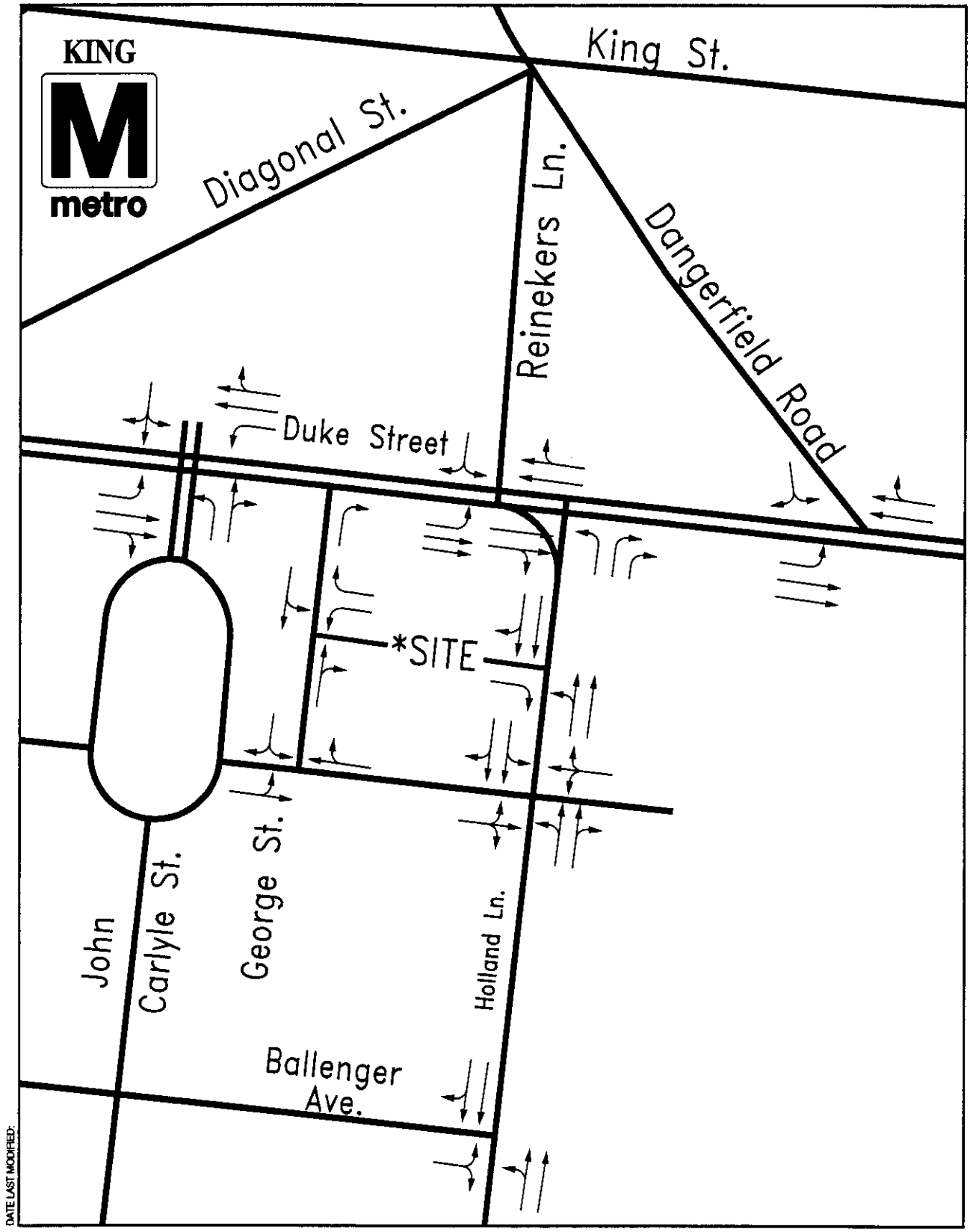


Figure 8
Total Future Lane Configuration

FUTURE CONDITIONS WITH DEVELOPMENT (OFF PEAK 2020)

Future Background Traffic Volumes

The construction of the proposed development is anticipated to be complete in 2005. Trips associated with this site will not be allowed to access the site via northbound left turns during the peak hours and no-left turns will be permitted at any time out of the site onto Holland Lane. The future off-peak traffic conditions were determined based on the Wilbur Smith Report. The site trips generated for the Whole Foods site were then added to the peak hour traffic conditions in the year 2020. Finally, a 45 percent reduction was used to determine the off-peak conditions surrounding the site.

Future Off-peak 2020 Capacity Analysis

Capacity analysis was performed for the Future Off-peak 2020 conditions with the results summarized in Tables 5. A detailed review of the Synchro analysis is provided in the Technical Appendix.

Table 5
Future Off-peak 2020 Capacity Analysis

Roadway Intersection	Level of Service
	Off Peak
Duke Street and Holland Lane (signalized)	
Overall	**E(74.9)**
Eastbound Approach	E(63.8)
Westbound Approach	F(156.8)
Northbound Approach	F(106.9)
Holland Lane and Whole Food Site Drive (unsignalized)	
Overall	N/A
Eastbound Approach	B(10.5)
Northbound Approach	A(9.7)
Jamieson Avenue and Holland Lane (signalized)	
Overall	A(6.3)
Eastbound Approach	B(14.3)
Westbound Approach	A(9.7)
Northbound Approach	A(6.9)
Southbound Approach	A(3.5)

** HCS 2000 does not calculate an overall level of service for unsignalized intersections*

2020 Off-peak Queuing Along Holland Lane

The estimated maximum queuing for the off-peak hours were determined based on the analysis above. The queuing along Holland Lane under the year 2020 off-peak condition is shown in Figures 9.

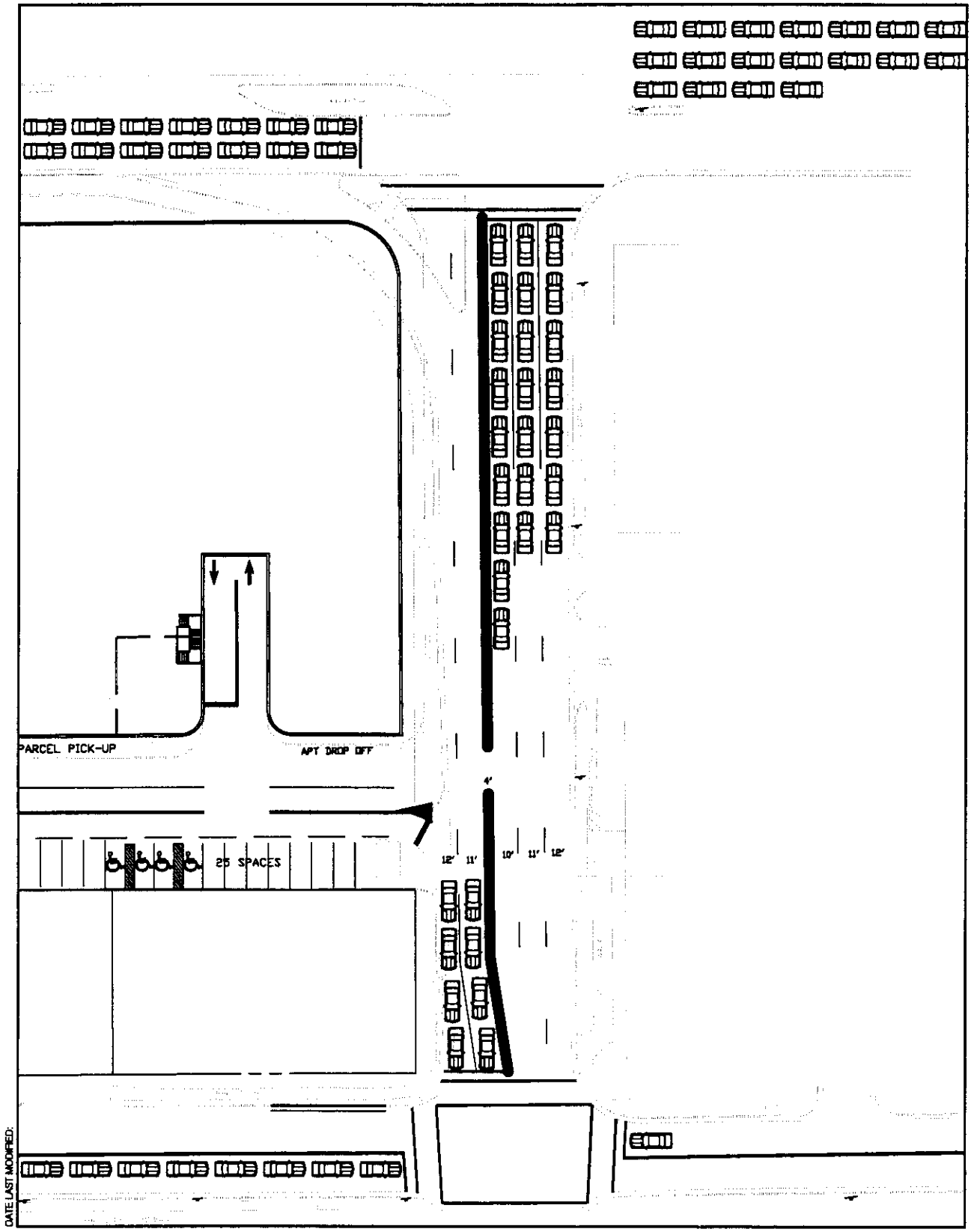


Figure 9
Total Future 2020 Off Peak Queuing Along Holland Lane

PARKING CONDITIONS

Existing Parking Conditions

The project site is located near several major public transportation collectors along Duke Street. A parking occupancy count was collected at similar Whole Foods locations within the Washington, DC metropolitan area to determine a baseline of existing conditions. The following table 6 summarizes two Whole Foods sites within the Metropolitan are collected on Saturday April 20, 2002 between 12:00 PM and 2:00 PM.

Table 6
Exist Parking Survey

Land Use	Quantity	Parking Spaces	Spaces Pre 1000 sq. ft	Observed Occupancy
Clarendon Fresh Fields	33,100 S.F.	108	3.26	85%
Georgetown Fresh Fields	35,200 S.F	202	5.74	83%
Proposed 1700 Duke Street	42,163 S.F.	149	3.53	N/A

Total Future Parking Conditions

Parking Supply

The developer will provide 276 below grade parking spaces and 22 above grade parking spaces at the new Whole Foods site. The spaces that will be provided in a parking structure will have full access from Georges Street and Right-in/Right-out access from Holland Lane, with southbound left turns into the site being permitted during off peak hours.

With its close proximity to the King Street Metrorail stations and with several bus lines traveling on Duke Street, there is expected to be a high usage of transit. The residential density of this area also encourages walking and biking to and from the site.

Parking Demand

Based on the land use of the proposed development and the mode choice, the following table 7 shows the projected parking demand. The number of parking spaces required for this site are based on the recommended ranges in the Parking Supply required base on ITE's Parking Generation 2nd Edition.

Table 7
Parking Supply Required by the Developer According ITE Trip Generation

Use	Quantity	Suggested ITE Peak Parking Demand
Whole Food Super Market	42,163 S.F.	**142 parking spaces**
Apartments	129 Units.	**155 parking spaces**
TOTAL SPACES NEEDED		**297 parking spaces**

DEMAND MANAGEMENT PLAN

Designated Transportation Management Plan Coordinator

Plan Coordinator. The developer agrees to designate a Transportation Management Plan Coordinator to promote and follow through with the Transportation Management Plan.

Ridesharing Marketing

Information Dissemination. The developer agrees to promote ridesharing by displaying information material in high-profile areas.

Transit Program and Metro Check

A Subsidized Program could be Implemented.

On-site Construction
Bicycle Storage. Bicycle storage facilities could be provided at the site in a highly visible area, well-protected from the weather.

Off-site Construction

Pedestrian Enhancements. No enhancements are necessary due to the crosswalks provided at all four intersections included within this study.

Monitoring and Compliance

The developer will fully comply with the transportation management plan set forth by the City.

Conclusions

This TDM program for the City of Alexandria by the developer will have several components so that these measures will reduce single occupancy vehicle use. The City's goal of reducing peak hour single occupant vehicle work trips will be completed by the following methods implemented by the developer of this site:

- Promote ridesharing
- Designated Transportation Management Plan Coordinator
- Conduct parking management
- Promote transit
- Construct on-site facilities
- Comply with City requirements

The existing measures alone will help reduce the traffic within the vicinity of the site. Additional measures will help reduce congestion within the area.

STUDY CONCLUSIONS

1. The results of the existing capacity analysis indicate that all of the intersections with the exception of the Duke Street / John Carlyle Street intersection under PM conditions operate at an acceptable over-all LOS "D" or better during the A.M. and P.M. commuter peak hours. All other intersections operate at acceptable over-all levels of service.

2. The results of the future background capacity analysis indicate that all of the intersections with the exception of the Duke Street / John Carlyle Street, Duke Street / Holland Lane, Duke Street and Reinekers Lane, and Holland Lane and Bellanger Avenue intersections under AM and PM conditions operate at an acceptable over-all LOS "D" or better during commuter peak hours. All other intersections operate at acceptable over-all levels of service.

3. The results of the total future (2005) capacity analysis indicate that all of the intersections with the exception of the Duke Street / John Carlyle Street, Duke Street / Holland Lane, Holland Lane and Bellanger Avenue, and Duke Street and Reinekers intersections under AM and PM conditions operate at an acceptable over-all LOS "D" or better during commuter peak hours. The failing levels of service is either and existing condition or future background condition not caused by the Whole Foods development. The Whole foods development will have limited access to the site during the AM and PM commuter peak periods and thereby limiting there impacts on adjacent intersections. All other intersections operate at acceptable over-all levels of service. All other intersections operate at acceptable over-all levels of service. Some of the side street intersection approach levels of services do not operate at acceptable levels of service under future background conditions. This degradation in LOS allows for a more efficient mainline along Duke Street during the Peak conditions.

4. The results of the total future 2020 (off-peak) capacity & queuing analysis indicate that all of the intersections within the vicinity of the site along Holland Lane will operate at an over-all levels of service "E" or better and allow for the storage space necessary to queue vehicles in the appropriate lanes without impeding on adjacent intersections.

JF

18

APPLICATION for SPECIAL USE PERMIT # 2002-0047

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, DC20015

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

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

PROPOSED USE: Transportation Management Plan is submitted for approval in conjunction with a CDD Special Use Permit for a Mixed-Use Development including retail and residential uses. (TMP)

1700 Duke St

THE UNDERSIGNED hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

Harry P. Hart
Print Name of Applicant or Agent

Signature

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

(703) 836-5757 (703) 548-5443
Telephone # Fax #

307 N. Washington St., Alex. VA 22314
City and State Zip Code

April 22, 2002
Date

RECEIVED
APR 22 2002
PLANNING & ZONING

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: Date & Fee Paid: $

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

ACTION - CITY COUNCIL: **9/14/02PH--CC approved the Planning Commission recommendation.**

15 - 19
9-14-02

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

OF COUNSEL
CYRIL D. CALLEY
ROBERT L. MURPHY

September 13, 2002

The Honorable Kerry Donley and Members of the City Council
c/o City Clerk
City Hall, Room 2300
Alexandria, VA 22314

Re: 1700 Duke Street Project, Docket Items 15-19
MPA #2002-0003
CDD # 2002-0002
DSUP # 2002-0009
SUP(TMP) #2002-0047 and
Vacation # 2002-0001

Dear Mayor Donley and Members of City Council:

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 14, 2002 Planning Commission docket:

Docket Item 17, 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 as depicted in Attachment #1."

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. 59 (2)(a):

"Special construction methods to reduce noise transmission, ~~including~~ 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 a the Certificate of Occupancy for the ~~building~~ grocery store."

Condition No. 76:

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

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. ~~At least one space shall be within the parking structure~~."

Docket Item # 19, Vacation # 2002-0001

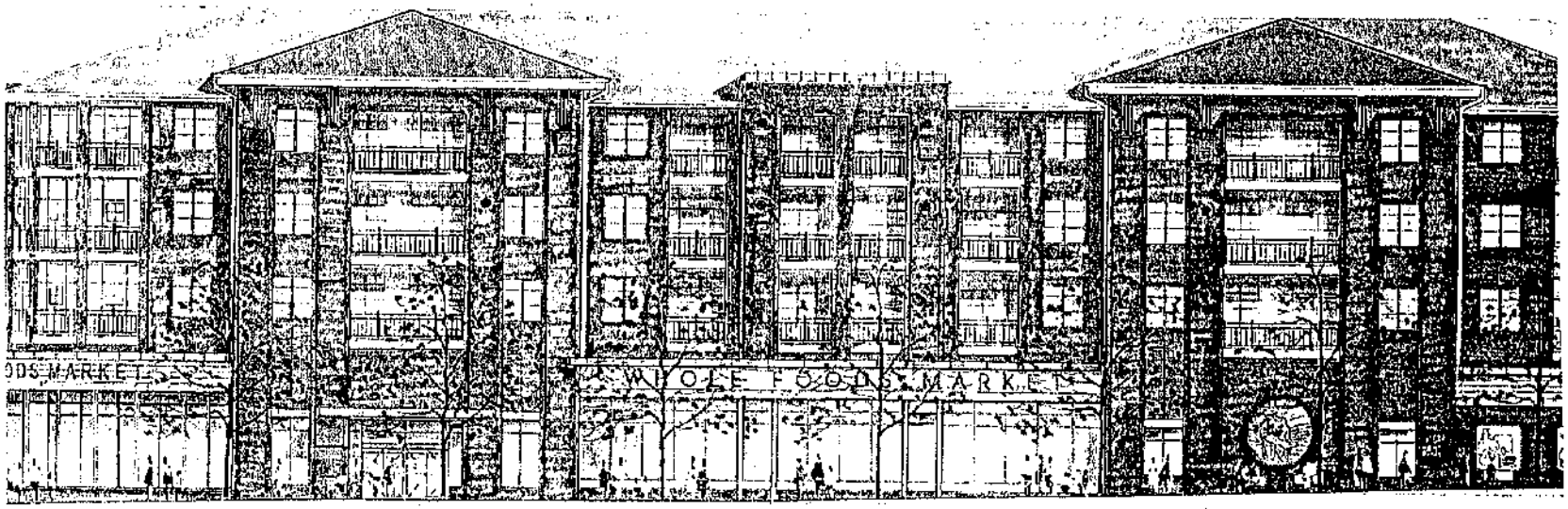
Condition No. 1 should read:

"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. The cost of the undergrounding shall be verified by the Director of T&ES. The applicant shall be responsible for performing the work and 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 fee shall be paid for the land prior to release of the final site plan~~."

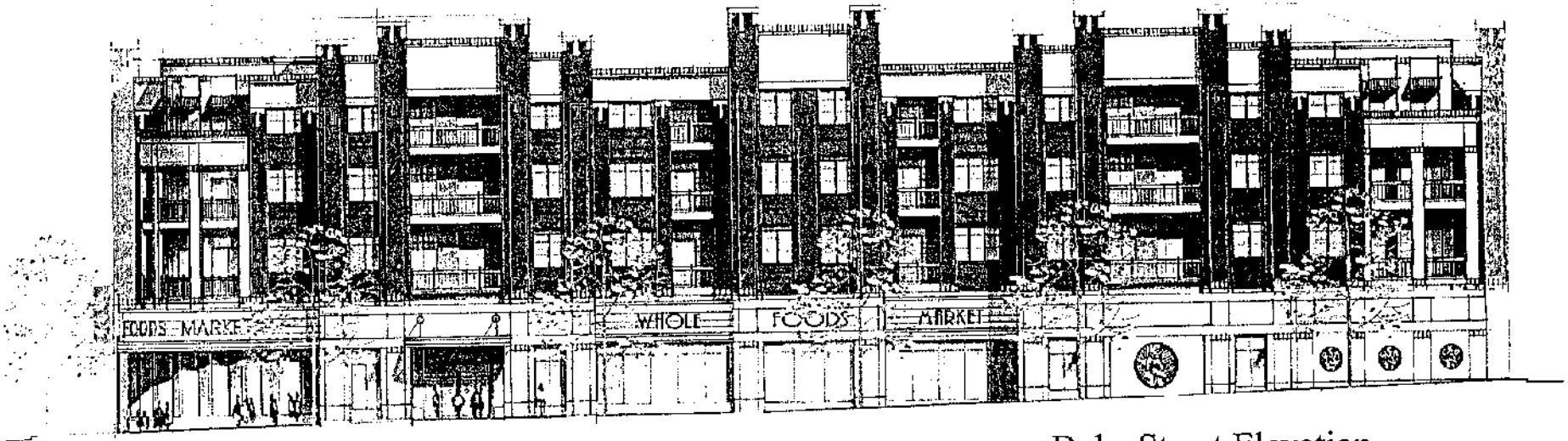
17
9-14-02

ATTACHMENT 1

Applicants Proposal



Staff Proposal



Duke Street Elevation
DSUP # 2001-0009