

City of Alexandria, Virginia

MEMORANDUM

DATE: JANUARY 16, 2004

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THROUGH: PHILIP SUNDERLAND, CITY MANAGER *PS*

FROM: RICHARD BAIER, DIRECTOR, TRANSPORTATION & ENVIRONMENTAL SERVICES *RBA*
 EILEEN FOGARTY, DIRECTOR, PLANNING AND ZONING *EF*

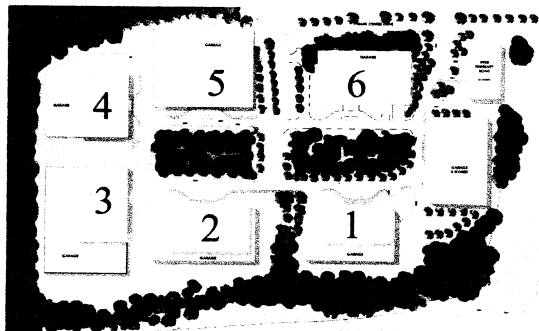
SUBJECT: MARK CENTER - PLAZA IA AND PLAZA IB

BACKGROUND:

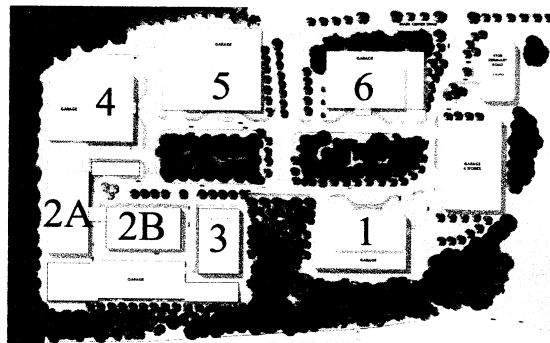
At the January 6, 2004, Planning Commission hearing, the Commission unanimously recommended approval of an amendment to the approved development special use permit (DSUP #99-0032) and transportation management plan. The Mark Center Plaza site consists of six buildings that were approved by the City in 1999. Buildings #1 through #5 have preliminary approval and do not require subsequent approvals, building #6 has conceptual approval. Two of the six buildings (building #1 and building #4) have been constructed.

Current Approval

Proposed Amendment



Note: Buildings #1 and #4 have been constructed.



Note: Buildings #1 and #4 have been constructed.

The applicant's request to amend the current approved plan consists of the following:

- Reducing the height and mass of building # 2 and building # 3.
- Preliminary development plan approval for office building #6.
- Construction of roadway, landscape and pedestrian improvements at the intersection of Seminary Road and North Beauregard Street.
- Increasing open space by 2.5 acres by removing the ramp option.

The proposed amendment is consistent with the density, parking, traffic generation and use with the previous development special use permit; however, the plan amendment provides significant enhancements that include:

- Increased open space.
- Tree retention.
- Enhanced building design.
- Reduced building height.
- Pedestrian, landscaping and street improvements.
- Additional transit subsidies that amount to approximately \$240,000.
- Additional TMP requirements.

There have been five community meetings to discuss this project with six adjoining civic groups and associations. The concerns raised throughout the community process and by the speakers at the Planning Commission related to traffic generated by the proposed development. The areas of concern raised by the Planning Commission related to traffic and proposed roadway improvements. The Commission found that the traffic concerns and proposed street improvements are addressed by the staff recommendations. The following is an overview of the traffic and parking information discussed during the Commission hearing.

TRAFFIC:

As depicted in the table below the currently approved buildings will generate 1,801 AM peak hour trips 1,871 PM peak hour trips. Building #6 will generate an additional 481 AM peak trips and 449 PM peak trips with the proposed improvements on both Seminary Rd. and N. Beauregard St. The morning and evening peak periods are projected to continue operating at level of service "D" or better.

*Table # 1
Traffic Generation*

	(AM Peak Trips)	(PM Peak Trips)
Current Approval Buildings # 1-5	1,801	1,871
Building # 6	481	449
Total	2,292	2,320

Note: * Ninety percent of all trips are assumed to be by automobile with the remaining 10% by transit.
* Building #6 has conceptual approval, buildings 1-5 have preliminary approval.

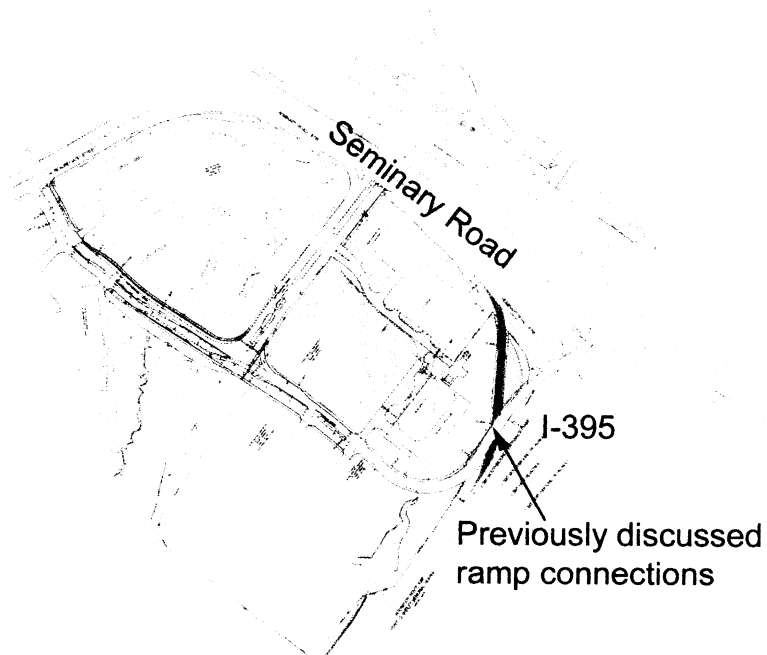
To mitigate the traffic impact of the development, a recommended condition of approval is to construct the following::

- One additional turn lane to provide a total of three left turn lanes from northbound Seminary Road to westbound Beauregard Street, in addition to improving pedestrian crossings and modifying the existing traffic signal at this intersection.
- Providing dual left-turn lanes from westbound Beauregard Street to southbound Mark Center Drive, in addition to pedestrian crossing and traffic signal improvements at this intersection.
- Providing dual right-turn lanes from eastbound Mark Center Drive to southbound Seminary Road, along with pedestrian crossing improvements and traffic signal modifications.
- Enhanced sidewalks, landscaping and pedestrian crossing at each of these intersections.

I- 395 INTERCHANGE:

An earlier condition of approval required that the applicant work with the City to investigate alternatives for providing for a direct connection into the project from the existing I-395 interchange with Seminary Road. The City has concluded that this direct connection is not a feasible or desirable. Further consideration of the direct ramp connection alternative is not advisable. Therefore, the applicant has fulfilled the intent and obligation of the previous condition to explore the possibility of an interchange ramp or construct comparable road

improvements. The approval does not meet the interchange criteria of the Federal Highway Administration and if constructed the proposed interchange would attract a significant amount of additional traffic into the Seminary/Beauregard corridors.



PARKING:

The amount of parking is similar to comparable office developments in close proximity and is consistent with the current approval in 1999 as depicted below.

Table # 2
Parking Approvals

	Approved Parking Spaces Under DSUP#99-032	Parking Spaces Under DSUP#2003-0038
Buildings #1 and #4	1,435	1,435
Remaining Buildings	6,288	6,097
Total	7,723	7,532

Table # 3
Parking Comparison

ADDRESS	COMPLEX NAME	Parking Ratio	Rentable Building Area	Year Built
1705 N. Beaugard	The Mark Center	3.50	374,616 Addition	
13461 Sunrise Valley Drive	Dulles Park Technology Center	3.70	182,527	1999
11720 Plaza America Drive	Plaza America Tower 3	3.60	279,012	2002
1650 Tysons Boulevard	The Corporate Center at Tysons II	3.60	375,000	1989
8401 and 8405 Greensboro Drive	The Greensboro Corporate Center	3.34	418,302	2000

The above comparisons depict parking ratios that are similar to that proposed by the applicant in this case. While in concept the overall parking ratio is consistent with other office parks within the region, it is also the goal of staff to minimize single-occupancy vehicles and maximize the use of the private shuttle service and the adjoining public bus service. Staff supports the proposed development contingent upon the adoption of market rates for parking during peak hours, preferential parking for carpools and vanpools, and subsidies for mass transit.

A recommendation of approval is that the parking fees for office tenants be set at market rates to discourage single occupancy vehicles. Eliminating free parking will be a strong disincentive for single occupancy vehicles and will encourage the use of mass transit. When employees have to pay market rates for parking, many of them use mass transit.

In the case of government offices, parking is generally offered at market rate prices for the employees and is generally not incorporated as part of the lease agreement. For tenants who elect to provide free parking for employees, staff has included a recommendation of approval that requires that these tenants provide a comparable financial subsidy for employees that use mass transit. In these cases, the tenants would provide a mass transit subsidy (in addition to the amount contributed to the TMP fund) equal to one-half of the required TMP contribution for the first two (2) years of the building's occupancy.

CONCLUSION:

The proposed amendment will provide significant public benefit by retaining additional open space through the elimination of a previously required interchange access ramp from along I-395, which would have resulted in the loss three acres of open space and woodland. The proposed amendment is consistent with the density, parking and use with the previous development special use permit. However the plan amendment provides significant enhancements that include increased open space, tree retention, enhanced building design, reduced building height, pedestrian, landscaping and street improvements and additional mass transit subsidies that amount to approximately \$240,000 (\$120,000/year).

Docket Item # 9
DEVELOPMENT SPECIAL USE PERMIT #2002-0038
MARK CENTER - PLAZA I

Planning Commission Meeting
January 6, 2004

ISSUE: Consideration of a request for a development special use permit, with site plan, for construction of buildings on Plaza IA and Plaza IB, and request for an amendment to the Transportation Management Plan (TMP).

APPLICANT: The Mark Winkler Company
by J. Howard Middleton, attorney

LOCATION: 1897 North Beauregard Street

ZONE: CDD/Coordinated Development District

PLANNING COMMISSION ACTION, JANUARY 6, 2003: On a motion by Mr. Dunn, seconded by Mr. Komoroske, the Planning Commission voted to recommend approval subject to all applicable codes and ordinances and the staff recommendations. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission agreed with the staff analysis and conditions. The Planning Commission acknowledged the citizen concerns for traffic impacts. The Planning Commission also cited that the proposed amendment was consistent with prior approvals and was not increasing development from what had been previously approved. On the issue of traffic, the Planning Commission believed that the proposed alternative roadway improvements would be sufficient to accommodate traffic being generated by the proposed development.

Speakers:

Mr. Howard Middleton, attorney, represented the application.

Richard Somers, 5000 Heritage Lane spoke on behalf of Seminary Park Civic Association in support of the application and indicated a desire to participate in the joint traffic study committee.

Lynn Bostain, President of Seminary West Civic Association, spoke in opposition expressing specific need for an independent traffic analysis. In addition she also cited concerns regarding the number of increased travel lanes at I-395, safety of the proposed triple left hand turn onto N. Beauregard St. from Seminary Rd. and additional traffic from the proposed office project.

Stephen Dujack, President of Dowden Terrace Civic Association, spoke in opposition citing that the I-395 interchange should be retained as an option. He requested that the application be deferred to allow for examination of other traffic options.

Susan Gibson, Fillmore Avenue, spoke in opposition citing concern for cut-through traffic and the need for a larger-scale traffic study of the area.

David Dexter, Westridge Homeowners Association, spoke in opposition stating that there is too much parking being provided and that there appears to be a disconnect between the number of projected peak hour trips versus the number of parking spaces. Also supported the request for an independent traffic analysis.

Genny Bowden, Beauregard Manor Homeowners Association and North Morgan Street Traffic Committee, spoke in opposition citing the need for an independent traffic analysis.

Jonathan Johnson, 319 Fillmore Avenue, spoke in opposition citing a need for exploring alternatives and the need for an independent traffic analysis.

Richard Kain, resident, spoke in support of the application but expressed concerns with traffic city-wide. He inquired as to how many other projects are out there and the need for the City needs to be more proactive with regard to traffic analysis.

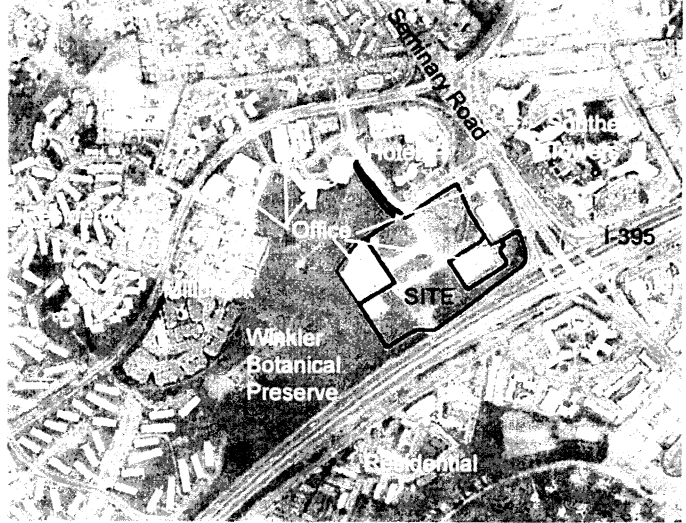
Jack Sullivan, resident, spoke in support of the application and that it was consistent with the planning efforts and requirements of the CDD plan that was adopted 1992.

Theresa Pugh, 2313 North Tracy Street, spoke in opposition expressing concern for background traffic and the need for an independent traffic study.

I. EXECUTIVE SUMMARY

A. Overview

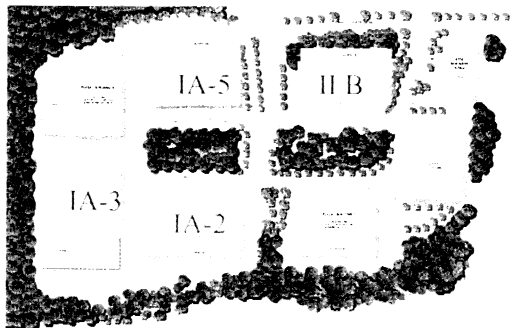
The applicant is requesting an amendment to the current approved development special use permit with site plan (DSUP#99-0032) for the Mark Center site on the southern portion of Seminary Road and west of Shirley Highway/I-395. Staff supports the proposed amendment, subject to the recommendations included in this report. The proposal is in substantial compliance with the previous development special use permit and site plan; however, substantial open space, tree retention, building design, pedestrian, landscaping and street improvements are proposed as part of this amendment to the current approved plan. The applicant has worked extensively with staff and the community throughout the review process to address concerns regarding traffic, pedestrian circulation, parking, building design-scale, and open space. The primary concern expressed by the community has been the traffic associated with the proposed development.



The following amendments to the current plan are proposed:

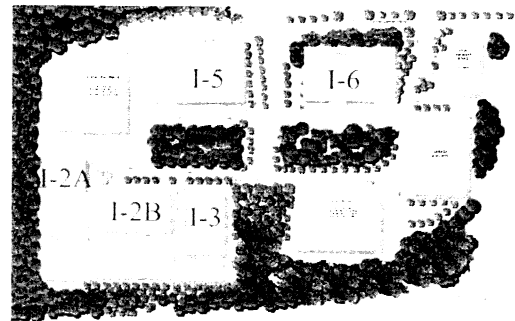
- Three building footprints, instead of the two building footprints on the current site plan.
- Reduction of overall building heights.
- Preliminary development plan approval for a 370,000 sq. ft. office building #6.
- Construction of roadway, landscape and pedestrian improvements at the intersection of Seminary Road and North Beauregard Street;
- Elimination of the possible ingress/egress from I-395.
- Amending the approved transportation management plan (TMP).

Current Site Plan



PREVIOUSLY APPROVED PLAN

Proposed Site Plan



PROPOSED SITE CONCEPT PLAN

2, A

The site is part of a coordinated development district(CDD) which has been approved for office development since 1995 and has preliminary site plan approvals for this site (excluding building #6, which has conceptual approval). The proposed use and scale of buildings are consistent with what has been envisioned by the current zoning and Master Plan. The primary revisions to buildings #2A, #2B and #3 are intended for a high-tech government office (Missile Defense Agency), which is considering this site and other potential sites in the Washington, D.C. metropolitan area.

While staff is recommending approval, there are several issues. These issues can be addressed by implementing the recommendations of approval.

- **Transportation Management Plan–Parking**
- **North Beauregard Street and Seminary Road Street and Pedestrian Improvements**
- **Visibility of buildings #2, 2A and 3 from I-395**
- **Proposed Building Design–Building Scale**

Transportation Management Plan(TMP) –Parking

The applicant is requesting an amendment to the existing transportation management plan. While the applicant has provided successful mechanisms to encourage mass transit ridership (such as a shuttle service for the resident and office tenants, as discussed in more detail below), staff is recommending additional provisions to encourage mass transit ridership and minimize single-occupancy vehicles that include:

- Promoting the use of transit, carpooling/vanpooling.
- Providing a minimum 20% discount for Metrorail, Metrobus, DASH.
- On-site shuttle service.
- Staggered work hours.
- Providing and maintaining bus shelters on the site.
- Bicycle storage facilities.
- locker room and shower facilities.

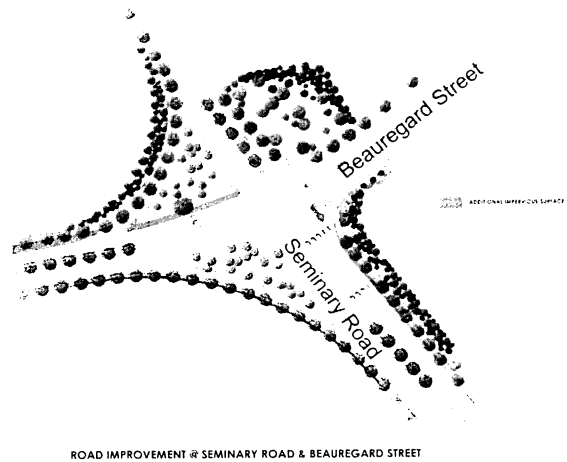
Buildings # 2A, 2B, 3, 5 and 6 also include the following:

- Requiring market rate pricing for all parking spaces.
- Where the cost of parking is built into the lease structure, employees will receive a parking subsidy equal to one-half the monthly parking rate.
- A Guaranteed Ride Home Program.
- A share car program (Zipcar and Flexcar)
- Ridesharing.
- Participation in Ozone Action Days and other regionally sponsored clean air, transit, and traffic mitigation promotions.

Traffic, Street and Pedestrian Improvements

To address the traffic that is anticipated as part of the proposed development, staff recommends:

- Construction of a triple left-turn lane from Seminary Road south to North Beauregard Street.
- Construction of a dual left-turn lane from southbound North Beauregard Street to Mark Center Drive.
- Construction of dual right-turn lanes from Mark Center Drive to Seminary Road.



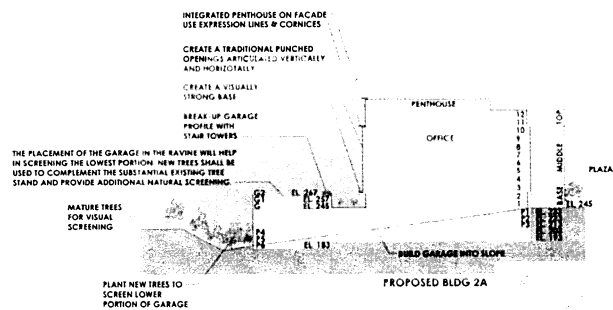
The proposed development originally included the construction of an interchange connection from southbound I-395 to the site. Such a connection would require the removal of a large wooded and open space area and create numerous aesthetic and circulation concerns. As part of this approval, staff is recommending the elimination of the previous recommendation; rather, staff is recommending provision of additional lane improvements (as outlined above), landscaping and pedestrian improvements. These improvements will accommodate the proposed development and eliminate the need for a ramp connection from I-395.

Visibility of Buildings #2, 2A and 3 from I-395

Staff identified an early concern with the project related to the visibility and appearance of the buildings and parking garage from I-395. The buildings, especially the upper portions, will be visible from the highway, making the treatment and design of the buildings important for this visually prominent location.

The parking garage is setback from I-395 approximately 110 feet. Because of the considerable change in grade, a significant portion of the garage will not be visible from the highway. To mitigate views of the parking garage, staff recommends the provision of openings that appear as windows, and the use of materials similar to those on the building facades. In addition, a recommendation is additional landscape screening, and requiring the applicant to work with the Virginia Department of Transportation to provide additional landscaping/screening within the highway right-of-way.

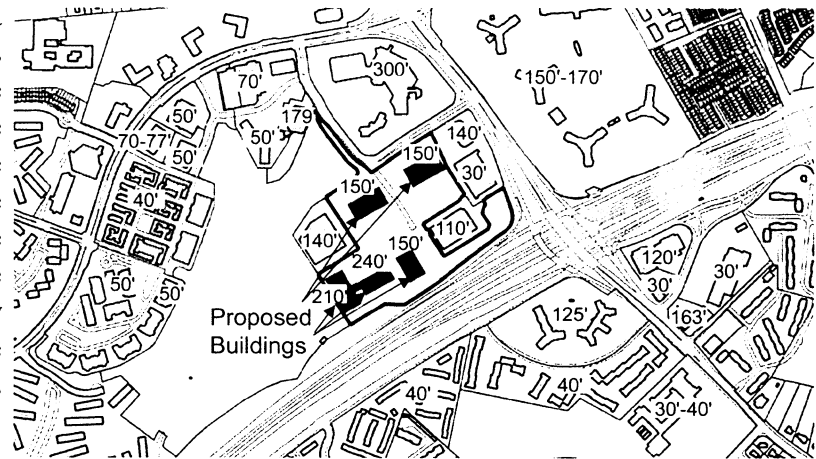
Building Cross-Section



Proposed building design–building scale

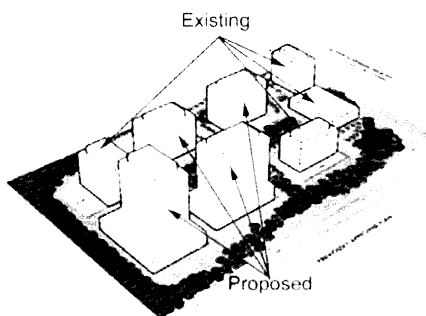
The primary building footprints and heights that are being revised as part of this application are for buildings #2, #2A and #3. As discussed above, these buildings are adjacent to I-395, where portions of the buildings will be visible. The applicant has worked with staff to address this issue by varying heights of buildings, in order to create an interesting skyline and building profile; articulating the buildings, in both plan and vertical elevation, through the use of building offsets; and spacing the tower elements, in order to provide views through the building complex.

The CDD zoning permits a relatively high density and heights up to 250 ft. in this portion of the site. Staff supports the height of the proposed buildings because of the compatible height with the adjoining buildings (which range from 150 to 300 ft.), and because this area is envisioned for density and height by the Master Plan. The height of the buildings are also less than the current approved plan.

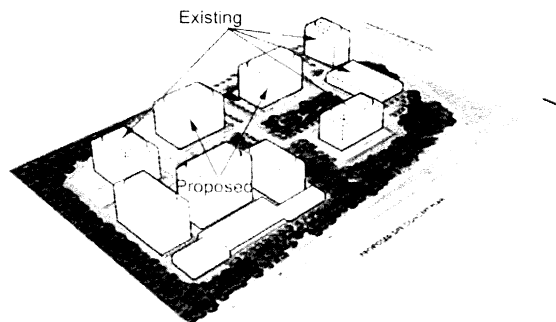


The current approval permits two buildings with 18 floors that are 250 ft. tall. The proposed amendment includes three smaller buildings (building #2A, 210 ft. high; building #2B, 240 ft. high; and building #3, 150 ft. high) with the same overall square footage of the current approval of two office buildings. Staff supports the overall reduction in height and the variation in height that is being proposed for buildings #2, #2A and #3.

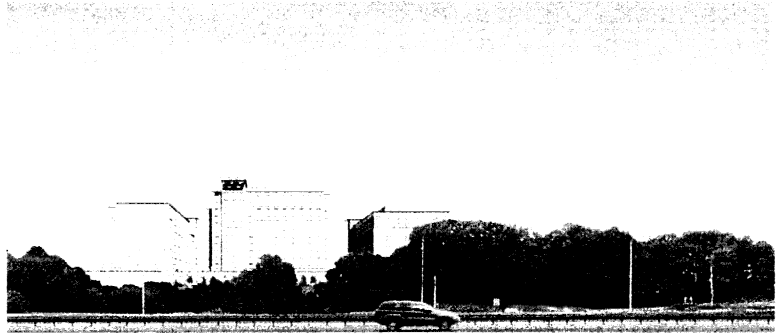
Current Buildings



Proposed Buildings



While staff supports the overall mass and height, this approval is based upon a design that is consistent with the intent of the CDD zone to provide “the highest quality of urban and architectural design...” The buildings consist of masonry building materials (brick, stone or precast concrete) and are well designed, including the architectural treatment of parking garages. The recommendation of approval is also based upon the



VIEW FROM I-395

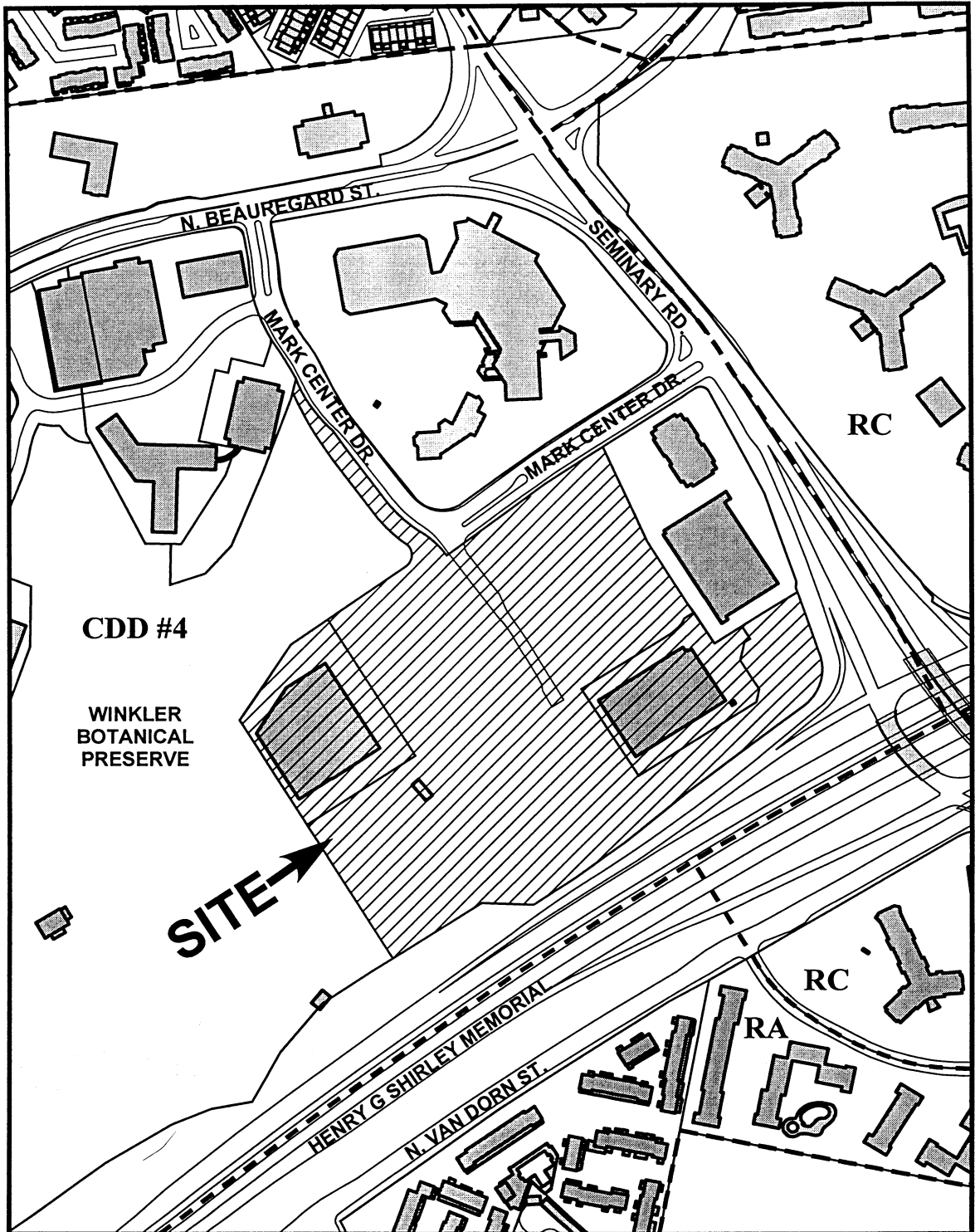
reduction of the perceived mass of the buildings, through use of varied roof lines; vertical fenestration (window patterns); traditional base, middle and top; and step-back of the mass at the upper levels.

C. Community Concerns

The applicant and staff conducted five community meetings for this project with Seminary West Civic Association, Seminary Park Community Association, Holmes Run Park Committee, Seminary Hill Civic Association and representatives of Dowden Terrace Civic Association and Westridge Civic Association. The principal area of concern identified by the citizens centered on transportation issues. The specific areas of concern and the issues raised included:

- Impact of traffic and potential for neighborhood traffic
- Potential for increased neighborhood cut-through traffic to Columbia Pike
- Decrease to traffic signal cycle times for through traffic on Seminary Road
- Triple lefthand turn lanes-safety and delay impacts
- Safety of realigned lanes for westbound Seminary Road
- Provision of safe and accessible pedestrian circulation facilities
- Encouraging the use of mass transit
- Timing for implementation of transportation improvements

The traffic concerns centered on the volume of vehicle trips being generated at full build-out at Mark Plaza and the potential for impacts the neighborhood traffic concerns along Seminary Road. To address these areas of concern numerous street, landscaping and pedestrian improvements are recommended at the intersections of Seminary and Beauregard, Beauregard and Mark Center Drive, and Mark Center Drive and Seminary Road as discussed in more detail below. As a result of these concerns, there will be a joint effort between the City and citizens to form a work group to study alternative solutions for improving the traffic problems along Seminary Road.



DSUP #2002-0038 01/06/03



8

6.1

II. BACKGROUND/HISTORY:

A. CDD - Concept Plan

The Winkler tract was designated as a Coordinated Development District with the adoption of the 1992 Master Plan. The tract consists of the Hamlet garden apartments, the shopping center, the Hilton hotel, and several office developments located along North Beauregard Street. The primary focus of the Master Plan was to allow for concentrated redevelopment in designated areas, permitting the preservation of land for the Winkler Botanical Preserve, located in the central portion of the site, and retaining other woodland and open space areas.

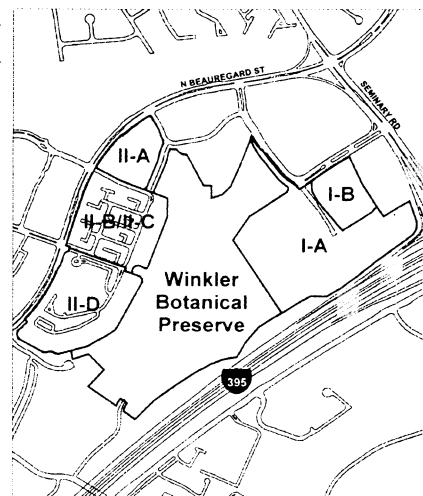
*Table # 1
History of CDD*

June 1992	City Council adopts new zoning ordinance incorporating various Small Area Plans.
December 1995	City approves CDD Concept Plan for Winkler Tract.
December 1995	City approves preliminary Development Plan for Millbrook, Phase I.
December 1995	City approves Preliminary Development Plan for redevelopment of Shops at Mark Center.
September 1996	City approves Preliminary Development Plan for Plaza IIA (18=701 and 1703 North Beauregard).
March 1998	City approves Preliminary Plan for Plaza I-A (including 4825 Mark Center Drive).
March 1999	City approves Preliminary Development Plan for Millbrook, Phase II.
September 1999	City approves amendment to Concept Design Plan and approves amended Preliminary Development Plan for Plaza I-A (including 4850 Mark Center Drive).

* This list does not include smaller approvals, including the relocation of the Maintenance Facility, the construction of the Preserve's ponds or Visitor's Center, and the additions to Clyde's.

On December 16, 1995, City Council approved a Coordinated Development District plan for the Winkler Tract, which outlined the principles and guidelines for redevelopment such as uses, square footages, and heights. Each portion of the CDD development is divided into phases (plazas). The CDD approval is valid for 20 years.

Phases (Plaza Designations)



B. CDD PRINCIPLES

Buildings

The proposed amendment to the plan is generally consistent with the CDD principles with respect to use, F.A.R., height, traffic, parking, and open space. The original CDD approval permits commercial office development up to 2.4 million sq. ft. with an F.A.R. of up to 2.0 on this parcel. The proposed development, when the existing two existing office buildings are taken into account, would yield 2.2 million sq. ft. and slightly less than a 2.0 F.A.R. The heights approved for this section of the CDD are 150 ft., with the possibility that two buildings can be 250 ft. in height. The existing buildings are 140 and 150 ft. high, and three of the proposed buildings meet the 150 foot maximum, while one building is proposed to be 210 feet and one proposed to be 240 feet.

Traffic

The CDD guidelines require submission of a traffic impact study and TMP with each development application, which the applicant has submitted and which is discussed in more detail below. The CDD principles recommend the minimization of surface parking, which the applicant has accomplished by providing a combination of below-grade and above grade parking garages.

Open Space

Mark Center has already met its CDD requirements by establishing a 44-acre botanical preserve, completed in the late 1990s. Public access to the Mark Center's various open space areas is permitted via walkways throughout the site, which access the botanical preserve as well as the other open space features, such as the scenic easement along Holmes Run.

C. Plaza IA, Plaza IB

On March 14, 1998, City Council approved a development plan (SUP #97-0164) for 1.3 million sq. ft. of office space in four buildings on Plaza IA. In 1999, City Council approved an amendment (DSUP #99-0032) to change the internal boundary line designating Parcel IA, in order to add an office building and modify the site plan to reorient the buildings. Two office buildings have been constructed on the site; the Center for Naval Analysis Corporation (CNAC) and the Institute for Defense Analysis (IDA). The applicant, is requesting an amendment of the approved development plan (SUP #99-0032) including the following:

- Three building footprints on the current site plan, instead of two building footprints.
- Reducing the height of three buildings (#2A, reduced from 250 ft. to 210 ft.; #2B, from 250 ft. to 240 ft.; and #3, from 250 ft. to 150 ft).
- Building #5, no changes.
- Preliminary development plan approval building #6, a 374,616 sq. ft. office building. This building received conceptual approval as part of the current site plan.
- Construction of roadway, pedestrian and landscape improvements at the intersection of Seminary Road and North Beauregard Street, including a triple left-hand turn onto North Beauregard.
- Requesting the elimination of the ingress/egress from I-395.

III. PROJECT DESCRIPTION

A. Buildings # 2A, 2B, and 3

Buildings #2A, #2B, and #3 are located on the southeast portion of the site adjacent to I-395. The southernmost building, building #2A, is proposed to be a total of 12 stories with a maximum height of 210 feet. Building #2B is proposed to be 14 stories and a total of 240 feet in height, while building #3 is nine stories with a maximum height of 150 feet. The exterior finish for each of the buildings will be precast concrete similar to the existing two office buildings on site. Six of the parking levels are proposed to be underground, while two are proposed above grade. The parking garage extends beneath each of the three proposed buildings and is also located east of the three proposed structures. The structures will be partially shielded from I-395 due to the topography of the site. Buildings #2A and #2B are accessed by the internal street grid of Mark Center Drive. Mark Center Drive is the primary street serving Plaza IA and Plaza IB.

B. Buildings # 5 and Building # 6

Buildings #5 and building # 6 are located on the northwest portion of the property and are proposed to be constructed of precast concrete. Building #5 is located within Plaza IA, while Building #6 is the only building proposed with this development that will be located in Plaza IB. Building #5 is proposed to be a maximum of 150 feet in height within 11 stories. The building is proposed to be a total of 359,387 sq. ft. of floor area. The parking garage for Building #5 is located primarily below grade.

Building #6 is proposed to be a total of 12 stories and a maximum of 150 feet in height. A total of 374,616 sq. ft. is proposed within these height requirements. Building #6 will contain a total of six levels of underground parking. The site cross-section for Building #6 depicts the entire parking garage below grade. The grade level on the western side of Building #6 creates a natural buffer, so the garage is not visible from Mark Center Drive to the west of this building.

Table # 2
Current and Proposed Plans

	Current Approved Plan	Proposed Plan Amendment
Site Area (Plaza IA and IB)	25.6 acres	25.6 acres
# Buildings	2 constructed, 4 proposed	2 constructed, 5 proposed*

* Proposed Buildings 2A/2B and 3 are proposed in the same location as currently approved for Buildings #2 and #3.

** Note: Sheet 3 indicates that Building 5 is 364,650 sq. ft. and Building 6 is 397,600 sq.ft. The correct square footage amounts are listed on Sheet 1, under site tabulations.

Under the amended approval (DSUP #99-0032), three additional office buildings could be constructed on the Plaza IA site, and under the current approved CDD (CDD#99-02), one building could be constructed on the Plaza IB site. This application requests approval for five buildings between 150 ft. and 240 ft. in height. Four of the proposed buildings would be located within the area designated as Plaza IA and the fifth would be located on what has been designated as Plaza IB (CDD #99-02).

The table below compares the approved and proposed heights and floor areas of each proposed building under this application. The amendment requests a redistribution of floor area among buildings as well as an additional building (although the total area remains the same as originally approved), and the heights have been decreased in two of the proposed buildings in order to provide variety in building heights.

*Table # 3
Current and Proposed Height and Floor Area*

	Current Approved Height	Proposed Height	Current Approved Floor Area	Proposed Floor Area
Building 2A	18 floors/250 ft.	210 ft.	521,250 sq. ft.	369,248 sq. ft.
Building 2B	18 floors/250 ft.	240 ft.	521,250 sq. ft.	416,448 sq. ft.
Building 3	n/a	150 ft.	n/a	222,417 sq. ft.
Building 5	12 floors/150 ft.	150 ft.	325,000 sq. ft.	359,387 sq. ft.
Building 6 (Plaza IB)	150 ft.	150 ft.	374,616 sq. ft.	374,616 sq. ft.
TOTAL			1,742,116 sq. ft.*	1,742,116 sq. ft.*

** These totals do not include the two buildings that have been constructed.*

IV. ZONING

The zoning characteristics of the proposed development are summarized in the table below:

PLAZA I OFFICE COMPLEX		
Property Address:	I-395 and Seminary Road	
Development Site Area:	873,573 sq. ft. (20.05 acres)	
Zone:	CDD #4 with underlying OC/Office Commercial	
Current Use:	Vacant, except two occupied office buildings built under previous approval	
Proposed Use:	Office Commercial	
	<u>Permitted/Required</u>	<u>Proposed</u>
Floor Area	1,742,116 sq.ft.	1,742,116 sq.ft.
FAR	2.0	2.0
Yards	none	N/A
Height	250' maximum for two buildings 150' maximum for other buildings	building #2A-210' #2B- 240' #3- 150' #5- 150' #6- 150'
Open Space	none	6.5 acres
Parking	bldg #2A- 778 spaces bldg #2B- 877 spaces bldg #3- 469 spaces bldg #5- 757 spaces <u>bldg #6- 789 spaces</u> Total 3,670 spaces	bldg #2A- 1,292 spaces bldg #2B- 1,457 spaces bldg #3- 778 spaces bldg #5- 1,258 spaces <u>bldg #6- 1,312 spaces</u> Total 6,097 spaces

V. STAFF ANALYSIS

Staff recommends approval of the proposed development special use permit amendment. The applicant has worked with staff to resolve issues on the design treatment of the remaining buildings and on the proposed roadway, pedestrian and landscape improvements.

The applicant has worked with staff to address:

- The impact of proposed roadway improvement for a triple left-hand turn from Seminary Road onto North Beauregard Street.
- Encouraging mass transit use.
- Encouraging the reduction to the number of single occupancy vehicles.
- Enhanced design treatment of buildings.

Community meetings provided an overview of the project and proposed road improvements. Many citizens expressed concern regarding traffic, but also expressed general support for the project. The community expressed a desire to have the street and pedestrian improvements constructed relatively early in the development process.

A. Traffic

The applicant's proposed improvements will mitigate the traffic impacts from the proposed development. The proposal is projected to generate 534 new morning peak period trips and 499 new evening peak period trips. Ninety percent of these new trips are assumed to be auto-oriented, thus increasing the traffic on the area street network by 481 and 449 vehicles during the morning and evening peak hours, respectively. Vehicle queuing at critical intersections is not expected to extend through upstream intersections. The average delay experienced by motorists at the Seminary Road and Beauregard Street intersection will be 34 seconds during the morning peak period and 35 seconds during the afternoon peak period. Compared to existing conditions, this average delay will not change during the morning peak period and will decrease by about 14 seconds per vehicle during the afternoon peak period.

On the LOS (Level of Service) scale of A to F, D is the generally accepted level for acceptable peak period operations in urban areas. The morning and evening hour rushes in parcels 1A and 1 B rate a D or better. The proposed street improvements will be maintained at least at LOS D, and the traffic study indicates that all intersections in the project impact area can be expected to operate at LOS D or better during both the morning and evening peak periods.

Proposed Street and Pedestrian Improvements

The proposed street and pedestrian improvements include:

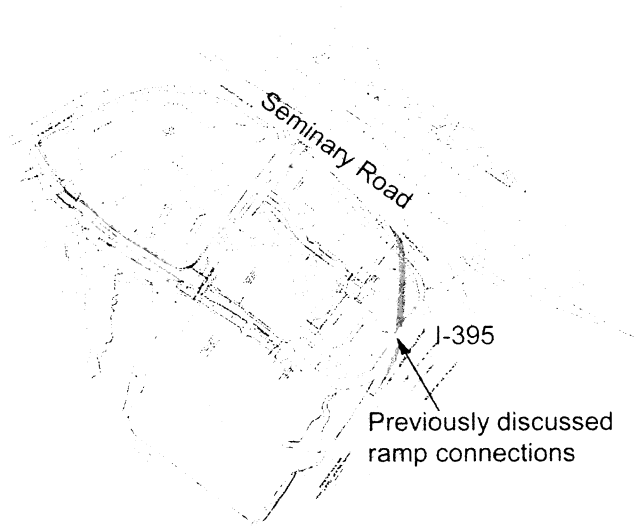
- Constructing additional turn lanes to provide a total of three left turn lanes from northbound Seminary Road to westbound Beauregard Street, in addition to improving pedestrian crossings and modifying the existing traffic signal at this intersection (graphic below).
- Providing dual left-turn lanes from westbound Beauregard Street to southbound Mark Center Drive, in addition to pedestrian crossing and traffic signal improvements at this intersection.
- Providing dual right-turn lanes from eastbound Mark Center Drive to southbound Seminary Road, along with pedestrian crossing improvements and traffic signal modifications.
- Enhanced sidewalks, landscaping and pedestrian crossing at each of these intersections.

I-395 Interchange:

An important issue addressed during the review of this application was an earlier condition of approval requiring the applicant to work with City staff to investigate alternatives for providing a direct connection into the project from the existing I-395 interchange with Seminary Road.

Staff and the applicant have concluded that this direct connection is not a feasible nor a desirable alternative. The primary reasons for this finding are:

- Federal Highway Administration (FHWA) and Virginia Department of Transportation (VDOT) policies for new or modified interchanges on the Interstate System require connections to public roadways only. As such, a direct connection between the site and the Seminary Road interchange would violate the current policies of the approving agencies.
- FHWA and VDOT policies also require that all reasonable alternatives, including improvements to local roads and streets, be fully considered in lieu of new or modified Interstate System access. The analyses carried out for the site has demonstrated that local street improvements can adequately serve the projected traffic demand without the proposed access modification.



- FHWA and VDOT also require that any modification of an existing interchange does not have significant adverse impact on the safety and operation of the interchange or the interstate facility itself. In light of the geometry and operational characteristics of the existing Seminary Road interchange (a four-point diamond configuration), it is unlikely that this requirement can be met without major reconstruction of the interchange. Public funding for any reconstruction of this interchange is not available at this time nor in the foreseeable future.
- Independent studies of the potential benefits of modifying the Seminary Road interchange to provide improved HOV access to the interchange service area, including the site, concluded that the primary users of such improvements would be HOV commuters destined for locations farther north along the I-395 corridor. The findings of these studies strongly suggest that the principal users of the proposed direct connection between the Seminary Road interchange and Winkler Plaza would be non-local traffic.
- The loss of a significant amount of trees and open space on the eastern portion of the site

The applicant and staff agree that further consideration of the direct ramp connection alternative is not advisable.

B. Transportation Management Plan (TMP):

The intent of the transportation management plan special use permit is to “to ensure that the adverse and disproportionate traffic and related impacts of such uses are reduced to levels consonant with the public health, safety and general welfare...” The applicant does have an existing TMP that has been effective, with the primary component of the current plan being the existing shuttle service. While staff acknowledges that the current TMP for the site has been effective, staff is recommending additional provisions to further encourage the use of mass transit and minimize the use of single occupancy vehicles.

Existing Shuttle Service

The existing shuttle service provides service to employees between several different locations during and throughout the work day. During the morning hours, a shuttle bus service picks up workers at the Pentagon City Metro station and transports workers to the Mark Center in 15-minute intervals. The Millbrook residential community to the south of the Mark Center is also included within this transportation cycle. This process is repeated during the evening commute.

The Mark Center has a total of four buses in its fleet. The two primary buses are able to transport 37 passengers; the other two, which can transport up to 25 passengers, are employed if a primary bus goes out of service. According to the applicant’s records, in the year ending September 30, 2003 the shuttle bus service had approximately 115,000 riders. Assuming there are 248 work days in a year (12 holidays and 104 weekend days), a total of 463 riders per day utilize the shuttle service. This averages roughly 20 riders per round trip, and 23 round trips per day. The shuttle service is also handicap accessible.

Currently the shuttle service operates from 6:00 a.m. to 7:10 p.m. With the additional number of employees who will utilize this site, staff is recommending that shuttle service be extended until 8:00 p.m. The extension of passenger shuttle hours will further assist with traffic mitigation. In addition to the morning and evening service to the Pentagon City Metro station, the Mark Center also has two 15-seat passenger vans that transport workers to and from the Pentagon. The passenger vans are therefore able to reduce the amount of traffic during non-peak driving hours.

By providing the shuttle buses for non-peak hour trips, the Winkler Company has committed itself to a policy of air pollution reduction. Beyond the traffic reductions provided by the passenger van, the Mark Company also is committed to a reduction of non-peak driving time by permitting the passenger buses to operate within the Mark Center and to the adjacent shopping community. The buses visit Clyde's restaurant as well as the Shops at Mark Center. Staff finds the establishment of the shuttle bus and passenger van services to be a positive influence on traffic mitigation, as well as a reduction of air and noise pollution.

Recommended Amendments to the Existing Transportation Management Plan(TMP)

Staff is recommending the following recommendations are included as part of the development conditions for this proposal.

- Promote the use of transit, carpooling/vanpooling.
- Provide a minimum 20% discount for transit and rail fare media for Metrorail, Metrobus, DASH.
- On-site shuttle service.
- Staggered work hours.
- Providing and maintaining bus shelters on the site.
- Bicycle storage facilities.
- locker room and shower facilities.

Buildings # 2A, 2B, 3, 5 and 6 also include the following:

- Requiring market rate pricing for all parking spaces.
- Where the cost of parking is built into the lease structure employees will receive a parking subsidy equal to one-half the monthly parking rate.
- Parking spaces for ride-sharing vehicles shall be conveniently located adjacent to garage entrances and exits, and/or elevator locations.
- Ridesharing program.
- Guaranteed Ride Home Program.
- Share car program (Zipcar and Flexcar)
- Participation in Ozone Action Days and other regionally sponsored clean air, transit, and traffic mitigation promotions.

Parking:

The proposed parking ratio is similar to comparable office developments not in close proximity to a Metro station. The chart below lists several other office parks with parking ratios either higher or comparable to the ratios proposed with this development.

Table # 4
Parking Comparison

ADDRESS	COMPLEX NAME	Parking Ratio	Rentable Building Area	Year Built
1705 N. Beauregard	The Mark Center	3.50	374,616 Addition	
13461 Sunrise Valley Drive	Dulles Park Technology Center	3.70	182,527	1999
11720 Plaza America Drive	Plaza America Tower 3	3.60	279,012	2002
1650 Tysons Boulevard	The Corporate Center at Tysons II	3.60	375,000	1989
8401 and 8405 Greensboro Drive	The Greensboro Corporate Center	3.34	418,302	2000

The above comparisons depict parking ratios that are similar to that proposed by the applicant in this case. While in concept the overall parking ratio is consistent with other office parks within the region, it is also the goal of staff to minimize single-occupancy vehicles and maximize the use of the private shuttle service and the adjoining public bus service. Staff supports the proposed development contingent upon the adoption of market rates for parking during peak hours, preferential parking for carpools and vanpools, and subsidies for mass transit.

A recommendation of approval is that the parking fees for office tenants be set at market rates to discourage single occupancy vehicles. Eliminating free parking will be a strong disincentive for single occupancy vehicles and will encourage the use of mass transit. When employees have to pay market rates for parking, many of them shift to other modes.

In the case of government offices, parking is generally offered at market rate prices for the employees and is generally not incorporated as part of the lease agreement. For tenants who elect to provide free parking for employees, staff has included a recommendation of approval that requires that these tenants provide a comparable financial subsidy for employees that use mass transit. In these cases, the tenants would provide a mass transit subsidy (in addition to the amount contributed to the TMP fund) equal to one-half of the required TMP contribution for the first two (2) years of the building's occupancy.

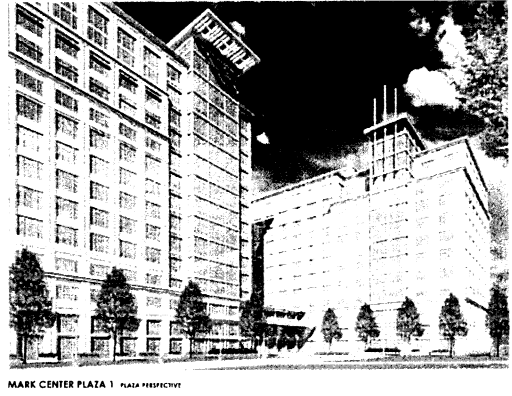
C. Building Design

Buildings #2A, #2B, and #3

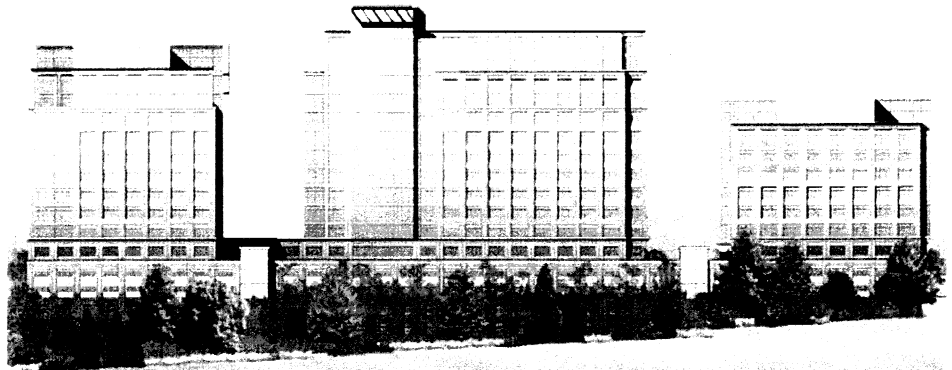
Initially, staff identified the view from I-395 as an important consideration, not only in terms of the mass and bulk of the building, but also regarding the treatment of the parking garage facing the roadway. Both of these concerns were addressed by the applicant.

In the case of the architectural massing, the design has been refined substantially with the addition of setbacks and the creation of a base, middle, and top, through the addition of larger cornices, expression lines, and trim details. Staff recommended setbacks at the tops and notching at the sides be incorporated to reduce the apparent size of the buildings.

The effect has been to create a series of buildings each with its own distinctive shape and profile but related in the architectural elements and materials.



The parking base of the building adjacent to I-395 is proposed to be clad in a dark fieldstone veneer, as is typical of the other Mark Center buildings. Staff recommended that the long face of the garage be broken into three sections through the use of vertical elements. In addition, it is recommended that the material of the parking structure be similar to the design and treatment of the building.



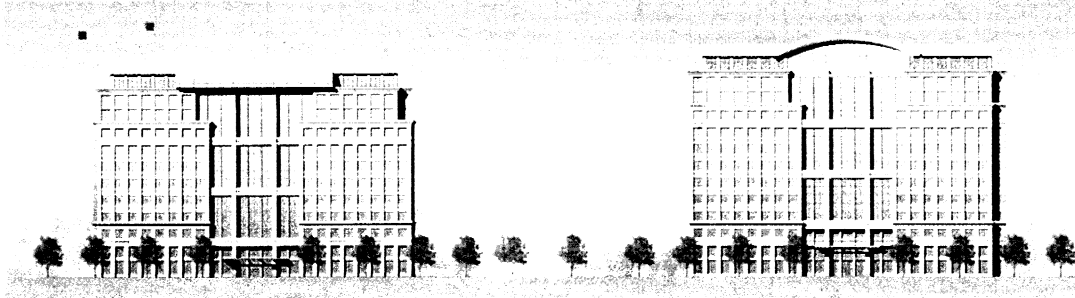
Because of the considerable change in grade, a significant portion of the parking structure will not be visible from the highway. Approximately four to five levels of the parking structure, however, will likely be visible, with portions screened by the existing deciduous and evergreen trees. To mitigate views of the parking structure, staff recommends the provision of openings that appear as windows, and the use of materials similar to those on the building facades and additional landscape screening.

Buildings #5 and #6

The applicant also proposes two buildings on the west side of the office park, which are similar to the other existing buildings in size and shape. These buildings also take the materials and forms from the existing architecture in Mark Center and represent them in an updated manner. The issues raised by staff were similar to the other buildings, addressing building articulation and the treatment and screening of the parking.

Building # 5

Building # 6



At 11 and 12 stories respectively, the buildings are comprised of a articulated three-story base, multi-story middle section (six stories on building #5; six stories on building #6), and two more glassy stories at the top, underneath the most distinctive feature of the buildings—the large curved metal roof. The two buildings are different from each other in the treatment of the roof over the central bays; on building #5 it is an extension of the curved roof, and on building #6 it is a gable-type end of the same geometry as the main roof.

Both buildings are characterized by considerably more relief in the design of the exterior than exists currently in the office park; both buildings have a areas of glass in the centers of the long elevations, creating a visual break between the more solid punched-masonry blocks which form the ends of the buildings. Staff recommended that the applicant do more to articulate these glass areas, to reinforce verticality and eliminate a sense of flatness. This extra recess is also carried at the front entrance in both buildings to enhance the visual perception of the buildings' front doors and some additional recess in the plane of the glass was added by the applicant typically to the first two floors of the building to reinforce the character of the base.

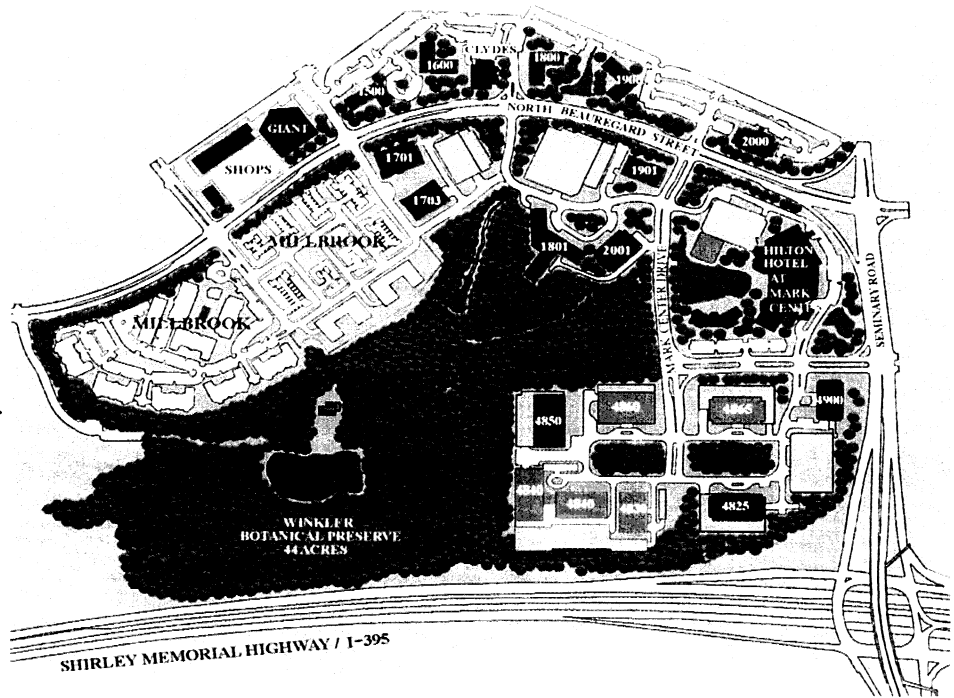
Regarding pedestrian access, the vehicle lay bays were redesigned, to narrow the amount paving devoted to vehicle circulation; the driveway pavement area were made flush with the adjacent sidewalks, to provide for a continuous pedestrian walkway surface; and a minimum 6-ft. wide sidewalk with 6-ft. planting strips for street trees was incorporated.

D. Open Space

The primary area of open space for the development is the Botanical Preserve located in the central portion of the site. The Winkler family had decided to set aside 43 acres for the preserve, and committed to that amount in the City’s Master Plan in 1992. The final dedications of land to the preserve were made in the late 1990s and resulted in a total of 44 acres of preserve land.

The preserve is open to the public and offers an environmental education program to the Alexandria City Public Schools. The preserve partners with Campagna Kids, which offers environmental education to private schools and operates a nature-oriented summer camp. The preserve is also a research facility, conducting studies on urban forest management, native horticulture, and botany, as well as rescuing specimen plants from other sites undergoing development.

In addition to the preserve, another 15 acres of open space in the previous phases, even in instances where open space was not required. Among the open space provided are a 3-acre scenic easement adjacent to Holmes Run channel, with pedestrian and bicycle trail; six man-made ponds or lakes; a minimum 50-foot tree preservation area along Beauregard Street. The applicant has also committed to enhancement of the landscaping in the public right-of-way at the intersection of Beauregard Street and Seminary Road, and continues to maintain the medians along the North Beauregard Street frontage.



PLAZA I CONTEXT PLAN

Although there is not an open space requirement for the current proposal, the applicant does provide 6.5 acres of open space (32%), including 2.5 acres of preserved trees at the central portion of the site and 2.5 acres of preserved trees, located where the proposed off-ramp from I-395 would have been constructed. Twenty-five percent of the site is comprised of these tree preservation areas. When considering both this site and the preserve, nearly half (48%) of the area that was undeveloped at the time of CDD adoption is currently or proposed to be dedicated to the preservation of woodlands.

To put the amount of open space provided at Mark Center into context, the table below compares Mark Center to other CDDs. The amount of open space provided exceeds the amounts provided within other CDDs and generally comes in the form of consolidated, preserved woodlands and open space areas.

Table # 5
Open Space Comparison

	CDD Area	Open Space (including tree preservation areas and public open space)
Mark Center	102 acres (undeveloped area at time of CDD approval)	59 acres (58%)
Cameron Station	164 acres	90.7 acres (55%)
Potomac Yards	166 acres	61.5 acres (37%)
Carlyle	76.5 acres	25.3 acres (33.1%)

E. Green Building Technology

The applicant has committed to environmentally-sensitive methods of building and operation. The applicant will use energy efficient window systems and high-performance glass similar to those used in the existing Plaza I buildings and will designate an area in the loading dock for the collection and storage of recyclable materials. It may be possible to apply these building practices and operations already planned for Plaza I to the Leadership in Energy and Environmental Design (LEED) Green Building Rating System. The system allots points within the following specific categories for environmentally beneficial building materials and design:

- Sustainable Sites
- Water Efficiency
- Energy and Atmosphere
- Materials and Resources
- Indoor Environmental Quality
- Innovation and Design Process

There is not any one single technique for designing and building a green building to these specifications, but certified buildings often preserve natural vegetation, contain non-toxic or recycled-content building materials, maintain good indoor air quality, use water and energy efficiently, conserve natural resources, feature natural lighting, include recycling facilities throughout, include access to public transportation, feature flexible interiors, and recycle construction and demolition waste.

Because these green building technologies require direct involvement with the tenant, builder and architect, and the technologies range from waste management practices to building design, it is difficult to describe or require specific materials and technologies. However, staff has discussed this issue at length with the applicant and the applicant has expressed a desire and commitment to see sustainable technologies used as part of the proposed development. Staff has included a recommendation of approval that encourages the use of sustainable practices for the proposed buildings. Ideally if the tenants were identified staff could have worked with the applicant as part of the approval process to implement specific sustainable practices as part of this approval. However, because these buildings are speculative office buildings, the use of sustainable technologies will require additional discussions with the future tenants to implement these practices.

F. Stormwater Management

The Mark Center property is served by a regional stormwater facility that provides water quantity control and quality treatment. This facility was constructed by the Mark Winkler Corporation in 1992 to address several issues including existing erosion and proposed stormwater management. The streams on the property were severely eroded in the early 1990s and in need of repair. In addition, the owners realized that due to the impending adoption of the City's Chesapeake Bay Ordinance, future development on the property would require stormwater quantity and quality treatment. The design of a series of wet stormwater ponds provided the solution to these issues, while adding to the aesthetic quality of the nature preserve.

The total volume available for quantity and quality controls were established during the initial design and are directly related to the amount of impervious area that drains to the ponds. Each development within the ponds' watersheds indicates its proposed impervious areas, which are then subtracted from the available areas. The project is in compliance with the City's Chesapeake Bay Ordinance.

A standard condition that staff includes on development cases where stormwater management controls exist prior to the current development, reads as follows: *Prior to release of the performance bond, the applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that the existing stormwater management facility adjacent to the project was not adversely affected by the construction and that it is functioning as designed.* This ensures that the controls are functioning properly for the existing and proposed development once construction is complete.

VI. STAFF RECOMMENDATION

Staff recommends approval of the amended development special use permit request, with site plan. The proposed amendment will provide significant public benefit by retaining additional open space woodland areas through the elimination of a previously required interchange access ramp from along I-395, which would have resulted in the loss three acres of open space and woodland. The proposed

amendment is in substantial compliance with the previous development special use permit and site plan; however, substantial open space, tree retention, building design, pedestrian, landscaping and street improvements are proposed as part of this application.

The proposed street, landscape and pedestrian improvements will enhance the existing intersection of Seminary Road and North Beauregard. In addition, staff has been successful in working with the applicant on improving the appearance and screening of the proposed parking garage structure located along I-395, along with significantly enhancing design treatment and articulation of the buildings and landscaping. The staff recommendation is predicated upon the applicant addressing issues related to reducing parking ratios and single-occupancy vehicle trips, in order to lessen potential impacts to the existing traffic circulation system.

STAFF:

Eileen P. Fogarty, Director, Department of Planning and Zoning;
Jeffrey Farnier, Chief, Development;
Gregory Tate, Urban Planner III

VII STAFF RECOMMENDATIONS

A. STREETS / TRAFFIC / PEDESTRIAN CIRCULATION:

1. In addition to other improvements required by specific conditions of this approval, the applicant shall be fully responsible for the design and construction of the following public transportation improvements, including street and pedestrian improvements at the intersection of Seminary Road and North Beauregard Street as represented on the plans dated July 2003, as prepared by Dewberry & Davis, LCC, and shall also include additional refinements that shall include the following to the satisfaction of the Directors of T&ES and P&Z. These improvements shall be completed prior to the issuance of a certificate of occupancy permit for the first building after completion of 600,000 square feet of new buildings on Plaza I.

Street Improvements

- a. A third westbound lane on Seminary Road at the intersection of Seminary Road and North Beauregard Street, along the frontage of the proposed project to provide two through lanes on Seminary Road and three left turn lanes.
- b. The travel lanes on westbound Seminary Road as it approaches the intersection of Seminary Road and North Beauregard Street shall be reduced in width from 12' to 11'- 6" in order to provide a pedestrian refuge.
- c. All proposed medians shall be brick or stamped asphalt.
- d. New or modified traffic signals at the intersections of North Beauregard and Seminary Road, and Seminary Road and Mark Center Drive, and North Beauregard and Mark Center Drive to include black poles, mast arms, pedestrian countdown heads, signal heads, and controllers as required for the improvement of this intersection. The traffic signal poles shall be mast arm poles.
- e. Prior to the start of construction, developer shall submit shop drawings to T&ES for approval for the following equipment: traffic signal poles/masts, LED traffic signals, pedestrian signals, internally illuminated street signs, and traffic and pedestrian signage/poles.
- f. Provide all pedestrian and traffic signage in connection with the intersection improvements.
- g. All driveway entrances and sidewalks in public ROW or abutting public ROW shall meet City standards. Indicate design specification and provide a detail on the plan. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken as part of the intersection improvements.
- h. Indicate the pavement section on the roadway widening typical sections for Seminary Road and North Beauregard Street.
- i. Sign posts shall be 2" diameter galvanized poles painted black; signs shall be Highway C aluminum, 0.080 gauge blank, 3M VIP sheeting.
- j. On the intersection improvement plan, provide existing street information along Seminary Road from the intersection of Beauregard Street to Mark Center Drive and on Mark Center Drive
- k. Provide a detailed traffic signal plan. Provide a signing and marking plan as part

of the final site plan submission.

- l. Install internally illuminated street name signs in connection with the intersection improvements.

Pedestrian Improvements

- m. All sidewalks shall be revised to provide a 6 ft. wide concrete sidewalk with a minimum 4 ft. wide landscape strip adjacent to the street.
 - n. Provide pedestrian count down signals for each pedestrian crosswalk.
Install PRISMA DAPS accessible pedestrian buttons on all pedestrian crossings.
 - o. Pedestrian crossings consisting of colored stamped asphalt, colored bomanite or comparable surface at the following locations:
 - i. Across North Beauregard at the northern crossing.
 - ii. Across Seminary Road at the western crossing.
 - p. For the pedestrian crossing on the western crossing on Seminary Road the proposed painted island shall be converted to a raised island that shall contain a pedestrian refuge.
 - q. All pedestrian and traffic signage, including internally illuminated street signs at the intersection of Seminary Road and North Beauregard.
 - r. Provide benches and trash receptacles for the proposed sidewalk on the northwest portion of the site in the public right-of-way.
 - s. The applicant shall acquire a public access easement for the sidewalk on the northern portion of Seminary Road. The large trees in the proposed sidewalk shall be retained to the greatest extent possible. The applicant shall provide evergreen and deciduous trees to replace any trees that are removed and to provide screening for the surface parking lot.
 - t. Additional landscaping and streetscape improvements shall be provided consistent with the landscape plan dated March 28, 2003 prepared by Oculus and as required below.
 - u. Replace shared ADA ramps with directional ramps dedicated to a single crossing only. On most corners this will mean two ramps per corner.
 - v. Add sidewalks to connect all proposed ADA ramps and crosswalks. (P&Z) (T&ES) (P&Z)
2. The following improvements shall be provided at the intersection of North Beauregard and Mark Center Drive and Seminary Road and North Beauregard to the satisfaction of the Directors of T&ES and P&Z.

Intersection of Beauregard Street and Mark Center Drive:

- a. Proposed painted median shall be a raised median with turf. The median shall include turf and trees to the extent possible.
- b. Provide a bus shelter at the proposed bus lay-by.
- c. Install two ADA ramps on each corner where the curb is being relocated.
- d. Address the relocation of the traffic signal poles caused by relocating the curb.
- e. Developer needs to provide a detailed traffic signal plan.
- f. Install internally illuminated street name signs and count down pedestrian signals

- and PRISMA DAPS push button accessible buttons.
- g. Provide a minimum 6 ft. pedestrian refuge for the pedestrian crossing on North Beauregard St. to the south of the intersection.
- h. A second left-turn lane shall be provided at the southbound intersection of North Beauregard Street and Mark Center Drive as generally depicted on the preliminary plans.

Intersection of Seminary Road and Mark Center Drive:

- i. Install a pedestrian crosswalk with ADA ramps, countdown pedestrian displays and PRISMA DAPS accessible push buttons. The pedestrian crossings across Seminary Road shall consist of brick pavers or colored stamped asphalt or thermoplastic.
 - j. Provide a pedestrian refuge for the pedestrian crossing on Seminary Road. (T&ES) (P&Z)
3. All intersection and street improvements shall be depicted on the final site plan and shall be approved prior to the release of the final site plan for any of the buildings. (P&Z)
 4. A public access easement shall be required for all internal private streets except as may be required by tenants security. (P&Z)
 5. The developer shall propose a solution to restrict traffic coming off of I-395 from using the left turn off of Seminary Road onto Mark Center Drive. (T&ES)

B. PEDESTRIAN - STREETScape - LANDSCAPING:

6. On the final site plan, provide an overall pedestrian circulation plan. Revise the site plan to provide for improved pedestrian circulation and environment by implementing the following changes to the satisfaction of the Director of P&Z. Provide an overall pedestrian connection plan as follows:

General:

- a. Redesign of the building drop-offs to reduce their size and to improve pedestrian access.
- b. Design all driveway entrances and curb cuts to be flush with the adjacent sidewalks, subject to the security requirements of the tenants and occupants.
- c. Provide 6' unobstructed concrete sidewalks and 4 ft. wide landscape strip between the curbs and the sidewalk throughout the development.
- d. Extend island on Mark Center Drive or relocate adjacent to Building #6 to provide pedestrian refuge in the median of Mark Center Drive.
- e. Street intersection radiuses shall be a maximum of 25' on the internal private streets.
- f. Provide handicapped access ramps where needed.
- g. Pedestrian and traffic signage shall be to the satisfaction of the Director of T&ES.

Buildings #2A, 2B and 3:

- h. Relocate building option #2 to enable relocation of the drainage pipe to minimize the loss of trees if feasible.
- i. Where feasible, provide a 6' sidewalk and 4' planter strip along the frontages of the buildings. The sidewalk can be incorporated into the emergency vehicle easement.
- j. Relocate the transformer from in front of the building to behind the front building plane subject to the approval of Dominion Virginia Power and screened with landscaping or architectural treatment.
- k. The circular turn-around area shall be decorative pavers. The width of the drive aisle entrance to the turnaround area shall be decreased from 39.6 ft. to 22 ft. subject to approval by the Fire Marshall.
- l. The proposed parking for "option # 1" shall be setback 8 ft. from the adjoining street to provide an adequate buffer between the sidewalk and street.

Building #5:

- m. Provide landscape hedge to screen surface parking at the south end of the building.
- n. If feasible, shift the loading area east in connection with reducing to two loading spaces instead of three (provided adequate space is also retained for a compactor).
- o. Revise retaining wall on southern portion of the garage to maintain a modified observation lookout.
- p. Redesign Porte Cohere for Building #5 and #6 to be flush with the adjacent pavement. Increase the size of the street side planter island to reduce the amount of overall area devoted to driveway access. Areas shall be pavers (stamped concrete or similar material) to delineate driving area.

Building #6:

- q. Relocate the three 90 degree surface parking spaces at the north end of Building #6 adjacent to the private roadway to extend the existing pedestrian sidewalk connection from where the three spaces are currently shown to connect to private street located to the north.
- u. Reduce emergency vehicle easement width from 24' to 22'.
- r. Provide 4' landscape strip and 6' sidewalk on entire northern length of the site that connects with Mark Center Drive.
- s. Provide pedestrian crosswalk from northeast corner across north street over to crosswalk adjacent to existing parking garage.
- t. Provide 6' sidewalk and 4' planter strip on southeast corner to provide continuous pedestrian connection.
- u. Reduce number of loading spaces from three (3) to two (2) (provided that adequate space can be retained for a compactor) to enable 22' drive aisle width and alignment of the wall with the limits of the underground parking garage and additional setback from the street to reduce the wall height.
- v. Provide a 6 ft. sidewalk and 4' landscape strip along the west side of the building adjacent to Mark Center Drive.
- w. Provide a right-in-right-out island at the southern entrance to the parking garage. (P&Z) (T&ES)

7. Provide overall pedestrian connection plan and provide Handicapped (H.C.) access ramps where needed. (T&ES) (SUP 97-0164)
8. A revised landscape plan shall be provided with the final site plan to the satisfaction of the Directors of P&Z and RC&PA. At a minimum the plan shall provide the level and quality of landscaping depicted on the preliminary landscape plan and the plan shall also provide:
 - a. The perimeter street trees (between the curb and the sidewalk) shall be a minimum of 3" caliper at the time of planting, approximately 30 ft. on-center.
 - b. Provide perimeter street trees (between the sidewalk and the curb) that are 3" caliper and are approximately 30 ft. on-center for the central open space - landscape areas.
 - c. Revise the tree species on the north and south side of Mark Center Drive extension to provide 3" caliper street trees between the sidewalk and curb and street trees on the south areas. These areas should also include evergreen trees to provide screening for the parking garages.
 - d. The trees on the northeastern portion of building # 6 shall be retained as depicted on the pedestrian plan.
 - e. Turf shall be provided for all grass ring- grass paver areas and these areas shall also be irrigated.
 - f. The landscaped and open space areas that are located on top of the underground parking shall be irrigated.
 - g. The proposed landscaping for the intersection of North Beauregard and Seminary Road shall provide a combination of deciduous and evergreen trees as generally depicted on the preliminary plans. The evergreen trees be a minimum height of 6' to 8' and the deciduous trees shall be a minimum 3" caliper.
 - h. The planting depth on top of the planting deck shall be appropriate to the plantings as determined by a registered landscape architect, for example a minimum of 2' of soil depth for shrubs and groundcover and a minimum of 4' of soil depth for trees with adequate drainage to support the trees as generally depicted on the preliminary plan.
 - i. Depict all utility structures, including transformers, on the final development plan. All utility structures (except fire hydrants) shall be clustered where possible and located so as not to be visible from a public right-of-way or property. When such a location is not feasible, such structures shall be located behind the front building line and screened subject to the approval of the applicable utility company.
 - j. Crown coverage which denotes street trees under a separate tabulation.
 - k. All plant specifications shall be in accordance with the current and most up to date edition of the American Standard For Nursery Stock (ANSI Z60.1) as produced by the American Association for Nurserymen; Washington, D.C.
 - l. All work shall be performed in accordance with Landscape Specifications Guidelines 4th Edition as produced by the Landscape Contractors Association (LCA) of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland.

- m. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space.
 - n. The location of all light poles shall be coordinated with the street trees.
 - o. As trees mature they are to be limbed up as necessary to maintain traffic sign visibility. Trees are not to be planted under or near light poles.
 - p. The maximum height for the shrubs is 36 inches.
 - q. No shrubs higher than three feet shall be planted within six feet of walkways.
 - r. All landscaping shall be maintained in good condition and replaced as needed.
 - J. All lawn areas shall be hydro-seeded.
 - k. Augment the existing landscaping and trees along the frontage of Plaza I along I-395 by providing a dense planting of deciduous and evergreen that shall be a minimum 3" caliper and minimum 10-12 ft. tall evergreen plantings.
 - l. Department of Transportation to plant trees within the highway right-of-way.
 - m. Provide a detailed plan for the improvement and maintenance of the trees in the tree save zones. Provide information regarding access to the tenants at Mark Center and the addition of under planting and amenities such as benches and trash cans in the tree save areas.
 - n. Any existing vegetation removed from designated tree save areas as result of the construction of a future roadway connection shall, to the extent possible, be replanted with native species materials to the satisfaction of the Director of P&Z. (P&Z)
9. **(REVISED BY STAFF):** With submission of the final site development plans, for buildings 2, 2A, , 5 and 6 the applicant shall submit detailed plans showing the treatment of the open space areas for each building and the central open area. The plan should include provisions for pedestrian connections, outdoor seating and other amenities to enhance the exterior environment, to the satisfaction of the Directors of P&Z and RP&CA. (P&Z) (RP&CA) (SUP 97-0164)
10. The central open space areas that are bounded by private streets shall be accessible to the office tenants and, subject to the security requirements of the tenants and occupants, the the general public. (P&Z)
11. Show all existing and proposed street lights and site lights on site plan; provide information on type of fixture, mounting height and strength of fixture in Lumens, as well as manufacturers specifications for fixtures. Provide lighting calculations to verify that lighting meets the City Standards and are located to prevent excessive spillover lighting and glare from adjacent properties. (T&ES) (SUP 97-0164)
12. Applicant shall provide \$850/ea to the Director of T&ES for the purchase and installation of one (1) City standard street can to be placed at the bus drop off area on North Beauregard Street. (T&ES)

13. **(REVISED BY STAFF):** The applicant shall maintain a minimum buffer/tree save area of at least 60' from the edge of pavement of the Henry G. Shirley Memorial Highway. ~~This requirement shall not apply to the possible construction of the off-ramp or interchange improvements, with any necessary clearing and grading related thereto, and the storm water dam and pond which is specified on the Preliminary Development Plan.~~ Every effort shall be made to minimize the amount of tree removal and to limit construction activities within the buffer area. Additional landscaping shall be provided within the buffer area to provide adequate screening of the parking garages from I-395. Landscaping in the buffer area shall be installed before or during construction of buildings, to the extent possible. (P&Z) (PC) (SUP 97-0164)
14. On the final site plan the applicant shall maintain tree protection for trees designated to be saved to the satisfaction of the City Arborist. The plan approved by the City Arborist for tree protection shall be included in the final site plan. (P&Z) (SUP 97-0164)
15. Provide a final landscape plan which delineates the size, location, species, planting details, specification and character of all proposed plantings. (P&Z) (SUP 97-0164)
16. Provide a detailed plan for the improvement and maintenance of the trees in the tree save zones. Provide information regarding access to the public, and the addition of under planting and amenities such as benches and trash cans in the tree save areas. (RP&CA) (SUP 97-0164)
17. Any existing vegetation removed from designated tree save areas as result of the construction of a future roadway connection shall, to the extent possible, be replanted with native species materials to the satisfaction of the Director of P&Z. (P&Z) (DSUP# 99-0032)
18. Low growing plants and shrubbery should not exceed 3 feet in height when they have reached maturity. (Police)(DSUP# 99-0032)
19. Maintain and limb up mature trees to a minimum clearance of 6 feet along pedestrian sidewalks. (Police) (P&Z) (SUP 97-0164)

C. BUILDING DESIGN:

20. The massing, articulation and general design of the office buildings shall be generally consistent with the drawings and renderings submitted with this application. The final design of the building shall be revised to the extent necessary to incorporate the following to the satisfaction of the Director of P&Z:
 - a. entirely masonry (brick, precast concrete, or stone) materials for the facade, except for screening of the mechanical equipment.
 - b. treatment for the parking structure facing onto I-395 shall consist of openings with grilles, materials and articulation as generally depicted on the preliminary plans. The windows that include the decorative grates screening for the parking shall include an opaque background, translucent glass or spandrel is encouraged.

- c. freestanding poles shall be minimized, the visibility of lighting shall be the minimum required for buildings #2, #2A, #3, #5 and #6 atop the parking garage parking decks.
 - d. the loading area shall be designed with the color of the loading door to match the adjacent wall material and shall be integrated into the surrounding facade to minimize its presence.
 - e. use of decorative pavers or stamped asphalt or finished concrete for the large expanse of asphalt associated with the loading dock and for the entry into the parking garage.
 - f. location of garage vents so that they do not exhaust at pedestrian level or onto sidewalks or open space areas.
 - g. Walls and ceilings in the parking garages shall be of a light color concrete or painted white, to the satisfaction of the Police Chief. (P&Z) (Police)
21. The applicant will advise and educate future tenants with regard to the use of sustainable techniques for building systems design and efficiency. This condition shall not be construed to require either any tenant or the applicant to utilize such techniques, and shall further not require the applicant or any tenant to change the site plan design, or the building shell or building systems shown on the illustrative elevations, approved with this application. (P&Z)
22. The proposed materials for any retaining walls visible from public rights-of-ways adjacent to pedestrian areas or other public areas within the project development shall be stone and/or a material satisfactory to the Director of P&Z. (P&Z) (SUP 97-0164)

D. UTILITIES AND INFRASTRUCTURE:

23. All proposed dumpsters and recycling facilities shall be shown on the final site plan. Such facilities shall be located in locations not visible from public rights-of-ways to the extent possible, and shall be screened to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES) (SUP 97-0164)
24. Indicate size of the sanitary laterals.(T&ES)
25. All driveway entrances and sidewalks in public ROW or abutting public ROW shall meet City standards. (T&ES)
26. Show type, height and a typical section for proposed retaining walls.(T&ES)
27. Provide structural details for proposed retaining walls. Provide spot elevations along the top and bottom of the walls. (T&ES)
28. Provide City standard pavement for emergency vehicle easements. Label all EVE widths. (T&ES)

29. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
30. Clearly label all parking space dimensions, number and type of spaces and parking lot aisle widths. Show parking structure building information.(T&ES)
31. Show all curb radii at intersections and driveway entrances for public and private streets and parking areas.(T&ES)
32. Provide a pavement section for all roadways and parking areas. Include a typical section and detail for private roadways and grass pavers.(T&ES)
33. Label the storm sewer structures and pipe sizes on the site plan.(T&ES)
34. Clean up overlapping text on existing conditions plan.(T&ES)
35. Add the source of meridian on the north arrows in the plan set.(T&ES)
36. On the cover sheet, show the total site area, total impervious area proposed and the total area disturbed in the project.(T&ES)
37. List all existing special use permits, site plans and proffers that apply to all or part of the site on the cover sheet. (T&ES)
38. Show full widths and center lines of all existing and proposed streets. (T&ES)
39. Indicate the locations of building entrances and exits on the site plan. (T&ES)
40. Provide a typical section and pavement section for the widening along Mark Center Drive. Show storm sewer relocation and right-of-way dedication. Indicate the extent of the roadway improvements on Mark Center Drive and provide additional existing and proposed information of the road widening. (T&ES)
41. All pavement markings shall be thermoplastic. (T&ES)
42. Provide City standard Emergency Vehicle Easement and H.C. parking signs. (T&ES) (SUP 97-0164)
43. Identify all fire hydrant locations. (T&ES) (SUP 97-0164)

E. PHASING AND CONSTRUCTION:

44. The site is located on marine clay areas as delineated on City map of marine clay areas. Provide geotechnical report including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES)
45. For purposes of firefighting, all stairs extend through the roof to allow door access to the roof of each building. (Code Enforcement)
46. Prior to the start of construction, developer shall submit shop drawing to T&ES for approval for the following equipment: traffic signal poles/masts, LED traffic signals, pedestrian signals, backlit street signs, and traffic and pedestrian signage/poles. (T&ES)
47. During the construction phase of this development, the site developer, its contractor, certified land disturber, or owner's other agents shall implement a waste and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them and sanitary waste at the construction site and prevent its off site migration that may cause adverse impacts to the neighboring properties or the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Enforcement. All wastes shall be disposed off site properly in accordance with all applicable federal, state and local laws. (T&ES)
48. 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)
49. The applicant shall prepare and submit a plan that delineates a detailed phasing plan and construction management plan for each portion of the project to which the final site plan relates for review and approval by the Directors of P&Z, T&ES and Code Enforcement prior to the release the first final site plan for the project. At a minimum, the plan shall include the following:
 - a. Phasing for each block and each required public improvement (streets, traffic signals, sidewalks, etc.).
 - b. A Traffic Control Plan detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging.
 - c. A plan for temporary pedestrian and vehicular circulation during construction.
 - d. A parking plan for construction workers will be prepared that provides on-site parking for workers. Only after best efforts are made to provide sufficient parking on-site for the construction workers.
 - e. Provisions in the event construction is suspended for 6 months or more for:
 1. temporary streetscape improvements
 2. removal of debris

3. screening and barrier protection of construction areas and interim open space improvements.
 - f. All other necessary phasing parameters deemed necessary by the Directors of P&Z, T&ES and Code Enforcement. (P&Z)
50. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with all adjoining property owners to review the hauling routes, location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. Copies of plans showing the hauling route, construction worker parking and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor before they commence work on the project. (P&Z)
 51. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site, and to the Directors of P&Z and T&ES. (P&Z)(T&ES)
 52. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
 53. All private street signs that intersect a public street shall be marked with a fluorescent green strip to notify the plowing crews, (both City and contractor), that they are not to plow those streets. (T&ES)
 54. Submit a construction phasing plan to implement a process that will allow for the review, approval and partial release of final site plans to the satisfaction of the Director of T&ES. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. (T&ES)
 55. Consult with the Crime Prevention unit of the Alexandria Police Department regarding security measures for the construction trailers prior to the commencement of construction. (Police)
- F. ENVIRONMENTAL:**
56. Include an Environmental Site Assessment note on the cover sheet, amended as necessary. (T&ES)
 57. Indicate the location of the Resource Protection Area in the vicinity of the roadway improvements on Mark Center Drive. (T&ES)

58. The stormwater collection system is part of the Holmes Run watershed. All stormwater curb inlets within the limits of disturbance shall be duly marked to the satisfaction of the Director of T&ES. (T&ES)
59. 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)
60. Plan must demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
61. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of Article XIII of AZO shall be met. (T&ES)
62. Proposed drainage design must not adversely affect the performance of any existing drainage structures or Best Management Practice (BMP) facility. (T&ES)
63. Provide pre and post development, two and ten year storm water computations for the site. Include a drainage divide map and a stormwater management narrative. (T&ES)
64. Plan must demonstrate to the satisfaction of the 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)
65. Prior to release of the performance bond, the applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that the existing stormwater management facility adjacent to the project was not adversely affected by the construction and that it is functioning as designed. (T&ES)
66. The developer agrees to deliver all solid waste, as defined by the Code of the City of Alexandria, to a refuse disposal facility designated by the Director of T&ES. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
67. The City Attorney has determined that the City lacks the authority to approve the gravity fed sanitary sewer systems which serve over 400 persons. Accordingly, the overall sanitary sewer system for the proposed development must be submitted for approval by the Virginia Department of Health (VDH). Both City and VDH approval are required, though City approval may be given conditioned upon the subsequent issuance of VDH approval. Should state agencies require changes in the sewer design, these must be accomplished by the developer prior to the release of a certificate of occupancy for the units served by this system. Prior to the acceptance of dedications of the sewers by the city or release of any construction

bonds, the developer must demonstrate that all necessary state agency permits have been obtained and as-built drawings submitted to the City that reflect all changes required by the state. (T&ES) (SUP97-0164)

G. LEGAL/PROCEDURAL:

68. In accordance with the City's Affordable Housing Policy, the applicant shall make a contribution to the City's Housing Trust Fund of \$1.00 per gross square foot of new building area. The applicant shall pay the contribution to the City at the time of request of the certificate of occupancy for each individual building or part of a building. At the time of application for a certificate of occupancy permit, the applicant shall provide a certification of the entire building's gross square footage (as defined by the Alexandria zoning ordinance) and, if applicable, the part of the building for which the certificate of occupancy is requested. (Housing)
69. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (SUP 97-0164)
70. The special use permit shall be valid until March 1, 2015. (P&Z) (SUP 97-0164)
71. Modifications to building foot prints, locations and/or other design features shall be permitted so long as the changes are generally consistent with this development plan approval, do not preclude required transportation improvements, and does not significantly impact designated tree save areas, as determined by the Directors of P&Z and T&ES. (P&Z) (SUP 97-0164)
72. The applicant shall submit a partial as-built plan for each building prior to issuance of any certificate of occupancy permits. (P&Z) (SUP 97-0164)
73. The applicant shall require that its building contractor, prior to commencing any construction, meet with a representative of the Office of Employment Training to describe what kinds of construction employees will be hired and to learn about employment services offered by OET. The applicant shall require its contractor to give good faith consideration to applicants for employment who are referred by OET. (Human Services) (SUP 97-0164)
74. Final site plan approval may be obtained for one or more buildings within the preliminary development plan on a phased basis, and/or separately for the intersection improvement, at the discretion of the applicant. (T&ES) (P&Z)
75. The applicant shall locate all utility structures (except fire hydrants) away from view from public rights-of-ways and shall screen utilities to the satisfaction of the Director of P&Z. (P&Z) (SUP 97-0164)

H. MISCELLANEOUS:

76. If a parking attendant booth is provided for the garage parking, locate the booth as close to the street as possible to enhance natural surveillance. (Police)
77. Show all existing and proposed easements, both public and private. (T&ES)
78. Correct the street name on Vicinity Map located on the cover sheet. (T&ES)
79. If a security force is on-site, emergency/panic buttons are to be placed in three locations on each floor of the garage. Providing the security force is on site 24/7. If no security force is present, provide phones on all garage floor levels with 911 access. This condition shall not be applicable if the site or garage is otherwise secure. (Police) (P&Z)
80. Provide City standard Emergency Vehicle Easement and H.C. parking signs. (T&ES) (SUP 97-0164)
81. Provide pavement section profile. (T&ES) (SUP 97-0164)
82. Consult with the Crime Prevention Unit of the Alexandria Police Department regarding the locking hardware and the alarm system for the buildings prior to application of a building permit. (Police) (SUP 97-0164)
83. Provide lighting in the garages (shielded from the street), along sidewalks and common areas at a minimum of 2.0 foot candles or to the satisfaction of the Police Chief and the Director of T&ES. Show on final site plan. (Police) (P&Z) (SUP 97-0164)
84. If a parking attendant booth is provided for the garage parking, locate the booth as close to the street as possible to enhance natural surveillance. (Police) (DSUP# 99-32)
85. Consult with the Crime Prevention unit of the Alexandria Police Department regarding security measures for the construction trailers prior to the commencement of construction. (Police)(DSUP# 99-32)
86. Emergency buttons shall be installed in the garage areas if security staff is available on site whenever the buildings and garages are occupied. (Police)
87. Provide controlled access to the parking garages. (Police) (P&Z) (SUP 97-0164)
88. Garage walls and ceilings shall be painted white to make light more reflective or the garage shall be illuminated to the satisfaction of the Police Chief. (Police) (P&Z) (PC) (SUP 97-0164)

I. TRANSPORTATION MANAGEMENT PLAN:

89. A TMP Coordinator (TMPC) shall be designated for the Mark Winkler Center. The name, address and telephone number of the TMP Coordinator shall be kept on file with the Office of Transit Services and Programs (OTS&P). The Coordinator shall maintain an on-site office in the Mark Center and be responsible for establishing and administering the Transportation Management Plan for the entire Mark Winkler project consisting of:
- a) the office buildings at 1801, 1901 and 2001 N. Beaugard Street
 - b) the Mill Brooke apartment complex on the south side of N. Beaugard Street north of Reading Avenue
 - c) the Hamlet Retail Center
 - d) the office buildings of Mark Center Phase IIA
 - e) the office buildings of Mark Plaza IA
90. The applicant shall promote the use of transit, carpooling/vanpooling and participation in the staggered work hour program and other components of the TMP with prospective tenants of the office buildings and the retail center during marketing/leasing activities, new tenants and persons newly employed at or to be relocated to the site, and with existing tenants and employees of the project.
91. The applicant shall display and distribute information about transit, carpool/vanpool and other TMP programs and services to tenants, employees and residents of the project, including maintaining, on site, stocks of appropriate bus schedules and applications to the regional rideshare program.
92. The applicant shall administer a ride-sharing program, including assisting in the formation of two person car pools and car/vanpools of three or more persons, and registering pools of three or more persons with the Office of Transit Services and Programs.
93. Annual surveys shall be conducted to determine the number of employees and their place of residence, the number of residents and their place of employment, modes of transportation, arrival and departure times, willingness and ability to use carpooling and public transit, and such additional information as the City may require.

94. The applicant shall provide annual reports to OTS&P, including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic; an accounting of receipts and disbursements of the TMP account; and a work program for the following year. This report, and each subsequent report, shall identify, as of the end of the reporting period, the number of square feet of commercial floor area and the number of dwelling units occupied, the actual number of employees and residents occupying such space.
95. Quarterly reports on the receipts and disbursements of the TMP accounts shall be provided using the City's standardized reporting procedures.
96. The applicant shall administer the on-site sale of discounted bus and rail fare media. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and other public transportation system fare media requested by employees and/or OTS&P. The availability of these fare media will be prominently advertised. The transit media will be sold at a minimum 20% discount to the residents of the residential units and the employees of the office buildings unless otherwise approved by the Director of T&ES. Upon approval by the Director of T&ES, this requirement may be satisfied by an agreement by another party to sell such transit fare media at a location convenient to the applicant's project.
97. The applicant shall monitor and enforce the use of reserved parking spaces for carpools and vanpools for the office development.
98. The applicant shall participate with other projects in the vicinity of the site and OTS&P in the mutually agreed upon cooperative planning and implementation of TMP programs and activities, including the provision of enhanced bus service.
99. The applicant shall administer the staggered work hour program for office workers including the promotion of the program among existing and prospective lessees, the registration of staggered work hour participants, issuing stickers and/or electronic cards to verify vehicles participating in the program and monitoring the program.
100. The applicant shall administer other TMP activities as proposed in the Transportation Management Plan for Mark Center dated September 1, 1995, unless a modification or waiver shall be approved by the Director of T&ES, and administering such other TMP activities as may be proposed by applicant or successors and approved by the Director of T&ES.
101. That the applicant work with the City's Office of Transit Services and Programs and with WMATA and DASH to promote and, as appropriate, to improve bus services to and from the site, including determination of safe and convenient bus stop locations.

102. That the applicant fund, at an annual rate of 0.1206 per net occupied square foot of commercial space for the 2001 N. Beaugard Street office building, the office buildings in Phase IIA of Mark Center, and the sq. ft. added to the retail center and at a rate equal to \$60.00 per occupied residential unit, a transportation account to be used exclusively for the following TMP activities: 1) discounting the cost of transit fare media for on-site employees and residents; 2) expansion of the existing shuttle bus service and/or the creation of a new shuttle bus service; 3) maintaining bus shelters on the site; 4) marketing and promotional materials to promote the TMP or any other TMP activities as may be proposed by the applicant and approved by the Director of T&ES. The shuttle bus service shall take priority for the use of such TMP funds. Commencing on January 1, 1996, the annual rate shall be increased by a rate equal to the rate of inflation for that year, unless a waiver is obtained from the Director of T&ES.

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

103. That no more than 860 parking spaces be provided for the office building at 2001 N. Beaugard Street and that parking be reserved for meeting attendees (111) and employees working staggered work hours (76) by prohibiting parking in 187 of the spaces between 6:30 a.m. and 9:00 a.m. on weekdays. During these hours, the 187 spaces shall be "roped-off" or otherwise secured as approved by the Director of T&ES. The applicant shall reserve 43 spaces for registered carpools and 3 spaces for vanpools. These spaces shall be clearly signed as reserved for carpools and vanpools until 10:30 a.m. and shall be provided free of charge to valid carpools and vanpools. After 10:30 a.m., unused spaces for carpools and vanpools may be made available for general use.
104. That no more than 500 parking spaces be provided for the office buildings at Mark Center Phase IIA and that parking be reserved for employees working staggered work hours by prohibiting parking in 5% of the 500 new parking spaces to serve Phase IIA (33 spaces) between 6:30 a.m. and 9:00 a.m. on weekdays. During these hours, the 33 spaces shall be "roped-off" or otherwise secured as approved by the Director of T&ES. The applicant shall reserve 5% of the 500 new parking spaces to serve Phase IIA (33 spaces) for registered carpools and vanpools. These spaces shall be clearly signed as reserved for carpools and vanpools until 10:30 a.m. and shall be provided free of charge to valid carpools and vanpools. After 10:30 a.m., unused spaces for carpools and vanpools may be made available for general use.

105. That no more than 3,803 parking spaces be provided for the office buildings at Mark Center Plaza IA and that parking be reserved for employees working staggered work hours by prohibiting parking in 5% (in each building's parking garage) of the 3,803 new parking spaces to serve Plaza IA (191 spaces) between 6:30 a.m. and 9:00 a.m. on weekdays. During these hours, the 191 spaces shall be "roped-off" or otherwise secured as approved by the Director of T&ES. The applicant shall reserve 5% (in each building's parking garage) of the 3,803 new parking spaces to serve Plaza IA (191 spaces) for registered carpools and vanpools. These spaces shall be clearly signed as reserved for carpools and vanpools until 10:30 a.m. and shall be provided free of charge to valid carpools and vanpools. After 10:30 a.m., unused spaces for carpools and vanpools may be made available for general use.
106. That, if parking fees are imposed for the office parking, employees working staggered work hours or driving two occupant vehicles shall receive a discount of not less than 50% from the daily or monthly rate charged for parking a single occupant vehicle.
107. That the applicant prepare, as part of its leasing agreements, appropriate language to inform tenants of the special use permit and conditions therein; such language to be reviewed and approved by the City Attorney's Office.
108. 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.
109. The applicant shall prepare a revised Transportation Management Plan Summary, which summarizes the measures proposed by the applicant as amended by these conditions, for approval by T&ES and P&Z prior to the release of the final site plan.

The following Transportation Management Plan (TMP) conditions apply to Buildings #2, 2A, #3, #5 and #6 shall substitute for the TMP approved in DSUP#99-0067 for Buildings #2, #3, #5 and #6:

110. A TMP Coordinator (TMPC) shall be designated for Plaza IA and IB within Mark Center. The name, address and telephone number of the TMP Coordinator shall be kept on file with the Office of Transit Services and Programs (OTS&P). The Coordinator shall maintain an on-site office in Mark Center and be responsible for establishing and administering the Transportation Management Plan.
111. At 60% occupancy of each building, a survey of employees shall be conducted to determine the number of employees, their place of residence/employment, modes of transportation, arrival and departure times, willingness and ability to use carpooling and public transit, and such additional information as the City may require. This survey will be conducted annually and will become the basis of the Annual Report. Information obtained will be subject to the security requirements of each tenant.

112. The applicant shall provide annual reports to OTS&P, including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic; an accounting of receipts and disbursements of the TMP account; and a work program for the following year. This report, and each subsequent report, shall identify, as of the end of the reporting period, the number of square feet of commercial floor area and, if available, the actual number of employees occupying such space.
113. Semiannual reports on the receipts and disbursements of the TMP accounts shall be provided using the City's standardized reporting procedures.
114. The applicant shall promote the use of transit, carpooling/vanpooling and participation in the staggered work hour program and other components of the TMP with prospective tenants of the office buildings during marketing/leasing.
115. The applicant shall administer the on-site sale of discounted bus and rail fare media. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and other public transportation system fare media requested by employees and/or OTS&P. The availability of these fare media will be prominently advertised. The transit media will be sold at a minimum 20% discount to the employees of the office buildings unless otherwise approved by the Director of T&ES. Upon approval by the Director of T&ES, this requirement may be satisfied by an agreement by another party to sell such transit fare media at a location convenient to the applicant's project.
116. The applicant shall monitor and enforce the use of reserved parking spaces for carpools and vanpools for the office development.
117. The applicant shall participate with other projects in the vicinity of the site and OTS&P in the mutually agreed upon cooperative planning and implementation of TMP programs and activities, including the provision of enhanced bus service.
118. The applicant shall administer the staggered work hour program for office workers including the promotion of the program among existing and prospective lessees, the registration of staggered work hour participants, issuing stickers and/or electronic cards to verify vehicles participating in the program and monitoring the program.
119. The applicant shall work with the OTS&P and with WMATA and DASH to promote and, as appropriate, to improve bus services to and from the site, including determination of safe and convenient bus stop locations.

120. The applicant shall fund at an annual rate of \$0.1267 per net occupied square foot of commercial space to a transportation account to be used exclusively for the following TMP activities:
- a. discounting the cost of transit fare media for on-site employees and residents;
 - b. expansion of the existing shuttle bus service and/or creation of a new shuttle bus service;
 - c. maintaining bus shelters on the site;
 - d. marketing and promotional materials to promote the TMP or any other TMP activities as are described in the TMP or as may be proposed by the applicant and approved by the Director of T&ES. The shuttle bus service shall take priority over all other use of such TMP funds. The annual rate shall be increased by a rate equal to the rate of inflation for the previous year, unless a waiver is obtained from the Director of T&ES. To the extent that the requirements of this TMP impose financial obligations on the applicant, such obligations shall be fulfilled through expenditures from the TMP fund created pursuant to this Paragraph, to the extent funds are available therein, subject to the terms of this Paragraph.

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

121. The applicant shall prepare, as part of its leasing agreements, appropriate language to inform tenants of the special use permit and conditions therein; such language to be reviewed and approved by the City Attorney's Office.
122. The owner/landlord of any commercial office building shall provide, at the request of a office building tenant, secure bicycle storage facilities located in garages or other appropriate locations as identified by the building owner/landlord. In addition, the owner/landlord shall make a good faith effort to discuss with each initial primary tenant the possibility of installing locker room and shower facilities within the leased premises, at its expense, for the use of its employees who desire to commute by bicycle. This provision shall become effective and applicable to any office building on Plaza IA and IB constructed after approval of this application.
123. All parking spaces shall be utilized on a paying basis, provided however that such payments may be either a direct charge or built into the rent structure. However, in the event the initial tenant/employer(s) in each of Building 2, 2A, 3, 5 and 6 provide parking to its employees free of charge, but do not provide a transit subsidy or other comparable benefit to its employees who do not use parking, then the applicant will make a one-time additional contribution to its TMP Fund, on a building-by-building basis for each new building (2, 2A, 3, 5 and 6), equal to one-half of the required TMP contribution (in

addition to the required contribution) that would otherwise be applicable for the first two (2) years of the building's occupancy. Such additional funds shall be used for an incentive program to encourage those employees to utilize the shuttle bus and mass transit. The incentive program funds will be made available at issuance of certificate of occupancy for each new building or at the time of the initial tenant's occupancy, as applicable. The incentive program will consist of transit subsidies and/or other elements agreed upon by the City staff and the applicant. At the end of the two year period (for each building) any remaining funds may be used for the shuttle service to the satisfaction of the Directors of T&ES and P&Z.

124. 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 prominent locations within Plaza 1 and a web site with this information and appropriate links to transit providers will be provided and maintained.
125. 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.
126. A Guaranteed Ride Home Program shall be established and promoted as part of the ridesharing and transit marketing efforts.
127. A share car program shall be established and marketed as part of the ridesharing and transit marketing efforts for all buildings, at no expense to the applicant. Subject to the security requirements of the tenants, 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 the project. (Currently, Zipcar and Flexcar both have vehicles in the Alexandria area.)
128. Strategies shall be implemented to encourage group riding. Building management shall promote ridesharing and transit use to employees by displaying ridesharing promotional material in the building and providing computerized ridematching services to the employees.
129. 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.

130. 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.
131. 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 their heirs, successors and assignees with whom sale or lease agreements are executed subsequent to the date of this approval.

J. CONDITIONS PROPOSED TO BE DELETED:

132. ~~The applicant shall diligently work with City staff over a period of 18 months, or longer if approved by the Director of T&ES, commencing with the final approval of building permits for building 1 (CNAC office) to explore alternatives for providing a direct "off-ramp" connection to the I-395 interchange with Seminary Road into the project and to explore alternative roadway improvements to serve the development. Until such time as roadway improvements are proposed by the applicant and approved in an amendment to this development plan, no more than 750,000 square feet of new development may be constructed within Plaza 1A and 1B combined and nothing shall be built on the site which precludes construction of a direct "off-ramp" connection between I-395 and the site. (T&ES) (P&Z) (PC) (DSUP# 99-0032)~~
133. ~~A final site plan shall be submitted for each subsequent building and shall include information that identifies construction phasing, infrastructure improvements, landscaping and site amenities, to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (SUP 97-0164)~~
134. ~~Modifications to building foot prints, locations and/or other design features shall be permitted so long as the changes are generally consistent with this development plan approval, do not preclude required transportation improvements, and does not significantly impact designated tree save areas, as determined by the Directors of P&Z and T&ES. (P&Z) (SUP 97-0164)~~
135. ~~In conjunction with the study required in Condition No. 1, provide a plan for the roadway connection to Nottingham Drive that shows the engineering (geometry and alignments) including turning movements along the roadway and from adjacent Nottingham Drive. If the analysis indicates that the proposed design for the connector road to Nottingham Drive is not sufficient for handling the projected traffic demands, than the applicant shall make the necessary adjustments to the road's design, to the satisfaction of the Director of T&ES. (P&Z)(T&ES) (PC) (SUP 97-0164)~~

136. ~~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 by the Departments of Planning and Zoning and Transportation and Environmental Services. (P&Z) (SUP 97-0164)~~
137. ~~The landscape plan is incomplete. Provide a landscape plan showing planting around the proposed buildings and garage structures. (RP&CA) (SUP 97-0164)~~
138. ~~Provide additional information on how existing tree crown cover area is calculated. Existing tree crown coverage should be equal to the area outside the limits of clearing and grading, within the defined area of the parcel. (RP&CA) (SUP 97-0164)~~
139. ~~Show an appropriate Environmental Site Assessment statement. (T&ES) (SUP 97-0164)~~
140. ~~Provide and show a minimum of 10' sanitary sewer easement. (T&ES) (SUP 97-0164)~~
141. ~~Show in plan and profile, storm and sanitary sewer system. Identify all sanitary and storm sewer appurtenances. (T&ES) (SUP 97-0164)~~
142. ~~On the final site plan coordinate and verify locations of trees and lights to prevent conflicts between the two. (Police) (P&Z) (SUP 97-0164)~~
143. ~~The applicant shall provide a cash contribution to the Housing Trust Fund in the amount of \$.50 per gross square foot, payable at the time of receipt of the certificate of occupancy permit. (Housing) (SUP 97-0164)~~
144. ~~Changes to the location and/or configuration of building foot prints required because of the final design of the future roadway connection from the I-395 off-ramp shall be permitted to be approved administratively, to the satisfaction of the Directors of P&Z and T&ES. (P&Z)~~
145. ~~With submission of the next final site plan, the applicant shall show a dedication (or reservation) for a 50' right-of-way for a public street from Nottingham Drive to a proposed "off ramp" connection to the I-395/Seminary Road interchange. (T&ES)~~

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

1. Special use permit for increased penthouse height
2. Special use permit for transportation management plan.

CITY DEPARTMENT COMMENTS

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

Planning and Zoning

- F-1 Correct floor area calculations on sheet 3 to be consistent with Site Plan cover sheet zoning tabulations

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 to meet minimum city standards.
- C-9 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.
- C-10 The applicant must comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control which includes requirements for pollutant load reductions and treatment of the Water Quality Volume Default (WQV).
- C-11 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law.

- C-12 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the new state requirement for a VPDES permit for all construction activities greater than 1 acre.

Code Enforcement:

The following are repeat comments from a review on 4/7/03. Updated comments are noted in **BOLD**.

BUILDING 2A

- C-1 Add a second siamese connection and fire hydrant as noted on Sheet 3.
Second siamese by loading dock is acceptable. Delete 3rd siamese as noted on Sheet 4B.
- C-2 Relocate proposed hydrant as noted on Sheet 3.
Condition met.
- C-3 Dedicate Emergency Vehicle Easements as noted on Sheet 3.
Condition not met. See sheet 4B. EVE needed in northwest parking lot to access FDC.
- C-4 Provide ladder truck access to the rear of the building. **Applicant has agreed to alternative building enhancements in lieu ladder truck access.**

BUILDING 2B

- C-5 Add a second siamese connection and fire hydrant as noted on Sheet 3.
Condition not met. Relocate siamese and add hydrant as noted on Sheet 4B.
- C-6 Relocate proposed hydrant as noted on Sheet 3.
Condition met.
- C-7 Grass ring fire access area shall be designed to conform to HS-20 loading.
Applicant has acknowledged grass rings will comply.
- C-8 Dedicate Emergency Vehicle Easements as noted on Sheet 3.
Condition met, shown on plans.

BUILDING 3

- C-9 Add a second siamese connection and fire hydrant as noted on Sheet 3.
Condition not met. Add siamese and hydrant to north side of structure as shown on Sheet 4B. This is a change from previous review based upon clarity in plans of location of underground parking structure limits.
- C-10 Relocate proposed hydrant and siamese connection as noted on Sheet 3.
Relocation of siamese and hydrant meet condition.
- C-11 Grass ring fire access area shall be designed to conform to HS-20 loading
Applicant has acknowledged grass rings will comply.
- C-12 Dedicate Emergency Vehicle Easements as noted on Sheet 3.
Condition Met.

BUILDING 5

- C-13 Add a second siamese connection and fire hydrant as noted on Sheet 3.
Relocate hydrant to other side of garage entrance as shown on Sheet 4B.
- C-14 Dedicate Emergency Vehicle Easements as noted on Sheet 3.
Condition met.
- C-15 Provide ladder truck access to the rear of the building.
Applicant has agreed to alternative building enhancements in lieu ladder truck access.

BUILDING 6

- C-16 Relocate proposed hydrant and siamese connection as noted on Sheet 3.
Add freestanding siamese and hydrant on Mark Center Drive as shown on Sheet 4B. This is a change from previous review based upon clarity in plans of location of underground parking structure limits.
- C-17 Dedicate Emergency Vehicle Easements as noted on Sheet 3.
Condition met.
- C-18 Provide ladder truck access to the rear of building.
Applicant has agreed to alternative building enhancements in lieu ladder truck access.

ALL BUILDINGS

- C- 19 The garages are required to have an automatic sprinkler system throughout the structure to be in compliance with USBC if their design fails to meet the openness criteria as defined in the USBC. **Condition met. Agreed to by applicant.**
- C-20 Required exits, parking, and facilities shall be accessible for persons with disabilities.
Show
locations of all regular and accessible exits on the plan. Show location of handicap parking on plan. **Clarify if handicap parking on Sheet A009 #3-Grade Level is for occupants or visitors and which structures the parking applies to. Define what provisions will be in place to provide safe passage from this lot to the effected buildings in compliance with Chapter 11 of the USBC.**
- C- 21 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan.
Consolidate submitted information into one section on plans and list as building code analysis.
- C- 22 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within on hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. **All siamese connections are not shown as facing outward. Correct symbol error. Fire service plan submitted as Sheet 4B.**
- C- 23 The final site plans shall show placement of fire easement signs. See attached guidelines for sign details and placement requirements. **Acknowledged by applicant to be shown on final site plan.**

GENERAL COMMENTS

- C- 24 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). **Acknowledged by applicant. Show as general note on plans.**
- C- 25 A soils report must be submitted with the building permit application. **Acknowledged by applicant.**

- C- 26 Prior to submission of the Final Site Plan, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for each structure being considered. **Acknowledged by applicant to be submitted with final site plan. Fire Flow shall be submitted prior to final site plan in order to provide the applicant adequate time to address possible fire flow issues prior to final site plan submission.**
- C- 27 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 118.0. **Acknowledged by applicant.**
- C- 28 The public parking garage floor must comply with USBC 609.2.3 and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code (USBC 2800.1: P-1002.0). This parking garage is classified as an S-2, Group 2, public garage. Floors of public garages must be graded to drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers (USBC 609.2.3). **Acknowledged by applicant.**
- C- 29 Enclosed parking garages must be ventilated in accordance with USBC 609.4: M-1602.2, Table M-1602.2, M-1604.4.1. **Acknowledged by applicant.**
- C- 30 Fire Department ladder truck access is required for two sides/ ends of all buildings over 50 feet in height. This requires a truck to be able to position itself between 15 and 30 feet from the face of the building. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings. In lieu of strict compliance with ladder truck access requirements specified above, the applicant has stated they will provide an alternative compliance proposal. The following fire protection and fire fighting features are proposed as inclusions into the buildings:
- 1) A corridor smoke ventilation system.
 - 2) Enclose all elevator lobbies in smoke tight construction
 - 3) Stair capacity to be designed without taking the sprinklered building exception.
 - 4) Fire phones installed on every level in the elevator lobby and the stairs.
 - 5) Knock out panels that have an area of 20 feet for every 50 lineal feet of building perimeter.
 - 6) Floor drains to allow for quick removal of sprinkler and fire hose water.
- These features need to be included as a condition of the special use permit approval for enforcement purposes. **Condition met and agreed to by applicant.**
- C-31 Interior stairwells shall conform to the Stairwell Identification Marking Criteria. **Acknowledged and agreed to by applicant.**

C-32 Verify that the elevator cabs are sized to accommodate EMS stretchers. **Acknowledged and agreed to by applicant.**

C-33 This structure contains mixed use groups and are subject to the mixed use and occupancy requirements of USBC313.0. **Acknowledged and agreed to by applicant.**

Health Department:

No comments

Historic Alexandria (Archaeology):

No comments

Virginia American Water Company:

1. Hydraulic calculations will be completed to verify main sizes upon final submittal of the site plan. Profiles will be required for hydraulic calculations. Maintain 3 ½' of cover on the main in profile.
2. **Please show (and call out) all of the existing 24" Lock Joint water main that runs along the eastern and southern portions of the project to where it crosses under Interstate Route 395 to help ensure that this water line is not damaged during construction.**
3. Provide a 10' waterline easement for mains and hydrants out of the public right-of-way.
4. All water mains shall be DICL (ductile iron cement lined) pipe.
5. A gate valve is required on any services 1 ½" or larger and any fire hydrant lateral.
6. All hydrant laterals must be a minimum of 6" in diameter, and if longer than 50', must have another gate valve at the hydrant.
7. A double-detector check backflow prevention device is required on all fire services. If located inside the premise, it must have a remote reading meter in a separate accessible room.
8. Please call out all trees, bends, wet taps, etc. on plans.
9. Is there going to be enough cover to install the new fire hydrants at the proposed locations without conflicts with the underground parking garages?

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2002-0038

PROJECT NAME: PLAZA I, MARK CENTER

PROPERTY LOCATION: I-395 and Seminary Road

TAX MAP REFERENCE: 19.04-02-14; 019.04-02-07; 020.03-02-01 ZONE: CDD-4

APPLICANT Name: THE MARK WINKLER COMPANY, agent
Address: 4900 Seminary Road, Suite 900, Alexandria, Virginia 22311

PROPERTY OWNER Name: MARK CENTER PROPERTIES LIMITED PARTNERSHIP, et al
Address: 4900 Seminary Road, Suite 900, Alexandria, Virginia 22311

SUMMARY OF PROPOSAL: Preliminary Development Plan. This Preliminary Development Plan, with site plan, modifies the location and number of the buildings in Plaza I-A approved as part of the DSUP 99-0032 (but does not increase density or height), and also adds a building for Plaza I-B in accordance with the approved Concept Design Plan; proposes intersection improvements at Seminary Road and North Beauregard Street, and North Beauregard Street and Mark Center Drive; and requests subdivision approval.

MODIFICATIONS REQUESTED: _____


SUP's REQUESTED: Preliminary Development Plan; additional penthouse height

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

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-310 (B) of the 1992 Zoning Ordinance of City of Alexandria, Virginia.

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

J. Howard Middleton, Jr., Esq.
Print Name of Applicant or Agent
Reed Smith LLP
3110 Fairview Park Dr., Suite 1400
Mailing/Street Address
Falls Church, VA 22042
City and State *Zip Code*


Signature
703-641-4225 703-641-4340
Telephone # *Fax #*
December 15, 2003
Date

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

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

Received Plans for Completeness: _____
Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

All applicants must complete this form.

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

1. The applicant is the (check one):

Owner Contract Purchaser

Lessee 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 or partnership in which case identify each owner of more than ten percent.

_____ See Attachment 1 _____

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.

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

N/A

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

N/A

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

Day	Hours	Day	Hours
<u>N/A</u>			

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

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

Normal and typical

B. How will the noise from patrons be controlled?

N/A

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

N/A

Development Special Use Permit with Site Plan (DSUP) # 2006-0038

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

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

The proposed development will generate the typical type of trash associated with office and ancillary uses (i.e., deli or cafeteria).

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

Usual and typical amounts associated with office and ancillary use

C. How often will trash be collected?

As necessary.

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

Either Winkler staff or outside contractors will patrol the property and the adjacent rights-of-way to collect litter and trash.

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:

Typical amounts for normal cleaning agents and building operations.

Development Special Use Permit with Site Plan (DSUP) # 2003-0038

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

The proposed project will be adequately lit and will feature after-hours controlled access into the building. Depending on the nature of the user, access control points may also be installed on some of the private streets within Plaza I and some of the buildings may be fenced.

ALCOHOL SALES

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

Yes. No.

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

PARKING AND ACCESS REQUIREMENTS

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

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

See Plan. The approved Concept Design Plan for Mark Center specifies up to four (4) spaces for each 1000 square feet of rentable area. As on the previously approved Preliminary Development Plans, this Plan includes parking at a ratio of 3.5 spaces per 1000 net square feet.

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

Not less than
30% Standard spaces

Not more than
70% Compact spaces

In accordance
with Code Handicapped accessible spaces.

 Other.

Development Special Use Permit with Site Plan (DSUP) # 2018-0058

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

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

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

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? No requirement.
- B. How many loading spaces are available for the use? Typically, two per building. Building 2A and 2B will share a common loading area.
- C. Where are off-street loading facilities located? Buildings 3, 5 and 6 each will have its own loading dock, integral to the Building. Buildings 2A and 2B will share a loading dock. Additionally, the plan contemplates the possibility of a separate below-grade receiving area, if required by a tenant's security needs.
- D. During what hours of the day do you expect loading/unloading operations to occur? As required by office tenants. Deliveries will generally be limited to normal office hours.
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

N/A

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. See Traffic Impact Study as part of TMP.

ATTACHMENT 1

List of Applicant/Owners with ownership information

Applicant

- The Mark Winkler Company
 - Owners of an interest greater than 10%
 - Margaret W. Hecht
 - Corolyn W. Thomas
 - Kathleen W. Wennesland

Owner of undeveloped land within Plaza I

- Mark Center Properties Limited Partnership
 - General Partner
 - Mark Center Properties, Inc.
 - Owners of a limited partnership interest greater than 10%
 - The Winkler Family Trust (99%)

Owner of developed property within Plaza I

4825 Mark Center Drive

- Parcel 901 Associates Limited Partnership
 - General Partner
 - Parcel 901, Inc.
 - Owners of limited partnership interest greater than 10%
 - Plaza I-A Associates Limited Partnership (51.263%)

4850 Mark Center Drive

- Institute for Defense Analyses

ATTACHMENT 2

2. Narrative Description

A. Background

This Application proposes a revised Preliminary Development Plan for the undeveloped portion of Mark Center Plaza I, located at the intersection of I-395 and Seminary Road, comprising approximately 20 acres of land. Mark Center Plaza I is comprised of two development areas: Plaza IA, with approximately 15.7 acres remaining undeveloped, and Plaza IB, with approximately 4.3 acres remaining undeveloped. We are requesting an amendment to an approved Preliminary Development Plan for Plaza IA and inclusion of Plaza IB into the Plan.

Plaza IA is the subject of an approved Preliminary Development Plan, Development Special Use Permit ("DSUP") No. 99-0032, approved by City Council on September 18, 1999. The approved Plan consists of five (5) buildings on Plaza IA. Each building was permitted with a 2.0 FAR, and with a height not to exceed 150 feet for three of the buildings and not to exceed 250 feet for two of the buildings. Two buildings have already been completed on Plaza IA.

- 4825 Mark Center Drive. This eight-story building was completed in 1999 and contains approximately 214,000 net square feet. The primary tenant in the Center for Naval Analysis.
- 4850 Mark Center Drive. This ten-story building was completed in 2000 and contains approximately 270,000 net square feet. The building is owned, and occupied, by the Institute for Defense Analyses.

The approved Plan, therefore, permits three additional buildings on Plaza IA. Under the approved DSUP, the balance of Plaza IA (approximately 15.7 acres) can contain 1,367,500 square feet of floor area, in buildings of 150 to 250 feet in height.

Plaza IB is included within an approved Conceptual Design Plan (CDD Development Concept Plan, CDD #99-02, approved by City Council on September 18, 1999), which specifies one building on Plaza IB containing up to 374,616 FAR square feet.

B. Proposed Amendments to Plan

This application proposes to construct four smaller buildings on Plaza IA, rather than three large buildings, and also includes the building planned for Plaza IB within the revised Preliminary Development Plan.

In addition, the Applicant requests approval of roadway improvements at the intersection of Seminary Road and Beauregard Street to serve as an alternative for access to the site, eliminating the need for a direct off-ramp from I-395.

C. Discussion

It is important to note what is *not* being changed in this application. We are not seeking to increase the project's density. We are not seeking to increase the permitted heights. Proposed parking ratios are within the limits established in Mark Center's approved Conceptual Design Plans and Preliminary Development Plan, and garages remain located below buildings, built at least partially below grade.

Description of Project. A brief description of the proposed new Plaza I buildings follows:

- Building 2A/2B and 3. These three buildings comprise one inter-connected project, built in three phases. Each building will share common parking garages and Buildings 2A and 2B will have an above-grade connection. It is presently anticipated that all or a portion of Buildings 2A/2B and 3 may be offered as a single build-to-suit. These three buildings are located in the same location as was identified on the approved DSUP (#99-0032) for Buildings 1A-2 and 1A-3. The previously approved buildings contained 1,042,500 nsf on 18 floors (with a permitted height of 250 feet). The three buildings now proposed in the same location will contain 1,008,113 nsf (a slight

reduction of approximately 34,000 nsf). Additionally, the overall height is being reduced. Although the zoning for this property has always contemplated two buildings at 250 feet, we are instead seeking approval for only one building (Building 2B) to have a height not to exceed 240 feet. In order to help vary the skyline of the site, Building 2A is proposed with a height not to exceed 210 feet, and Building 3 is proposed with a height not to exceed 150 feet, all as shown on the plans.

- Building 5. This building is largely identical to Building 5 as approved in DSUP 99-0032. The location remains as contemplated in the prior approval, adjacent to the newly constructed building at 4850 Mark Center Drive. The proposed building will contain approximately 359,387 nsf, representing an increase of approximately 34,000 nsf from the prior plan, with a height not to exceed 150 feet. Parking will be located beneath the building.

- Building 6. This building is largely identical to the building proposed for Plaza IB in the 1999 amendment to the CDD Development Concept Plan (CDD # 99-02). The building will contain 374,616 nsf and will not exceed a height of 150 feet. Parking will be located beneath the building.

Although the principal use for all of these building is general office/research and development, and although only typical office uses (and ancillary uses) are presently contemplated, we would continue to request approval for all uses permitted in the OC zone, including ancillary first floor retail. These uses are the same as approved in the prior DSUPs for Mark Center Plaza I.

Mark Center is planned and constructed as a suburban mixed-use development. The architecture of the existing buildings represents a contemporary style compatible with the area. Illustrative drawings are enclosed with the application.

Access to Site. At the time that the applicant initially sought approval for its Plaza IA Preliminary Development Plan in 1997 (resulting in Special Use Permit No. 97-00164, approved March 14, 1998), the applicant proposed the construction of one additional left turn lane at the

intersection of westbound Seminary Road to southbound North Beauregard Street and submitted traffic analyses to demonstrate the effectiveness of this proposed improvement. At the time, however, the City requested access from a direct off-ramp from I-395. As a result, the current Special Use Permit applicable to Mark Center Plaza IA (Special Use Permit No. 99-0032, approved September 18, 1999) requires that the applicant work with the City staff "to explore alternatives for providing a direct "off-ramp" connection to the I-395 interchange with Seminary Road into the project and to explore alternative roadway improvements to serve the development."

In the five years that have transpired since 1998, it has become clear that this off-ramp is not feasible on a timely basis. Any such off-ramp would require the approval of the City of Alexandria, the Virginia Department of Transportation, and the Federal Highway Administration. Questions have been raised whether this off-ramp would have sufficient public benefit for it to be approved by the Federal Government, and whether the City would support this highway improvement in light of other demands for the limited transportation dollars available from Richmond. Although the applicant has been prepared to dedicate the land for this off-ramp, both the Applicant and the City staff contemplated that the State would bear the majority of the cost. It has now become apparent that the direct off-ramp is not feasible either in terms of timing (obtaining the necessary federal and state approvals) or cost.¹

As a consequence of the currently unachievable nature of a direct off-ramp, the applicant has re-examined the feasibility of adding one additional left-turn lane from westbound Seminary Road onto southbound North Beauregard Street. The Applicant's studies indicate that acceptable transportation service can be achieved with the additional improvements at Seminary Road and

¹ It should be noted, however, that the proposed plan leaves sufficient open space in the event that, in the future, an off-ramp is desired and feasible and nothing being proposed would preclude that possibility.

Beauregard Street. The applicant is submitting, contemporaneously with this Development SUP, a Transportation Management Plan that demonstrates this so-called triple left feasible and addresses any applicable traffic impact.

The applicant is also committed to continue its Transportation Management Program. The highlight of this plan is the Mark Center Express, a bus service that connects Mark Center with the Pentagon City Metro station. This shuttle service is offered free of charge to all Mark Center employees and residents. During peak commute times, the shuttle runs every 15 to 30 minutes, depending on the route. This effort has been very successful. In January, 2003, for example, over 10,200 passenger trips were accommodated on the Mark Center Express. We anticipate that these numbers will continue to increase, and we are currently adding two new 32 seat buses to our fleet (bringing the total fleet to 5 buses with a total of over 100 seats).

D. Conclusion

The Applicant submits that the changes requested are relatively minor in nature and are intended to adapt to market needs and changed circumstances. The proposed Plan conforms to the Comprehensive Plan and the CDD Guidelines as well as the approved Conceptual Design Plan.

We also request that the approval of this preliminary development plan be valid for the remainder of time as was approved for the initial preliminary development plans for Plaza IA (SUP 97-0164 and DSUP 99-0032). Since the prior plans are valid until 2012, we request that this amended preliminary development plan be declared valid until the same date. This period will match the remaining period of time for which the Conceptual Design Plan for Mark Center was approved and will recognize the multi-building, multi-phase character of Mark Center.

11,12
1-24-04



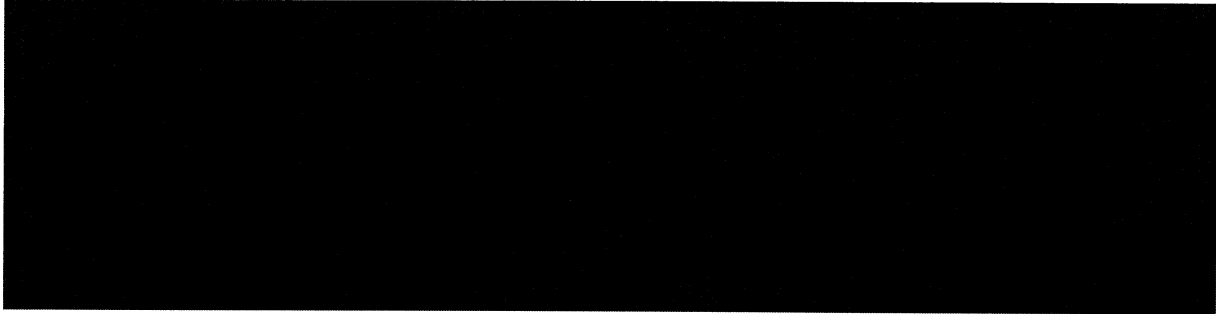
<jwmadden@starpower.net>

01/20/2004 03:00 PM
Please respond to
jwmadden

To: <alexvamayor@aol.com>, <delpepper@aol.com>, <council@joycewoodson.net>, <councilmangaines@aol.com>, <rob@krupicka.com>, <macdonaldcouncil@msn.com>, <paulcsmedberg@aol.com>, <rose.boyd@ci.alexandria.va.us>, <jackie.henderson@ci.alexandria.va.us>

cc:

Subject: City of Alexandria Website Contact Us - EMail for Mayor, Vice-Mayor and Council Members (alexvamayor@aol.com, delpepper@aol.com, council@joycewoodson.net, councilmangaines@aol.com, rob@krupicka.com, macdonaldcouncil@msn.com, paulcsmedberg@aol.com, rose.boyd@ci.alexandria.va.us, jackie.henderson@ci.alexandria.va.us)



Time: [Tue Jan 20, 2004 15:00:07] IP Address: [208.59.89.56]

Response requested:

First Name: James

Last Name: Madden

Street Address: 6207 Holmes Parkway

City: Alexandria

State: Virginia

Zip: 22311-1616

Phone: 703-379-1592

Email Address: jwmadden@starpower.net

Comments: I have lived within the City of Alexandria for over 31 years - all in the west end of the city. The last 27 years has been at 6207 Holmes Run Parkway. I have seen our residential area and particularly the commercial areas around it develop and grow over the years. Mostly for the better. The Winkler brothers were certainly a part of that development. Much of their spirit and vision continue. Skyline has been the another area of dense growth. While development has its benefit, unfortunately there is a detrimental by-product. That is, of course, increased traffic. The key to a great development is its ability to successfully handle the traffic it generates. Currently, my exit and entrance to my neighborhood is Seminary

Road which is already heavily traveled and can be a nightmare during rush hours. To add thousands of vehicles to the existing traffic is not a comforting thought.

I, as a resident of Alexandria, have no objection to the Winkler plan for constructing new office buildings behind the Hilton Hotel. Indeed, I understand that the City Council has already approved that project. I do, however, have serious reservations on their plan to accommodate the additional traffic to be generated by six to seven thousand employees at those new buildings, all who will be using Seminary Road or Beauregard Street. Here are my thoughts and concerns about this additional vehicular traffic.

I do not know the names of the new Winkler buildings so I will refer to them as the "Winkler business area" in the following remarks.

1. The traffic plan as presented by Winkler representatives appears to be flawed. The plan to have 3 left turn lanes off Seminary Road (going West) onto Beauregard Street (going South); then after one block (the next traffic light) having the 2 left lane on Beauregard designated as a left-turn lanes with the other lanes proceeding straight on Beauregard only invites unwanted lane switching by folks who either want to go straight but are in the left hand lane or who are in the left hand lane and want to go straight. There is already considerable lane switching on Seminary Road between those wanting to be in the left turn lanes and those wanting to continue straight. This switching delays the flow of traffic and puts people in harm's way. The proposed solution for incoming traffic into the Winkler business area will be the Seminary switching and add the same delay on Beauregard with the additional potential of backing the delay into the Seminary/Beauregard intersection. This is not either wise or desirable.

2. The Winkler traffic plan appears to address only the additional traffic between I395 and the Winkler business area. While this linkage will probably create most of the additional traffic, little thought seems to be given to the other avenues of approach, i.e., Seminary Road from the West and Beauregard from the North and the South. Seminary Road is a major concern of the Seminary West Civic Association and the Dowden Terrace Civic Association. There is already a very heavy flow of traffic during the day and particularly during rush hour. The Skyline traffic that travels Seminary to get to I395 must be considered. The

western flow of traffic on Seminary that turns left into the Seminary West neighborhood is already at risk. The additional traffic will aggravate an already bad situation. I have already had one car "totaled" when rear-ended after stopping on Seminary for a left turn onto Fillmore.

3. New Fairfax residents working in the new office buildings will likely discover the Dowden Terrace - Seminary West neighborhood residential streets and decide them to be preferable routes over the clogged Seminary Road both in the morning and in the afternoon. Additional traffic (and drivers frequently in a great hurry) creates a serious hazard for our school children and also for the numerous joggers, walkers, bicyclist, and dog walkers that use our neighborhood as a safe haven to walk and exercise. We do not want to generate additional neighborhood traffic. It is a proven axiom in traffic engineering that vehicular traffic is like electricity; it will find the path of least resistance. That path should not go through our residential neighborhood. (I recall a previous city council in the 80's that erected a barricade at the city-county line in our neighborhood and made some streets one-way as a response to heavy through traffic. I'm certainly not advocating that, but I do! mention it as a solution to increased traffic in an earlier time.)

4. When a backup exists on I395 South onto Seminary Road, the likelihood of additional traffic exiting early off I395 into the Southern Towers parking lot, then through the lot and either onto Seminary or across Seminary into the Winkler business area. I have already seen that happen without the addition of four or five thousand vehicle to the mix. This is not a scenario that safe-minded people should create.

5. The "exiting" solution presented by Winkler is the building of one right-turn lane exiting the Winkler business area onto the Seminary East exchange. This solution heavily favors traffic going south on I395. One right turn lane would appear to be very insufficient. In addition it creates the option for the driver in a hurry to get in the right turn lane then proceed to cross lanes to traffic either onto Seminary East or into the exchange for going onto I395 North.

6. Response by emergency vehicles to our neighborhood during rush hours should also be considered in the final traffic plan.

I understand that Winkler does not yet have an

occupant for the new buildings. That being the case there must be time available for a careful and thorough analysis of their traffic plan or the generation of a new one. I urge the Council to take that path. There are more options than just the building of a third left turn lane for handling thousands of additional vehicles.

Thank you for your time and for considering this neighborhood problem.

James W. Madden
6207 Holmes Run Parkway
Alexandria, VA 22311-1616

11,12

1-24-04



<cmschw@comcast.net
>

01/15/2004 09:06 AM
Please respond to
cmschw

To: <alexvamayor@aol.com>, <delpepper@aol.com>,
<council@joycewoodson.net>, <councilmangaines@aol.com>,
<rob@krupicka.com>, <macdonaldcouncil@msn.com>,
<paulcsmedberg@aol.com>, <rose.boyd@ci.alexandria.va.us>,
<jackie.henderson@ci.alexandria.va.us>

cc:

Subject: City of Alexandria Website Contact Us - EMail for Mayor, Vice-Mayor
and Council Members (alexvamayor@aol.com, delpepper@aol.com,
council@joycewoodson.net, councilmangaines@aol.com,
rob@krupicka.com, macdonaldcouncil@msn.com,
paulcsmedberg@aol.com, rose.boyd@ci.alexandria.va.us,
jackie.henderson@ci.alexandria.va.us)



Time: [Thu Jan 15, 2004 09:06:46] IP Address: [68.86.18.237]

Response requested:

First Name: Charles

Last Name: Schwidde

Street Address: 4200 Ormond Avenue

City: Alexandria

State: VA

Zip: 22304

Phone: 703-370-9645

Email Address: cmschw@comcast.net

Comments: Dear Council Members,

My wife and I are 25 year-plus residents of
Alexandria near Seminary Rd. We endorse the
Seminary Hill Association letter of Jan. 14th to the
Council.

We think that Councilman MacDonald's view for
an expanded study is the correct way to proceed.
Seminary Rd.'s traffic has already increased
substantially in the last decade (see presentations
by Rich Baier of City
showing that Seminary Rd. traffic has increased
by at least 10,000 cars a day in the past 10
years).

The proposal as it stands will lead to confusion and traffic accidents, including potential fatalities. The fairest proposal is for a dedicated turn lane to the new site from a new I-395 Exit. While this may be expensive, who among you wants to be ultimately responsible for traffic accidents and fatalities on Seminary Rd.? Furthermore, let's not clog up Seminary Rd. more than is necessary!

Please slow this development down until we know we have a traffic solution that is safe, fair, efficient, and easily understood by motorists!

Thank you,

Charles Schwidde

11,12
1-24-04



"Bostain, Lynn"
<LBostain@virginia.org
>
01/16/2004 03:23 PM

To: <Jackie.henderson@ci.alexandria.va.us>
cc:
Subject: Seminary West Civic Association letter for all Councilpersons and Mayor Euille

Jackie,
Could you please see that each City Council member receives this letter as well as Mayor Euille? Many thanks,
Lynn Bostain
P.S. My personal e-mail address is lbostain@erols.com

Lynn Bostain, CTC
Meetings Marketing Manager
Virginia Tourism Corporation
P.O. Box 11847
Alexandria, VA 22312
Phone: 202/872-0557 or 800/811-4296
Fax: 703/845-6380
lbostain@virginia.org
www.virginia.org/meetings
www.vatc.org

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City Council letter, Jan 16 (Winkler).doc

MEMORANDUM

TO: City Council
Cc: City Clerk
FROM: Lynn Bostain, President, Seminary West Civic Association
DATE: January 16, 2004
SUBJ: Winkler Traffic Proposal

The Seminary West Civic Association October 2003 meeting included a development plan presented by the Mark Winkler Company which included new traffic information that had not come before the citizens until that time, creating a dynamic that had not been in play in earlier. In addition, there seemed to be inconsistencies and varying numbers about the numbers of vehicles that the new development would bring. To explore those issues, I requested a separate meeting with a "core group" from the affected neighbor-hoods and the Winkler Company, which took place on December 18. That meeting lasted 3 hours and raised even more questions about the traffic situation and the best means to ensure that the proposed development would have a minimal impact on our community.

A group from Seminary West Civic Association and Dowden Terrace attended the Planning and Zoning meeting at City Hall on Tuesday, Jan. 6, which, as you know, resulted in a 7-0 decision in favor of the Winkler Company plan. This vote was rendered despite the fact that citizens requested an independent traffic study because of traffic problems that had not been addressed in the Winkler Company-sponsored study. The Winkler Co. correctly states that neighboring communities endorsed a 1997-98 plan to construct office buildings on their property. That endorsement, however, was based on reasonable and viable traffic mitigation efforts that looked at options to adding left-turn lanes to Seminary and Beauregard. Seminary West Civic Association's concerns are not with Winkler building construction, but with traffic logistics that were considered dangerous in 1997-98 and appear to be even more dangerous in 2004.

Prior to the Dec. 18 and Jan. 6 meetings, it was the understanding of both the Seminary West and Dowden Terrace Civic Associations that the Winkler Co. intended to pursue the idea of either a flyover or direct access from I-395 directly into their property, thus avoiding the danger of adding more traffic to the already heavily-traveled Seminary/Beauregard Road juncture by adding a 3rd left turn off Seminary Road and a 2nd left turn off Beauregard into Mark Center Drive. Documents from 1997-1998 record this understanding and note that former Transportation Director Tom O'Kanesaid that to add a 3rd left turn lane off Seminary Road onto Beauregard St. would be "perilous" and that former Councilman David Speck requested a more viable solution than the 3rd left turn lane on Seminary Road. Citizens were taken by surprise when the Winkler Company presented its plan in October 2004, ignoring 1997-1998's traffic suggestions and showing the added left turn lanes on Seminary Road and Beauregard Street as givens. Residents of Seminary West are still hoping for some sort of direct access to the Winkler property either from a ramp off I-395 or via a flyover as originally proposed.

In recent phone calls, Councilmen Andrew Macdonald and Ludwig Gaines expressed interest not only in an independent traffic study, which Seminary West Civic Association endorses, but Councilman Gaines suggested a multi-*regional* traffic study. In light of already serious traffic congestion in the West End of Alexandria and proposed new building at Skyline and the Winkler complex, as well as the inevitability of future expansion in the entire area, Seminary West Civic Association advocates that the City examine very carefully, through an independently-contracted study, the present and anticipated traffic patterns in the West End of the City.

11,12
1-24-04

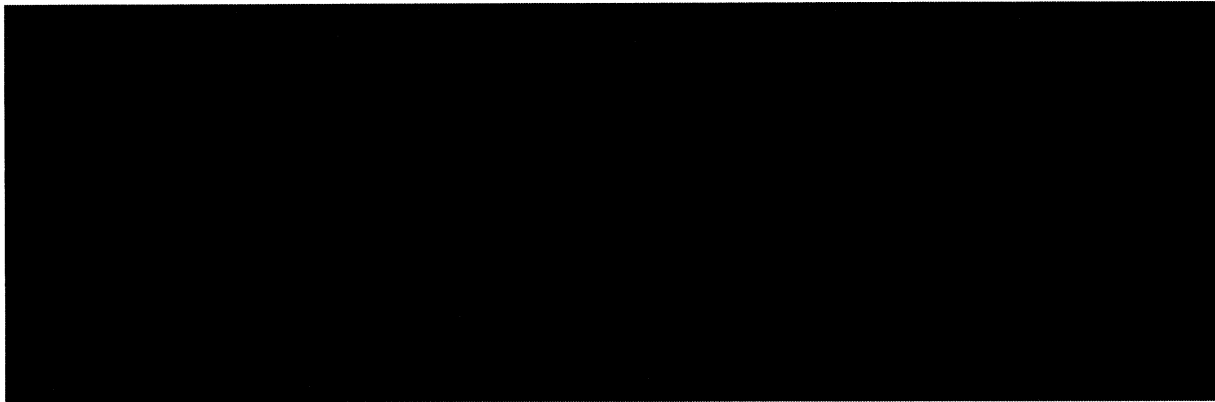


<acave9@comcast.net>
01/15/2004 08:11 PM
Please respond to acave9

To: <alexvamayor@aol.com>, <delpepper@aol.com>, <council@joycewoodson.net>, <councilmangaines@aol.com>, <rob@krupicka.com>, <macdonaldcouncil@msn.com>, <paulcsmedberg@aol.com>, <rose.boyd@ci.alexandria.va.us>, <jackie.henderson@ci.alexandria.va.us>, <sharon.wells@ci.alexandria.va.us>, <page.moon@ci.alexandria.va.us>, <page@focusdatasolutions.com>

cc:

Subject: City of Alexandria Website Contact Us - EMail for Mayor, Vice-Mayor and Council Members (alexvamayor@aol.com, delpepper@aol.com, council@joycewoodson.net, councilmangaines@aol.com, rob@krupicka.com, macdonaldcouncil@msn.com, paulcsmedberg@aol.com, rose.boyd@ci.alexandria.va.us, jackie.henderson@ci.alexandria.va.us, sharon.wells@ci.alexandria.va.us, page.moon@ci.alexandria.va.us, page@focusdatasolutions.com)



Time: [Thu Jan 15, 2004 20:11:51] IP Address: [68.86.29.95]

Response requested:

First Name: Alice

Last Name: Cave

Street Address: 3736 Gunston Road

City: Alexandria

State: VA

Zip: 22302

Phone: 7033791521

Email Address: acave9@comcast.net

Comments: Mayor, Vice Mayor, and Members of the Council: My husband and I are lucky enough to live and work within the City, our office is located in the Mark Center complex, 1500 N Beauregard St. So, we were appalled to read in the Post of the development plans to add even more buildings and 6000 parking places to the location behind 4900 Seminary Road. Our commute takes us

south on 395 from Shirlington to Seminary Road West, and this exit from 395 is already very congested during rush hour. Adding this many more drivers (and let's face it, expecting a large percentage of those people to commute on the metro and use a shuttle is not that realistic) will bring traffic there to a standstill. Some specifics:

What genius came up with the idea to have a 3-lane left turn onto N Beauregard from Seminary? N Beauregard has only 2 lanes, where will that third lane go? During the morning rush at this intersection, the lanes headed straight are much more heavily travelled. Take one of those lanes away, as shown in the diagram, will back that traffic up a long way, probably back to Alexandria Hospital or worse!

One of the problems facing the intersection now is those people who want to turn left to get into the 4900 building now, at the light before N Beauregard. If these people are coming from 395, it is already a big jam of people trying to quickly cut across two lanes of traffic. Add 6000 more drivers and you have a nightmare backing up onto 395.

This intersection already needs to be re-engineered. Adding all this traffic will bring it to a complete halt on a regular basis. I agree with the comment of Councilman MacDonald, who said "we haven't done our homework on this." Please take this back to the drawing board, and for once, halt the development until the road issues have been fixed!

Very Sincerely,
Alice Cave and Rick Fletcher

11,12
1-24-04

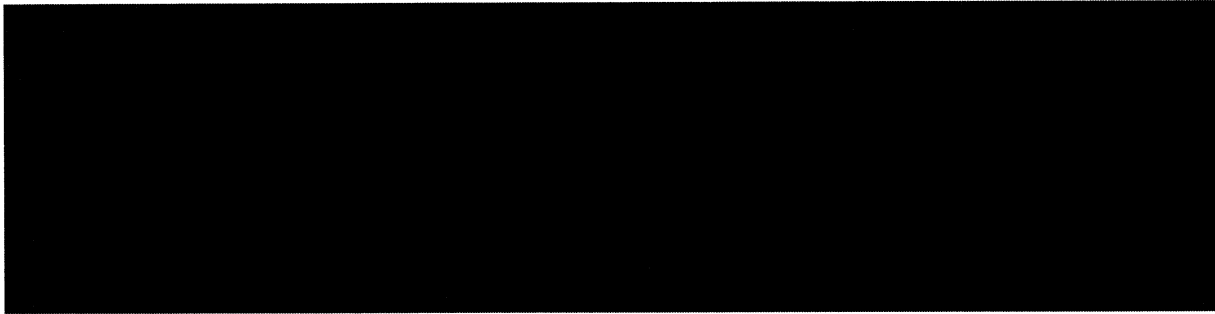


<IntsSilins@aol.com>
01/16/2004 12:05 PM
Please respond to
IntsSilins

To: <alexvamayor@aol.com>, <delpepper@aol.com>, <council@joycewoodson.net>, <councilmangaines@aol.com>, <rob@krupicka.com>, <macdonaldcouncil@msn.com>, <paulcsmedberg@aol.com>, <rose.boyd@ci.alexandria.va.us>, <jackie.henderson@ci.alexandria.va.us>

cc:

Subject: City of Alexandria Website Contact Us - EMail for Mayor, Vice-Mayor and Council Members (alexvamayor@aol.com, delpepper@aol.com, council@joycewoodson.net, councilmangaines@aol.com, rob@krupicka.com, macdonaldcouncil@msn.com, paulcsmedberg@aol.com, rose.boyd@ci.alexandria.va.us, jackie.henderson@ci.alexandria.va.us)



Time: [Fri Jan 16, 2004 12:05:30] **IP Address:** [172.155.169.159]

Response requested:

First Name: Ints and Elizabeth

Last Name: Silins

Street Address: 5683 Rayburn Avenue

City: Alexandria

State: VA

Zip: 22311

Phone: 703 998-8971

Email Address: IntsSilins@aol.com

Comments: Dear City Council Members:

When the traffic management plan for the Mark Center expansion comes before you on January 24, please hold off approval and order an independent traffic study to be done. The present proposal, involving additional left-turn lanes to handle an additional 6000 cars per day, seems certain to generate gridlock, causing pollution and inconvenience and dangerously impeding the movement of emergency vehicles during rush hour. A better solution could be direct access from I-395 to the new complex. This would eliminate the need for many cars to make a traffic-clogging detour via Seminary and

Beauregard to their jobs in the new buildings.

So far the Mark Center development has proceeded commendably, but this latest proposal could produce a bottleneck that would seriously degrade the area.

Thank you for your attention to this issue.

Sincerely, Ints and Elizabeth Silins

PHONE-O-GRAM[®]

for: *CC*

11 & 12

~~*1-24-04*~~

From *Samuel Rodson* Company _____

City *5511 Dawes Ave. alt. 22316* Area _____
Code _____ Phone _____

- Telephoned
- Please return the call
- Returned your call
- Will call again
- Came in
- See me

Message *He is against the traffic management plan on the 1-24 docket. Rocket item # 11 + 12.*

Date *1-20* Time *9:00* Taken by *Ky*

Action Wanted _____

Action Taken _____

1

Public Hearing Meeting, January 24, 2004
Prepared Statement on Docket Item # 11
Developmental Special Use Permit #2002-0038
1897 North Beauregard Street
MARK CENTER

ISSUE: The request by the Mark Winkler Company for an amendment the Transportation Management Plan (TMP), as outlined in special use permit (SUP) #2002-0038.

POSITION: Against, the proposed request for amendment.

BACKGROUND: In the proposed development the City originally requested construction of an interchange connection from southbound I-395 to the site. Staff analysis of SUP #97-0164 proposed this direct I395 connection, staff stated that the (then and now) proposed triple left-hand turn is "perilous". The then Director of Transportation and Environmental Services (T&ES) favored the direct connection and met with State highway officials and was optimistic that the project can be built.

The requested amendment calls for the elimination of this interchange and calls for construction to add extra lanes to Beauregard St and Seminary Rd.

THE PROBLEM: The Mark Winkler plan has not considered that Seminary Rd traffic is already saturated and that their amended plans only serve themselves and not the community. The amended plan has not considered the daily disruption the residents would face every day while construction is process of the additional lanes. The amended plan has not considered that there is a middle school that children walk to everyday, a hospital and fire station that will be impacted by construction and additional traffic. This section of Seminary Rd is dangerous for pedestrians and autos; the amended plan will not help the current situation but make it worse. The original proposal would better serve the community by taking cars off Seminary Rd and Beauregard St.

SOLUTION: Please reconsider the planning commission's approval of this item and require a new separate interchange, as originally proposed, be constructed to handle Mark Plaza traffic. If this solution cannot be agreed on today, at a minimum a new "independent" traffic study should be conducted to either verify or refute the developer's conclusions about the level of gridlock we can expect.

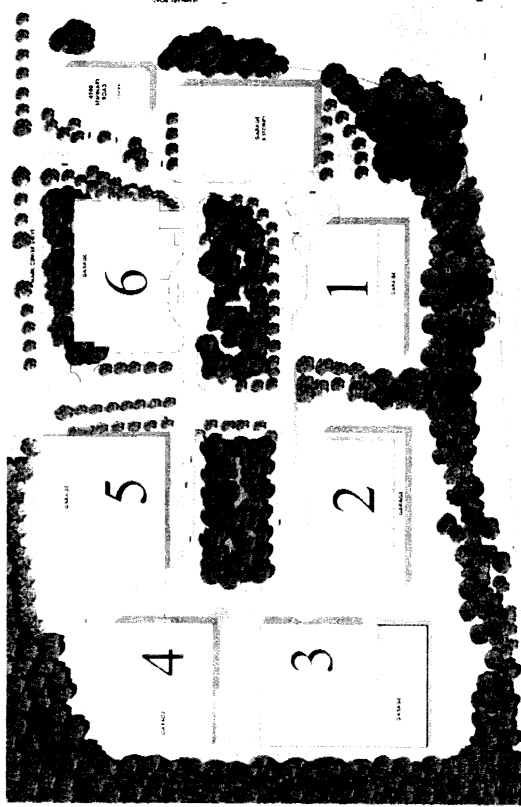
CLOSING: Mark Winker is an excellent custodian of their property on Seminary Rd and Beauregard St. and I am in favor of the Winkler Company being able to develop their land as they see fit. However, at a time when homeowners are paying over a quarter million dollars for real estate in our neighborhood to avoid the gridlock that occurs outside the beltway I can't stand idly and let developers take away my family and neighbors quality of life.

Thank you,
Thomas Schweinefuss
2506 N. Shelley St.
Alexandria, VA 22311

11,12
1-24-04

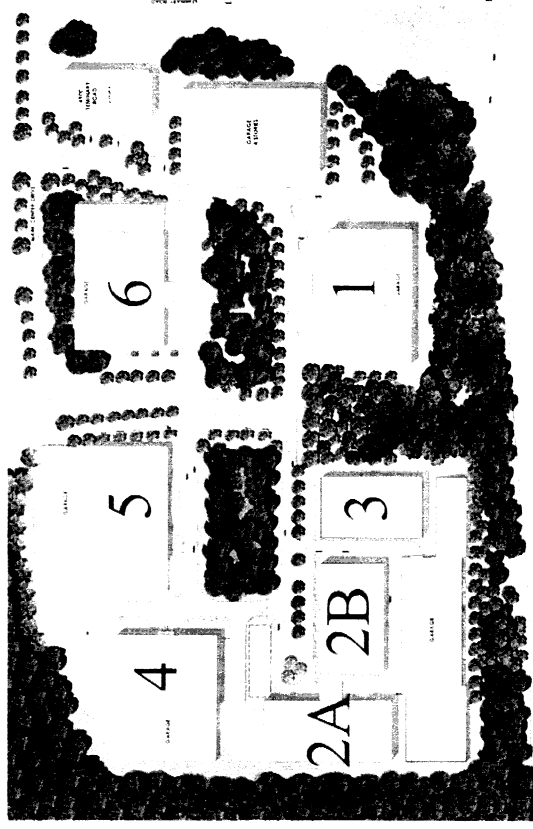
Development Background DSUP #2002-0038

Current Approval



Note: Buildings #1 and #4 have been constructed.

Proposed Amendment



Note: Buildings #1 and #4 have been constructed.

Proposed Amendment

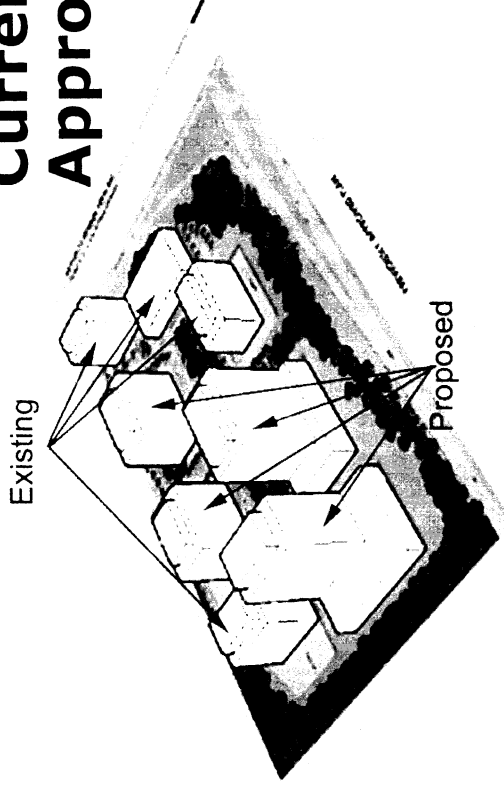
DSUP # 2002-0038

Benefits:

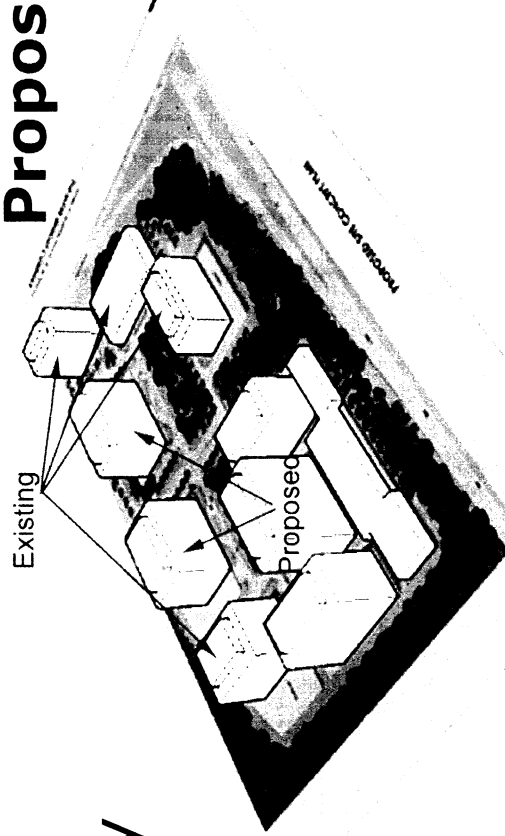
- Reduced building height
- Enhanced building design
- Reduced mass and scale
- Increased open space
- Green building technology



Current Approval



Proposed



Community Meeting DSUP #2002-0038

Issues expressed at 5 community meetings:

- Safety of triple-left turn lanes
- Cut-through traffic
- Number of parking spaces
- Concern of status and requirement for I-395 ramp
- Congestion of Beaugard-Seminary corridor
- Merging of traffic from I-395 to Seminary
- Comprehensive analysis of traffic impact/Independent traffic study of Mark Center proposal
- Desire to have a study of Seminary Road, west of Beaugard
- Importance of mass transit use
- Pedestrian enhancements

Planning Commission DSUP #2002-0038

- Planning Commission unanimously approved the proposed amendment after extensive testimony.
- Determined that proposed trip generation was consistent with current approval, plus 441 trips for Building #6.
- Determined that the approval of 3.5 ratio is a reduction of 871 parking spaces and mitigation will be provided.
- Project increases benefits compared to current approval.
- City held follow-up meeting with community on January 20, 2004.

Parking

DSUP #2002-0038

Parking Approvals	Approved Parking Spaces Under DSUP#99-032	Parking Spaces Under DSUP#2002-0038
Buildings #1 and #4	1,435	1,435
Remaining Buildings	6,288	6,097
Total	7,723	7,532

CDD approval permits up to 4.0 spaces/1,000 SF

Current proposal is a ratio of 3.5 spaces/1,000 SF and is 191 spaces fewer than what is approved

Conditions require:

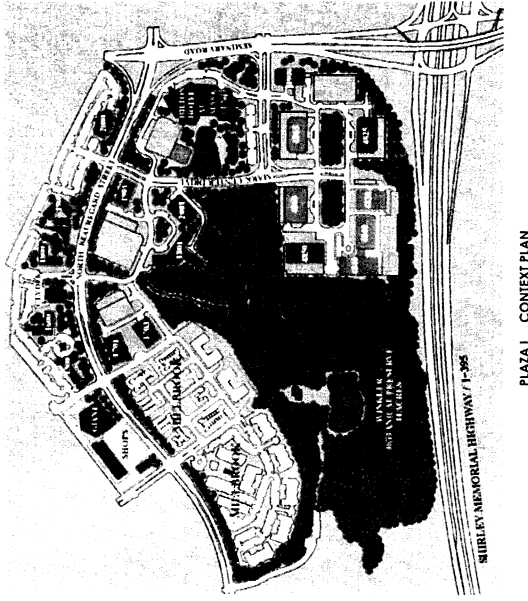
- Promoting use of transit, carpooling and vanpooling
- Rail and bus fare discounts
- Market rates for parking
- Car share program (e.g. Flex car)

Applicant has committed to:

- A reduction in parking ratio from 3.5 to 3.0, a reduction of 870 parking spaces, or 14.3% for buildings 2, 3, 5, and 6

Traffic

DSUP #2002-0038



Traffic demand does not increase from previous approvals

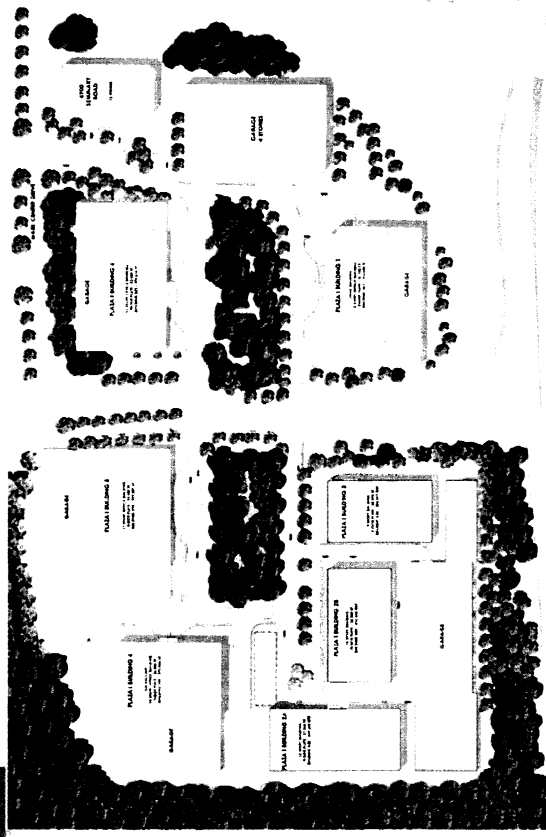
Traffic Generation:

	AM Peak Trips	PM Peak Trips
Current Approval (Parcel I-A) Bldg. # 1-5	1,801	1,871
Building # 6 (Parcel I-B)	481	449
Total	2,282	2,320

Note: 1) Ninety percent of all trips are assumed to be by automobile with the remaining 10% using mass transit
2) Building #6 (Parcel I-B) has conceptual approval; buildings # 1-5 (Parcel I-A) have preliminary approval.

Access

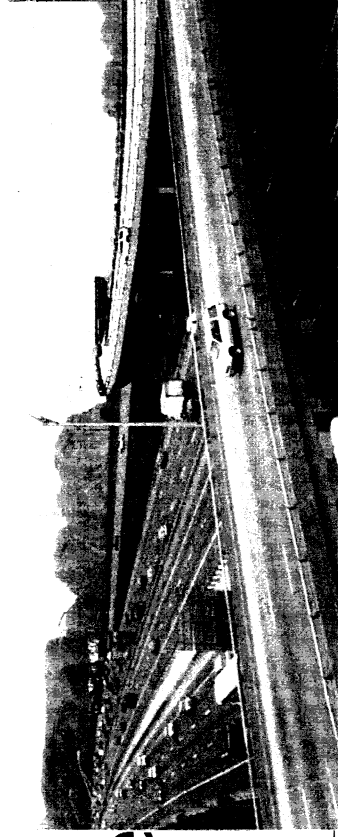
DSUP #2002-0038



Issue is accommodating traffic into and out of site

I-395 interchange ramp is not a feasible option

- Public need/use
- Feasible alternative
- Impact to interstate
- Funding

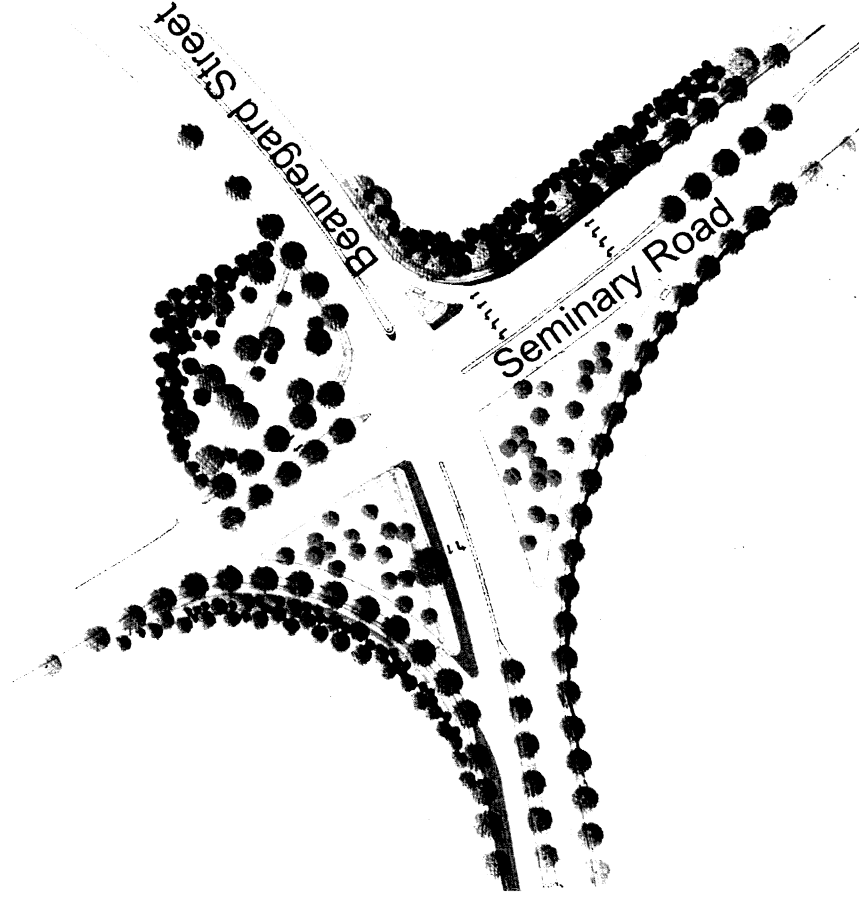


Proposed Improvement

DSUP #2002-0038

Applicant has further committed to:

- \$40,000 to a future traffic study on Seminary Road
- Ability to use up to \$240,000 committed to improvements that would be recommended as part of the Seminary Traffic Study.



ROAD IMPROVEMENT @ SEMINARY ROAD & BEAUREGARD STREET

Conclusion

DSUP #2002-0038

- **Project has significant benefits over current approval**
- **Public input/concern**
- **Reduction in parking**
- **Funding for mass transit/corridor study**

11:12
1-24-04



"McGlathery, Sharron
(DS)"
<McGlatheryS@state.gov>

To: "CityMail@ci.alexandria.va.us" <CityMail@ci.alexandria.va.us>
cc:
Subject: Seminary Road/Beauregard

01/20/2004 12:43
PM

I have been a resident of this area, living on Fillmore Avenue, for thirty years now. I have never seen the traffic so bad on Seminary as I have in the past two years. The fact that it is already bad and then the Mark Center is going to be expanded needs more planning on the traffic issue. I am against the present proposal. I agree that a separate exit off of 395 should be addressed. A independent traffic study should be completed and if it verifies what the Winkler Company has said, that's one thing. But, I would want to hear it from someone other than those involved in the project itself. I am also worried about the traffic that would decide shortcuts through our neighborhood would be the way to go. I remember when Alexandria put fences up in my neighborhood on the Alexandria/Fairfax borders to keep the flow of traffic cutting through from Columbia Pike and from Seminary Road to Columbia Pike before the new exit on Columbia Pike solved the problem. Would we need fences put up again?????? Please reconsider the proposal as it stands now.

Thank you,

Sharron McGlathery
5622 Fillmore Avenue
Alex. Va 22311

11 3 12
1-24-04



**INOVA HEALTH
SYSTEM FOUNDATION**

*8110 Gatehouse Road
Falls Church, Virginia 22042
Tel 703 289-2072
Fax 703 289-2073*

January 21, 2004

William Euille, Mayor, City of Alexandria
Ellen Fogarty, Director, Planning and Zoning
City Hall - 301 King Street
Alexandria, VA 22314

Re: Letter in support of Mark Winkler Company; and
Letter in support of Special Use Permit (as a resident)

Dear Mr. Mayor and Planning Director Fogarty,

I write this letter to you wearing two hats: one as Vice President at Inova Health System responsible for the Inova Health System Foundation and the other as a resident for twenty seven years, living only blocks away from the Winkler site.

In my role as head of philanthropic operations for Inova, The Mark Winkler Company (MWC) has been one of the best corporate citizens in Alexandria, specifically in their support of Inova Alexandria Hospital. Over the years, the hospital has been blessed to have the generous backing of MWC for a variety of patient care and community health initiatives. We have had members of the family on our Board, and as partners in various community health projects, such as the citywide initiative to help immunize children under the age of two.

In addition, I can personally attest to the unwavering commitment that our community has benefited from in the form of various executives with MWC, from Randy Kell, to Tori Thomas, to Lynne Ball, and others. Each and every one of these executives has worked with a high degree of professionalism and with an orientation to balancing the concerns of business-related matters with community and civic responsiveness.

As a resident of Alexandria since 1976, all of those years in the Seminary Hills and now Seminary Valley areas, I have come to appreciate the good-neighbor and good developer that MWC has been. I keep current on issues relating to land use in my part of town and have been impressed with the successful way in which MWC has evolved the use of their site consistent with a good-growth, resident-friendly approach. Thus, I support their current application to the City.

Sincerely,
Steve Meyerson, Vice President, Inova Health System Foundation
and city resident of 5417 Barrister Place, Alexandria, VA 22304

11812
1-24-04

What Do You Want?

Good morning Mayor and Council. Thank you for allowing me to speak on behalf of the Seminary West Civic Association. I am Robert Bectel and I live on Grigsby Avenue within the Seminary West neighborhood.

During the last several months of discussions between my neighborhood, the Mark Winkler Corporation and representatives of this city, many questions have been asked. The most prevalent being what do you want? Mark Winkler, their associates and legal representatives have asked it of us; it has been asked of us by the City planning commission; it has been asked of us by representatives of the city's traffic management team.

I don't think anyone has bothered to ask the City Council this question

Mr. Mayor, City Council, what do you want?

Do you want Alexandria community streets flooded with an additional six thousand non-resident commuters? Do you want higher accident rates, and the Alexandria police department forced to spend their already limited funds handling increased traffic enforcement on Seminary, Beauregard, and the roads of the surrounding neighborhoods? Do you want local streets clogged during the mid day lunch hour, as more than nine thousand workers travel from the Winkler properties to restaurants on Route 7, Columbia Pike and Beauregard? When the employees realize that Route 7, and Columbia Pike have an abundance of restaurants and shopping centers, our neighborhood is sure to suffer as these persons travel from the Winkler properties to these businesses.

Do you want neighborhoods where children are unable to play safely, the elderly are afraid to walk on streets currently without sidewalks, and families cannot enjoy local play grounds, tennis courts, pools, dog parks and nature preserves? Do you want local schools to spend additional funds on increased staff to safeguard the children as they walk across dangerous roads and intersections to get to their elementary and middle schools? Are you more interested bringing non-resident jobs to this city than you are in safe guarding the citizens and children already living in these communities?

Do you want increased degradation of the local environment, though higher vehicle emissions from six thousand new vehicles in the neighborhoods? Do you want your city to be recognized as an environmentally active and friendly city, or a city that is more interested in big business and revenue generation? Do you want increased noise pollution as these commuters use your neighborhoods to escape the incessant traffic delays on highways 95, 395 and 495? Do you want to build another Tyson's corner traffic nightmare in your back yard? Do you want the infrastructure of the neighborhoods to suffer under the increased weight of thousands more automobiles every morning, noon and night? Already the streets of Seminary West neighborhood are pot-holed, patched and suffering from the traffic that currently travels on them. Adding more traffic to this neighborhood will only increase the maintenance costs to the city.

The exegesis of the traffic studies which we have on hand needs to be done by a disinterested party, a person or group that has no skin in this game and will provide unbiased accurate analysis of the situation. The preternatural traffic plan that the Winkler Corporation has put forth with the City planning commission's blessing is one of least cost and shortest time to completion, with little regard for the impact on the larger community and region within which they are building. By the Winkler Corporations own admission, a best case scenario will take between seven and ten years to complete this construction project.

By voting no to the current transportation management plan (TMP) and changes to the building plan, the city council has an opportunity to pause, reconsider its options, and bring this issue back to life when a more accurate analysis and appropriate TMP can be produced. Safer neighborhoods, content residents, more businesses, jobs and tax revenue are all possible rewards to be gained from this venture. Vote no and re-analyze the traffic management plan. Vote no and tell the community that you care about our safety and livelihood more than the interests of one company's desire to acquire tenants and construct office buildings.

What do you want Mr. Mayor? Do you want content citizens living in safe neighborhoods, or do you want more office buildings, parking garages, streets clogged with traffic, increased environmental damage and children forced to play indoors out of fear for their safety.

11/12
1-24-04

Good morning, Mr. Mayor and Council Members. I am Fran Becker, Executive Director of Carpenter's Homeless Shelter. Most of you know me as persistent advocate for homeless people and for affordable housing for all. Today I am here to support the Mark Winkler Company's good work in the community. I am often present at community events with you, events that have impacted Alexandrians who are in need. Frequently at these events the Mark Winkler Company has stepped up to the plate and provided the response to the need through financial resources and donated staff time.

The most recent event I attended with you was in December when the Mark Winkler Company celebrated 15 years of providing free transportation to and from the Mark Center. More than 500,000 free trips have been offered by Winkler which is a substantial reduction in traffic in and out of Mark Center. I'm sure you were touched as I was from the heart warming testimony of two regular riders using this model transportation to and from metro centers. Fifteen years ago, Winkler had the vision and put their money behind that vision to provide transportation that has alleviated traffic on Seminary Road. Most of you know that in celebration of this anniversary, Winkler donated \$1,000 in metro passes to our shelter clients, and made similar contributions to other charitable organizations throughout the City. This donation had an immediate impact on our working families living at Carpenter's.

Most of you know that it was the pro bono development expertise and Winkler's connections that provided the purchase, renovation and construction at the old DMV site that is now Carpenter's permanent home on N. Henry Street. They gave us the tools (a well-designed, bright, modern shelter for families and adults) that help us do what Carpenter's does best: rebuilding fragile lives into productive members of this community. Because of Winkler's involvement, Carpenter's is well positioned in its second decade of partnering with the City in providing housing and services to homeless and formerly homeless children, family and adults.

I know first hand how the Mark Winkler Company operates. They outreach to the surrounding community, they attend meetings and give presentations. I was part of that community outreach when the Carpenter's Shelter was moving to our new home five years ago. Winkler organized and held numerous community meetings, organized and led neighborhood walks near the new location to alleviate concerns (some member of current council participated in these walks) and met over and over with anyone that had a question or concern. Community dialogue seems critical to Winkler as they help find solutions to community concerns and problems.

Winkler is part of the fabric of this community. They are a tremendous asset as a business in Alexandria, and invaluable as community givers and partners. From my lens, I don't think there is another company in this City that contributes as greatly to the quality of live of all Alexandrians. Winkler's cooperative partnerships with other nonprofits, the Chamber of Commerce, the City and other interest groups have positively impacted this community. Winkler cares about this City, its citizens and its future. Alexandria is blessed to have a model corporate citizen like the Mark Winkler Company.

11912

1-24-04

January 24, 2004

The Honorable Mayor and Members of the City Council
City Hall
301 King Street
Alexandria, VA 22314

My name is Shirley Downs and my husband and I live in the KMS Town House Development in Alexandria's West End.

I wish to speak in opposition to docket items 11 and 12.

I would like to note that the 6,000 parking spaces under discussion were originally approved in 1992. Considerable changes have taken place since that time.

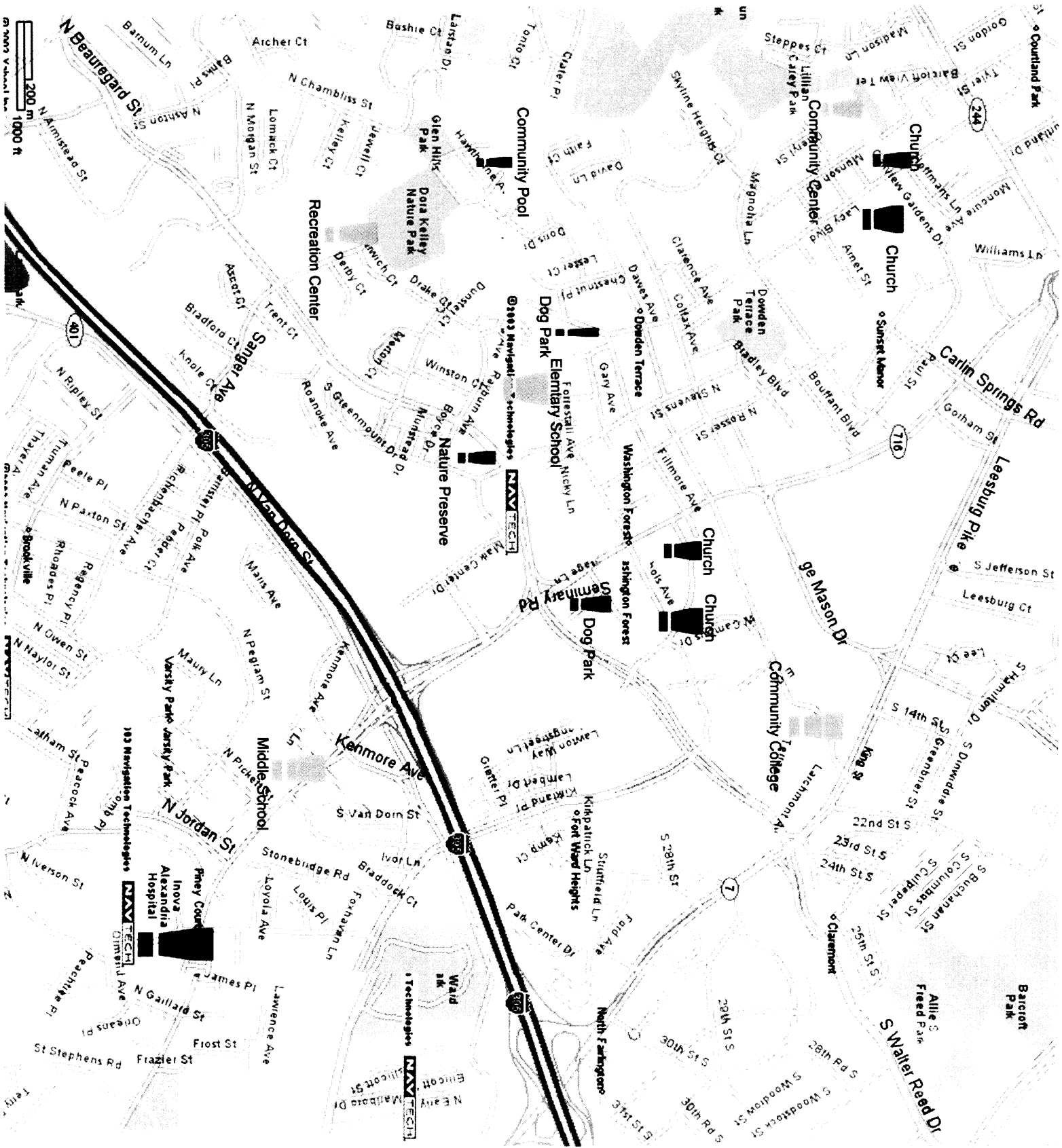
1. The West End is much more densely populated partly because of "infill" housing development. The traffic on Duke, Taney, Richenbacker, Sanger, Van Dorn, Beauregard, and Seminary is now very heavy certainly during rush hour, but at other times, as well.
2. In addition we know that because of the PTO, there is going to be an additional explosion of traffic on all our streets in the West End that was not predictable in 1992.
3. An increase in traffic on Seminary Road will certainly have an impact on the traffic trying to reach the Alexandria INOVA Hospital, causing delays with serious health consequences for emergency cases. There are three schools in the area, including on on Seminary Road. An increase in traffic creates an severe safety problem for our children, particularly at Hammond Middle School.
4. The previous request by the developer of Mark Center included an off-ramp from I-395 that would go directly into the development. This ramp would have handled a substantial amount of the traffic. At the time of the approval of the additional parking spaces, the City Planning Staff opposed the alternative of a three-lane left turn from Seminary onto Beauregard on the grounds that it would be unsafe. How has this suddenly become safe? THERE HAS BEEN NO INDEPENDENT STUDY OF THE IMPACT OF THIS TRAFFIC PATTERN. THE ONLY STUDY PERFORMED WAS A SELF-SERVING STUDY COMMISSIONED BY THE APPLICANT. An independent study needs to be done and reviewed and commented on by the public before a vote by the City Council.

Thank you for your consideration.

Shirley Downs
1007 N. Vail St.
Alexandria 22304
702-845-7958
shirleydowns@verizon.net

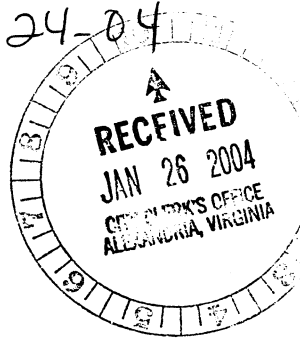
From Robin Beckel

N 12
1-24-04



11,12

1-24-04



Wednesday, January 21, 2004

Mayor of Alexandria, and Alexandria City Council Members
301 King Street
Alexandria, VA 22314

Re: Development Special Use Permit #2002-00037 and 0038 Mark Center.

Dear Mayor and Members of City Council;

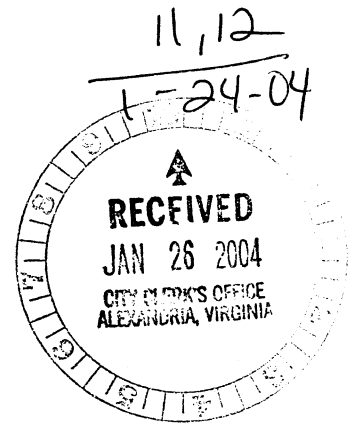
My name is Rodrigo A. Guajardo and I work in the city. The Mark Winkler Company has been an exemplary leader for the business community, for its residents, and for the city itself. Winkler company has been a remarkable and constant community givers and they have my full support in this issue.

I am aware of the application that you have before you regarding this matter, and urge your support. While traffic is of concern throughout the City of Alexandria, holding up this application for an independent study does not make matters better, but just delay the clear benefits of this project. The Mark Winkler Company has already submitted a comprehensive traffic study which the planning staff of the City has examined closely, and which the Planning Commission has already approved. We respectfully request that you vote in favor of this application.

Please don't make their fair application an scapegoat for the traffic problem that exist throughout the entire region. Please look at the merits of their application, the benefits that entitles to the community and the City, and support their proposal.

Very truly yours,

Rodrigo A. Guajardo
1800 N. Beauregard Street, Suite 150
Alexandria, VA 22311



January 21, 2004

Mayor of Alexandria,
and Alexandria City Council Members
301 King Street
Alexandria, VA 22314

Subject: Development Special Use Permit #2002-00037 and 00038 Mark Center.

Your Honor and Distinguished Members of the City Council:

I am writing concerning the Mark Winkler Company's Special Use Permit #2002-00037 and 00038 for building new office buildings in Alexandria. My feeling is these new buildings and their tenants would make my job more secure, bring in new taxes to the City, and enhance the livelihood of all the citizens of Alexandria. The Mark Winkler Company has been an exemplary leader for the business community, for its residents, and for the city. My feeling is that the Winkler company continues to provide remarkable support for the community, and they have my full support in proceeding with development of the buildings as referenced in the subject permits.

I am aware of the concerns of the homeowners and residents regarding increased traffic in the area. However, holding up the Winkler application until an independent study on traffic flow in the area will delay the clear benefits of this project to the City of Alexandria. Winkler has already submitted a comprehensive traffic study which the planning staff of the City has examined closely, and which the Planning Commission has already approved. Therefore, I respectfully request that you vote in favor of this application.

Very truly yours,

Jim R. Lee
InfoTrek
1800 N. Beauregard Street, Suite 150
Alexandria, VA 22311

From: J. Howard Middleton
Direct Phone: 703.641.4225
Email: jmiddleton@reedsmith.com

Reed Smith LLP
3110 Fairview Park Drive
Suite 1400
Falls Church, VA 22042-4503
Phone: 703.641.4200
Fax: 703.641.4340

TO: EILEEN FOGARTY
DIRECTOR OF PLANNING & ZONING
CITY OF ALEXANDRIA, VIRGINIA

RICHARD BAIER
DIRECTOR OF TRANSPORTATION & ENVIRONMENTAL SERVICES
CITY OF ALEXANDRIA, VIRGINIA

DATE: January 22, 2004

RE: Mark Center; DSUP 2002-0038, SUP 2003-0037; Conditions

At the meeting Tuesday evening with the residents in the vicinity of Mark Center and other interested parties, various issues were discussed following the City staff presentation. It appeared to us that major concerns included traffic conditions on Seminary Road between N. Beauregard Street and the Fairfax County line, and the number of parking spaces proposed for the office buildings to be constructed on Mark Center. Speakers indicated that a study of the Seminary Road traffic conditions would be important for potential future transportation improvements. In addition, comments were made that the number of parking spaces proposed for the office buildings remaining to be constructed at Mark Center was excessive. Following the meeting, the members of the Winkler development team met to discuss these issues and would like to make the following proposals for your consideration. We believe that these proposals are dramatic and should alleviate concerns of the neighboring residents.

1. Traffic study along Seminary Road from N. Beauregard Street to the Fairfax County line:
The Mark Winkler Company ("Winkler") agrees to provide, upon approval of the pending SUP applications, \$40,000 to the City to pay for a traffic study along Seminary Road, from its intersection with North Beauregard Street west to the Fairfax County line. The nature of the traffic study and the consultant retained for the study would, of course, be in the full discretion of the City.

2. Off-street parking: As representatives of Winkler have said at various meetings, having adequate off-street parking is imperative for the marketability of the Mark Center office buildings. An independent survey commissioned by Winkler indicates that market requirements for leases in office areas similar to Mark Center is 3.7 to 3.8 parking spaces per 1,000 sq. ft. of floor area. The Winkler experience in leasing indicates that at least 3.5 parking spaces per 1,000 sq. ft. of floor area is necessary to obtain tenants for the buildings. Mark Center is a suburban development with an FAR of 1.0 on an approximately 100-acre area and competes with other suburban area office markets. The present CDD plan recognizes this and permits up to 4.0 parking spaces per 1,000 sq. ft. of floor area.

However, in order to alleviate the concerns of our neighbors, Winkler will agree to a substantial reduction of 25% in the total number of parking spaces otherwise permitted under its approved CDD plan. The CDD plan approval permits 4.0 parking spaces per 1,000 sq. ft. of floor area. Our present application requests 3.5 parking spaces per 1,000 sq. ft. of floor area or a total of 6,097 parking spaces for the buildings not yet constructed (Buildings 2A, 2B, 3, 5 and 6). We propose to further reduce the total number of parking spaces for all of these remaining buildings from 6,097 to 5,226 in the aggregate, which number was determined based on 3.0 parking spaces per 1,000 sq. ft. of floor area, with the condition that for any one building, parking may not exceed 3.5 spaces per 1,000 sq. ft. of floor area. This provides the flexibility to respond to market demands by allowing a higher parking ratio for some of the buildings while limiting the total parking for all of the remaining buildings on Plaza IA and IB to 5,226 spaces. Thus, for example, if some of the building were parked at the 3.5 ratio, the others would have to be parked at a ratio well below 3.0 or Winkler would have to forego approved density.

In order to effectuate this reduction in parking, we propose to add the following condition to the approval documentation:

Off street parking for Buildings 2A, 2B, 3, 5 and 6 in Plaza 1A and 1B shall not exceed the total number of 5,226 spaces in the aggregate; provided that off-street parking for any of such buildings shall not exceed a parking ratio of 3.5 spaces per 1,000 sq. ft. of net office floor area.

3. Transit subsidy and transportation improvements: In light of the number of parking spaces initially proposed in our application (6,097 spaces), the City staff had imposed a condition that

required the developer to provide transit subsidies in order to incentivize the use of transit and discourage the use of the automobile and parking spaces for tenant employees. With the proposed substantial reduction in off-street parking spaces, some of the funds targeted for transit subsidy may be better utilized for City designated transportation improvements in the vicinity (other than those improvements that Winkler has agreed to pay for in the other conditions to approval). Condition No. 123, on page 42 of the staff report, provides for the additional transit subsidy under certain circumstances. In order to allow any of these funds to be utilized for transportation improvements instead of transit subsidy, in the full discretion of the City, Condition 123 could be amended by adding the following sentence at the end:

“Notwithstanding the preceding, the City may elect to utilize all or any portion of the funds otherwise made available under this Condition 123 for the design and construction of other transportation improvements in the vicinity of the Project.”

We are hopeful that this package of proposed amendments will alleviate the concerns of our neighbors and respond to the transportation issues raised in various meetings in the application process.

CC: Randy Kell
William Nussbaum

From Howard Middleton
For Record

TO:	EILEEN FOGARTY DIRECTOR OF PLANNING & ZONING CITY OF ALEXANDRIA, VIRGINIA RICHARD BAIER DIRECTOR OF TRANSPORTATION & ENVIRONMENTAL SERVICES CITY OF ALEXANDRIA, VIRGINIA
DATE:	January 22, 2004
RE:	Mark Center; DSUP 2002-0038, SUP 2003-0037; Conditions

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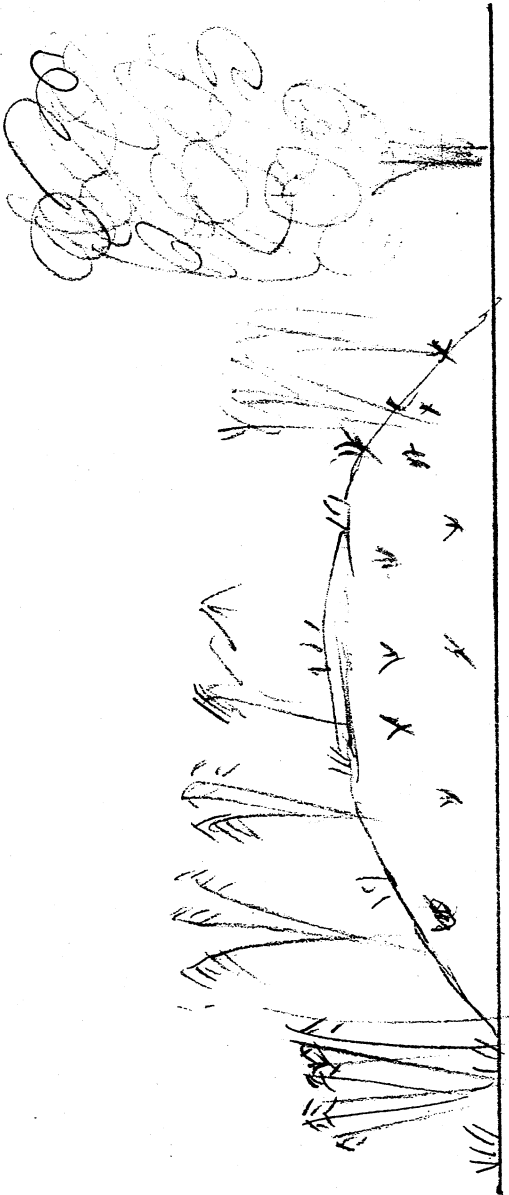
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CC: Randy Kell
William Nussbaum

11 8.12
1-24-04

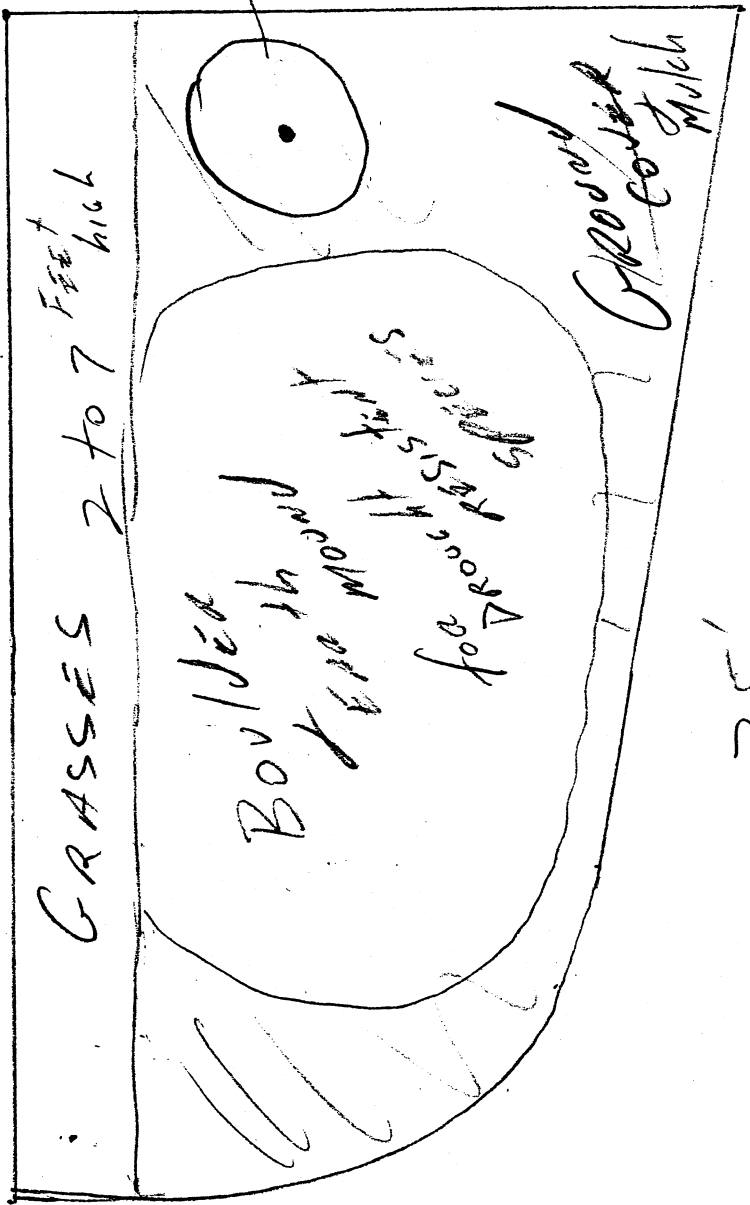
Landscaping Provision

The property owner shall invest a minimum of \$2,000 to complete a landscaping improvement project on the southern 20 feet of the property by June 30, 2004. Such a project shall be designed to beautify the site using a design concept based on the WaterWise Garden at the Simpson Stadium Park. The implemented plan shall be reviewed during the one year review for this SUP.



Creeper like
Myrtle Bush
Snake
OR SIMILAR

Albatross
Lectern



15'

75'

9 Item 6, Condition 15. Replace with the following.

The property owner shall invest a minimum of \$2,000 to complete a landscaping improvement project on the southern 20 feet of the property by June 30, 2004. Such a project shall be designed to beautify the site using a design concept based on the WaterWise Garden at the Simpson Stadium Park. The implemented plan shall be reviewed during the one year review for this SUP. The property owner shall provide Planning and Zoning with a copy of the landscaping plan by May of 2004.

11 & 12
1-24-04



1050 Thomas Jefferson Street, NW
Suite 100
Washington, DC 20007
202-295-8100 ■ Fax 202-295-8111

Initially Via Email
Original Via US Mail

January 20, 2004

The Honorable William D. Euille, Mayor
The Honorable Redella S. Pepper, Vice Mayor
Members, Alexandria City Council
City of Alexandria
City Hall
Alexandria, Virginia 22314

RE: City Council Session of 24 January 2004
Docket Items 11 and 12

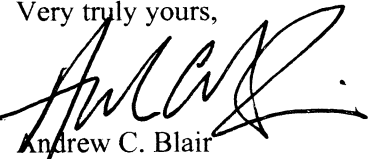
Dear Ladies and Gentlemen:

I am writing as a life-long resident, invested businessman and active supporter of the Alexandria City Public Schools to strongly urge your support for the approval of the Application of The Mark Winkler Company, as contained in Docket Items 11 and 12 which you will consider at your session on the 24th of January. I regret that business travel over the weekend will prevent me from joining you at the session and personally endorsing this well-thought and logical Application.

Two factors have motivated me to take the time to write. Foremost, your approval of the Application represents the logical conclusion of a **process** that, in the broadest sense, has taken place over the forty years of planning at Mark Center and more narrowly through the complete and thoughtful review of the City Staff (who recommend approval) and by the unanimous approval of The Planning Commission. While your consideration should be equally thoughtful and diligent, your actions must be consistent with this **process** for it to remain viable, predictable and respected.

It is also important to recognize that this Application comes not from an unknown entity with an unknown agenda, but instead from an organization with a legacy of quality development, provision and maintenance of open space, support of our City's students, forward thinking transportation planning and open and inclusive community involvement in the planning process. In an urban area where quality commercial development is the key to our tax base and, thus, our quality of life, we are blessed to have The Mark Winkler Company as an invested and active community partner. They should be recognized as such by your approval of this worthy Application.

Thank you for your time, consideration and service to our community.

Very truly yours,

Andrew C. Blair
President
Chief Executive Officer

Simpson.

11-24-04

2121 Eisenhower Avenue
Suite 300
Alexandria, Virginia 22314
Tel: 703 299-0029
Fax: 703-299-0020

January 22, 2004

The Honorable Mayor Euille & Members of City Council
c/o City Clerk & Clerk of Council
City Hall, Room 2300
Alexandria, VA 22314

Dear Mayor & Members of City Council:

As a long time Alexandria resident and businessman I strongly support The Mark Winkler Company application to amend their previously approved office buildings Development Special Use Permit and Transportation Management Plan to be presented at your January 24, 2004, Public Hearing. I am sure that you are aware that for over 40 years Mark Center has been one of the most well-planned, high quality, if not the best mixed-use development in the City.

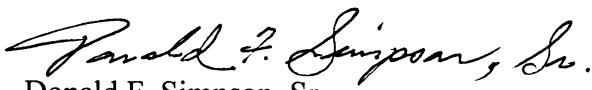
The economic benefit of Mark Center to the City is enormous and you could not ask for a better and more involved corporate citizen in the community and City than the Mark Winkler Company. The City Planning & Zoning and Transportation staffs have done a thorough and good job in recommending approval, and the Planning Commission has unanimously recommended approval. These considerations and findings should be supported by Council.

Traffic and Transportation Management Plan concerns of the proposed development have been adequately addressed by the Mark Winkler Company and City staff, and reviewed with the neighboring communities. Regarding environmental considerations, where else can the City and its citizens find a mixed-use development preserving trees and the environment, and a 44-acre endowed Botanical Preserve as the one provided in existing Mark Center.

This high-quality proposed development deserves your unanimous support and I respectfully request your favorable approval.

Thank you for your consideration.

Sincerely,


Donald F. Simpson, Sr.

cc: Philip Sunderland, City Manager

11 1/2
1-24-04



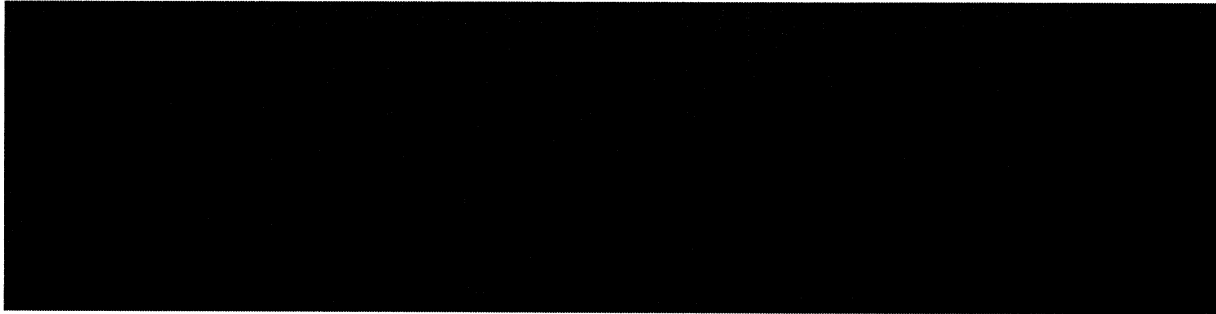
<rphlipper@aol.com>

01/20/2004 08:55 PM
Please respond to
rphlipper

To: <alexvamayor@aol.com>, <delpepper@aol.com>, <council@joycewoodson.net>, <councilmangaines@aol.com>, <rob@krupicka.com>, <macdonaldcouncil@msn.com>, <paulcsmedberg@aol.com>, <rose.boyd@ci.alexandria.va.us>, <jackie.henderson@ci.alexandria.va.us>

cc:

Subject: City of Alexandria Website Contact Us - EMail for Mayor, Vice-Mayor and Council Members (alexvamayor@aol.com, delpepper@aol.com, council@joycewoodson.net, councilmangaines@aol.com, rob@krupicka.com, macdonaldcouncil@msn.com, paulcsmedberg@aol.com, rose.boyd@ci.alexandria.va.us, jackie.henderson@ci.alexandria.va.us)



Time: [Tue Jan 20, 2004 20:55:40] IP Address: [205.188.209.13]

Response requested:

First Name: Phillip

Last Name: Rockstroh

Street Address: 5845 Doris Drive

City: Alexandria

State: VA

Zip: 22311-1122

Phone: 703-820-1111

Email Address: rphlipper@aol.com

Comments: Dear Honorable Mayor and Councilmembers:

I understand that the Mark Winkler Company is proposing making 3 left turn lanes off westbound Seminary Road onto Beauregard Street to accommodate the additional employees in the office buildings off Beauregard Street. I come home every day via I-395 to Seminary Road to Dawes Avenue and the amount of traffic flowing westbound on Seminary Road is already highly congested making the roads unsafe to handle the additional traffic.

I think that an independent traffic study should be completed before any consideration is given this

plan. While I understand a study has been conducted and paid for by the Mark Winkler Company. I do question the validity of such a study.

I have nothing against the additional employees working in the neighborhood and want Alexandria to develop the neighborhood. I think it makes good business sense. However, the safety of the neighborhood is paramount.

The amount of traffic that backs up off the I-395 exit ramp suggests to me that there should be lines dividing that part of Seminary Road that runs through the exit, currently we also need a right turn lane into Seminary Towers off Seminary Road to handle westbound Seminary Road tenants turning into Seminary Towers--that frequently causes the backup during rush hour onto I-395.

In addition, I am afraid that the additional traffic flow onto Seminary Road would hamper the ability of ambulances to reach Seminary Road west of I-395. Let alone the ability of those ambulances to reach Alexandria Hospital.

Please carefully consider this proposal, taking in mind the citizens of Alexandria and the adjoining neighborhoods that would be affected by this decision.

Respectfully,

Phillip G. Rockstroh
5845 Doris Drive
Alexandria, VA 22311-1122
703-820-1111

119.12
1-24-04



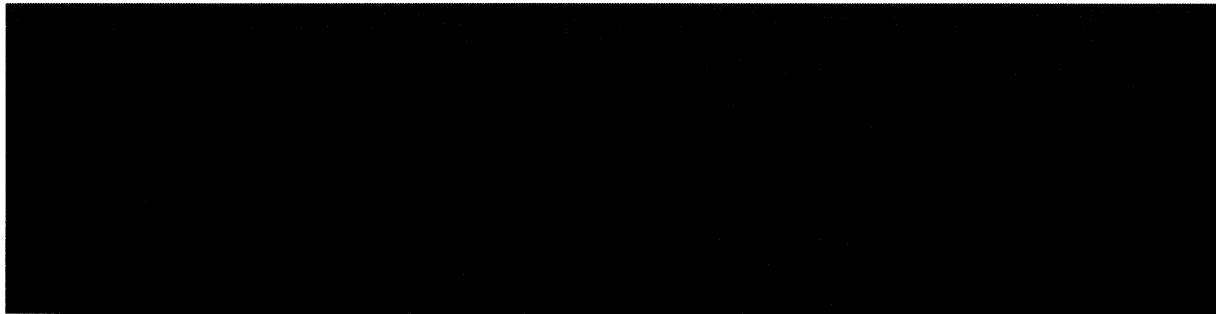
<rguajardo@infotrek.org
>

01/21/2004 09:26 AM
Please respond to
rguajardo

To: <alexvamayor@aol.com>, <delpepper@aol.com>, <council@joycewoodson.net>, <councilmangaines@aol.com>, <rob@krupicka.com>, <macdonaldcouncil@msn.com>, <paulcsmedberg@aol.com>, <rose.boyd@ci.alexandria.va.us>, <jackie.henderson@ci.alexandria.va.us>

cc:

Subject: City of Alexandria Website Contact Us - EMail for Mayor, Vice-Mayor and Council Members (alexvamayor@aol.com, delpepper@aol.com, council@joycewoodson.net, councilmangaines@aol.com, rob@krupicka.com, macdonaldcouncil@msn.com, paulcsmedberg@aol.com, rose.boyd@ci.alexandria.va.us, jackie.henderson@ci.alexandria.va.us)



Time: [Wed Jan 21, 2004 09:26:29] IP Address: [206.107.132.43]

Response requested:

First Name: Rodrigo A.

Last Name: Guajardo

Street Address: 1800 N. Bearegard Street
Suite 1800

City: Alexandria

State: VA

Zip: 22311

Phone: 703.820.1162

Email Address: rguajardo@infotrek.org

Comments: Re: Development Special Use Permit #2002-00037 and 0038 Mark Center.

Dear Mayor and Members of City Council;

My name is Rodrigo A. Guajardo and I work and live in the city. The Mark Winkler Company has been an exemplary lider for the business community, for its residents, and for the city itself. Winkler company has been a remarkable and constant community givers and they have my full support in this issue.

I am aware of the application that you have before you regarding this matter, and urge your support. While traffic is of concern throughout the City of Alexandria, holding up this application for an independent study does not make matters better, but just delay the clear benefits of this project. The Mark Winkler Company has already submitted a comprehensive traffic study which the planning staff of the City has examined closely, and which the Planning Commission has already approved. We respectfully request that you vote in favor of this application.

Please don't make their fair application a escape goat for the traffic problem that exist throughout the entire region. Please look at the merits of their application, the benefits that entitles to the community and the City, and support their proposal.

CHARLES H. SMITH
604 KINGS CLOISTER CIRCLE
ALEXANDRIA, VIRGINIA 22302

11 & 12
1-24-04

January 21, 2004

Mayor William D. Euille
Alexandria City Council
Alexandria, Virginia 22314

Re: Mark Center Development Plan
Docket Items 11 & 12
January 24 City Council Session

Dear Mr. Mayor:

I am writing to urge you to SUPPORT the pending applications of the Mark Winkler Co.

There has been much discussion regarding the impact of this project to the surrounding community and the concern about traffic. We cannot, however, simply stop growth within the City. This project will bring more white-collar jobs into the City, with the prospect that some of those employees will either already live or want to live in the City. Jobs bring tax base, so that the quality of life we enjoy in this City can be sustained.


Where better to build new offices than one block from I-395? It is my understanding that Winkler has agreed to improve the roads from the new project to I-395 at their cost. The land already has been zoned, and the project is within the limits of that zoning.

I can remember some years ago when then-Mayor Beatley lauded Winkler for a development plan that voluntarily reduced total project density and dedicated the wonderful botanical center, the City's largest private park open to the public.

The plan has the support of the City staff and has the unanimous vote of the Planning Commission. I would urge you to let these people build what the City promised them they could build when their development plan was approved some years ago.

I thank you for your attention in this matter.

Respectfully,


Charles H. Smith

11 12
1-24-04



**INOVA HEALTH
SYSTEM FOUNDATION**

*8110 Gatehouse Road
Falls Church, Virginia 22042*

Tel 703 289-2072

Fax 703 289-2073

January 21, 2004

William Euille, Mayor, City of Alexandria
Ellen Fogarty, Director, Planning and Zoning
City Hall - 301 King Street
Alexandria, VA 22314

Re: Letter in support of Mark Winkler Company; and
Letter in support of Special Use Permit (as a resident)

Dear Mr. Mayor and Planning Director Fogarty,

I write this letter to you wearing two hats: one as Vice President at Inova Health System responsible for the Inova Health System Foundation and the other as a resident for twenty seven years, living only blocks away from the Winkler site.

In my role as head of philanthropic operations for Inova, The Mark Winkler Company (MWC) has been one of the best corporate citizens in Alexandria, specifically in their support of Inova Alexandria Hospital. Over the years, the hospital has been blessed to have the generous backing of MWC for a variety of patient care and community health initiatives. We have had members of the family on our Board, and as partners in various community health projects, such as the citywide initiative to help immunize children under the age of two.

In addition, I can personally attest to the unwavering commitment that our community has benefited from in the form of various executives with MWC, from Randy Kell, to Tori Thomas, to Lynne Ball, and others. Each and every one of these executives has worked with a high degree of professionalism and with an orientation to balancing the concerns of business-related matters with community and civic responsiveness.

As a resident of Alexandria since 1976, all of those years in the Seminary Hills and now Seminary Valley areas, I have come to appreciate the good-neighbor and good developer that MWC has been. I keep current on issues relating to land use in my part of town and have been impressed with the successful way in which MWC has evolved the use of their site consistent with a good-growth, resident-friendly approach. Thus, I support their current application to the City.

Sincerely,
Steve Meyerson, Vice President, Inova Health System Foundation
and city resident of 5417 Barrister Place, Alexandria, VA 22304

11 912
1-24-04

Sandra Turner Rangel

2930 Hickory Street, Alexandria, Virginia 22305 (703)683-4458

January 22, 2004

To the Mayor and City Council

Re: Mark Center Planning Application

Let's get on with it and approve this application.

The Winkler people have done work above and beyond what might be regarded as necessary, and you might even call it exemplary.

The planning and zoning and transportation people have actually done their jobs this time.

The Planning Commission approved this unanimously.

We certainly need the additional tax base, and this part of Alexandria is certainly geared to handle what passes for smokeless industry in this town, namely associations, lobbying groups, and Federal government offices.

These buildings are functional and about as modern as Alexandria will tolerate.

Traffic will be no worse, and certainly might be better. No sensible person can expect yet another exit off Shirley Highway in that area.

I urge the Council to approve the project and get on with something important like the question of affordable housing, or what passes for it, and what we must to create affordable housing.

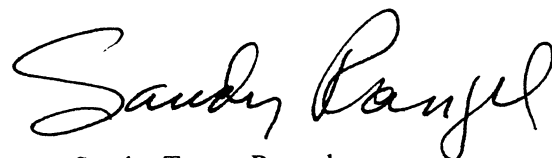
What is the hitch? It's a process question, as usual.

The big problem as I see it is the late entry in this process of whoever Alexandrians for Sensible Growth might be. (What are their finances, what campaign contributions have they made? etc.) As someone currently living under the tyranny of a civic association with barely 20% of eligible adults as members and barely 20% of them attending meetings and voting, I question both the motives and the tactics of a group which has not (will not) disclose its membership. We have previously had groups purporting to have a civic purpose present four-color brochures, etc. in support of their position only to discover that they are persons backed by (in the pay of) large commercial interests. I am therefore extremely wary of any group trying to stall/cancel a project so long on the drawing boards and so thoroughly researched and negotiated. I suspect this group will be found to have at its base homeowners who fear that any new construction (whether commercial or residential) will lower the sale price of their homes. Enough of it.

Winkler is proposing three smaller buildings in place of two larger ones. Looking up Shirley Highway this can only be a benefit, as it will finally camouflage the big blue penis which has dominated the skyline in that area for much longer than anyone imagined that it would.

Winkler is "the good guys" this time.

Just do it.



Sandra Turner Rangel

11812
1-24-04

5867 Doris Drive
Alexandria, VA 22311
January 22 2004

Mayor William D. Euille
City Hall
301 King Street
Alexandria, VA 22314

In reference to the SUP for the Mark Center improvement:

It would appear that the traffic study has been too restrictive in scope. Because traffic will be coming from all of the surrounding areas as well as Alexandria, I believe that any study should include the area from the intersection of Seminary Road and Howard Street in the east through the intersection of Seminary Road and George Mason Drive to the intersections of George Mason Drive and Leesburg Pike and Scoville Street/ Carlin Springs Road and Leesburg Pike on the west. It should also include Beauregard Street from the intersection with King Street on the north to the intersection with Little River Turnpike on the south. This is the area that will be impacted by the increased traffic flow.

The proposed changing of existing lanes and the widening of a short section of Beauregard Street are at best cosmetic. At the present time there are usually two lanes of both through and left turn traffic waiting to proceed west bound on Seminary Road at Beauregard Street as well as three lanes of through and one lane of left turn traffic proceeding east bound. With the offset of Seminary road west of Beauregard Street, the addition of a fifth west bound through lane would present a very tight "S" turn situation and the resulting sideswipes. If west bound through traffic is limited to one lane there will be a back up of traffic through the previous intersection at Mark Center Drive and probably back into the I-395 ramp and rotary.

At Seminary Road and Mark Center Drive there is a single lane coming from I-395, both north and south bound. Seminary Road is two lanes opening up to three. There is a dangerous weaving and crossover at all times as drivers from I-395 try to cross three lanes to make a left turn into Mark Center Drive while drivers on Seminary road are trying to cross two lanes to enter Southern Towers. At the present time there is an ineffectual sign directing drivers from I-395 to proceed to Beauregard Street to get to the Hotel.

During the rush hours traffic gets backed up on Seminary Road from Beauregard Street east past Mark Center Drive and west past Dawes Avenue. The additional traffic going through the reengineered intersection will not improve what is already an unsatisfactory situation.

I will not detail the traffic situation on Beauregard Street as the history of this traffic has been well documented in previous studies. The proposed road improvements do nothing to improve what has been a long standing problem.

Because the ramp from I-395 has been ruled out, it is necessary for the thinkers and planners to try to find a solution that will have a long-term lasting positive impact on the traffic flow. I propose that the often-discussed grade separation of Seminary Road and Beauregard Street be implemented to solve what will otherwise become another roadblock leading to more neighborhood cut through traffic and complaints by the citizens of the city.

Sincerely


William L. McCulla Jr.

11 12 001
1-24-04



Bienvenidos, Inc.

Serving the Latino community since 1991.

**Bienvenidos
Board of Directors**

Guadalupe Silva Krause
President

Alicia Flores
Vice President

Margaret Lorber
Secretary

Ernesto Rosell
Treasurer

Hon. Henry Brooks
Cathy Carter
Rodrigo A. Guajardo
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Ms Patricia Campos
Hon. Kerry J. Donley
Hon. William D. Euille
Mrs. Eleanor Geiger
Mrs. Milagro De Paz
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Hon. Patricia S. Ticer

Advisory Board

Eileen Longstreet
John Porter
Lt. Eddie L. Reyes
Sharon Shackelford

Program Director

Krishna J. Leyva

"Bienvenidos serves and supports the Latino Community in Alexandria through advocacy, networking and a variety of program initiatives."

January 23, 2004

Dear Mayor Euille, Vice Mayor Pepper and City Council Members:

I am writing on behalf of Bienvenidos, Inc., a nonprofit organization in Alexandria that promotes cross cultural communication and understanding.

The Mark Winkler company provided Bienvenidos with critical support in our early years by donating office space for an extended period of time. Based on our experience, Mark Winkler is a socially conscious developer who gives back to the community.

We are grateful for the support we have received from the Winkler Company and felt it was appropriate to speak up on their behalf at this time.

Sincerely,

Margaret Lorber
Secretary

11 E 12

1-24-04

January 20, 2004

To: Mayor of Alexandria
Alexandria City Council
Director of Planning & Zoning

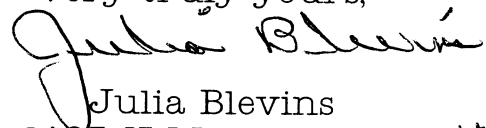
Subject: Mark Center – Special Use Permit

Dear Mayor, City Council and Director of Planning & Zoning:

My name is Julia Blevins and I have lived and worked in Alexandria for nearly 12 years. My residence is minutes away from Mark Center and I am able to enjoy the beautiful landscaping of all the Mark Center Company properties. I don't believe there are any other developers in this City that care about and maintain their properties as beautifully as the Mark Winkler Company.

I do almost all of my shopping at The Shops at mark Center. I shop at the Giant, the dry cleaners and get my hair done, all at The Shops. I have been reading in the paper about the Special Use Permit that you have before you for consideration on January 24th. I felt compelled to write this letter because I view The Mark Winkler Company as a wonderful corporate neighbor. From what I have read, they are also proposing a solution to handle future traffic. I cannot think of a more worthy company to continue to get a green light from our city. Please vote in favor of their application.

Very truly yours,



Julia Blevins
5465 N Morgan Street #301
Alexandria, Va. 22312



11812
1-24-04

2121 Eisenhower Avenue
Suite 300
Alexandria, Virginia 22314
Tel: 703 299-0029
Fax: 703-299-0020

January 22, 2004

The Honorable Mayor Euille & Members of City Council
c/o City Clerk & Clerk of Council
City Hall, Room 2300
Alexandria, VA 22314

Dear Mayor & Members of City Council:

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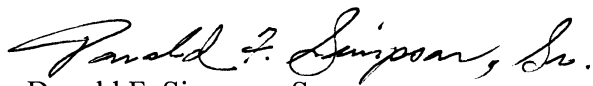
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This high-quality proposed development deserves your unanimous support and I respectfully request your favorable approval.

Thank you for your consideration.

Sincerely,


Donald F. Simpson, Sr.

cc: Philip Sunderland, City Manager

11912
1-24-04

Sandra Turner Rangel

2930 Hickory Street, Alexandria, Virginia 22305 (703)683-4458

January 22, 2004

To the Mayor and City Council

Re: Mark Center Planning Application

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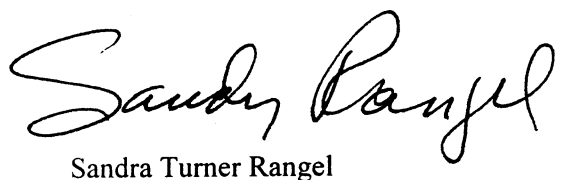
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Winkler is "the good guys" this time.

Just do it.



Sandra Turner Rangel

11 12
1-24-04



Ginny Hines Parry
<ghparry@fortebrio.com>
>

01/23/2004 12:36 AM

To: Del Pepper <delperpe@aol.com>, Joyce Woodson <council@joycewoodson.net>, Paul Smedberg <SmedbergPC@aol.com>, Andrew Macdonald <MacdonaldCouncil@msn.com>, Ludwig Gaines <Councilmangaines@aol.com>, Rob Krupicka <Rob@krupicka.com>, "William D. Euille" <wmeuille@wdeuille.com>, "William D. Euille" <alexvamayor@aol.com>
cc: Katy Cannady <kcannady@erols.com>, Ginny Hines Parry <ghparry@fortebrio.com>, Frank Putzu <SPutzu@aol.com>, Putzu Frank A NSSC <PutzuFA@NAVSEA.NAVY.MIL>, Brian Detter <brdetter@aol.com>, Lynn Smith <mlynnsmith@comcast.net>, <jackie.henderson@ci.alexandria.va.us>

Subject: 1/24/04 Public Hearing, Docket Item No. 11 and 12

January 22, 2004

The Honorable Mayor and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

Re: January 24, 2004 City Council Public Hearing ;
Docket Item Nos. 11 and 12
Mark Center

Dear Mayor, Vice Mayor and Members of City Council:

Alexandrians for Sensible Growth (ASG) requests that City Council defer consideration of the Mark Center Special Use Permit amendment to allow for reconsideration of the number of parking spaces and for an independent transportation analysis to be completed.

THE NUMBER OF PARKING SPACES IS EXCESSIVE

ASG is extremely troubled by the parking ratio -- 3.5 parking spaces per 1,000 net square feet. This ratio is essentially the same ratio used in Fairfax County developments that are for all practical purposes inaccessible to transit services. It is puzzling, to say the least, that City staff and the Applicant put tremendous effort into the Traffic Management Plan (TMP) for the project, but, in the final analysis have no faith whatsoever in its success. Clearly, the unspoken assumption is that the TMP will be unsuccessful and that the parking spaces will be used.

There certainly is a way to ensure that the TMP will be successful -- reduce the number of parking spaces. Given the traffic woes in Alexandria and, more generally, in the entire metropolitan area, and the need to proactively take steps to reduce the growth in traffic, a reduction in the parking spaces ratio is warranted.

Also, the adjacent residential neighborhoods, with two elementary schools, should not bear the consequences of the traffic that the excessive parking spaces in this proposal will bring. Council should give deference to the quality of life of the residential neighborhoods and substantially reduce the parking spaces.

IN 1998, THE CURRENTLY PROPOSED CONFIGURATION

WAS DEEMED DANGEROUS AND PERILOUS

In the City Council Docket Memo, dated March 14, 1998, for Docket Item No. 17-B, concerning the Mark Center development, City staff concluded that three lefthand turn lanes from Seminary to Beauregard would be "inefficient", "dangerous," and "perilous." The Memo states:

"The primary issue associated with this request concerns the lack of adequate transportation facilities to handle the additional traffic being generated by the development onto Seminary Road and North Beauregard Street. . . . The applicant's analysis indicates that the existing streets cannot accommodate access for development in excess of 750,000 sq. ft. without additional street improvements. . . . The Director of Transportation and Environmental Services has indicated that he does not support a triple lefthand turn lane because the movement is inefficient and dangerous."

The March 14, 1998 Docket Memo goes on to state that three lefthand turn lanes are (1) "perilous," (2) difficult for buses and trucks to safely negotiate, and (3) generally not accepted by the Virginia Department of Transportation.

CITY STAFF AND APPLICANT HAVE NOT EXPLAINED WHY THE CURRENTLY PROPOSED CONFIGURATION IS SAFE

Neither City staff nor the Applicant have provided City Council, the Planning Commission or citizens any analysis, in writing, demonstrating that the assessment set forth in the March 14, 1998 docket memo is wrong. Indeed, the City's and the Applicant's transportation experts in their written submissions are conspicuously silent as to the safety issues that dominated the 1998 discussion of the three-lefthand-turn-lanes proposal.

Six years ago, City staff concluded that three lefthand turn lanes would be unsafe. The burden now is on the City staff and the Applicant to explain why that conclusion is incorrect. Neither the consultant's report provided by the Applicant nor the City staff memos, nor statements by City staff at the community meeting, explain the basis for this 180-degree shift. At a minimum, a deferral is appropriate for City staff and the Applicant to justify, in writing, why this configuration, which was "dangerous" and "perilous" in 1998, is now safe in 2004. Council and concerned citizens will then have the opportunity to evaluate the justification.

NO INDEPENDENT ANALYSIS HAS BEEN CONDUCTED

It is very troubling that the only traffic analysis conducted regarding this SUP amendment was performed by the consultant retained by and paid for by Applicant. City staff provided no independent analysis of the proposal. Furthermore, the Applicant's consultant, surprisingly given the criticality of the issue, does not even attempt to address the safety issues raised by the proposed configuration.

UNFOUNDED ASSUMPTIONS UNDERCUT THE CONSULTANT'S ANALYSIS

The Applicant's consultant projects no ambient traffic growth in the vicinity of Seminary and Beauregard (i.e., background traffic growth unrelated to Mark Center). Given the opening of PTO and the expected traffic-generating infill developments in Alexandria, Arlington

and Fairfax over the next twenty years, it defies common sense that there will be no ambient traffic growth at that location. Moreover, both the connector and Eisenhower East traffic studies and analysis recently conducted by the City and its consultants project significant background traffic increases throughout Alexandria.

Unfortunately, Alexandria has not conducted comprehensive, citywide transportation analysis and planning in recent years. Such analysis is needed to evaluate major transportation and traffic initiatives, such as the project proposed for Seminary and Beauregard. At a minimum, an independent traffic study needs to be conducted to evaluate the assumptions and analysis in the study presented by the Applicant's consultant.

Thank you for your consideration of these comments.

Respectfully submitted,

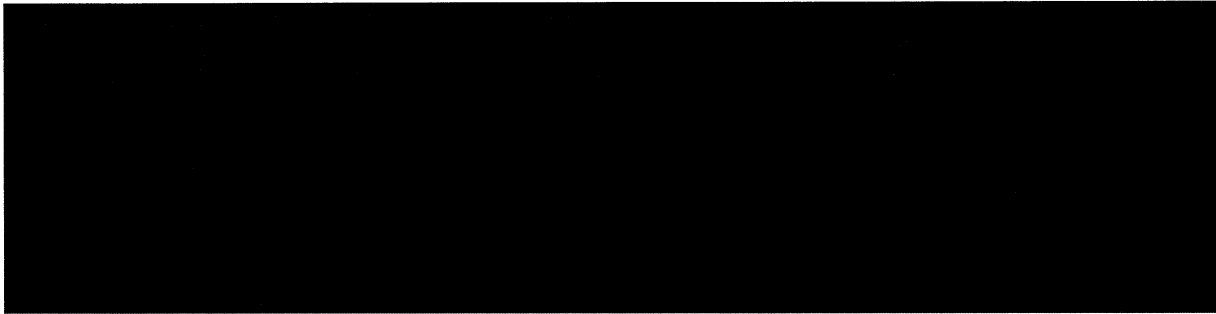
Ginny Hines Parry, President
Alexandrians for Sensible Growth, Inc.
317 Skyhill Road
Alexandria, Virginia 22314
703-212-0982
ghparry@fortebrio.com

11 12
1-24-04



<coresk@pcusa.org>
01/23/2004 07:20 AM
Please respond to coresk

To: <alexvamayor@aol.com>, <delpepper@aol.com>, <council@joycewoodson.net>, <councilmangaines@aol.com>, <rob@krupicka.com>, <macdonaldcouncil@msn.com>, <paulcsmedberg@aol.com>, <rose.boyd@ci.alexandria.va.us>, <jackie.henderson@ci.alexandria.va.us>
cc:
Subject: City of Alexandria Website Contact Us - EMail for Mayor, Vice-Mayor and Council Members (alexvamayor@aol.com, delpepper@aol.com, council@joycewoodson.net, councilmangaines@aol.com, rob@krupicka.com, macdonaldcouncil@msn.com, paulcsmedberg@aol.com, rose.boyd@ci.alexandria.va.us, jackie.henderson@ci.alexandria.va.us)



Time: [Fri Jan 23, 2004 07:20:52] IP Address: [12.150.156.63]

Response requested:

First Name: Nick

Last Name: Kuhn

Street Address: 3157 N. Rosser Street

City: Alexandria

State: VA

Zip: 22311

Phone: 703-671-5225

Email Address: coresk@pcusa.org

Comments: To: The Honorable Mayor Bill Euille and Members of City Council.

From: Nick Kuhn and Sharon Core
3157 N. Rosser Street
Alexandria, VA 22311

Re: Mark Center--Plaza 1A and Plaza 1B

As residents of the city, we write to state our strong opposition to the memorandum dated January 16, 2004, from Richard Baier, Director, Transportation and Environmental Services and Eileen Fogarty, Director,

Planning and Zoning regarding Mark Center--Plaza 1A and Plaza 1B. We further respectfully request your denial of the Special Use Permit and transportation management plan from the Mark Winkler Co. which is on the City Council docket for Saturday, January 24, 2004.

Our objections are based on the following:

--We do not believe the traffic study performed by the applicant's representatives includes a review of the impact to surrounding intersections, Interstate 395 and neighborhood streets.

--Has the Virginia Department of Transportation been consulted and included as the traffic generated will affect traffic on exit ramps from I-395?

--We believe the added traffic and roadway changes will negatively impact emergency services to the area.

--Currently there is no other intersection in the city with three left turn lanes. Other three left turn lanes exist in Tysons Corner and the Dulles Corridor, already highly congested suburban areas.

--In reading the recommendation from the city staff regarding Parking Comparison, we notice that in Table # 3, page 4 only one of the parking garages listed is within the city of Alexandria.

--The recommendation from the city staff notes that "A recommendation of approval is that the parking fees for office tenants be set at market rates to discourage single occupancy vehicles....When employees have to pay market rates for parking, many of them use mass transit." (p. 4). If the city staff believes many will use mass transit, why does the Center need a total of 6097 parking spaces and a parking ratio that is far greater than other current development sites within the City of Alexandria?

--The applicant is requesting 6097 parking spaces based upon his belief that this is a suburban setting to which most people will drive. However, we believe this site within the City of Alexandria is an urban

setting where reduced parking ratios apply and one person automobile commutes are avoided.

--We do not believe ample attention has been paid to the concerns of the citizens nor proper involvement of the community throughout the process.

11 12
1-24-04



<giaadams@earthlink.net>

01/23/2004 05:55 AM
Please respond to
giaadams

To: <alexvamayor@aol.com>, <delpepper@aol.com>, <council@joycewoodson.net>, <councilmangaines@aol.com>, <rob@krupicka.com>, <macdonaldcouncil@msn.com>, <paulcsmedberg@aol.com>, <rose.boyd@ci.alexandria.va.us>, <jackie.henderson@ci.alexandria.va.us>

cc:

Subject: City of Alexandria Website Contact Us - EMail for Mayor, Vice-Mayor and Council Members (alexvamayor@aol.com, delpepper@aol.com, council@joycewoodson.net, councilmangaines@aol.com, rob@krupicka.com, macdonaldcouncil@msn.com, paulcsmedberg@aol.com, rose.boyd@ci.alexandria.va.us, jackie.henderson@ci.alexandria.va.us)



Time: [Fri Jan 23, 2004 05:55:38] IP Address: [165.121.64.175]

Response requested:

First Name: Virginia

Last Name: Adams

Street Address: 2313 North Chambliss Street

City: Alexandria

State: VA

Zip: 22311

Phone: 703-578-4248

Email Address: giaadams@earthlink.net

Comments: As a 24 year resident of the West End of the city, I am gravely concerned about the impact of the traffic mitigation plan for seminary road proposed by the Winkler Company. I believe it raises some serious safety concerns for the families who live in the immediate area. Please defer this decision until an INDEPENDENT (that is, not paid for by a developer or constructed from an engineering textbook) REGIONAL traffic study is completed. I teach in the Bailey's Crossroads area and cannot imagine the addition of several thousand cars daily into an already congested area!

Gia Adams

11 12
1-24-04

DATE: January 22, 2004

TO: The Honorable Mayor and Members of the City Council,

FROM: Stephen R. Dujack and Nicholas Kuhn, President and Alexandria Vice President,
Dowden Terrace Civic Association

SUBJECT: Mark Center, Plaza IA and IB

We write with great concern about the Special Use Permit and transportation management plan before you from the Mark Winkler Company. Mark Center Plaza when finished will constitute a commercial campus in our area "larger than PTO," the developer tells us. Yet unlike the Patent & Trademark Office, here the Planning Commission has approved a parking ratio that essentially provides a parking space for every employee who chooses to drive: 6,097 spaces for 6,500-7,500 employees. Obviously the lack of a Metrorail station would require some additional parking, but we feel this increase is well beyond what the circumstances justify and are far from satisfied that the City has taken appropriate steps to mitigate the traffic impacts.

Placing a parking facility that will bring in roughly 6,100 cars on a daily basis into an urban environment, and the accompanying intersection changes proposed, will have a drastic effect on the quality of life in our neighborhood. We do not understand how a decision of this magnitude was made with essentially no public involvement. So please excuse us for getting involved now, and please understand why.

Previous traffic plans allowed for direct access from 1-395. We didn't find out about changes that instead would enlarge the Seminary-Beauregard intersection and inject a huge amount of traffic directly into our neighborhood until we were informed by the company at a civic association meeting in October. This plan had been on the table before, but had been rejected by the previous director of Transportation & Environmental Services as "perilous." We thought it was off the table.

At a smaller followup meeting at the Winkler headquarters, in December, we repeatedly asked city officials in attendance how large the new parking facility would be, but they stalled. We did not find out until we appeared before the Planning Commission -- 6,097 cars. And we only had a chance to talk this over in a direct dialogue with city officials on Tuesday of this week -- January 20. That was our first chance to discuss the issue directly with City officials, and it did not occur until after the Planning Commission had already approved the traffic plan and the parking facility. There has literally been no citizen involvement in this decision, even though it involves the siting of one of the largest parking facilities in the history of the City.

Incidentally, the developer is not to be faulted in any of this. We find the quality of the Winkler Company's work and their involvement in the neighborhood over the years to be exemplary.

We have serious problems with the traffic study, which was done by a consultant to the developer. The Planning Commission believes the addition of a third left-hand turn lane and other improvements addresses the impacts of the development, but only 40% of the additional rush-hour traffic will go through that intersection. The traffic study summarized in the memo from the City Manager only accounts for approximately 2,300 cars during rush hours. The Planning Commission in its approval on January 16 never considered the impact of the additional 3,700 cars.

For instance, what about the intersection of Seminary Road and I-395, where the exit from I-395 North backs up all the way down the ramp to the Interstate highway? The entire intersection, one of the worst in the state, is already a mess, yet hundreds of additional cars will be added at peak hours. What happens if the highway itself comes to a halt at this intersection during rush hours?

Beauregard Street is a major Alexandria arterial. The City is so concerned about traffic on this corridor that it formed a Task Force in the 1990s to advise the Council. One of us sat on this panel with then Council Members Pepper and Donley. Yet no study was done of the impact on its flow, and impacts on King Street, Braddock Road, or Sanger Road.

The study doesn't address any of the additional traffic that will flow along our portion of Seminary Road, west of Beauregard Street, nor through our neighborhood on the way to Columbia Pike. 10% of those 6,097 cars will come through here every morning and again every evening. Seminary here is already in gridlock during rush hour and for much of the rest of the day. We are concerned that there will be a slowdown in emergency services from the fire station on the other side of 395 and access to the emergency room of Alexandria Hospital -- putting our lives at risk. And we are concerned that access to our neighborhood throughout the day will be a constant battle.

Further, Planning & Zoning officials told us that they did not speak to Metrobus about providing additional service to Mark Center Plaza, and there are no plans at present to provide additional Dash service. There is not even a sheltered bus stop on the premises in the plan. While the Winkler folks provide private shuttle service, it's not the same thing as having regular bus service from the Pentagon, King Street Metro, Van Dorn Metro, etc. The city and the company agreed on various incentive/disincentive programs like ride sharing and charging market prices. But we simply cannot take these programs seriously if they will at the same time be providing essentially a parking space for anyone who chooses to drive.

All of these problems stem from the unfortunate decision by the Planning & Zoning Department to approve such a large parking facility. While we are sensitive to the Company's concerns that it needs to attract a tenant, we simply cannot agree with its claim that it needs to be identical in parking to its competitors in Tysons and Dulles -- far out suburban locations, and national icons of sprawl development. The City Manager shows these ratios in his memorandum to you as justification for approval. We hope the

City does not want to site a Tysons Corner-style facility in our neighborhood. We respectfully request that it not do so.

Alexandria is not an exurban area served only by cars; it has a robust mass transit system and attracts workers from an urban core in addition to outer areas -- people who can and should be using mass transit. It has air quality problems -- it is a non-attainment area for smog and carbon monoxide and is supposed to be encouraging mass transit. While Metrorail does not serve Mark Center directly, it is just a few miles away -- the Pentagon, Van Dorn, and King Street just minutes by Metrobus or Dash. The company knows this; it has run half a million people in shuttles to Metrorail to date. And Alexandria offers corporate clients amenities that Dulles and Tysons can't beat, such as Old Town and cultural advantages, and rapid access to our Nation's Capital.

A future of neighborhood gridlock is in nobody's interest, including that of the Mark Winkler Company. A tenant served by a 6,097-car garage is not going to be happy if their employees and clients cannot make it to work, and of course the neighborhood is not going to be happy if they cannot make it to their respective places of employment, their schools, and their vocations. An alternative future could have a Mark Winkler Co. making more profits, with a smaller garage and a happier tenant, and a neighborhood that continues to enjoy and welcome their presence.

We feel the City Council cannot make this decision right now. Too much is at stake. We respectfully request a deferral and that the Planning & Zoning Department begin a new study of the issue, taking these facts into account -- and serious, real, and early input from the community.

SPEAKER'S FORM

DOCKET ITEM NO. 11012

PLEASE COMPLETE THIS FORM AND GIVE IT TO THE CITY CLERK BEFORE YOU SPEAK ON A DOCKET ITEM.

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

- 1. NAME: HOWARD MIDDLETON
- 2. ADDRESS: 3110 FAIRVIEW PARK DR, FAZUS CHURCH, LA
TELEPHONE NO. 703 641 4225 E-MAIL ADDRESS: jmiddlet@resouth.com
- 3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? applicant
- 4. WHAT IS YOUR POSITION ON THE ITEM?
FOR: AGAINST: _____ OTHER: _____
- 5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):
attorney
- 6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL?
YES NO _____

This form shall be kept as a part of the permanent record in those instances where financial interest or compensation is indicated by the speaker.

A maximum of three minutes will be allowed for your presentation. If you have a prepared statement, please leave a copy with the Clerk.

Additional time not to exceed 15 minutes may be obtained with the consent of the majority of the council present; provided notice requesting additional time with reasons stated is filed with the City Clerk in writing before 5:00 p.m. of the day preceding the meeting.

The public normally may speak on docket items only at public hearing meetings, and not at regular legislative meetings. Public hearing meetings are usually held on the Saturday following the second Tuesday in each month; regular legislative meetings on the second and fourth Tuesdays in each month. The rule with respect to when a person may speak to a docket item at a legislative meeting can be waived by a majority vote of council members present but such a waiver is not normal practice. When a speaker is recognized, the rules of procedures for speakers at public hearing meetings shall apply. If an item is docketed for public hearing at a regular legislative meeting, the public may speak to that item, and the rules of procedures for speakers at public hearing meetings shall apply.

In addition, the public may speak on matters which are not on the docket during the Public Discussion Period at public hearing meetings. The Mayor may grant permission to a person, who is unable to participate in public discussion at a public hearing meeting for medical, religious, family emergency or other similarly substantial reasons, to speak at a regular legislative meeting. When such permission is granted, the rules of procedures for public discussion at public hearing meetings shall apply.

Guidelines for the Public Discussion Period

- (a) All speaker request forms for the public discussion period must be submitted by the time the item is called by the City Clerk.
- (b) No speaker will be allowed more than three minutes.
- (c) If more speakers are signed up than would be allotted for in 30 minutes, the Mayor will organize speaker requests by subject or position, and allocate appropriate times, trying to ensure that speakers on unrelated subjects will also be allowed to speak during the 30 minute public discussion period.
- (d) If speakers seeking to address council on the same subject cannot agree on a particular order or method that they would like the speakers to be called on, the speakers shall be called in the chronological order of their request forms' submission.
- (e) Any speakers not called during the public discussion period will have the option to speak at the conclusion of the meeting, after all docketed items have been heard.

SPEAKER'S FORM

**PLEASE COMPLETE THIS FORM AND GIVE IT TO THE CITY CLERK
BEFORE YOU SPEAK ON A DOCKET ITEM.**

DOCKET ITEM NO.

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. **NAME:**

2. **ADDRESS:**

TELEPHONE NO.

E-MAIL:

3. **WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF?**

4. **WHAT IS YOUR POSITION ON THE ITEM?**

For Against Other

5. **NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY,
LOBBYIST, CIVIC INTEREST, ETC.):**

6. **ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE
COUNCIL?**

Yes No

This form shall be kept as a part of the permanent record in those instances where financial interest or compensation is indicated by the speaker.

A maximum of three minutes will be allowed for your presentation. **If you have a prepared statement, please leave a copy with the City Clerk.**

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