

Docket Item #4 A-C
DEVELOPMENT SITE PLAN #2011-0013, #2011-0018, #2011-0019
MARK CENTER ACCESS CONTROL GATES
1500-2000 NORTH BEAUREGARD STREET

Application	General Data	
Project Name: Mark Center Access Control Gates	PC Hearing:	July 7, 2011
	CC Hearing:	N/A
	If approved, DSUP/DSP Expiration:	July 7, 2014
Location: 1500-2000 North Beauregard Street	Zone:	CDD #4/Coordinated Development District
	Proposed Use:	Access Control Gates
Applicant:	Small Area Plan:	Alexandria West

Purpose of Application
Development Site Plan amendment to install access control gates at three buildings.

Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Patricia Escher patricia.escher@alexandriava.gov

DEVELOPMENT SITE PLAN #2011-0013 (1500 N. Beauregard St.)
DEVELOPMENT SITE PLAN #2011-0018 (1700 & 1800 N. Beauregard St.)
DEVELOPMENT SITE PLAN #2011-0019 (2000 N. Beauregard St.)
Mark Center Control Access Gates

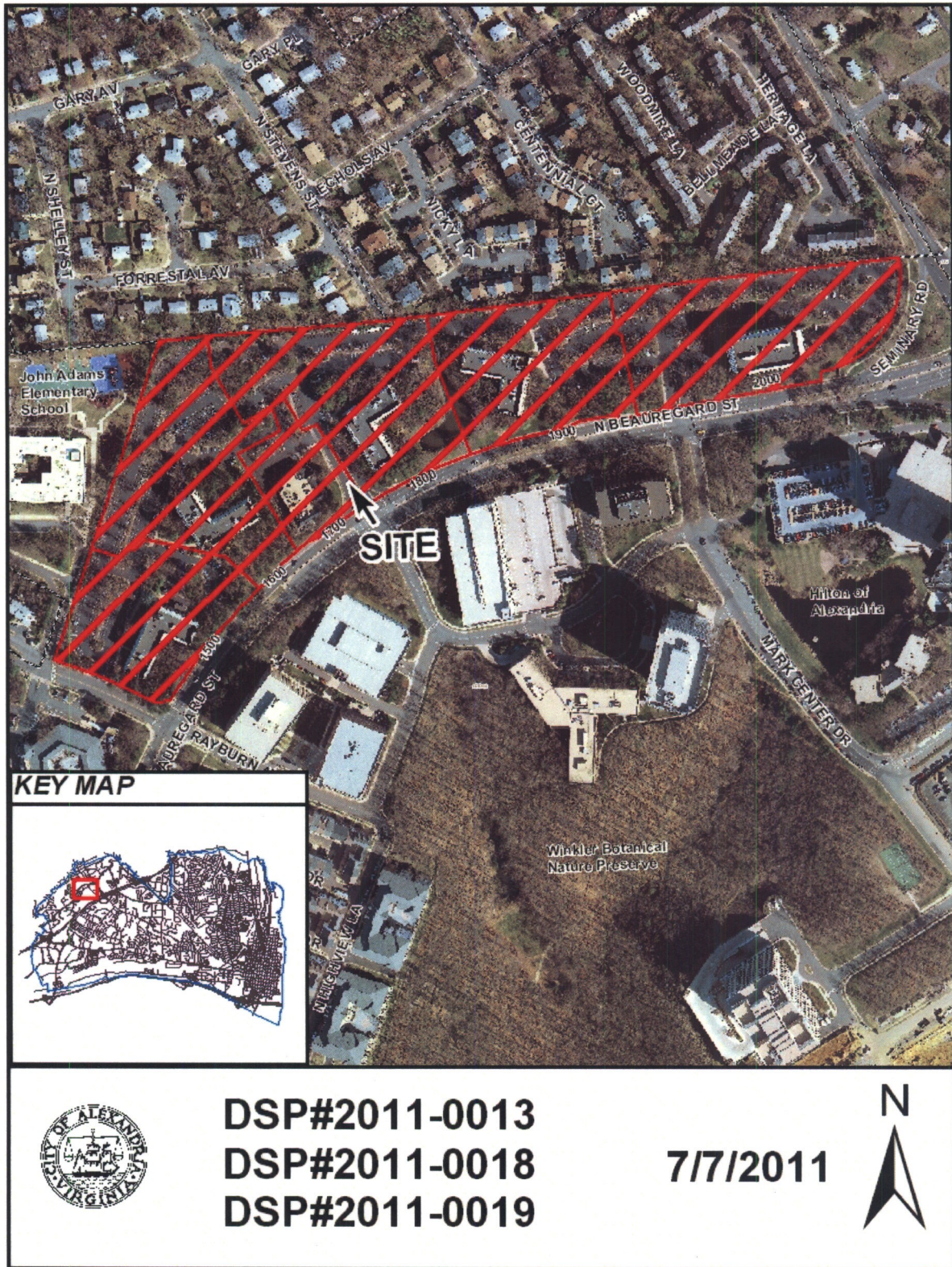


Figure 1: Project Site with adjacent properties and streets for the proposed controlled access gates on the site.

I. SUMMARY

A. Recommendation

Staff recommends **approval** of the Development Site Plan for the Control Gate Access to existing facilities within the CDD#4 Zone District. The proposal is consistent with the existing on-site use of office and restaurant, as well as facilitating access for its personnel and visitors.

Discussion topics include:

- Queuing of vehicles
- Visual impacts to adjacent properties
- Off-street parking

B. Project Description

The applicant, Duke Realty Services, LLC, requests the approval of a Major Amendment to three (3) Development Site Plans to provide controlled access gates at three (3) specific locations on their properties. The proposed gates will support the existing uses on the properties and will enhance appropriate monitoring of parked vehicles on the site for its tenants, employees, and visitors.

With this Site Plan amendment proposal, the applicant requests approval for the following:

- Major Amendment to the original Site Plans; SIT#1977-00035, SIT#1978-00020, and SIT#1978-00032 for an Access Control System. This amendment will alter the character of the free-flow vehicular circulation that currently exists today by installing control access systems.
- Pursuant to Section 11-415 of the Zoning Ordinance, Staff concluded that this proposal warranted a major amendment to their previously approved site plan.

II. BACKGROUND

A. Brief History

The existing Mark Center Office Park property is located just northwest of the major intersection of N. Beaugard Street and Seminary Road within the property known as the “The Winkler Tract”. It is also just north of the Winkler Botanical Nature Preserve Area and the BRAC 133 project. The Mark Center Parcels 1500-2000 were all part of six (6) different phases of development that encompassed the complete 19.22 acre site. The buildings being serviced by the access control gates were all constructed from the late seventies to the early eighties and have, through different construction applications, completed several improvements as well.

At the time when the applicant's original preliminary site plan was approved by Planning Commission in September 1977, the applicant was also granted a parking reduction (or at the time, a variance) for sixty eight (68) spaces for Office Building #4 with the one-story restaurant building. It should be noted that the City's parking standards have since been revised from the time of the original approval and the site complies with today's standards.

B. Site Context

The Mark Center Office Park property was designated as a Coordinated Development District (CDD) with the adoption of the 1992 Master Plan. The CDD zoning was established for large development parcels with the intention of promoting coordinated development in a master planning approach through the use of specific guidelines tailored to each CDD.

In 1995 City Council formally adopted CDD #4 for the Winkler Tract and adopted a series of principles and guidelines for development within the CDD. The Winkler tract consists of residential, commercial, and retail development, as well as several office developments located along both the north and south sides of North Beauregard Street. A major component of this CDD was the preservation of 44 acres in what is known as the Winkler Botanical Nature Preserve. The primary focus of the Master Plan was to allow for concentrated redevelopment in designated areas, reserving the centrally located Winkler Botanical Preserve as open space, and retaining other woodland and bucolic features.

C. Project Evolution

The site's functionality is at an appropriate level for its tenants, their employees, and visitors, as there is sufficient surface parking on-site to accommodate its users as well as the fluctuations due to increases in patients and clients' arrivals and departures of both the medical and professional offices. Recent intensifications of neighboring properties has necessitated the applicant to police the access activities to and from the site. Unfortunately, these attempts were unsuccessful in limiting the surplus vehicular traffic from the property. The use of a controlled system for access to the site is viewed as an efficient attempt toward limiting and securing the properties' access similar to the other Duke properties within the Mark Center.

III. PROJECT DESCRIPTION

There will be a total of three (3) controlled access gates to the parking area located at the ingress/egress points to the subject property. The land disturbance for the project is of 2,470 square feet and will maintain all current functions to the property: Entrance 1 will be located off of Rayburn Avenue, while Entrance 2 and Entrance 3 are both off of N. Beauregard Street. Entrance 2 is located facing the intersection of N. Beauregard St. and N. Highview Lane, while Entrance 3 faces the intersection of N. Beauregard St. and Mark Center Drive.

IV. ZONING

The site is within CDD#4 that has the underlying zoning of Office Commercial (OC). The OC zone is designated to allow for primarily office use of moderate density and relatively low heights. Uses compatible with small scale offices such as retail, hotel, residential, commercial, and service uses are also allowed.

Staff has determined that the proposed amendment conforms to all standards and provisions of the zoning ordinance as well as CDD#4. A summary of the zoning parameters are identified in the table below:

Table : Mark Center Parcels 1500-2000 Zoning Table

PROJECT: MARK CENTER PARCELS 1500-2000 SUMMARY OF PROPOSED DEVELOPMENT				
Property Address:	1500-2000 North Beauregard			
Total Site Area:	837,163SF/19.22 Acres			
Zone:	CDD#4 – Fourth Coordinated Development District			
Current Use:	Office/Restaurant			
Proposed Use:	Office/Restaurant			
	<u>Permitted/Required</u>	<u>Existing</u>	<u>Proposed</u>	
FAR	1.00	N/A	N/A	
Yards	None	N/A	N/A	
Height	*150FT	N/A	N/A	
Open Space	N/A	N/A	N/A	
Parking tabulation	701 spaces	1,101 spaces	1,100 spaces	

* Consideration will be given to two buildings of not more than 250 feet each with a CDD Special Use Permit. An increase in building height requires larger setbacks from Beauregard Street.

V. STAFF ANALYSIS

A. *Parking*

Automobiles

The existing Mark Center Office Park accounts for one thousand and one (1,101) surface parking spaces. Of this total, twenty two (22) are designated as handicap spaces and fifty seven (57) spaces are reserved for the exclusive use of Clyde's Restaurant, which is located off of the entrance at the intersection of N. Beauregard Street and N. Highview Lane.

With the addition of the controlled access system for the site, the property will lose a total of one (1) parking space for the entire area. This space will be dedicated as a proposed turn around space to allow appropriate spacing for vehicles to maneuver out of the space without being affected by the placement of the proposed five (5) bollards installed to limit free access to the site.

Vehicular access to the site will remain at the site's existing three (3) main ingress/egress areas to the site. The existing entrances will undergo minor improvements which in turn will keep the land disturbance for this project to a minimum.

B. *Traffic*

While land disturbance for the implementation of the controlled access gates will be minimized, it is important to understand the operation of the automated gates as well as to show how the system will allow for vehicles entering the site to queue on site and not interfere with through traffic along Rayburn Avenue and N. Beauregard Street.

Operation of automated gates

There will be two ways for an entering driver to raise the gate mechanism and gain access to the parking facility. Daily parkers will be provided a swipe card. Daily parkers will swipe their card at the ticket dispenser and the gate will rise. Occasional parkers, visitors, and others without a swipe card will pull a ticket from the ticket dispenser and the gate will rise. The processing rate for entering vehicles will be approximately 400 vehicles per hour for each entrance, or 1 entering vehicle every 9 seconds per entrance.

To exit the parking facility, daily parkers will swipe their card at the gate to exit. Occasional parkers will have to take their ticket with them to their destination and have the ticket validated. Once the ticket is validated, the validated ticket will be accepted at the exit gate and the gate will rise. Other visitors to the site without a validated ticket will have to pay a fee to exit the gates, which will be paid by credit card.

Parking Study

The applicant submitted a study prepared by Walker Parking Consultants which discussed in detail both the proposed new automated system and the anticipated effects of ingress/egress to

the site. The report also displayed actual traffic counts for all three (3) proposed locations, processing rate of the proposed equipment showing peak hour traffic volumes, and the design day queuing analysis for the equipment. A copy of the report can be viewed in the appendix section of this report.

Staff's main concern is with the potential for vehicle stacking in the right of way at the three proposed locations. Per the queuing analysis as well as peak hour traffic volumes, the only location with stacking in the right of way will be at Rayburn Avenue. Staff has included conditions requiring additional stacking onsite and a right turn lane which will be striped by the applicant within the existing right of way. These included conditions will separate traffic entering the Mark Center site from through traffic on Rayburn Avenue, and will allow for all stacked vehicles to be accommodated on site and outside of the public right of way.

VI. COMMUNITY

On June 15, the applicant presented to the BRAC Advisory Committee details of the project. This committee appointed by City Council is to monitor and advise the Council on the BRAC 133 project. The presentation to this group was for informational purposes only to advise the community of the proposal and of the upcoming July 7th Planning Commission hearing.

The community voiced concerns about the parking management and the accuracy of the traffic study for the project. Their misgivings were related to traffic issues and potential conflicts with pedestrians at the John Adams Elementary School. Although Staff recognizes that no new traffic and no additional impacts to the drive aisle of Rayburn Avenue during peak hours will be generated by the proposal, Staff acknowledges the community concerns and has added additional conditions to the project and can require the gates to be open at peak hours if a queuing problem arises.

Another issue which arose during the presentation was access from patrons to the restaurant establishment Clyde's. The applicant reassured that customers could still access, enjoy, and frequent the restaurant, and should obtain validation for their visit upon exiting the property.

VII. CONCLUSION

Staff recommends **approval** of the major amendment to the previously approved development site plans (SIT#1977-00035, SIT#1978-00020, 00032) to construct three (3) controlled access gates to the Mark Center Office Park area, subject to compliance with all applicable codes and the following staff recommendations.

Staff: Faroll Hamer, Director, Planning and Zoning;
 Gwen Wright, Chief, Development;
 Matthew Melkerson, Civil Engineer IV, T&ES
 Patricia Escher, AICP, Principal Planner;
 Garry Meus, Urban Planner.

VIII. STAFF REPORT EXHIBITS

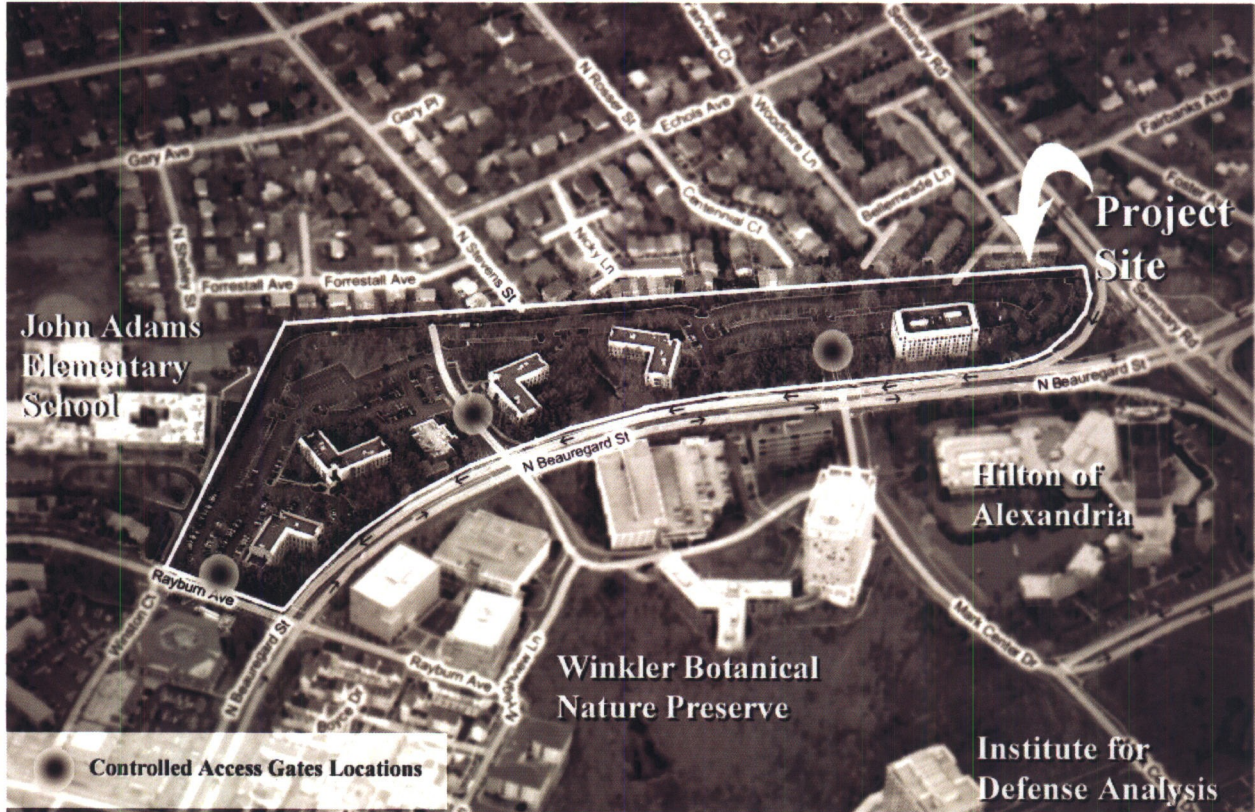


Figure 2: Contextual axonometric image of the Project Site with adjacent properties and streets, as well as the proposed locations for the controlled access gates on the site.

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Figure 3: Image of the proposed locations for the Mark Center Gates.



Figure 4: Image of the property entrance off of N. Beauregard Street, at the intersection of Mark Center Drive, which is the location of Mark Center Gate A-103.

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Figure 5: Image of the property entrance off of N. Bearegard Street, at the intersection of N. Highview Lane, which is the location of Mark Center Gate A-102.



Figure 6: Image of the property entrance at Rayburn Avenue, which is the location of Mark Center Gate A-101.

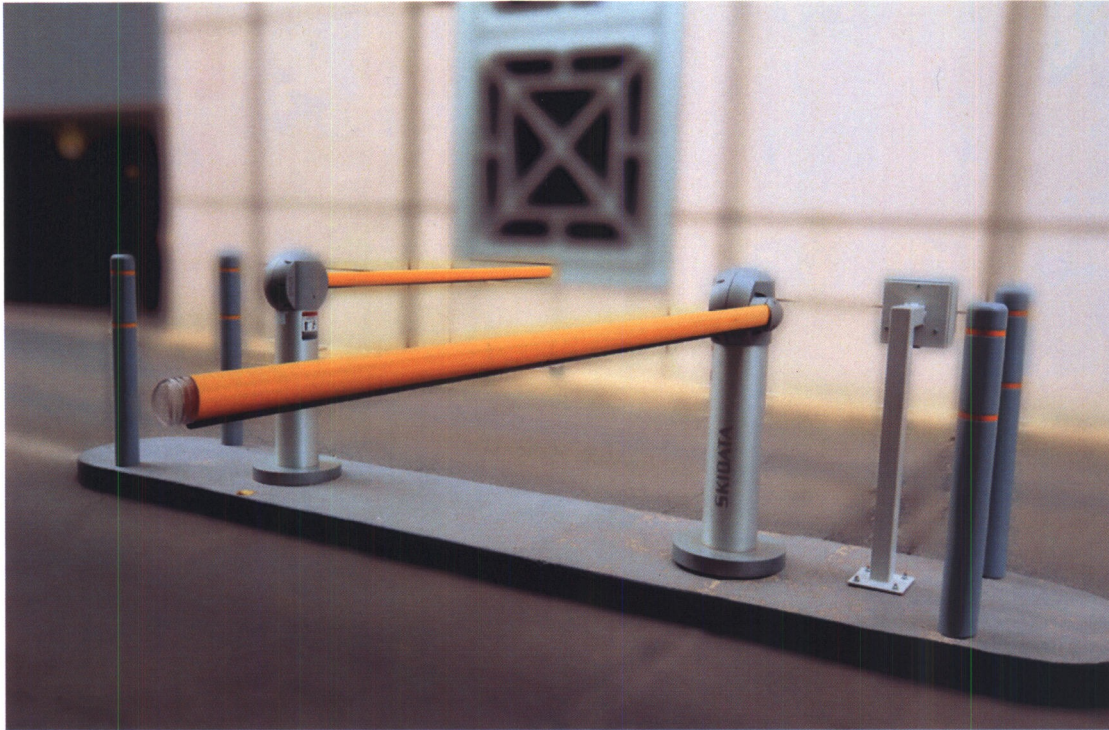


Figure 7: Image of a Parking Access Control System (PACS) located South of N. Beauregard Street on Mark Center Drive, similar to the system the applicant is proposing for this project.

IX. STAFF RECOMMENDATIONS

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

1. The Final Site shall be in substantial conformance with the preliminary plan dated May 31, 2011 and comply with the following conditions of approval.

A. PEDESTRIAN/STREETSCAPE:

2. If new walks or replacement of existing walks is required, provide the following pedestrian improvements to the satisfaction of the Directors of P&Z and T&ES:
 - a. Install ADA accessible pedestrian crossings serving the site.
 - b. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6' in commercial, mixed-use or other high-density areas and 5' in single-family or other lower density areas. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to VDOT standards as outlined in a City Memo to Industry (3/07) available on-line:
<http://alexandriava.gov/tes/info/default.aspx?id=3522>

B. SIGNAGE

3. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (P&Z)(T&ES)

C. SITE PLAN:

4. Per Section 11-418 of the Zoning Ordinance, the development site plan expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the Planning Commission on the project status. (P&Z)
5. Submit all applicable easements and/or dedications prior to the final site plan submission. The plat(s) shall be approved and recorded prior to the release of the final site plan.* (P&Z)

6. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and T&ES. These items include:
 - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas. (P&Z)(P&Z LS)(T&ES)
7. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)(P&Z LS)

D. CONSTRUCTION:

8. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. In addition, 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)
9. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
 - a. Include a plan for temporary pedestrian and vehicular circulation;
 - b. Include the overall schedule for construction and the hauling route;
 - c. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
 - d. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)(Code)
10. Provide off-street parking for all construction workers without charge to the construction workers. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
 - a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.

- b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)
11. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
 12. No major construction staging shall be allowed within the public right-of-way on either Rayburn Avenue or N. Beauregard Street. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
 13. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
 14. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Construction & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
 15. Erosion and Sediment Control shall be required. (T&ES)
 16. Prior to commencing any ground disturbance, the total area of disturbance will need to be surveyed by a licensed surveyor and be verified that it is confined to the 2,470 square feet for the project. This letter of verification will be submitted to the City for review and approval. (P&Z)(T&ES)
 17. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
 18. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z and T&ES. (P&Z)(P&Z LS)(T&ES)

19. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
20. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

E. STREETS / TRAFFIC:

21. The applicant shall monitor traffic flow and ensure the access gates do not cause vehicles entering the site to queue into the public right of way. **The applicant shall provide data to the City after sixty (60), ninety (90) and one hundred eighty (180) days of operation with queuing data for all three entrances.** (T&ES)
22. Paint a 10' wide (measured from face of curb), 150' long right turn lane **on Rayburn Avenue** to separate traffic turning into the site from through vehicle traffic. The right turn lane shall have a minimum of two thermoplastic right turn pavement marking arrows and a 4" wide thermoplastic longitudinal line between the through vehicular travel lane and the right turn lane. (T&ES)
23. Provide a minimum 50 feet of on-site queuing space from the Rayburn Avenue right of way. (T&ES)
24. If the Director of Transportation & Environmental Services determines that the gates are creating unacceptable queuing in the right of way, the applicant may be directed to remove or permanently raise the gates to allow for unimpeded traffic flow. (T&ES)
25. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
26. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction and Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)

27. Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan, shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The Final Site Plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets. (T&ES)
28. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)
29. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
30. Show turning movements of an entering full-size passenger vehicle at the Rayburn Avenue site entrance. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)

F. UTILITIES:

31. Locate all new private proposed with this application outside of the public right-of-way and public utility easements and show these utilities on the plan. (T&ES)

G. WATERSHED, WETLANDS, & RPAs:

32. The storm water collection system is located within the Holmes Run watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

H. BMP FACILITIES:

33. Should the disturbed area exceed 2,500 square feet at any time, the City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
34. Should the disturbed area exceed 2,500 square feet at any time, provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate

topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)

35. Should the disturbed area exceed 2,500 square feet at any time, the storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES)
36. Should the disturbed area exceed 2,500 square feet at any time, submit two originals of the storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)
37. Should the disturbed area exceed 2,500 square feet at any time, submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond. ****(T&ES)
38. Should the disturbed area exceed 2,500 square feet at any time, prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. ****(T&ES)

I. NOISE:

39. Supply deliveries, loading and unloading activities shall not occur between the hours of 11:00 pm to 7:00 am.

CITY DEPARTMENT CODE COMMENTS

Legend: C - Code Requirement R - Recommendation S - Suggestion F – Finding

Planning and Zoning

Technical

- C - 1. Identify appropriate limits of disturbance for all three (3) site areas of the project's proposed site alterations.
- C - 2. Include the appropriate product drawings and details for the controlled access system and its proposed gate arms.
- C - 3. On resubmission, include newly completed DSP site plan checklist as well as detailed response letter detailing how and on what sheets plans were revised to respond to each comment.

Transportation and Environmental Services

- C - 4. DASH has no comments.
- C - 5. ASA has no comments on DSUP 2011-00013 (Preliminary Review #1 submission) located 1500 – 2000 N. Beauregard St (Mark Center – Control Access Gates). Based on the proposed construction and use, ASA has no comments through final submission.
- C - 6. VAWA has no comments.
- C - 7. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- C - 8. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- C - 9. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- C - 10. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

- C - 11. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- C - 12. The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)
- C - 13. Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 14. Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 15. The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)
- C - 16. The applicant shall be responsible to deliver the solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 17. The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle.
- C - 18. Bond for the public improvements must be posted prior to release of the site plan.*
- C - 19. All easements and/or dedications must be recorded prior to release of the site plan.*

- C - 20. 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 - 21. Provide a phased erosion and sediment control plan consistent with grading and construction plan.
- C - 22. The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 23. All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 24. No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code.
- C - 25. All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 26. The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 27. The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the water quality volume default and stormwater quantity management. (T&ES)
- C - 28. The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 29. All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. * (T&ES)

Code Administration:

C - 30. An electrical permit will be required for wiring of the access control

Fire

C - 31. Proposed Gate Arms shall not impede Fire Apparatus entering or exiting site when open.

C - 32. Gate Arms shall be siren activated and provided with a manual override system to allow emergency access.

C - 33. Control Access Gates shall be wide enough to accommodate Emergency Vehicle's.

Police

Archaeology

There is low potential for significant archaeological resources to be disturbed by this project. No archaeological action is required.

Asterisks denote the following:

- * Condition must be fulfilled prior to release of the final site plan
- ** Condition must be fulfilled prior to release of the building permit
- *** Condition must be fulfilled prior to release of the certificate of occupancy
- **** Condition must be fulfilled prior to release of the bond



WALKER
PARKING CONSULTANTS

Walker Parking Consultants
900 West Valley Road, Suite 800
Wayne, PA 19087

Voice: 610.995.0260
Fax: 610.995.0261
www.walkerparking.com

January 31, 2011
April 5, 2011 (Revised)
April 28, 2011 (Revised)

Ms. Kathy Knizner
Duke Realty
4900 Seminary Rd.
Alexandria, VA 22311

Re: Parking Consulting Services – Queuing Analysis
Mark Center Parcels 1500-2000
Walker Project # 14-3718.00

Dear Ms. Knizner:

In accordance with our contract dated January 17, 2011, Walker Parking Consultants (Walker) has completed Task A – Data Collection and Analysis plus PARCS Drawings. This work will enable Duke Realty to install a SKIDATA parking control system at the 1500-2000 North Beauregard Street Properties.

OVERVIEW OF ACCESS CONTROL SYSTEM

All entry/exit lanes will have gates. Employees will be issued swipe cards to activate the gates. Visitors pull a ticket to cause the gate to open, then bring the ticket to the office building where the tenant will validate the ticket to use at the exit lane. Signage will warn visitors that only short term parking is provided and that they must patronize one of the tenants to get their ticket validated.

TRAFFIC COUNTS

To determine the volume of vehicles at each entry/exit (needed to design the entry/exit lanes), Walker was on site Wednesday, January 12th and Thursday, January 13th to perform traffic counts in order to capture the morning and afternoon peak hour traffic volumes. Traffic data was collected at the three entry/exit locations at Mark Center. In addition to performing traffic counts, Walker observed the parking occupancy on Wednesday at 6:30 p.m., and on Thursday at 7:15 a.m. and 10:30 a.m. Using the traffic counts Walker recorded, as well as the parking occupancy data collected during peak activity periods for the office complex, we have calculated the peak hour traffic volumes at each entry/exit to understand the traffic volume which will help determine the quantity of entry/exit lanes.

We developed a spread sheet to record the traffic volume generated by the office complex at each of the three entry/exits during a weekday between 7:30 a.m. and 9:30 a.m. and 4:30 p.m. and 6:30 p.m. Additionally, occupancy data was taken before and after the morning traffic counts (1/13/11) and after the evening traffic counts (1/12/11). The table below summarizes our occupancy findings. A count by the parking lot operator, Colonial Parking, at 2:00 p.m. recorded the highest occupancy. Civil drawings provided to Walker by Colonial Parking indicate a parking inventory of 1,101 spaces at the Mark Center Complex.

Table 1: Occupancy Summary

Time	Inventory	Occupancy	% Occupied
7:15 a.m.	1,101	90	8%
9:30 a.m.	1,101	456	41%
10:30 a.m.	1,101	596	54%
2:00 p.m. (Colonial)	1,101	680	62%
4:30 p.m.	1,101	478	43%
6:30 p.m.	1,101	270	25%

The traffic data was taken on a day that did not completely fill the surface lot. Walker understands that the lots at the Mark Center do not regularly reach full capacity. Therefore, in our calculations, we proportionally increased the volumes to assume a "busy design day".

The actual traffic volumes are summarized by entry/exit in the following table. This data helps us understand how much traffic volume is used at each access point to the site. Entry/Exit "A" is located on the west side of the campus at Rayburn Ave. Entry/Exit "B" is located on Beauregard Street in the middle of the campus at Highview Lane. Entry/Exit "C" is located also on Beauregard Street at the east side of campus at the Mark Center Drive intersection.

Table 2: Actual Traffic Counts

Time	Entry/Exit A		Entry/Exit B		Entry/Exit C		Parking Occupancy at End of 15 Minute Period
	Entry	Exit	Entry	Exit	Entry	Exit	
7:30 -7:44am	10	2	11	3	16	2	120
7:45 -7:59am	14	5	13	5	19	6	150
8:00 -8:14am	24	2	11	4	25	6	198
8:15 -8:29am	21	1	15	5	29	8	249
8:30 -8:44am	20	6	15	5	32	7	298
8:45 -8:59am	30	1	8	2	38	9	362
9:00 -9:14am	14	3	20	5	24	6	406
9:15 -9:29am	19	5	13	5	40	12	456
4:30 -4:44pm	9	10	5	18	0	0	478
4:45 -4:59pm	5	23	8	18	6	20	441
5:00 -5:14pm	4	21	5	13	4	16	401
5:15 -5:29pm	2	23	12	5	8	34	386
5:30 -5:44pm	3	4	24	21	8	25	351
5:45 -5:59pm	5	17	18	12	6	35	318
6:00 -6:14pm	3	15	19	24	5	21	294
6:15 -6:29pm	3	11	20	24	5	17	270
Max 15 Minute	30	23	24	24	40	35	478

We have used conservative design parameters to account for a worst case scenario. We do think it is prudent to factor up the traffic volume at each entry/exit to design the entry/exits assuming the surface lot was 100% full. The highest occupancy on this date was at 2:00 p.m. when the occupancy was 62%. We will use a Design Day Factor of 100/62 or 1.62 to ratio up the traffic volumes assuming a full surface lot.

PARKING ACCESS CONTROL SYSTEM (PACS)

An office complex parking access control system (PACS) will be utilized to provide management and control of the various user groups utilizing this facility. When laying out the equipment it was necessary to plan for stacking and merging. At each of the three entry/exit locations, we determined the average queue that might occur during the peak hour and using standard probability theory, the maximum queue that could be expected with 90% probability. The average queue is used to determine the level of service (i.e. the length of time or level of comfort, it takes to move through the queue and equipment). The q_{90} is used to make sure the queue does not back up into the street intersection.

With the exit lanes we are less concerned about the length of the queue back into the surface parking lot. Rather we are more concerned about the ability to stack vehicles between the exit gate and the street intersection. Two of the three intersections have a traffic signal. We have provided sufficient queuing between the street intersection and the equipment such that when the exiting traffic has the green light, the reservoir of cars can pass through the intersection before the

light changes. Restating this important concept, when the signal gives our exiting traffic the green light, a reservoir of cars waiting for the light to change is necessary because a single PACS lane cannot process cars fast enough to provide a continuous stream of cars through the intersection.

METHOD OF OPERATION

Office Employees

The office and restaurant employees will access and egress the Mark Center lot using card reader technology. The processing rate for a card reader is approximately 400 vph

Transient Parkers (visitors)

Transient parkers will take the ticket dispensed via a push button on the ticket dispenser (TD) in the entry lane. The visitors will take their ticket with them into the office building. A well thought out signage program will be installed. The office building tenants will be issued a ticket validator. The office tenants will validate their visitors' tickets. The visitor has a 10 minute grace period to exit the surface lot at no cost. At the exit lane, the visitor inserts the ticket into the exit verifier and the gate then opens. This system will also have the capability to receive credit card payments.

Transient Parkers (uninvited visitors)

It is not desired that this group park at Mark Center. Signage at each entry drive and street intersection is required to notify transients of parking controls. If the driver misses or ignores the signage, pulls a ticket and enters the lot, the driver can either exit within the 10 minute grace period, or pay with a credit card.

Emergency Vehicles

The strobe lights on emergency vehicles such as police, fire truck, or ambulance will activate a sensor in the equipment causing the gate to open. Should that fail, the vehicle would be expected to break through the control gate arm. These arms are easily replaceable.

ANALYSIS OF EXISTING TRAFFIC CONDITIONS

The previous table presented the raw data we collected. Since the surface lot was not fully occupied, we want to ratio up the traffic volumes such that our analysis will be valid for a full surface lot. Maximum capacity was reached at 2:00 p.m. on January 19, 2011 with 680 vehicles. Since the surface lot capacity is 1101 spaces, our traffic volumes will be multiplied by the ratio 1101/680.

Peak hour traffic volume is a familiar term in our industry. The processing rate of PACS equipment is measured in terms of vehicles per hour (vph). When we design a PACS system we will actually use the peak 15 minute traffic volume within the peak hour in the analysis. So we

select the maximum 15 minute traffic volume that we observed and multiply by four to obtain the design vehicles per hour.

Therefore the peak hour traffic volumes at each entry/exit location are as follows:

<u>Entry/Exit Location</u>	<u>Observed Peak 15 minutes Traffic Volume</u>	<u>Design Day x 1.62 for full lot Peak Hour Volume</u>
A Entry (AM)	30	194
A Exit (PM)	23	148
B Entry (AM)	24	155
B Exit (PM)	24	155
C Entry (AM)	40	258
C Exit (PM)	35	226

Note: The peak 15 minutes did not simultaneously occurs at each entry/exit location.

PROCESSING RATE OF EQUIPMENT

We have used 400 vph for visitors using a ticket dispenser and card reader at the entry lane and also when inserting the validated ticket into the exit verifier at the exit lane.

QUANTITY OF ENTRY/EXIT LANES AND QUEUING

We are now at the point that we can design the entry and exit lanes at each gate location. We used the peak hour volumes and the processing rate of the equipment at each location. Standard probability theory is used to predict the average queue behind the service position at the maximum queue behind the service position within the peak hour with 90% probability.

ENTRY/EXIT A

Entry/Exit A is located on the west side of campus. This entrance can be accessed from Rayburn Avenue. There is no traffic light at the entrance, but a traffic light at Rayburn and Beauregard Street does exist. The majority of traffic exiting the Mark Center Complex from this access point turns left, towards Beauregard Street. Minimal queuing was observed at this entrance. The existing reservoir allows for one to two cars to queue. During our site visit, we observed cars parked near this entrance choose to exit from a different access point, either Entry/Exit B or C. Located across the street from Entry A is the loading dock area of a grocery store.

The following table (Table 3) shows the amount of queuing that can be expected behind the service position in each lane for Entry/Exit A.

Table 3: Design Day Queuing Analysis – Entry/Exit A

Location	Entry			Exit			Processing Rate
	# Lanes	q_{ave}	q_{90}	# Lanes	q_{ave}	q_{90}	
A	1	1	2	1	1	1	400 vph

ENTRY/EXIT B

Entry/Exit B is located on Beauregard Street, and allows access to the middle (Buildings 1700 and 1800) of the Mark Center Complex. There is a traffic signal at Beauregard Street, which causes some queuing for exiting cars. There are two incoming and two outbound lanes at this access point. Vehicles making a right hand turn into and out of the complex have separate access lanes, permitting free traffic flow. Left hand turns into and out of the complex are controlled by the traffic signal. The majority of cars exiting at Entry/Exit B turn left at the light. The average green light for exiting vehicles is 20 seconds, while the average red light is four minutes subject to adjustment by the City, when recent road improvements are completed. Walker observed an average of 5 cars queuing during a red light. Entry/Exit B offers the largest reservoir (approximately 7 vehicles) of the three sites for exiting and entering vehicles.

The table below shows the amount of queuing that can be expected behind the service position in each lane for Entry/Exit B.

Table 4: Design Day Queuing Analysis – Entry/Exit B

Location	Entry			Exit			Processing Rate
	# Lanes	q_{ave}	q_{90}	# Lanes	q_{ave}	q_{90}	
B	1	1	1	1	1	1	400 vph

ENTRY/EXIT C

Entry/Exit C is also located on Beauregard Street. It is the first access point to the Mark Center Complex for drivers from Seminary Road. This entrance provides access to Buildings 1900 and 2000. The majority of vehicles access this entrance by turning right from Beauregard and exit the complex by turning left. During our site visit, Walker observed as many as seven, but usually five or six cars in the left-hand turning lane, waiting in queue to exit at this location. The majority of vehicles exiting from this access point turned left. The average green light for exiting vehicles at

this entrance is 28 seconds, while the average red light is 1.5 minutes. As it is currently constructed, the exit lane could comfortably fit two rows of three to four vehicles.

Table 5 shows the amount of queuing that can be expected behind the service position in each lane for Entry/Exit C.

Table 5: Design Day Queuing Analysis – Entry/Exit C

Location	Entry			Exit			Processing Rate
	# Lanes	q_{ave}	q_{90}	# Lanes	q_{ave}	q_{90}	
C	1	1	4	1	1	2	400 vph

EQUIPMENT LOCATION

Laying out the PACS equipment on an island is more complex than what one might think. One must consider the direction the driver approaches the equipment. For example, a left turn into the equipment lane is relatively easy. The driver has good visibility of the PARCS equipment, the island, pipe posts, etc. The driver can pull close to the ticket dispenser/exit verifier such that when the driver rolls down the window, the driver can reach to pull a ticket or insert the ticket to operate the gate without opening the door, etc.

A right hand turn into the equipment lane is far more difficult for the driver to properly judge the location of the curb, pipe posts and equipment on the island. Many drivers are not able to "snuggle" up to utilize the equipment without stretching out the window or even opening the door.

At Entry/Exits B and C, a long island between the entry and exit driveway exists. We want to locate the PACS entry lane at the end of this island to eliminate the probability of a traffic queue extending to the intersection. This means we have a relatively long driveway prior to entering the actual PACS entry lane. It is desirable to locate this equipment lane more to the center of the existing entry drive way rather than on the existing island such that the approaching drivers can more easily align themselves with the equipment in the lane without worrying about the driver's side tires hitting the curb. This issue is similar to drivers making a right hand turn to enter the lane.

This same concept applies to the exit lanes as well. We need to make provisions for the driver to easily align their vehicles such that they can easily access the equipment on the island. Otherwise, drivers will not be happy with the installation and the traffic processing rate will decrease. Remember, the transient (visitor) drivers need to utilize the ticket dispenser/exit verifier on the islands, they are the ones less familiar with the layout but require the easy layout to reach the equipment.

It is important to consider the effect the traffic signal will have on the exiting vehicles in queue. While the exit equipment planned should be able to adequately accommodate the peak hour volumes, the traffic signal may impinge on the exit lane processing rate. Sufficient queuing has been provided for each exit driveway to stack vehicles between the exit equipment and the street intersection.

Please see the attached sketch A-101 for the basic equipment lane concept for Entry/Exit A. Once the City has reviewed and approved the concepts for each Entry/Exit, we will further develop the island details. This island must be positioned to have at least one vehicle stacking between the equipment and the street intersection. This area has limited room and we must accommodate right hand turns. Because of the right hand turns we designed a less traditional island shape to allow the right hand turn to "overtake" slightly such that the driver can straighten out or "snuggle" up to the equipment. We used the program AutoTurn to show this concept on the sketch. Also please note, we recommend that an island be removed and a few parking spaces to be reconfigured to facilitate the right turns.

Sketch A-102 shows the island position at Entry/Exit B. We need to remove part of the existing island so exiting traffic can make the right hand turn into the exit lane. We tried to maximize queuing to the street intersection to get as many vehicles as possible when the light turns green. At Entry/Exit B, the exiting traffic has 20 seconds of "green" and 240 seconds of "red" signal time. 155 vph arrive at this exit, which calculate to one vehicle every 23 seconds. Per Sketch A-102, a seven car left turn queue plus the quantity of vehicles that can be processed through the exit equipment during the "green" time can potentially pass through the intersection (a total of nine to ten cars). To exit nine to ten vehicles in 20 seconds requires an uninhibited left turn and drivers that pay attention. Mostly likely not all will make it and there will be periods within the peak hour that traffic backs up into the surface lot. A dual left turn or increased green time would alleviate that issue.

Sketch A-103 shows the island position at Entry/Exit C. This sketch shows modifications to the exiting surface lot layouts. At Entry/Exit C, the exiting traffic has 28 seconds of "green" and 90 seconds of "red" signal time. 226 vph arrive at this exit, which calculates to one vehicle every 16 seconds. Per Sketch A-103, a seven car left turn queue plus the quantity of vehicles that can be processed through the exit equipment during the "green" time can potentially pass through the intersection (a total of eleven vehicles). To exit eleven vehicles in 28 seconds requires an uninhibited left turn and drivers that pay attention.

Sketch A-104 shows the basic lane layout.

Note: At all locations, entry traffic is not expected to queue back to the Beauregard Street intersection.

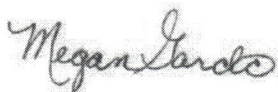
THE NEXT STEP

Please review the contents of this letter and the attached Sketches in support of Duke Realty's DSP with the City of Alexandria.

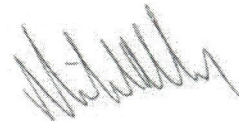
If you have any additional questions or comments, or would like to discuss additional analyses, please feel free to contact me or Mike.

Sincerely,

WALKER PARKING CONSULTANTS



Megan Gardo
Parking Analyst



Michael P. Albers, P.E.
Vice President



APPLICATION

DEVELOPMENT SITE PLAN

DSP # 2011-0013, 0018, 0019 Project Name: Mark Center Parcels 1500-2000

PROPERTY LOCATION: 1500-2000 North Beauregard Street

TAX MAP REFERENCE: 19.02-01-03.S1; 19.02-01-03.S2; 19.02-01-03.S3; 19.02-01-03.S4; 19.02-01-03.S5; 19.02-01-03.S6 ZONE: CDD #4

APPLICANT

Name: Duke Realty Limited Partnership
Address: 4900 Seminary Road, Suite 900, Alexandria, VA 22311

PROPERTY OWNER

Name: Lafayette Buildings, LLC
Address: 4900 Seminary Road, Suite 900, Alexandria, VA 22311

PROPOSED USE: Provide an access control system to surface parking at three property entrances. All current functions of the property will be maintained.

THE UNDERSIGNED hereby applies for Development Site Plan approval in accordance with the provisions of Section 11-400 of the Zoning Ordinance of the City of Alexandria, Virginia.

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

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

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

J. Howard Middleton
Signature
703-641-4225 703-641-4340
Telephone # Fax #
jmiddleton@reedsmith.com
Email address
Revised 6/10/11 ; filed 4/28/11
Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____	Received Plans for Completeness: _____
Fee Paid and Date: _____	Received Plans for Preliminary: _____
ACTION - PLANNING COMMISSION: _____	

Development Site Plan (DSP) # 2011-0013, 0018, 0019

ALL APPLICANTS MUST COMPLETE THIS FORM.

The applicant is: (check one)

the Owner Contract Purchaser Lessee or Other: Manager of the subject property.

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

Duke Realty Limited Partnership
Duke Realty Corporation (more than 10%)
4900 Seminary Road, Suite 900, Alexandria, VA 22311

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.

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Duke Realty Limited Partnership	4900 Seminary Road	
2. Duke Realty Corporation	4900 Seminary Road	more than 10%
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 1500-2000 N. Beauregard St. (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Lafayette Buildings, LLC	4900 Seminary Road	
2. Lafayette Real Estate LLC (sole member)		
3. Belcrest Realty (JV)		70%
4. Duke Realty Limited Partnership (JV)		30%

3. Business or Financial Relationships. Each person or entity listed above (1 and 2), with an ownership interest in the applicant or in the subject property is required to disclose **any** business or financial relationship, as defined by Section 11-350 of the Zoning ordinance, existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review.

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. N/A		
2.		
3.		

Note: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

Date
Date

J. Howard Middleton
Printed Name

[Signature]
Signature

X 34