

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

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# 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



Proposed Site Plan



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.



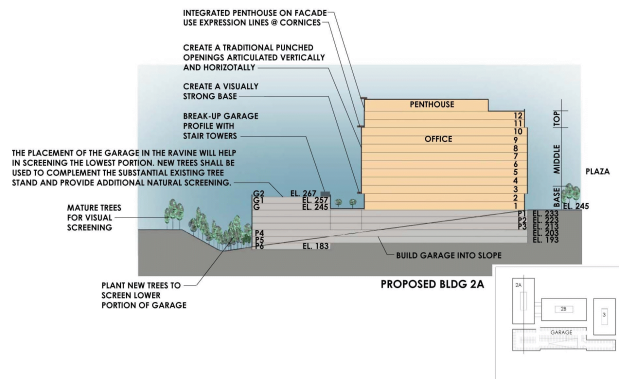
The proposed development originally included the construction of an interchange connection from southbound I-395 to the site. Such a connection would require the removal of a large wooded and open space area and create numerous aesthetic and circulation concerns. As part of this approval, staff is recommending 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

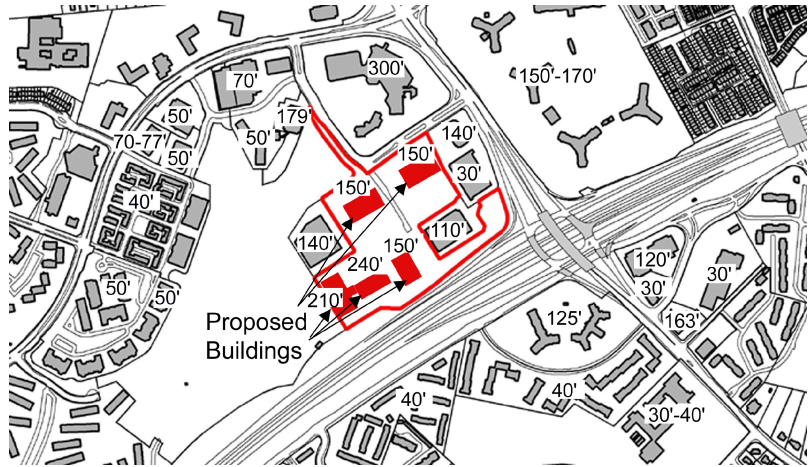




## Proposed building design–building scale

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.

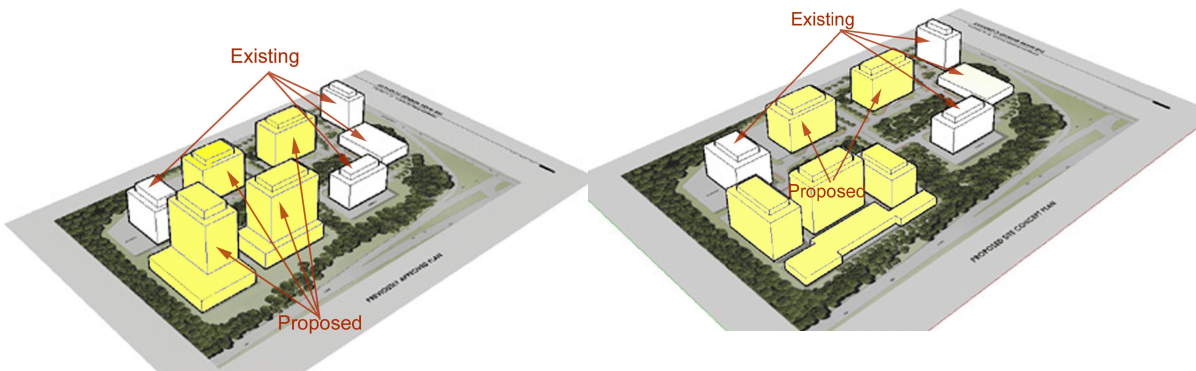
The CDD zoning permits a relatively high density and heights up to 250 ft. in this portion of the site. Staff supports the height of the proposed buildings because of the compatible height with the adjoining buildings (which range from 150 to 300 ft.), and because this area is envisioned for density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



VIEW FROM I-395

### **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.

## 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.

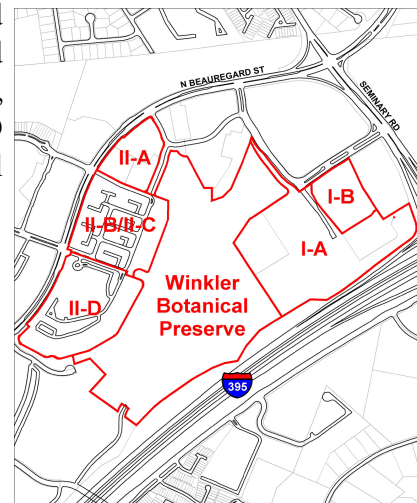
*Table # 1  
History of CDD*

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*

	<b>Current Approved Plan</b>	<b>Proposed Plan Amendment</b>
<b>Site Area (Plaza IA and IB)</b>	25.6 acres	25.6 acres
<b># Buildings</b>	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*

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

<b>PLAZA I OFFICE COMPLEX</b>		
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' Plus penthouses up to 20'
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:

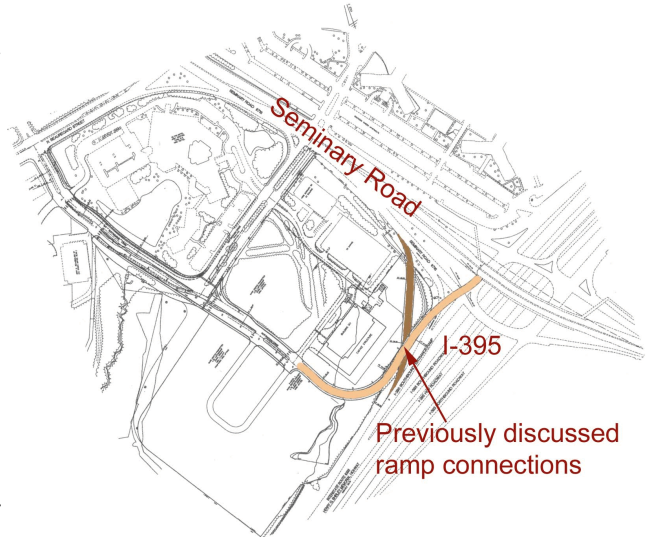
- Constructing additional turn lanes to provide a total of three left turn lanes from northbound Seminary Road to westbound Beauregard Street, in addition to improving pedestrian crossings and modifying the existing traffic signal at this intersection (graphic below).
- Providing dual left-turn lanes 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. 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 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.

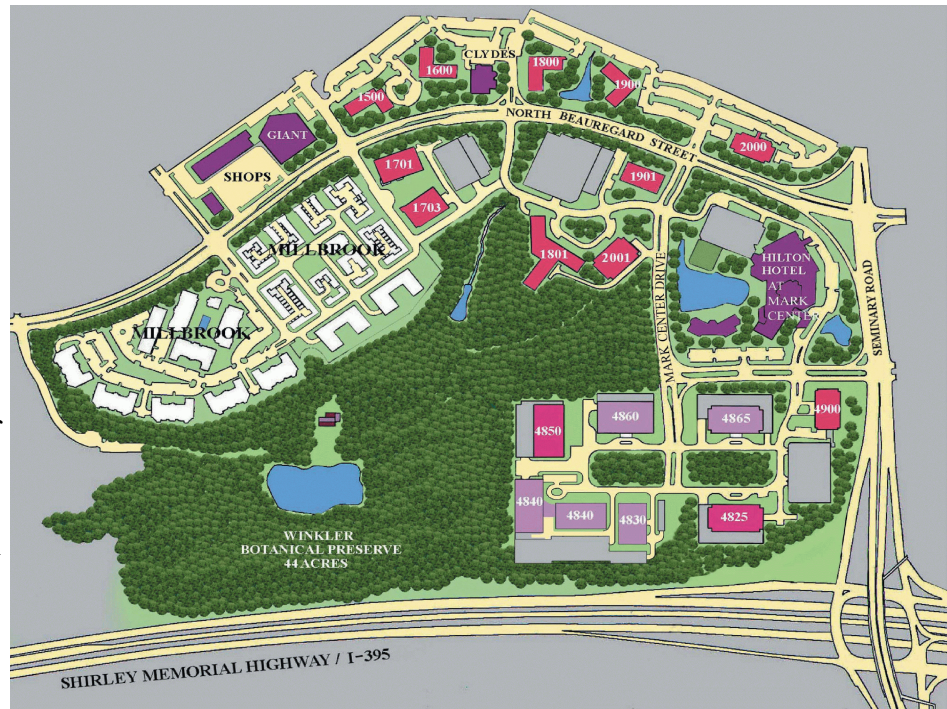


## D. Open Space

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

	<b>CDD Area</b>	<b>Open Space (including tree preservation areas and public open space)</b>
<b>Mark Center</b>	102 acres (undeveloped area at time of CDD approval)	59 acres (58%)
<b>Cameron Station</b>	164 acres	90.7 acres (55%)
<b>Potomac Yards</b>	166 acres	61.5 acres (37%)
<b>Carlyle</b>	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 Farner, 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. Beauregard Street
  - b) the Mill Brooke apartment complex on the south side of N. Beauregard 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. Beauregard 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. Beauregard 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 3<sup>rd</sup> 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?

